

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION

Flato East

Township of Southgate (Community of Dundalk)

Date:

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Prepared for:

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) have been retained by Flato Dundalk Meadows Inc. (the “Owner”), the Owners of the subject property (the “Site”) in order to review the planning merits of a proposed Zoning By-law Amendment (the “proposed ZBA”) and Draft Plan of Subdivision (the “proposed Draft Plan”) on the Site to permit a residential development consisting of a total of 496 units that includes a mix of single detached dwellings and townhouse dwellings (the “Proposed Development”).

The Site is located in the Township of Southgate within the urban community of Dundalk and is municipally known as 772146 Highway 10. The property is legally described as Part of Lots 233 and 234, Concession 1, geographic Township of Proton, now in the Township of Southgate, County of Grey. The Site is comprised of 40.2 hectares (99.3 acres) and includes frontage along Highway 10 totaling 281 metres. The location of the Site is shown on **Figure 1**.

The Site is designated as a “Primary Settlement Area” and “Hazard Lands” in the County of Grey Official Plan (the “County OP”). Furthermore, there are 2 watercourses traversing the Site, and a small piece of a woodland on the south-west portion of the Site. This Site is designated “Neighbourhood Area” and “Hazard Lands” within Adopted OPA 14 for the Township of Southgate OP (see **Figure 2**). These designations reflect the County OP designations.

The Site is currently zoned as “Restricted Agricultural (A2)” and “Environmental Protection (EP)” in the Township of Southgate Zoning By-law (see **Figure 3**).

2.0 PROPOSAL

2.1 DEVELOPMENT CONCEPT

The Site is proposed to be developed for a total of 496 units, comprising 302 single detached dwellings and 194 street townhouse units, a grid road network, parks, three storm ponds and related environmental areas. Site specific residential zoning is required for the Site as well as zones to recognize the park, stormwater management and open space features. Draft plan approval is required to legally create the lots, blocks and road network.

2.2 PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment is being sought to permit the Proposed Development on the Site. The Site is currently zoned "Restricted Agricultural (A2)" and "Environmental Protection (EP)" in the Zoning By-law. The Site is proposed to be re-zoned to "Residential Type 1 exception (R1-XX-H)", "Residential Type 3 exception (R3-XX-H)", "Open Space (OS)" and "Environmental Protection (EP)". Schedule A of the proposed ZBA is included as **Figure 4** to this Report.

The permitted uses within the R1 and R3 Zones will remain the same as within the Parent Zoning By-law, which include the following:

Residential Type 1 (R1) Zone

- One, single detached dwelling on one lot
- Uses, buildings, and structures accessory to the foregoing permitted uses
- Home occupation

Residential Type 3 (R3) Zone

- A semi-detached dwelling
- A duplex dwelling
- A triplex dwelling
- A fourplex dwelling
- A townhouse dwelling
- Uses, buildings, and structures accessory to the foregoing permitted uses

In order to permit the proposed Draft Plan (see **Figure 5**), the proposed ZBA provides a variety of site specific provisions for the R1-XX and R3-XX zones. Section 4.5 of this Report provides compares the proposed site specific provisions of the R1-XX and R3-XX zones with the zone provisions of the parent R1 and R3 zones.

2.3 PROPOSED DRAFT PLAN

The proposed Draft Plan consists of 496 units, and is included as **Figure 5** to this Report. A unit composition is provided below on **Table 1** which includes the approximate proposed lot frontages and number of units of each lot/unit type.

Table 1 – Proposed Draft Plan: Unit Composition

Lot/Unit Type	# of Lots/Units
Single Detached – +/- 10.0 m lot frontage	158
Single Detached – +/- 11.6 m lot frontage	42
Single Detached – +/- 13.7 m lot frontage	102
Street Townhouse – +/- 6 m lot frontage (interior units)	194
Total	496

The Site is comprised of 40.2 hectares therefore the proposed gross density of the Site is 12.3 units per net hectare. The County of Grey Official Plan references “net density” when providing density requirements but does not provide a definition for “net density”. Excluding proposed ‘Open Space’ areas but including roads, parks and stormwater management facilities, the proposed net density of the Site is 15.6 units per net hectare.

In order to delineate the potential developable limits on the Site, a detailed Environmental Impact Statement (EIS) was prepared to confirm the boundary of the natural features and ensure that the Proposed Development is outside of these features and appropriate buffers are provided. Through the design of the proposed Draft Plan these areas will not be developed. A Preliminary Stormwater & Floodplain Assessment Report was also prepared to delineate the boundary of the floodplain associated with the Foley Drain. The Draft Plan was also designed to exclude development from the floodplain.

The Site is transected by two water features; an unnamed tributary on the west and the Foley Drain on the east. Both features are proposed to be maintained within the Draft Plan. The features are also proposed to be capitalized on through the use of parkland abutting the features. A net total of 6.8 percent parkland (2.16 ha / net site area: 31.79 ha), outside of the environmentally sensitive or hazard land areas is proposed on the Site.

The road pattern is proposed as a grid pattern. The proposed road pattern has been designed in an efficient manner and to provide many of the lots with sun exposure within the yards throughout the day. The Foley Drain forms a natural divide on the property and only one road crossing is proposed making the grid pattern on the Site transected by this natural feature. The roads will connect to the draft approved subdivision to the west and there is a block reserved to permit connection to Russell Street to the north once the property to the north is developed. A block is also reserved to permit connection to the adjacent lands to the south, which it is understood may eventually be considered for inclusion in the Dundalk settlement area.

The Proposed Development is to be serviced by municipal water and sanitary sewers subject to planned expansions, as outlined in Section 5.2 of this Report. Currently, the municipal system exists at the Hagen Street right-of-way to the west of the Site. The system is proposed to be extended to the Site through the adjacent draft approved subdivision to the west (Flato West), which includes two road connections to the Proposed Development.

3.0

SITE DESCRIPTION AND SURROUNDING LAND USES

This Section of the Report provides a brief overview of the Site as well as surrounding land uses.

The Site is located in the south-east corner of the Urban Community of Dundalk. The Site has frontage on Highway 10 and is otherwise land locked. The Site will however have additional frontage onto the proposed extension of Elm Street. Elm Street has been approved to be extended southwards through the Flato West subdivision, to the west of the Site, and this road extension will provide for further access to the Site, in two locations (see **Figure 5**).

The Site has been extensively farmed. Some portions of the Site have been left in a natural state and the Site does host some limited hedgerows. In the south west portion of the Site is a small portion of a woodland primarily located on the lands to the southwest; this is proposed to remain in situ. There is an existing house on the Site, adjacent to the Highway 10 frontage, which is proposed to be removed.

Surrounding the Site is the Flato West subdivision to the west which is currently draft plan approved, the woodland to the southwest, a bushlot to the south, Highway 10 to the east and a farm property which is located within the settlement area to the north. The Site is within walking distance of schools, retail locations and recreational areas including the rail trail and arena, among others.

4.0 PLANNING ANALYSIS

4.1 THE PLANNING ACT

The *Planning Act* set out the foundation for land use planning in Ontario and describes how land uses may be controlled. With respect to Draft Plans of Subdivision, Section 51 (24) of the *Planning Act* outlines specific criteria to be considered by an approval authority including:

- a) *The effect of the proposal on matters of Provincial Interest* – The proposed Draft Plan will have no detrimental effect on matters of Provincial Interest as outlined in Section 2 of the *Planning Act* and as detailed in Section 4.2 of this Report.
- b) *Whether the subdivision is premature or in the public interest* – The Site will be designated for its intended use, subject to approval of Adopted OPA 14, and can be fully serviced subject to planned expansions to the municipal water and sanitary systems, the Proposed Development conforms to Provincial Policy, has appropriate access, and is within walking distance of a school, as well as other community amenities and it is submitted that for these reasons, as well as others, the proposal is not premature and it is in the public interest.
- c) *Whether the plan conforms to the official plan and adjacent plans of subdivision (if any)* – The Site is designated for urban development within the County OP and through adoption of OPA 14 in the Township OP; the proposal conforms to these policies. The Site has been designed to connect to the Flato West subdivision and has left a block of land to connect to any proposed subdivision to the north.
- d) *The suitability of the land for the purposes for which it is to be subdivided* – The Site is flat, has no significant vegetation aside from a small portion of the significant woodland primarily on the lands to the southwest, and can properly accommodate the development due to its configuration, topography, and access to existing road and infrastructure networks.
- e) *The number, width, location and proposed grades and elevations of highway, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them* – The existing and proposed road network provides appropriate access to the Site. A Traffic Impact Study has been completed for the property which supports the development of the Site as outlined. This study is reviewed in detail in Section 5.1 of this Report.
- f) *The dimensions and shapes of the proposed lots* – The proposed lots and blocks are appropriate in size to host the intended uses.
- g) *The restriction on the lands to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land* – There are no known restrictions affecting the lands.

