

STAFF REPORT:



REPORT TO: The Blue Mountains Planning & Building Committee
MEETING DATE: April 4, 2011
REPORT NO.: PL.11.33
SUBJECT: Update – Proposed Official Plan Amendment No. 24, Collector Roads
PREPARED BY: Cindy Welsh, MCIP, RPP
Senior Policy Planner

A. Recommendations

THAT Council does hereby receive Planning Staff Report PL.11.33, Update – Proposed Official Plan Amendment No. 24, Collector Roads; and

THAT Council provide direction to staff with respect to this matter having regard to the options presented in this Report.

B. Background

On December 20, 2010, Council directed Planning Services Staff to bring forward a proposed Official Plan Amendment to the Town of The Blue Mountains Official Plan related to Urban Design Policies and Public Road Designations (Collector Roads) for public consultation via a statutory Public Meeting pursuant to the *Planning Act*. The required statutory public meeting for the Official Plan Amendment was held on January 17, 2011, at which time there were a number of comments received from the public respecting Collector Roads and a few regarding proposed policies respecting Urban Design. There were also a number of written comments received prior to, and after, the statutory public meeting regarding both subjects.

With regards to comments submitted to the Town concerning Collector Roads, the following is noted.

Comments and Questions from Statutory Public Meeting

Twenty people spoke at the statutory public meeting, of which 15 had comments and/or questions pertaining to Collector Roads. The following list summarizes the questions and/or comments that were raised at the statutory public meeting.

1. Insufficient notice was given for the public meeting and the frequently asked questions posted to the Web site is insufficient. Why are other roads not identified as collector roads? There will be substantial impact on residents if the road width is increased from 20 metres to 26 metres, including the loss of trees and vegetation. Why is this issue being brought forward at this time, it may spur

Comments and Questions from Statutory Public Meeting

Twenty people spoke at the statutory public meeting, of which 15 had comments and/or questions pertaining to Collector Roads. The following list summarizes the questions and/or comments that were raised at the statutory public meeting.

1. Insufficient notice was given for the public meeting and the frequently asked questions posted to the Web site is insufficient. Why are other roads not identified as collector roads? There will be substantial impact on residents if the road width is increased from 20 metres to 26 metres, including the loss of trees and vegetation. Why is this issue being brought forward at this time, it may spur reactive development. Future travel demands for future development have not been determined and this is not responsible planning.
2. There is concern for children's safety as they walk to school along Napier Street.
3. Defer approval of Official Plan Amendment #24 until the Official Plan is complete as there is not enough information received, noting there is no traffic data, little planning policy at this time, and that all bases are being covered as all roads have been selected as collector roads.
4. Why does the Town need more development?
5. Concerns about Thornbury West becoming urbanized and traffic on Napier and Beaver Streets. Traffic on the 10th Line is excessive at times.
6. What is the motive for designating Peel Street North as a collector road as Peel Street North is the only street identified as a proposed collector road north of Highway #26?
7. The collector road issue should be sent back to Staff for further research, noting the designated roads should not be raised to collector road standards.
8. What work will be completed on the Peel Street hill?
9. Why are collector roads being looked at now? Collector roads should be reviewed as part of the Official Plan Review.
10. Do collector roads require 12 metre easements?
11. Is it common to designate collector roads through quiet residential streets?
12. Can sidewalks be installed on one side of Napier Street with the street still being a local road?

Summary of Written Submissions Received to Date

To date, 37 written submissions have been received regarding this proposed Official Plan Amendment and Council has been circulated copies. Attached to this report is a chart cataloguing all 37 written submissions (Attachment No. 1). Three of the submissions are from agencies while the remaining 34 are from stakeholders.

The three agency comments are as follows:

The County of Grey have no concerns pending comments from the County's Transportation and Public Safety Department. The Nottawasaga Valley Conservation Authority has no objection and the Grey Sauble Conservation Authority has no issues.