- h) *Conservation of natural resources and flood control* –The Site hosts a floodplain associated with the Foley Drain. A Preliminary Stormwater Management and Floodplain Assessment Report was conducted for the Foley Drain and the boundaries of the proposed environmental protection zone provide for the limits of the floodplain, as do the Open Space blocks in the proposed Draft Plan. The Report is summarized in Section 5.3 of this Report.

The adequacy of utilities and municipal services – The Site can be serviced with municipal water services, subject to the planned expansions to the municipal water and sanitary systems. Preliminary phases of the Proposed Development can be serviced with the existing reserve capacity of the municipal sanitary system (See Section 5.2). There is also a medical centre, ambulance station, and fire hall located within the community of Dundalk. The area is also serviced by the Ontario Provincial Police.

- i) *The adequacy of school sites* –The Dundalk and Proton Community school is a grade school which is within walking distance of the Site. This facility provides schooling for junior kindergarten through grade three. The Highpoint Community school provides classes from grade 4 to 8. The Highpoint Community school is close to the Site on the western side of Dundalk. The high school is located up highway 10 in the Village of Flesherton. There is no Catholic school located in Dundalk. The number of additional students associated with the development is anticipated to be minimal and the School Board has commissioned a study which identified a drop in enrollment Board wide, of 20% (Blue Water District School Board Long Term Accommodation Strategy May 2014); including a reduction in students within the two local schools.
- j) *The area of land, if any, exclusive of highways, to be conveyed or dedicated for public purposes* – The net percentage of parkland to be dedicated on the Site is 6.8 %. This parkland is provided within a large central park as well as within areas abutting the eastern watercourse on the Site.
- k) *The extent to which the plans' design optimizes the efficient use and conservation of energy* – The Site provides for an efficient road pattern, provides for additional development within the settlement area within walking distance of many amenities and provides for higher density development in the form of townhomes.
- l) *The interrelationship between the design and site plan control matters* –The Site will not be subject to site plan control.

The *Planning Act* also requires that the subdivision have regard for the health, safety, convenience, and accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality. It is submitted that all of these matters were properly addressed in the design of the Draft Plan and specifics respecting these matters are outlined throughout this Report.

4.2 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (hereinafter referred to as the “PPS”) is applicable to the Site. Planning Authorities are to be consistent with the PPS when exercising any authority. The PPS has been reviewed in its entirety as it relates to the Site. A discussion respecting some of the sections is included herein.

The PPS seeks to promote strong, liveable, healthy, and resilient communities through efficient land use patterns, protecting the environment and public health and safety, and facilitating economic growth.

The PPS identifies that healthy, liveable and safe communities are sustained by promoting efficient land use patterns, accommodating an appropriate range and mix of residential and other uses, avoiding land use patterns which may cause environmental or health and safety concerns, promoting cost-effective development patterns to minimize land consumption and servicing costs as well as other initiatives, and settlement areas shall be the focus of growth. The Site is within the settlement area of Dundalk. The Proposed Development provides for a mix of residential uses within the Site. The Proposed Development also provides for an efficient, fully serviced land use pattern, recognizes the floodplain on the Site and has been designed with no health and safety issues.

The housing policies of the PPS generally speak to municipalities providing an appropriate range and mix of housing types and densities, and maintaining a minimum supply of housing with the first approach being through residential intensification and redevelopment. The proposal to provide for a mix of single detached dwellings and townhouses on the Site provides a mix of housing types not only within the Site itself but also the community as a whole, and provides for the introduction of some smaller single detached dwelling lots and townhouses in a manner that is compatible with the surrounding uses thus assisting the Township in achieving increased density within its largest fully serviced settlement area.

The policies also direct the development of new housing towards locations where appropriate levels of infrastructure and public services facilities are available including areas where active transportation and transit exists and compact development is promoted. The Site will be utilizing the existing constructed infrastructure, provides for active transportation through its naturalized systems of parks, is within short walking distance of a regional trail system and is within walking distance of other community amenities such as schools and retail.

The PPS hosts policies related to public spaces and recreation including how streets, spaces and facilities are to be safe, facilitate active transportation and foster social interaction, and municipalities are to plan for a full range and distribution of publically accessible built and natural settings for recreation. The design of the Draft Plan assists the Township with these policies in that a series of parks have been proposed through the Site, the increased residential density provides for additional community interaction, and the grid road pattern provides for an efficient and functional road pattern.

The proposed Draft Plan also provides the opportunity for use of the existing and planned municipal infrastructure including that the Site is to be fully serviced with municipal sewage and water services, subject to planned expansions. This is detailed in Section 5.2 of this Report.

The PPS identifies that transportation systems should be provided which are safe, energy efficient and facilitate the movement of people and goods. The policies further state that land use patterns, density and a mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. It is submitted that the proposed Draft Plan provides for an efficient movement of people and goods by providing a second access to Highway 10 for the Community of Dundalk, ready access to the highway rather than having the residence traverse through the Town to access the highway, and that this design also minimizes trip length by the provision of this access. The Draft Plan also facilitates active

transportation through its open space network and provides for an efficient grid pattern should transit be available in the future.

The transportation policies also identify that planning authority shall plan for and protect corridors and rights of way and new development on adjacent lands should be compatible with and supportive of the long-term purpose of the corridor. The lots abutting the highway are not permitted to have direct access to the highway, provide for a large setback to the highway and the proposed road access (Street F) supports the long term use of the highway for ready access as a movement corridor.

Section 2.1 provides the Natural Heritage policies of the PPS, including the natural features and areas shall be protected for the long term. Section 2.1.4 and does not permit development or site alteration in significant wetlands; there is a Provincially Significant Wetland (PSW) off-site to the southwest. The PPS also does not permit development within 120 metres of a PSW unless it has been demonstrated that there will be no negative impacts on the wetland or its ecological function. The EIS undertaken for the Site has demonstrated that the development will not have a negative impact on the PSW.

Section 2.1.5 does not permit development or site alteration in significant woodlands and a variety of other natural features, or on adjacent lands unless it is demonstrated that there would be no negative impact on the natural feature or its ecological function. A small portion of a significant woodland is located in the southwest area of the Site. An appropriate buffer has been provided around the woodlot and the EIS has determined that the Proposed Development will not have a negative impact on the feature.

The EIS also concludes that fish habitat will be protected, and that the Site does not have the potential to function as habitat of Endangered or Threatened Species.

Section 2.6 of the PPS does not permit development or site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. A Stage 1 Archaeological Assessment was conducted for the Site, which advises that a Stage 2 Assessment is also required. A Stage 2 Assessment will be undertaken, to determine whether the Site contains archaeological resources.

Section 3.1 of the PPS generally directs development outside of hazardous lands adjacent to river, stream and small inland lake systems impacted by flooding hazards, and prohibits development and site alteration within areas that would be rendered in accessible during flooding hazards. As stated, there is a floodplain associated with the Foley Drain. Accordingly, a Floodplain Analysis was conducted in order to map the floodplain of the Foley Drain. The floodplain is included in Open Space blocks on the proposed Draft Plan, and zoned Environmental Protection in the proposed ZBA.

Based on the above, it is submitted that the proposed ZBA and proposed Draft Plan are consistent with the Provincial Policy Statement.

4.3 COUNTY OF GREY OFFICIAL PLAN

The County of Grey Official Plan (County OP) is the upper tier planning document that guides planning policy and development on a regional basis. As is characteristic with many upper tier OP's the County OP provides for various goals and objectives relating to the County's roll in upper tier planning, including respecting the role of the natural environment and minimizing any adverse impact on the natural environment, providing for a desirable and efficient land use pattern, and ensuring sufficient lands are available for development to provide for employment and a mix of housing, among other matters.

The County identifies that settlement areas are the focus of growth for the County's permanent population and the OP provides for a hierarchy of settlement areas being Primary, Secondary and Tertiary. Dundalk is considered a Primary Settlement Area.

The County supports a wide variety of housing types as well as redevelopment and intensification primarily within the settlement areas. It also encourages forms of housing which are deemed accessible to moderate and lower incomes including townhouses.

The Settlement policies of Section 2.6.1 of the County OP encourage and promote development which is consistent with the Provincial Policy Statement as long as the land use is compatible and natural resources and the environment are protected. It is submitted that the Proposed Development meets this policy criteria.

From a design perspective, Section 2.6.1 of the OP identifies that plans of subdivision shall ensure an orderly street pattern, efficient use of services, a variety of housing and development opportunities, give consideration to street orientation to ensure energy efficiency and should consider providing convenient access to retail facilities, schools, recreational facilities and services both via motor vehicle and active transportation means. It is submitted that the proposed Draft Plan meets all of these policy initiatives.

As identified above, Dundalk is a Primary Settlement Area and is thus intended to be a primary target for residential and non-residential growth within the County OP policy context. The overall density target for the community is 20 units per net hectare. The density on the Site is 15.6 units per net hectare (calculated by removing the open space areas but including the parks, storm ponds and roads). This density assists the Township in contributing to the overall density targets for Dundalk.