The 34 stakeholder comments are categorized as follows:

- one submission is opposed to the redesignation of any road to a collector road;
- nine submissions are opposed to Monterra Road becoming a collector road;
- six submissions are opposed to Peel Street North becoming a collector road;
- three submissions have concerns regarding Peel Street North becoming a collector road;
- five submissions have concerns regarding Monterra Road becoming a collector road;
- two submissions have concerns regarding Napier Street becoming a collector road;
- two submissions have general concerns regarding the redesignation of collector roads;
- one submission supports Monterra Road being redesignated as a collector road; and
- four submissions have requested the redesignation of collector roads be reviewed as part of the Official Plan Five-year Review process.

Nine of the 34 stakeholders posed questions which were answered via e-mail on February 7, 2011 (Attachment No. 2).

Executive Summary

As Council is aware, the proposed reclassification of roads is supported by an engineering study however many residents have questioned the transference of the collected and projected data for the future vision and build out of our community. A number of residents have requested that the consideration of reclassification of roads be deferred to the Town's Five Year Review of the Official Plan with the vision being that through refinement of the land use designations, density and related policies of the Official Plan the data found in the engineering study may change.

Two of the roads proposed to be reclassified, Monterra Road and Clark Street are currently designated as County Roads in the Town's Official Plan and effectively the proposed reclassification of same to collector roads would put them lower in the road hierarchy of the Official Plan.

Based on the comments received, and through further review by Town staff, two of the roads identified, Albert Street and Peel Street north of Highway #26, are no longer proposed by Town staff to be reclassified as collector roads.

Options

At this time there are a number of options for Council to consider as it relates to dealing with the proposed Official Plan Amendment No. 24. These options include:

Option 1:

Direct staff to proceed to a final report recommending adoption of Official Plan Amendment No. 24 with modifications to the Draft by deleting reference to Albert Street and Peel Street north of Highway 26.

If Council directs staff to proceed to a final report recommending adoption of Official Plan Amendment No. 24 with the noted modification, Planning staff will bring forward a final report to the May 4, 2011 Planning and Building Committee Meeting for consideration. The by-law to adopt the Official Plan Amendment would then be brought forward to Council for adoption and subsequently sent to the County of Grey for approval consideration by the County.

Option 2:

Direct staff to proceed to a final report recommending adoption of Official Plan Amendment No. 24 with modifications to the Draft by deleting reference to all streets save and except for Clark Street and Monterra Road as same are being classified to a lesser road designation.

If Council directs staff to proceed to a final report recommending adoption of Official Plan Amendment No. 24 with the noted modification, Planning staff will bring forward a final report to the May 4, 2011 Planning and Building Committee Meeting for consideration. The by-law to adopt the Official Plan Amendment would then be brought forward to Council for adoption and subsequently sent to the County of Grey for approval consideration by the County.

Option 3:

Direct staff to proceed to a final report recommending adoption of Official Plan Amendment No. 24 with modifications to the Draft by deleting reference to Albert Street and Peel street north of Highway 26 and those further modifications it so desires.

If Council feels that modifications should be incorporated into the proposed Official Plan Amendment No. 24 by either deleting additional roads, then Council could direct staff to undertake these modifications into a revised Official Plan Amendment, prior to staff

coming back with a final report recommending approval. As Council is aware, staff are recommending the following local roads be redesignated as collector roads:

Victoria Street South (from Arthur Street West to Duncan Street West);
Duncan Street West (from 10th Line to Russell Street West);
Napier Street West (from Beaver Street South to Bruce Street South);
Monterra Road (from Grey Road 19 to Grey Road 21);
10th Line (from Peel Street South to Duncan Street West);
Peel Street South (from 10th Line to Arthur Street West);
Beaver Street South (from 10th Line to Victoria Street South); and
Clark Street (from Marsh Street to Grey Road 2).

The by-law to adopt to adopt a modified Official Plan Amendment would follow the same approval process as outlined in Option 1.

Option 4:

Defer adoption of Official Plan Amendment No. 24 and direct staff to review the redesignation of Collector Roads as part of the Town of The Blue Mountains Official Plan Five-year Review.

Council may also choose to defer adoption of the proposed Official Plan Amendment No. 24 and direct staff to review the redesignation of Collector Roads as part of the Town of The Blue Mountains Official Plan Five-year Review. The Official Plan Five-year Review is still in the beginning process and will incorporate a comprehensive public consultation process. A detailed analysis of all policies, schedules and appendices of the current Official Plan will also be undertaken as part of this review which will assist in determining the changes needed to the current Official Plan.

C. The Blue Mountains' Strategic Plan

1. Managing growth to ensure the ongoing health and prosperity of the community.

D. Environmental Impacts

None at this time.

E. Budget Impact

Nil.

F. Attachments

1. Comment Chart – March 28, 2011.
2. February 7, 2011 E-mail Responses.

Submitted by:

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Written Submissions Submitted Regarding Official Plan Amendment No. 24 – Collector Roads

#	Author	Date	Form of Submission	Summary of Comments/ Questions	Actions, if Needed
1	Brian Nelson	Jan. 3, 2011	E-mail	Posed questions to why Collector Roads are needed.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
2	Mitchel and Marlene Freedman	Jan. 2, 2011	E-mail	Opposed to the proposed redesignation of Peel Street as a Collector Road.	
3	Mitchel Freedman	Jan. 4, 2011	E-mail	Opposed to the proposed redesignation of Peel Street as a Collector Road.	
4	Sid Silverberg	Jan. 2, 2011	E-mail	Concerns regarding the proposed redesignation of Peel Street as a Collector Road.	
5	Maxine Corea	Jan. 4, 2011	E-mail	Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
6	R. F. (Dick) Edmunds	Jan. 4, 2011	E-mail	Concerns regarding the proposed redesignation of Peel Street as a Collector Road.	
7	Helene and Bruce Bond	Jan. 4, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
8	Jim Dobson	Jan. 6, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
9	Usprech Family	Jan. 4, 2011	E-mail	Concerns regarding the proposed redesignation of Peel Street as a Collector Road.	
10	Mary-Jane Jones	Jan. 6, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
11	Jane and Steve Moysey	Jan. 6, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
12	Dan Norgard	Jan. 7, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
13	Warren and Diane Hanna	Jan. 7, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	

#	Author	Date	Form of Submission	Summary of Comments/ Questions	Actions, if Needed
14	Cate McMullen	Jan. 7, 2011	E-mail	Concerns regarding the proposed redesignation of Monterra Road as a Collector Road. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
15	Steve Moysey	Jan. 9, 2011	E-mail	Concerns regarding the proposed redesignation of Monterra Road as a Collector Road.	
16	David and Judy Conway	Jan. 9, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
17	Catherine A. Sholtz-Seguín	Jan. 9, 2011	E-mail and Letter	Opposed to the proposed redesignation of Peel Street as a Collector Road. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
18	Ray and Fran Mount	Jan. 10, 2011	E-mail	Opposed to the proposed redesignation of Monterra Road as a Collector Road.	
19	Ron Tadman	Jan. 11, 2011	E-mail	In support of Monterra Road becoming a Collector Road.	
20	John and Georgina Greenhough	Jan. 13, 2011	E-mail	Concerns regarding the proposed redesignation of Napier Street as a Collector Road. Defer designation of Collector Roads to the OP Review. Posed questions	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
21	Tim Burkholder	Jan. 14, 2011	E-mail	Opposed to the proposed redesignation of Peel Street as a Collector Road.	
22	County of Grey, Scott Taylor	Jan. 16, 2011	E-mail and Letter	Have no concern if the County's Transportation and Public Safety Department has positive comments.	

#	Author	Date	Form of Submission	Summary of Comments/ Questions	Actions, if Needed
23	Kevin Cassidy	Jan. 14, 2011	E-mail	Concerns regarding the proposed redesignation of Monterra Road as a Collector Road. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
24	Shareene Stenhouse	Jan. 14, 2011	E-mail	Concerns regarding the designation of Collector Roads. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
25	Vincent and Karen McEwan	Jan. 16, 2011	E-mail	Opposed to Grey Rd. 21 and 19 being redesignated as Collector Roads.	
26	Blue Mountain Resorts Limited, Lindsay Ayres	Jan. 17, 2011	E-mail and Letter	Concerns regarding the proposed redesignation of Monterra Road as a Collector Road as it relates to Monterra Golf Course.	
27	Christine Smith	Jan. 17, 2011	E-mail	Concerns regarding the proposed redesignation of Monterra Road as a Collector Road.	
28	Glen Harris	Jan. 18, 2011	E-mail	Concerns regarding the proposed redesignation of Napier Street as a Collector Road. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.