The natural heritage policies of Section 2.8.1 of the OP identify that the natural environment land use designations include Hazard Lands and Provincially Significant Wetlands (PSW) and that new development shall be protected from natural hazards and development will generally be directed outside of natural features within these areas. There are identified hazard lands located on the eastern portion of the Site. This hazard land area reflects the Foley Drain and its associated floodplain. A detailed analysis of the floodplain has been undertaken (see Section 5.3 of this Report) and no development is proposed within its limits. The road crossing the floodplain will be properly designed and the necessary permits obtained prior to construction. The floodplain is identified as blocks 357 and 360 on the Draft Plan.

There is an identified PSW to the southwest of the property, along with a Significant Woodland that extends slightly into the Site, from the southwest. An Environmental Impact Statement has

been undertaken for the Site and the woodland area will be preserved and appropriate buffers have been provided (Block 357). This is detailed in Section 5.4 of this Report.

The OP speaks to the matter of endangered and threatened species and the relationship of the OP to the various legislation related to these species. The EIS concluded that that the Site does not have the potential to function as habitat of Endangered or Threatened Species.

With respect to transportation, the County OP identifies that any new entrances to Provincial highways requires Ministry of Transportation (MTO) approval and any setbacks or road widening will be determined by the Province. A Traffic Impact Study (TIS) was undertaken to review the traffic generated from the development; the TIS is summarized in Section 5.1 of this Report. The TIS concluded, among other matters, that the entrance to the highway as proposed is appropriate.

The OP identifies that the preferred method of servicing is via municipal services that can be sustained and are financially viable (Section 5.3.2). As detailed in Section 5.2 of this Report, a Functional Servicing Report was undertaken which demonstrates that the municipal services proposed for the Site are feasible, subject to the planned expansion to the municipal water and sanitary systems.

Section 6.1.2 of the County OP identifies that amendments to the OP are not required for the minor redefining of the Hazard Lands designation through a Zoning By-law Amendment after consultation with the applicable agencies and approval authorities. The proposed ZBA seeks to specifically establish the limits of the floodplain for the Foley Drain, as established by the Preliminary Stormwater Management and Floodplain Assessment Report.

It is acknowledged that the County of Grey is the approval authority for the proposed Draft Plan as per Section 6.5 of the OP. The lot creation policies of Section 6.12 of the OP identify that any proposed Draft Plan is to have regard to the policies of the County OP as well as Section 2 of the *Planning Act* (this is addressed in Sections 4.1 – 4.3 of this Report), the development is orderly and contiguous, it is compatible with existing and permitted land uses, the servicing requirements of the County are met, direct access to the Highway is restricted, soil and drainage conditions are suitable, and the size is appropriate. It is submitted that the development is contiguous and provides for future road connections to adjacent lands, the proposed residential use and form is compatible with surrounding and nearby land uses, the Site is properly serviced, only one highway access is proposed, the soil is appropriate and there is an appropriate storm water solution for the Site, and the lot sizes and configuration are suitable.

The policies with respect to the layout of plans of subdivision have also been addressed including access to existing trails, promoting walkability throughout the plan by providing open space areas for trail development, the layout is accessible for persons with disabilities, sidewalks will be provided as per any municipal criteria, the street pattern fits within the existing road network and is devised in a grid pattern, impact on the natural environment has been taken into consideration, useable parkland is provided, the lots have been design to consider snow removal, and the Site is efficiently designed for emergency vehicles, a range of housing types, densities and affordability are provided, and the proposal is consistent with the PPS.

Based on the above, it is concluded that the proposed ZBA and Draft Plan conform to the intent of the policies of the County of Grey Official Plan.

4.4 TOWNSHIP OF SOUTHGATE OFFICIAL PLAN

The Township of Southgate Official Plan (OP) was approved by the County of Grey on August 10, 2006. OPA 14 relates to the Site and it was adopted by Township Council in September 2015. The OPA redesignated the Site to “Neighbourhood Area” and continues to recognize the then existing “Hazard Land” designation on the Site (see **Figure 2**). The proposed ZBA and Draft Plan respect these two designation boundaries.

The intention of the OP is that it is to be used as a primary tool for implementing the long range Provincial, County and municipal land use goals and policies. The OP states that the primary municipal focus is to establish a strategy for growth which addresses the long term living, working and recreational needs of the municipalities’ residents while remaining true to the OP’s broader environmental, economic and social goals and objectives.

The vision of the Township, in part is to be a vibrant progressive community that is a desirable place to live, work and invest. To achieve this objective, Southgate will support a mix of residential development to enhance its existing quality of life and rural charm.

The Growth Principles of the OP include directing growth to existing settlement areas, providing for limited residential growth that meets defined criteria ensuring rural vitality and viability continue, the growth potential of the communities is the basis of the settlement policies, and various identified natural heritage features including Provincially Significant Wetlands, will be maintained, restored or where possible, improved, among other policies. The Proposed Development will assist in meeting these objectives.

The OP identifies the projected population and unit count to the year 2025. Since the authoring of the OP, Dundalk has undergone a settlement expansion, which included the subject lands, to provide for additional development opportunity within the Urban Community.

The OP identifies that development will be focused in the urban community of Dundalk; Dundalk is also the Township’s only fully serviced settlement area. The settlement goals of Section 3.2, among others, include providing an appropriate range of housing types and densities to meet the current and future needs of residents within the regional market area, while the objectives relate to ensuring that there is an appropriate density and mix of land uses, efficient use of land, resources, infrastructure and public services, promoting opportunities for intensification, and ensuring that new development has a compact form, mix of uses and appropriate densities. It is submitted that the Proposed Development achieves all of these goals and objectives.

The natural heritage goals and objectives include protecting significant natural heritage features and areas and land adjacent to these features does not result in negative impact on features or their ecological functions as well as to prevent development on lands having environmental hazards such as flooding, promoting sustainable use of water resources, ensure stormwater management practices are implemented, among others. The development, as designed will utilize existing infrastructure subject to an extension of municipal water and sewage infrastructure to the Site, along with a planned expansion to the municipal water system and expansion to the municipal sanitary system, be developed outside of the floodplain on the Site, and will protect various natural heritage features on or adjacent to the Site.

The infrastructure and servicing goals and objectives are similarly conformed to through the efficient use of full municipal services on the Site, subject to planned expansions.

There is a wide range of parkland opportunities and experiences proposed for the Site in varying locations while taking advantage of the natural heritage features on the Site. A total of 5.4 percent of the total Site area is being provided for park purposes (2.16 ha / total site area: 40.22 ha), while 21% is being provided for open space purposes which will afford the community at large different parkland experiences on the Site. This approach is consistent with the public space goals and objectives of Section 3.9 of the OP.

The primary designation on the Site, based on Adopted OPA 14 is “Neighbourhood Area”. The OP identifies that this designation is to be for lands which are primarily residential in nature while permitting neighbourhood commercial, institutional (specific uses are identified in the OP) and open spaces uses as well as other uses compatible with residential development. The lands designated Neighbourhood Area on the Site are proposed for residential and open space uses. Specifically, single detached dwellings and townhouses are proposed which are listed as permitted uses in Section 4.1.1.i of the OP.

There is a specific policy context for permitted townhouse units within the designation. This includes:

1. The proposed use is compatible with the surrounding lands, with regard to scale and visual impact.
2. The use will not cause or create traffic hazards or an unacceptable level of congestion on surrounding streets.
3. The use is located on a site that has adequate land area to incorporate required parking, open space, landscaping and buffering.
4. The use can be serviced by municipal water and sewer services.
5. The proposed lots can be adequately serviced by adequate community facilities, including schools and parks.
6. Townhouse and Municipal Dwelling development shall require storm water management for both quantity and quality control, as approved by the municipality and other approval authorities.

As described in this Report, the townhouses are located internally to the Site and/or on the eastern boundary of the Site, backing onto Highway 10; they are not located abutting any of the existing development within the Community. Based on this, and the design and configuration of the townhouses, it is submitted that the townhouses on Site will be compatible with the surrounding lands, including the proposed single detached lots within the proposed Draft Plan.

The use will not create traffic hazards or unacceptable congestion as is detailed in Section 5.1 of this Report, there is adequate parking for each townhouse as well as open space, and buffering, the Site can be properly serviced with municipal services subject to planned expansions to the municipal water and sanitary systems as detailed in Section 5.2, there are adequate community facilities in proximity to the Site and many are within walking distance, and there is an appropriate storm water solution for the Draft Plan which includes the townhouses as outlined in Section 5.3. It is submitted therefore that the townhouse component conforms to the townhouse policies of the Urban Community policies.