#	Author	Date	Form of Submission	Summary of Comments/ Questions	Actions, if Needed
29	Napier-Victoria Residents' Group Brian Nelson	Jan. 17, 2011	Letter	Defer redesignation of the following roads to the OP Review: Victoria Street South (from Arthur Street West to Duncan Street West) Duncan Street West (from 10 th Line to Russell Street West); Napier Street West (from Beaver Street South to Bruce Street South); 10 th Line (from Peel Street South to Duncan Street West); Albert Street (from 10 th Line to Alfred Street West); Peel Street South (from 10 th Line to Arthur Street West); Peel Street North (from Arthur Street West to Cameron Street). Beaver Street South (from 10 th Line to Victoria Street South).	
30	Napier-Victoria Residents' Group Brian Nelson	Jan. 18, 2011	Letter	Opposed to the designation of Collector Roads. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.
31	Dr. Jon Perlus	Jan. 18, 2011	E-mail	Opposed to the proposed redesignation of Peel Street as a Collector Road.	
32	Bernie and Lee Caplan	Jan. 16, 2011	E-mail	Opposed to the proposed redesignation of Peel Street as a Collector Road. Posed questions.	Responses provided by staff Feb. 7, 2011 (via e-mail). See attached responses.

#	Author	Date	Form of Submission	Summary of Comments/ Questions	Actions, if Needed
33	Nottawasaga Valley Conservation Authority	Jan. 6, 2011	Letter	No objections.	
34	James R. Uram	Jan. 24, 2011	Letter	Concerns regarding the designation of Collector Roads.	
35	Grey Sauble Conservation Authority	Jan. 31, 2011	E-mail	No issues.	
36	John McGee	Jan. 28, 2011	Letter	Defer redesignation of Collector Roads to the OP Review.	
37	Napier-Victoria Residents' Group	Feb. 23, 2011	Letter	Defer redesignation of Collector Roads to the OP Review.	

2.

Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:04 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Mr. Nelson,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 3, 2011, staff offer the following responses to your inquiry:

What possible reason could there be for re-designating virtually every road to the south and west of Thornbury to collector status unless someone is anticipating major high and medium-density developments throughout this area?

The primary reasons for the recommended re-designation is that the roads connect upper tier (provincial and county) roads to the future local road network, and that the roads will carry a higher than typical traffic load expected for Local road designation (over 200 vehicles during peak hour). Traffic will naturally gravitate to roads conveniently leading to and from destination points regardless of road classification, and therefore it is important that we identify those roads early in the transportation planning process before development applications are made to permit us to obtain road allowance widenings necessary to ensure the roads can be improved appropriately in the future to avoid traffic congestion and ensure the safe and efficient movement of pedestrians, cyclists and vehicles.

In addition to the operational need to classify specific roads as Collector roads, we also need to classify roads in order that our Development Charges are appropriately set to ensure that "growth pays for growth" and that there is not a future tax burden placed on tax payers to make road improvements after the development is done and congestion remains.

If the roads are not re-designated, the Town will lose the opportunity to easily obtain road widenings which will limit our ability to provide the street level improvements while still safely and efficiently moving the traffic that will eventually congregate on the road. Increased traffic on roads designed for a local level of traffic can potentially lead to increased pedestrian/cyclist/vehicle conflicts.

The development density considered during the transportation study that lead to the recommendation of the street re-designation are based on the current built form and the maximum density which is currently contemplated within the The Blue Mountains Official Plan. During the upcoming Official Plan review, maximum housing density will be considered which may have some subsequent effect on the road status.

And how could such development be anticipated?