The Site hosts a “Hazard Land” designation. This designation recognizes the Foley Drain as well as the small portion of the Significant Woodland that is located in the south western edge of the Site. The Hazard Land designation is reviewed within the context of the Natural Environmental Area policies of Section 6.2 of the OP. The permitted uses in the designation include forestry,

conservation, non-intensive agriculture, public parks and passive recreation, public utilities and flood/erosion/sediment control systems. Policy 6.2.2.8 permits minor alteration to the hazard mapping without an Amendment to the OP, with the intent being that more detail hazard land mapping is implemented into the Zoning By-law. The proposed ZBA incorporates more precise floodplain mapping, as established by the Preliminary Stormwater Management and Floodplain Assessment Report. The lands within the confirmed floodplain boundary are proposed to remain in their natural state and may be used for passive recreation (trails). The proposed ZBA recognizes the confirmed floodplain boundary, which is slightly smaller than the Natural Hazard designation boundary from OPA 14. No buildings or structures are proposed within this EP zone and the floodplain on Site is not associated with a steep slope. One road crossing is proposed through the watercourse. This will be properly designed.

The proposed Draft Plan has also been designed around the Significant Woodland, and both the Draft Plan and proposed ZBA incorporate appropriate buffers to protect the Woodland, as recommended by the EIS. The details of the extent and nature of the hazard areas and natural heritage features are further discussed in Sections 5.3 and 5.4 of this Report.

Section 6.5.5 of the Township OP only permits development or site alteration within or adjacent to significant wildlife habitats where an EIS demonstrates that there would be no negative impact on the natural feature. The EIS determined that potential significant wildlife habitats are associated with the Foley Drain and significant woodland, both of which are protected by the proposed ZBA and Draft Plan. Likewise, the unnamed tributary is also appropriately protected by the proposed ZBA and Draft Plan, in accordance with the requirements of Section 6.5.6.

Section 7.2 of the OP hosts the policies for Plans of Subdivision; a plan of subdivision is proposed for the Site and, as such, these policies have been reviewed in detail. As discussed the proposal has been undertaken as a result of an adopted Official Plan Amendment to redesignate the lands to the "Neighbourhood Area" designation and a previous settlement expansion thus the Township has satisfied itself that there is a demonstrated need for additional residential development on the Site. As has also been discussed the Site has adequate water and sanitary services, storm drainage, and public roads, and there are nearby schools and community emergency services protection.

The policies of Section 7.3 require the Owner to enter into a subdivision agreement. This is understood and expected as part of the process.

The relevant general lot creation policies of Section 7.4 of the OP were reviewed and it is submitted that the proposal is permitted by the policies of the OP, the development is contiguous and respects the development pattern in the area, it is compatible with existing and future land uses, the servicing policies can be met, no limited sight lines are being created, the soil is satisfactory for development, no development lots are proposed in any hazard land area, the Minimum Distance Formulae was reviewed at the time of the settlement area expansion, it was deemed appropriate that these lands could be developed for urban use, the lot fabric on the Site is proposed to be in a compact, clustered form, and permission will be sought from MTO for the new Highway 10 entrance.

Section 7.6 of the OP identifies that it is the intent that any new major private development proposals have an archaeological assessment undertaken. A Stage 1 Archaeological Assessment has been conducted, as was required as part of the "complete application" criteria set forth by the County. This report identified that a Stage 2 Assessment will be required. It is anticipated that the requirement for the Stage 2 Assessment will be a condition of Draft Approval.

The Official Plan also hosts servicing policies. These policies are multi-layered given the differing means in which servicing can take place over the entire Township. As identified, the Site is to be serviced with full municipal water and sewage services which are available in Dundalk subject to planned expansions; full services are the priority means of servicing development within the Township. Details respecting the servicing are outlined in Section 5.2 of this Report.

The storm water policies of the OP essentially strive to ensure that there are appropriate solutions for storm water on-site, that pre and post development flows are appropriate and that best practices are utilized in the location and design of the storm water system. It is submitted that all of these matters have been taken into consideration in the design of the storm water system on Site as detailed in Section 5.3 of this Report.

The OP identifies that all development located adjacent to provincial highways is subject to the requirements and permits of the Ministry of Transportation; this is acknowledged and understood. The policies also discourage new development accessing the Highway. It is noted that the proposed access to the highway is for a municipal road and this road allows for a dual function; access to the Site from its only current road frontage as well as a secondary access to the Community of Dundalk itself. Currently Dundalk only has one access to Main Street (County Road 9). This is located approximately 800 metres north of the proposed access to the Site. Alternative accesses to the site, should Main Street/Highway 10 be blocked would be in excess of 12 kilometres (See **Figure 6**).

The TIS has determined that the proposed access to Highway 10 can be supported from a sight distance perspective, and is required from a safety and emergency vehicle access perspective. Additionally, the access will not impose any negative traffic impacts on the function of Highway 10.

The Site is further designed to have units back onto Highway 10 which is also consistent with MTO's design policies. The depth of these lots is larger than the interior lots (+/- 50 m vs 30/40 m), thus allowing for a rear yard building setback in excess of 17 metres.

It is acknowledge that when MTO reviews municipal Official Plan policies respecting roads, they advise that a policy should be included that indicates that direct access onto a provincial highway will be restricted and that development should be encouraged to utilize local roads and service road wherever possible (Section 3.1 MTO OP policy guidelines). The Township OP reflects this policy direction, for the reasons stated above however, access to the Site from the Highway is reasonable for the appropriate development of the Site as well as desirable for the proper functioning of the existing Community of Dundalk.

The Right of Way (ROW) width for the roads in the proposed Draft Plan are 20 metres as per the policies of the OP.

A Traffic Impact Study (TIS) was prepared to assess the impact of the traffic of the Proposed Development. The study demonstrated that traffic from the Proposed Development will not materially affect the boundary road network, the Proposed Development can be supported from a traffic operation perspective, and the Draft Plan can be supported from a site circulation and access perspective. Details are in Section 5.1 of this Report.

The implementation policies of the OP provide criteria for Councils' assessment of requests for amendments to the Zoning By-law. These criteria are the same as for Council's review of Official Plan Amendments. As an OPA has just been adopted by Council in September 2015 for this Site, it is submitted that Council has satisfied itself that the policies of the OP, for the purpose of the proposed ZBA, have been met.

Based on the above, it is concluded that the proposed ZBA and Draft Plan conform with the Township of Southgate Official Plan.

4.5 TOWNSHIP OF SOUTHGATE COMPREHENSIVE ZONING BY-LAW

The Comprehensive Zoning By-law for the Township of Southgate (the "Township ZBL") is applicable to the Site. As stated, the Site is currently zoned Restricted Agricultural (A2) and Environmental Protection (EP) (see **Figure 3**). Accordingly, a Zoning By-law Amendment is required to permit the Proposed Development. As outlined in Section 2.2 of this Report, the proposed ZBA will re-zone the Site to a new Residential Type 1 exception zone (R1-XX-H), a new Residential Type 3 exception zone (R3-XX-H), the Open Space (OS) zone, and the Environmental Protection (EP) zone (see **Figure 4**). **Table 2** below outlines the zone provisions for the general R1 and R3 zones outlined in the Township ZBL, the zone provisions proposed for the R1-XX-H and R3-XX-H Zones by the proposed ZBA, and the conditions portrayed in the proposed Draft Plan (see **Figure 5**).

Regarding townhouses, the R3 zone in the Township ZBL provides provisions for townhouse dwelling blocks, rather than specific townhouse dwelling units. As an example, the minimum lot frontage provision for the R3 zone for townhouse dwellings is 40 metres, though 4 dwelling units can be accommodated in that area assuming a lot area of at least 1,200 square metres. Utilizing this approach does not allow for an absolute minimum townhouse dwelling unit lot size to be established, as the minimum lot frontage and area requirement is aggregated over all of the units in the block. In order to ensure consistency amongst townhouse dwelling units in the Proposed Development, the proposed ZBA includes zone provisions for the R3-XX-H zone which are applicable specifically to townhouse dwelling units (instead of blocks).