As noted previously, maximum development density is currently set out in The Blue Mountains Official Plan.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Mr. Freedman,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 2, 2011, staff offer the following responses to your inquiry:

How are we supposed to have a voice at a meeting that many of us would not be present?

Under the *Planning Act* any person or public body may provide written comments and/or speak at the public meeting about the proposed plan.

Does this sound like a fair way to schedule a public meeting on such an important matter?

Under the *Planning Act*, Council must ensure that at least one public meeting is held, notice of which must be given at least 20 days ahead of time, usually through local newspapers or by mail. Notice was provided in the Blue Mountains Courier Herald on December 22, 2010, in the Enterprise-Bulletin on December 24, 2010, on the Town's website, through an email blast and circulated to known interested stakeholders. Not only can one attend the public meeting, interested persons can also provide written comments .

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Ms. Corea,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 3, 2011, staff offer the following responses to your inquiry:

What is the designation of our town roads now (Napier St.) being the one I am most interested in?

Napier Street is currently designated as a "local" road.

Why do they want the designation changed to "Collector" roads?

The primary reasons for the recommended re-designation is that the roads connect upper tier (provincial and county) roads to the future local road network, and that the roads will carry a higher than typical traffic load expected for Local road designation (over 200 vehicles during peak hour). Traffic will naturally gravitate to roads conveniently leading to and from destination points regardless of road classification, and therefore it is important that we identify those roads early in the transportation planning process before development applications are made to permit us to obtain road allowance widenings necessary to ensure the roads can be improved appropriately in the future to avoid traffic congestion and ensure the safe and efficient movement of pedestrians, cyclists and vehicles.

In addition to the operational need to classify specific roads as Collector roads, we also need to classify roads in order that our Development Charges are appropriately set to ensure that "growth pays for growth" and that there is not a future tax burden placed on tax payers to make road improvements after the development is done and congestion remains.

If the roads are not re-designated, the Town will lose the opportunity to easily obtain road widenings which will limit our ability to provide the street level improvements while still safely and efficiently moving the traffic that will eventually congregate on the road. Increased traffic on roads designed for a local level of traffic can potentially lead to increased pedestrian/cyclist/vehicle conflicts.

The development density considered during the transportation study that lead to the recommendation of the street re-designation are based on the current built form and the maximum density which is currently contemplated within the The Blue Mountains Official Plan. During the upcoming Official Plan review, maximum housing density will be considered which may have some subsequent effect on the road status.

What impact will this have on the people who live by the roads?

In the short-term, there will be no impact or change. As opportunities come forward with development applications, the Town will request a road widening from the developers. It should be anticipated that if necessary, the Town may approach area property owners to obtain land at fair market value for a road allowance widening to facilitate the continuation of road improvements. Other long-term impacts such as construction interruptions and increased development traffic for the most part will occur regardless of the road re-classification. It must be kept in mind that the timing of any road improvements is unlikely within 10 years, and that full build out of all the proposed Collector roads will be more than 40 years or longer.

What impact will this have on the traffic amount?

In the short-term, there will be no change to the amount of traffic. In the long-term though, as development in the surrounding area proceeds, traffic (pedestrians, cyclists, vehicles) will start to naturally utilise the current road corridors more intensively to move to and from their destinations. These road corridors are already being utilized by traffic to move through the area now and will continue to be so in the future. Currently, there are no plans to restrict the amount of traffic that would utilise the present corridors through aggressive traffic calming measures like speed bumps, 4-way stop signs, speed reductions, road closure or realignment.

What impact will this have on sewers and water?

There will be no impacts on sewers or water. These utilities will be installed, or modified, as development proceeds as would be done on a Local road.

What impact will this have on sidewalks and greenspace?

Wider road allowances will mean more opportunity for widened sidewalks, sidewalks on both sides of the road, bicycle lanes and improved streetscaping including greenspace, trees and plantings.

What impact will this have on development?

The designation of Collector roads is dependent on development – not the other way around. The area around the proposed collector roads is designated as developable lands and thus a responsible road hierarchy is needed for pedestrians, cyclists and vehicles. Road improvements will not go forward until development of the adjacent lands proceeds. Furthermore, development will pay for Collector road improvements through Development Charges or other means established by the Town.