Table 2

Zone Provision	R1 Zone Requirement	Proposed R1-XX-H Zone Requirement	R3 Zone Requirement – For a Townhouse Block	Proposed R3-XX-H Zone Requirement – For a Townhouse Dwelling Unit	Proposed Draft Plan
Minimum Lot Frontage	Int: 12.12 m Corner: 15 m	9.75 m	40 m	5.75 m	Single: 10.05 m Townhouse: 6 m
Minimum Lot area	465 m ²	292.5 m ²	1,200 m ²	172.5 m ²	Single: 300 m ² Townhouse: 180 m ²
Maximum Lot Coverage	35 %	40%	35%	40%	TBD
Maximum Number of Dwelling Units	N/A (1)	N/A (1)	4 + 1 additional for each 300 m ² of lot area	N/A – Applies to each dwelling unit	N/A
Minimum Front Yard	7 m	6 m	7.5 m	6 m	TBD
Minimum Interior Side Yard	1.5 m	1.2 m on one side and 0.6 m on the other side	4 m	1.5 m – end wall 0 m – common wall	TBD
Minimum Exterior Side Yard	4.5 m	4 m	6 m	4 m	TBD
Minimum Rear Yard	7.6 m	<i>No Change</i>	10 m	7.6 m	TBD
Minimum Floor Area	1 storey: 90 m ² 1.5 storey: 105 m ² 2 or 2.5 storey: 130 m ²	<i>No Change</i>	Bachelor: 41 m ² 1 Bed: 55 m ² 2 Bed: 70 m ² 3 Bed: 83 m ² 3+ Bed: 83 m ² + 10 m ² per additional bedroom	<i>No Change</i>	TBD
Maximum Height	2.5 storeys	<i>No Change</i>	3 storey	<i>No Change</i>	TBD
Minimum Play Space	N/A	N/A	1 bed: 1.8 m ² 2 bed: 3.7 m ² 3 + bed: 5.6 m ²	Nil	TBD
Minimum Amenity Area	N/A	N/A	1 bed: 20 m ² 2 bed: 40 m ² 3 bed: 60 m ²	Nil	TBD

Regarding parking, it is noted that Section 5.7 of the Township ZBL does not specify a minimum parking space requirement for townhouses. Accordingly, the proposed ZBA applies the standard dwelling parking requirement, 2 spaces per dwelling unit, to the R3-XX-H zone for townhouses. Each townhouse dwelling unit on the Site will have 2 parking spaces, one in the garage and one in the driveway. Likewise, all single detached dwellings will have 2-4 parking spaces, depending on garage and driveway size, which is to be determined in compliance with the Township ZBL.

In addition to rezoning portions of the Site to the new R3-XX-H and R1-XX-H zones, the proposed ZBA also rezones portions of the Site to the EP and OS zones. The EP zone is being applied to specific natural heritage features and accompanying buffers, which have been identified and mapped by the Environmental Impact Study (see Section 5.4 of this Report). The OS zone is being applied to the three stormwater management blocks identified in the proposed Draft Plan, as well as the various parkland dispersed throughout the Site.

As outlined in Section 5.19 of the Township ZBL, a use, service or utility of the Township of Southgate or County of Grey is a permitted use in any zone. It is intended that the three stormwater management blocks be conveyed to the Township, as a condition of Draft Plan approval. Accordingly, it is submitted that the stormwater management facilities are permitted uses in any zone. Notwithstanding this, it is noted that Township appears to zone stormwater management facilities in the OS zone, as was the case with the adjacent Draft Approval Subdivision to the west.

In addition to providing zone provisions, the Township ZBL also includes various general provisions. It is submitted that the Proposed Development complies with all applicable general provisions.

Based on the above, it is concluded that the proposed ZBA is in keeping with approaches uses in the Township of Southgate Zoning By-law while utilizing alternative approaches where appropriate, and the proposed Draft Plan otherwise complies with the Zoning By-law.

5.0 SUPPORTING DOCUMENTS

The following provides a brief summary of the documents provided in support of the proposed ZBA and DPA.

5.1 TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) was prepared for the Proposed Development by C.F. Crozier & Associates Inc., dated December 2015. The purpose of the TIS was to assess the transportation impacts of the Proposed Development on the boundary road system, and recommend mitigation measures if warranted. The TIS assessed the boundary road network based on existing and future background conditions, traffic generated by the Proposed Development, and finally the total future conditions, for 2020, 2025, 2030, 2035 and 2040 horizon years. The surrounding road network consists of Highway 10, Main Street (Grey County Road 9), Russell Street, Alice Street, Mill Street, Elm Street, Victoria Street, and Osprey Street, and associated intersections.

Based on its analysis, the TIS provided the following conclusions:

- There are no traffic operation issues at the study intersections under existing conditions.
- No capacity improvements are currently identified for any of the study road network with the horizon years of the TIS (2040).
- There are no traffic operation issues at the study intersections based on the future background traffic to the 2040 horizon year.
- The Proposed Development is projected to generate 70 inbound and 239 outbound weekday A.M. peak trips, and 249 inbound and 139 outbound weekday P.M. peak trips.
- A left-turn lane warrant was undertaken for the northbound left-turn lane on Highway 10 at the Site entrance. The warrant determined that a left turn lane is required, with a storage length of 15 metres.
- There are no traffic operation issues at the study intersections under the 2040 total future conditions, with only minor increases in delays from existing conditions.
- The proposed access to Highway 10 can be supported from a sight distance perspective, and is required from a safety and emergency vehicle access perspective. The access will not impose any negative traffic impacts on the function of Highway 10.

Ultimately, the TIS concluded that traffic from the Proposed Development will not materially affect the boundary road network, the Proposed Development can be supported from a traffic operation perspective, the Draft Plan can be supported from a site circulation and access perspective and access to Highway 10 is required from a safety and emergency perspective.

5.2 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report (FSR) was prepared by C.F. Crozier & Associates Inc., dated December 2015. The FSR reviews the servicing design for the Proposed Development, including proposed road standards, site grading, sanitary servicing, water servicing, Foley Drain servicing crossings and utilities.

To summarize the findings of the FSR:

- The proposed Draft Plan has been designed to include 20 metre wide right-of-ways, which is the Township's standard urban cross section for local streets. The Traffic Impact Study (see Section 5.1) provides more detailed analysis of the transportation impacts of the Proposed Development.
- To provide municipal sanitary services to the Site, the existing 375 mm sanitary sewer located at the unopened Hagan Street R.O.W. to the west will be extended to the Site, through the adjacent Flato West lands which are subject to a Draft Approved Plan of Subdivision which provides two future connection points to the Site. The proposed sanitary servicing solution has been designed to accommodate demands from the Proposed Development as well as the "Elliot Property" to the north. To that end, a sanitary sewer stub will be included for a future connection to the Elliot Property via the future right-of-way block.

The Township of Southgate-Dundalk Wastewater Treatment Plan (WWTP) has uncommitted reserve capacity. However, it is understood that the Township of Southgate will be proceeding in the future with an expansion of the WWTP to accommodate anticipated growth in the community of Dundalk, including the Proposed Development. Initial phases of the development will rely upon the uncommitted reserve capacity of the plant.

An on-site pumping station is proposed for the Site, to convey wastewater from the internal sewer system to the existing municipal system. At this time, the preliminary recommendation is to locate the pumping station in Blocks 347 or 348, but the exact location will be established through detailed design.

- Regarding municipal water services, it is understood that the Township's existing potable water supply does not have capacity to accommodate the Proposed Development. However, the Township is currently undertaking an Environmental Assessment to determine a water supply solution for the Township as a whole, which will consist of new wells to supplement the existing supply. A specific block on the Flato West site was identified as a potential location for a future municipal well. The Township has initiated drilling on the site to determine its suitability. The Owner has agreed to include a well block in the Flato West site, if it's determined to be the best solution.

The Proposed Development will include an internal watermain network which will be municipally-owned and operated, and follow the road network in the proposed Draft Plan. The network will include a watermain stub for a future connection to the Elliot Parcel via the future right-of-way block.

- The Proposed Development will be serviced with natural gas, telephone, cable TV and hydro. All such utilities are available on the surrounding streets. An existing hydro line is located just north of the Site, with the associated 10 metre easement extending onto to northern-most portion of the Site. Determination of whether to incorporate the hydro line into the proposed electrical distribution system will be established during the detailed design stage. The proposed Draft Plan has been designed to accommodate the exiting hydro line.

5.2.1 PRELIMINARY GEOTECHNICAL INVESTIGATION LETTER

A Preliminary Geotechnical Investigation Letter was prepared for the Site by Soil Engineering Ltd., dated February 9, 2015. The Letter was included as an appendix to the FSR. The Investigation was conducted to determine the subsurface conditions of the Site and determine the engineering property of the soils for development considerations. The Investigation concluded that the Site is suitable for residential development and engineered fill can be utilized for foundations and underground services construction. The Letter also provides various construction recommendations for the Site.

5.3 PRELIMINARY STORMWATER MANAGEMENT & FLOODPLAIN ASSESSMENT REPORT

A Preliminary Stormwater Management & Floodplain Assessment Report (SWM & Floodplain Report) was prepared by C.F. Crozier & Associates Inc., dated December 2015. The SWM & Floodplain Report was prepared to provide details of the preliminary stormwater management system for the Proposed Development and determine the floodplain associated with the Foley Drain.

The SWM & Floodplain Report notes that the Site is subject to flooding hazards associated with the Foley Drain. On-site soils are classified as Listowel Silt Loam, which are considered Hydrologic Soil group B and are imperfectly drained. A Preliminary Geotechnical Investigation was prepared to provide more detailed information regarding soils on the Site (see Section 5.2.1 of this Report).

The Site is traversed by two watercourses, being the Foley Drain and unnamed tributary, with three local ridges also running through the Site. The Site and watercourses generally drain from northwest to southeast, with runoff from the Site currently directed towards the watercourses or as sheet flows towards the wetland to the south of the Site.

The SWM strategy for the Proposed Development will incorporate a dual drainage system, consisting of storm sewer, catchbasins and lot drainage swales (minor system) and the use of roadways and overland flow routes (major system). Both the major and minor storm systems will outlet to one of three SWM facilities, which are identified in the proposed Draft Plan. The three SWM facilities are proposed to meet stormwater quantity and quality control requirements, as well as erosion control objectives. Specifically, water quantity control will be provided to meet the 'post-to-pre' peak flow objectives, while water quality control will be provided to an 'enhanced' level of protection along with 24 hour extended detention of the 25mm event runoff volume. The SWM & Floodplain Report concludes that the SWM blocks shown on the Draft Plan are sufficiently sized to meet the SWM objectives.

Specific details regarding the operation of the SWM facilities including grading, landscaping and control structures will be specified/finalized during the detailed engineering design.

Regarding the Foley Drain, a floodplain assessment was completed to establish the regulatory floodline of the Foley Drain, which is reflected in the proposed Draft Plan. The watercourse crossing of the Foley Drain (Street "F") and the unnamed tributary (Streets "A" and "C") can be constructed to provide safe ingress/egress and not adversely impact upstream land owners from a flooding perspective.

Ultimately, the SWM & Floodplain Report supports the Proposed Development from the perspective of stormwater management and floodplain management requirements.

5.4 ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study (EIS) was prepared by Riverstone Environmental Solutions Inc., dated December 2015. The purpose of the EIS was to address municipal, provincial and federal requirements regarding the protection of significant natural features. The EIS was prepared in accordance with the terms of reference previously approved by the Grand River Conservation Authority (GRCA) on April 8, 2015, as well as to satisfy the EIS requirements outlined in the Township's Official Plan. On that basis, the conclusions of the EIS were based on background work as well as numerous site visits and field work conducted by Riverstone and the previous natural heritage consultant.

The EIS notes that the Site is primarily comprised of agricultural land uses, including cropped soybean fields, wet fallow fields and hayfields. Treed hedgerows delineate some of the boundaries of the agricultural fields. Natural areas on the Site include an identified wetland and significant woodland. Various natural features are located to the south of the Site, including deciduous, mixed and coniferous forests and various wetlands associated with the Provincially Significant Melancthon Wetland Complex #1.

The Site is relatively uniform in topography and slopes gradually in the southern direction. The Site is drained by two watercourses, being the Foley Drain and unnamed tributary. The Site contains a number of natural vegetation communities based on the ELC mapping prepared for the Site, including "Fresh-Moist Sugar Maple – Hardwood Deciduous Forest" which represents the small portion of the Significant Woodland which extends into the southwestern portion of the Site, "Willow Mineral Thicket Swamp" which is located in the extreme southwestern area of the Site, and "Scotch (Scots) Pine Cultural Plantation" which is located along the eastern boundary of the Site at Highway 10. The remainder of the Site (approximately 37 ha or 92%) is under soybean cultivation, is fallow or was actively hayed.

25 bird species were recorded on the Site during the conducted breeding bird surveys. Additionally, 5 anuran species were recorded during the anuran calling surveys.

Two threatened bird species were identified on the Site, being Bobolink and Eastern Meadowlark. Riverstone was advised by the owner of the Site that all of the agricultural lands and cultivated areas on the Site have been plowed by the farmer who leases the Site in preparation for planting in the Spring of 2016. Based on the fields being prepared for planting, the EIS advises that it is unlikely the Site contains features with the potential to function as habitat for Bobolink or

Meadowlark. No other features on the Site have the potential to function as habitat of Endangered or Threatened species. However, if it's determined that fields continue to contain habitat for Bobolink and/or Eastern Meadowlark, than approval under the Ontario Species At Risk Act must be secured prior to development or site alteration.

As stated, the Site contains one identified wetland community. Additional identified wetlands and the PSW are located on adjacent lands. The EIS notes that the proposed Draft Plan has been designed to avoid the majority of the identified natural features. However, the on-site wetland is located in the middle of the proposed road connections to the adjacent draft approved subdivision to the west (Flato West site). This wetland is 1.42 hectares in area. To rectify impacts associated with this loss, the EIS recommends that wetland restoration of an area of the same or greater size should occur in the area identified on Figure 5 of the EIS. Accordingly, the proposed Draft Plan identifies this area as part of the Open Space system (Block 357). The EIS further recommends that a detailed planting plan be established for the wetland, once its location and size is agreed to in principle by the GRCA. Details regarding the proposed wetland restoration will be determined through detailed design of the Site.

Regarding potential impacts wetland hydroperiod and water quality, the EIS recommends that the Hydrogeological Study and Groundwater Monitoring currently underway be completed, to assess the seasonal height of the groundwater table, flow directions and the relative contribution of surface water and groundwater to the wetlands on adjacent lands. The Study should also provide recommendations for maintaining the on-site water balance. The EIS also provides a number of construction recommendations to protect the wetlands on adjacent lands.

The EIS further concludes that noise and lighting impacts to wildlife in the wetlands are not expected, though street lighting recommendations are provided. The EIS also recommends that fencing should be erected along the perimeter of the wetland restoration area to minimize human activity/encroachment, and the adjacent stormwater management facility should include only native species.

The two watercourses on the Site provide fish habitat. The EIS provides construction-related recommendations to ensure that the water quality of and fish habitat in both watercourses is protected during construction. The EIS also recommends that fencing be erected along the rear lot lines that back onto the floodplain of the Foley Drain, and buffer areas of both watercourses (Open Space blocks).

As stated, a portion of the identified Significant Woodland located primarily to the southwest of the Site extends onto the southwest portion of the Site. The woodland is identified as "Significant" by the County of Grey Official Plan. The EIS notes that all lots and roads in the proposed Draft Plan are setback at least 30 metres from the dripline of the Significant Woodland. The two stormwater management facilities will remain as open space and are thus not subject to the setback requirement. The EIS provides further recommendations regarding the specific design and landscaping of the stormwater management facilities, which will be incorporated into the detailed design of the Site.

Based on the candidate Significant Wildlife Habitat assessment conducted in the EIS, a total of 10 candidate significant wildlife habitat features may be present on the Site or adjacent lands. Based on a further review of these features, the EIS has concluded that any potential significant wildlife habitat features are associated primarily with the significant woodland, and possibly with the Foley Drain as well. Both features are protected through the proposed Draft Plan and ZBA.

To summarize, the EIS concludes that the Proposed Development will have no negative impact on the natural features identified on the subject property and adjacent lands or their respective ecological functions, as defined by the 2014 PPS.

5.5 **STAGE 1 ARCHAEOLOGICAL BACKGROUND STUDY**

A Stage 1 Archaeological Background Study was conducted for the Site by AMICK Consultants Limited, dated December 2, 2015. The Stage 1 Study concluded that a Stage 2 Property Assessment is required.

6.0 SUMMARY & CONCLUSIONS

Based on the analysis outlined throughout this Report and the conclusions of other technical studies, it is submitted that the proposed Zoning By-law Amendment, to rezone the Site to new R1 and R3 Exception Zones to permit the proposed single detached and townhouse dwellings, as well as the OS and EP Zones, and the proposed Draft Plan of Subdivision, to create the proposed lots, blocks and road layout, are in the public interest and represent good planning for the following reasons:

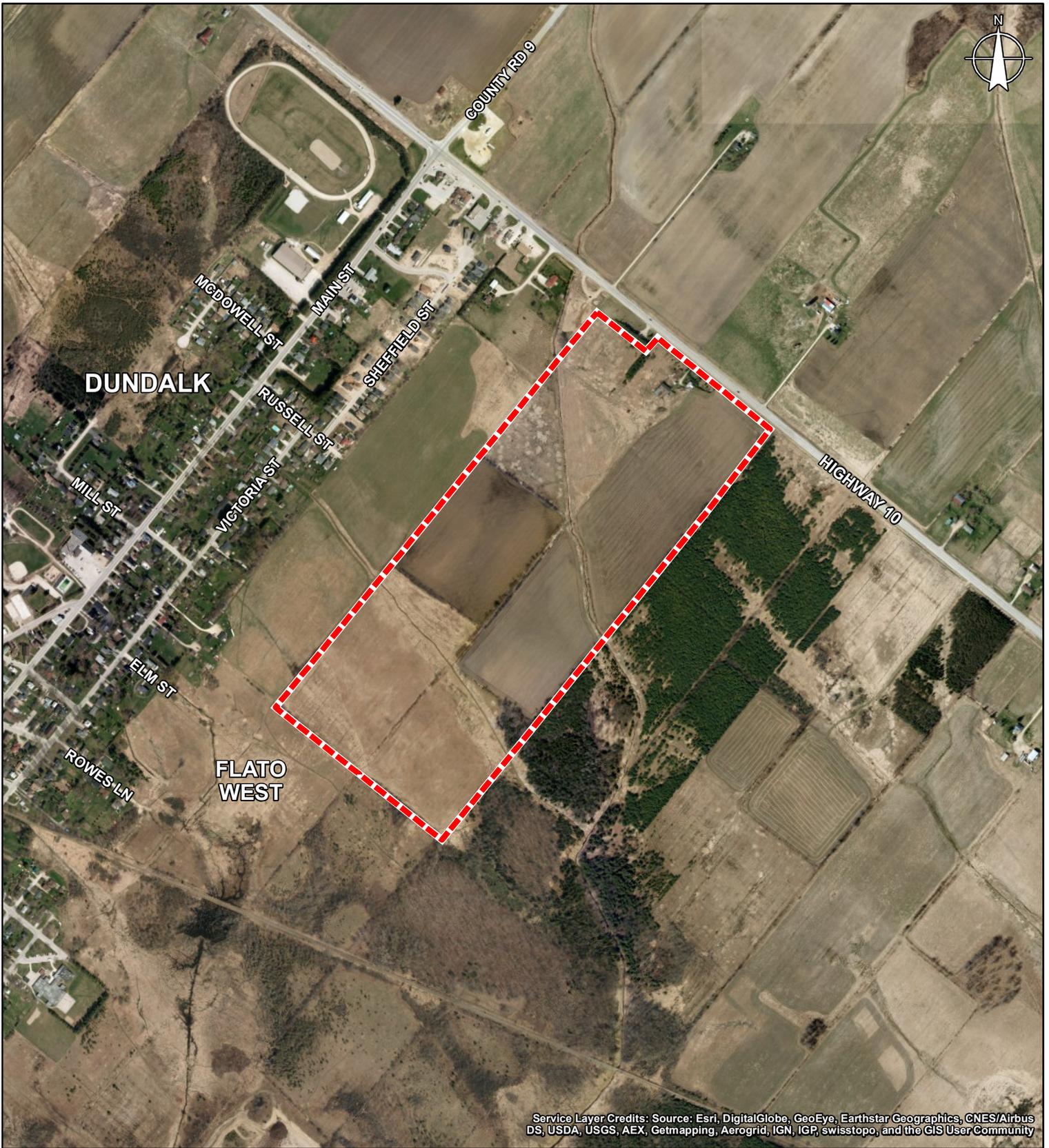
1. They are consistent with the Provincial Policy Statement;
2. They conform to the Grey County Official Plan;
3. They conform to and appropriately implement Adopted OPA 14 to the Township of Southgate Official Plan, and conform with other applicable policies of the Southgate Official Plan;
4. The proposed Zoning By-law Amendment is in keeping with approaches used in the Township of Southgate's Comprehensive Zoning By-law while utilizing alternative approaches were appropriate; and
5. The proposed Draft Plan complies with the proposed Zoning By-law Amendment and other applicable provisions of the Town's Zoning By-law.

Respectfully submitted,

MHBC

Kris Menzies, BES, BEd, MCIP, RPP
Partner

FIGURES



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**FIGURE #1
LOCATION**

Flato East
Part of Lots 233 & 234, Con. 1, SWTSR
Township of Southgate
County of Grey

LEGEND

 Subject Site

DATE December, 2015

SOURCES
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Open Government Licence - Ontario

0 50 100 150 200 250
Metres

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Fig1_Location_2015-12-09

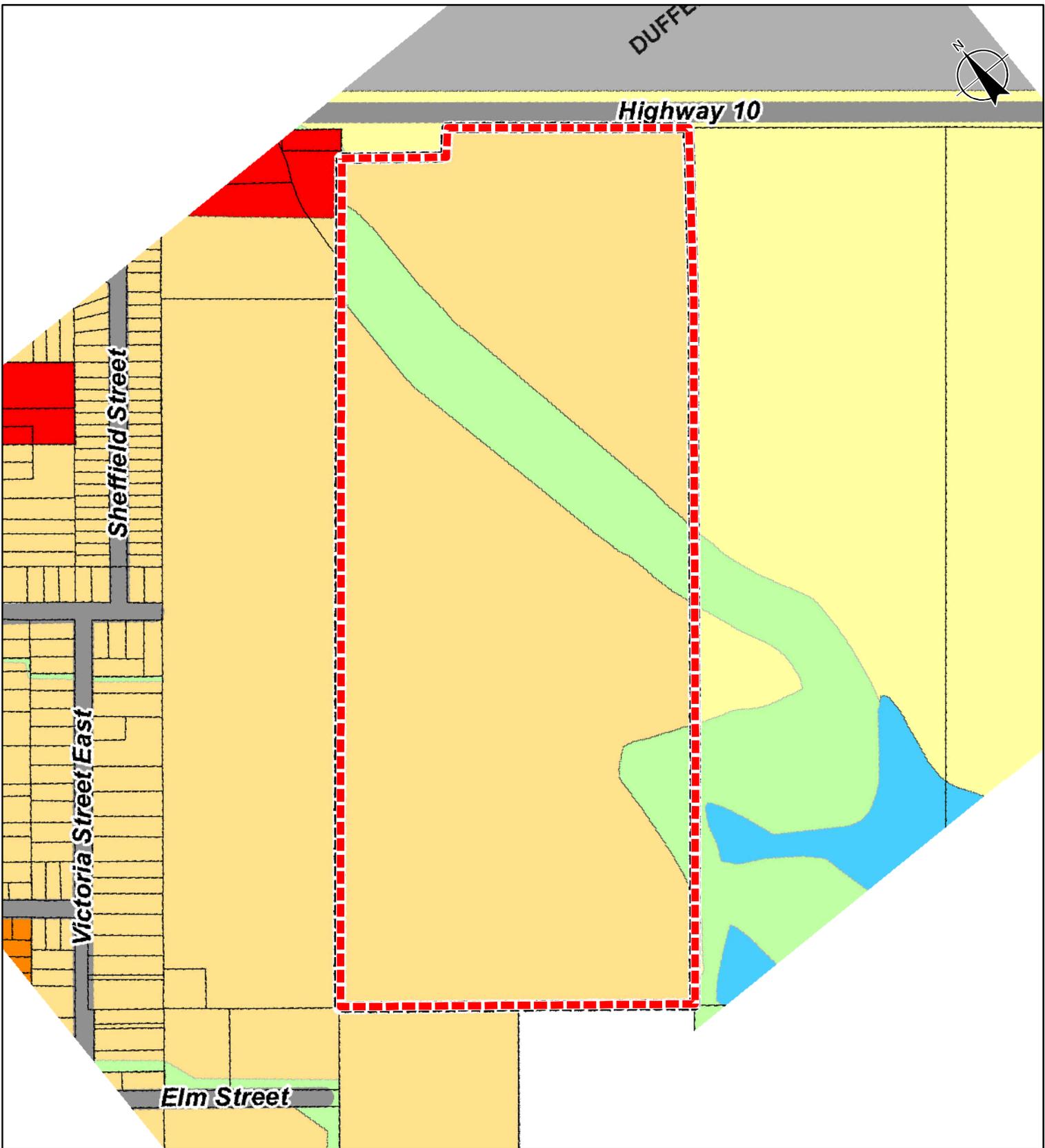


FIGURE #2
OFFICIAL PLAN
LAND USES

TOWNSHIP OF SOUTHGATE
 OFFICIAL PLAN - SCHEDULE A-1
 AMENDMENT No. 14

Flato East

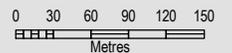
Part of Lots 233 & 234, Con. 1, SWTSR
 Township of Southgate
 County of Grey

LEGEND

-  Subject Site
-  Downtown Commercial
-  Neighbourhood Area
-  Hazard Lands
-  Rural
-  Wetlands
-  Arterial Commercial

DATE December, 2015

SOURCES
 Corporation of the Township of Southgate



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 \Fig2_LandUse_2015-12-09



FIGURE #3
ZONING
 TOWNSHIP OF SOUTHGATE
 ZONING BY-LAW
 SCHEDULE 17-A, 21 & 23-A

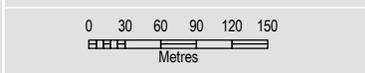
Flato East
 Part of Lots 233 & 234, Con. 1, SWTSR
 Township of Southgate
 County of Grey

LEGEND

- Subject Site
- A1 Agricultural
- A2 Restricted Agricultural
- R1 Residential Type 1
- R2 Residential Type 2
- C3 Highway Commercial
- M1 General industrial
- PU Public Utility
- OS Open Space
- D Deferred Development
- W Wetland Protection
- EP Environmental Protection

DATE December, 2015

SOURCES
 Corporation of the Township of Southgate



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 \Fig3_Zoning_2015-12-10





**FIGURE #4
PROPOSED
ZONING BY-LAW
AMENDMENT**

BY-LAW No. XX-2016
SCHEDULE 'A'

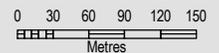
Flato East
Part of Lots 233 & 234, Con. 1, SWTSR
Township of Southgate
County of Grey

LEGEND

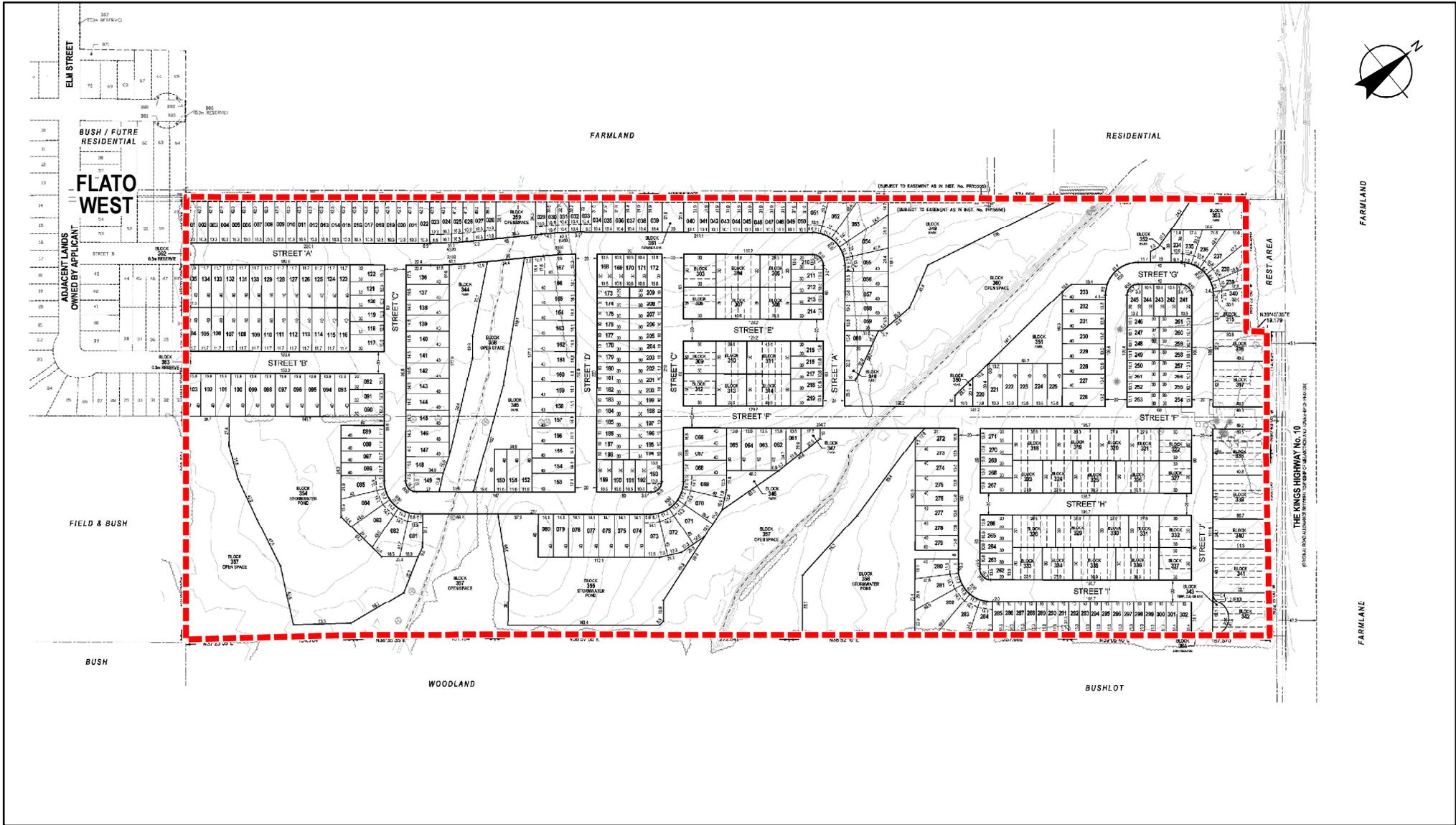
-  Subject Site
-  Lands to be rezoned from Restricted Agricultural (A2) Zone to Residential Type 1 Exception-XX (R1-XX-H) Zone
-  Lands to be rezoned from Restricted Agricultural (A2) Zone to Residential Type 3 Exception-XX (R3-XX-H) Zone
-  Lands to be rezoned from Restricted Agricultural (A2) Zone to Environmental Protection (EP) Zone
-  Lands to be rezoned from Restricted Agricultural (A2) Zone to Open Space (OS) Zone
-  Lands to be rezoned from Environmental Protection (EP) Zone to Open Space (OS) Zone

DATE December, 2015

SOURCES
Corporation of the Township of Southgate



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Fig4_ZBA_2015-12-10



**FIGURE #5
PROPOSED
DRAFT PLAN**

LEGEND

 Subject Site

Flato East
Part of Lots 233 & 234, Con. 1, SWTSR
Township of Southgate
County of Grey

DATE	December, 2015
SOURCES	Flato East Draft Plan - 2015-12-08
	0 20 40 60 80 100 Metres

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Fig5_DraftPlan_2015-12-09

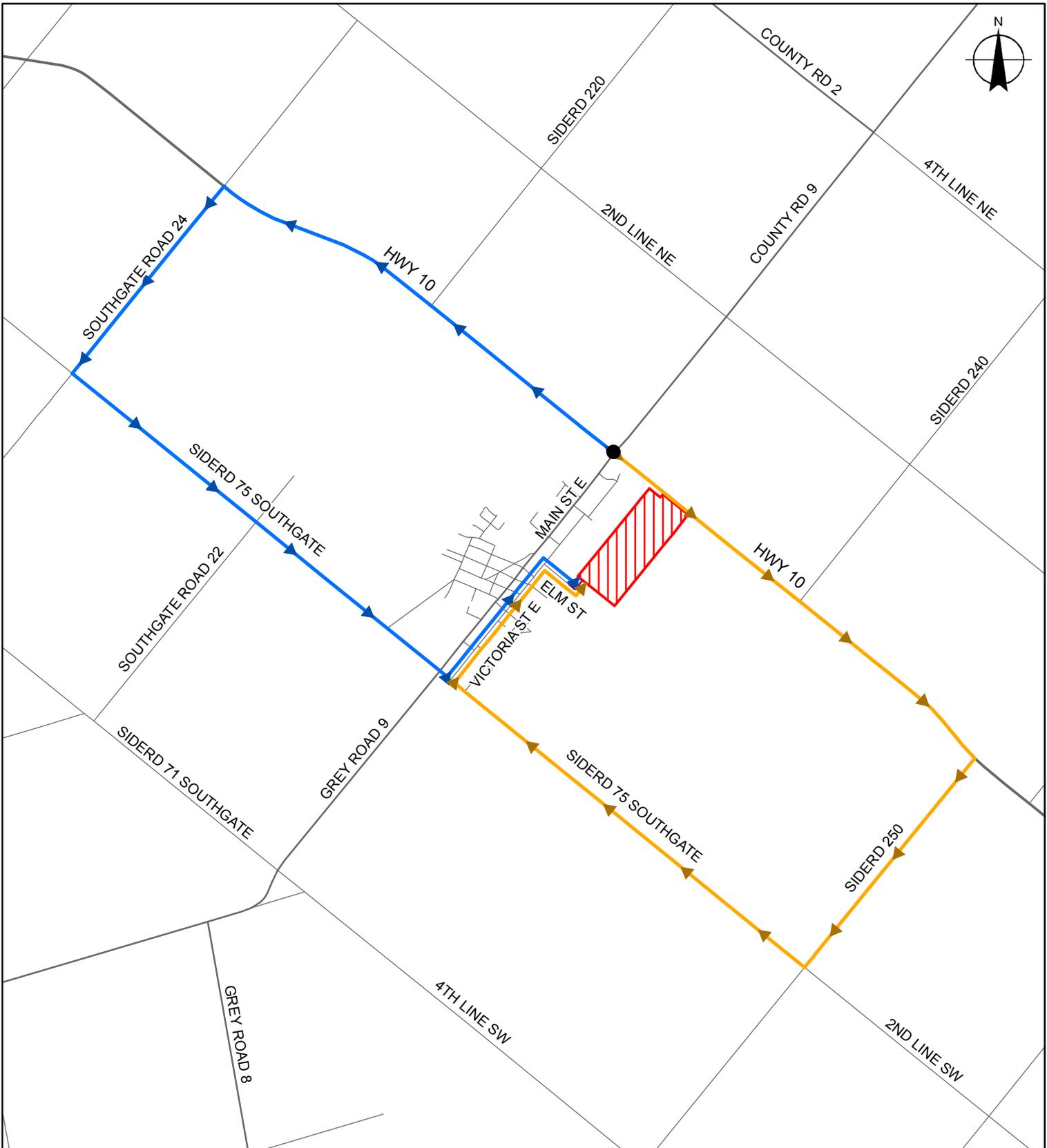


FIGURE #6
EMERGENCY ACCESS
ROUTES

Flato East
 Part of Lots 233 and 234
 Concession 1, SWTSR
 Township of Southgate
 County of Grey

LEGEND

-  Subject Site
-  Emergency Route 1 - 12.1km
-  Emergency Route 2 - 12.1km
-  Main Street East / Highway 10 Intersection

DATE December, 2015

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 \Fig6_EmergencyAccessRoute_2015-12-10