In addition, the Town's Official Plan also provides policy direction as it relates to vehicular access to Collector roads with it being noted that the Official Plan discourages direct access to Collector roads.

What impact will this have on road conditions (potholes, etc.)?

In the short-term, there will be no change to the road platform. Once area development proceeds, the Collector roads will be improved to the current engineering standards and maintained as such.

Thank you.

Cindy Welsh, MCIP, RPP
Senior Policy Planner

Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Ms. McMullen,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 7, 2011, staff offer the following responses to your inquiry:

Has a study been conducted to address the sharp turn going up the ridge at the west end of Monterra Rd creating a major blind spot? On each side of the road there is a steep incline down to a drainage stream (which rages in the spring run-off) or a high embankment, how might this area be widened?

Detailed design has not been undertaken for any of the roads under consideration. Once the decision is made to re-construct a road, any geometric and drainage deficiencies will be addressed to reflect the Engineering of the day.

How will the engineering department address this? During the time when Grey Rd. 19 was under construction 2 summers ago, our small 2 street neighbourhood was under siege as cars used our streets to cut through, not using the intersection of 21 and Monterra Rd. This has always been a quiet area, what will the town do to prevent pass-throughs?

Traffic will continue to use Monterra Road regardless of designation since it is a convenient route from CR19 to CR21. By re-designating the road to Collector road status, we'll have the ability to get road widenings and access development funding to ensure that it is easier to drive on Monterra Road than through neighbourhood streets. Widened lanes, turning lanes, and perhaps traffic lights will be among the options considered.

Was the traffic study done by C.C. Tatham done strictly on traffic volume or was consideration given to the fact that Monterra Rd. is a major pedestrian and bike route to the Georgian Trail and increasing the traffic load (also trucks) and potential speed limit would again create a potentially dangerous situation?

The work done by C.C. Tatham considered primarily vehicular traffic however there is good correlation between vehicular traffic and cyclist / pedestrian traffic on local and collector roads. Any upgrades to Monterra Road will consider the level of cyclist and pedestrian traffic on the road at the time. Sidewalks, bike lanes and off road trails will be installed as necessary. The level of traffic (pedestrians, cyclists and vehicles) will be monitored and road improvements will be made as need dictates and funding permits.

There are many errant golf balls from Monterra Golf Course that find their way on the shoulders and ditches, sometimes even crossing over the road, will the golf course be required to re-configure holes #6 and #7? What would the legal liability be in view of Trespass Laws that govern golf courses on this matter?

This question is beyond the scope of the Official Plan Amendment and has been referred to our solicitor for review.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Ms. Sholtz-Seguin,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 9, 2011, staff offer the following responses to your inquiry:

Why is this public meeting being held on a week night, when 50% or more of the Town of the Blue Mountains taxpayers are not able to attend due to the fact that they reside elsewhere during the week?

We are well aware of the number of non-permanent residents in our community with it being noted that Municipal Property Assessment Corporation (MPAC) Data indicates that approximately 57% of our residents are non-permanent. Over the years, the Town has held numerous Public Meetings, Public Open Houses and Public Information Sessions on Saturdays to facilitate the schedules of our non-permanent residents without a discernable increase in public attendance. To ensure that these residents have an opportunity to stay informed and involved, we have enhanced our electronic communications considerably. It is Council's desire that all residents have an opportunity to have access to information that concerns them, to participate and to be involved.

Why is it so important to the municipality to make the road changes now instead of waiting for a full review of the Official Plan (which will ultimately outline future developments or not)? Why the need to rush this through now?

The primary reasons for the recommended re-designation is that the roads connect upper tier (provincial and county) roads to the future local road network, and that the roads will carry a higher than typical traffic load expected for Local road designation (over 200 vehicles during peak hour). Traffic will naturally gravitate to roads conveniently leading to and from destination points regardless of road classification, and therefore it is important that we identify those roads early in the transportation planning process before development applications are made to permit us to obtain road allowance widenings necessary to ensure the roads can be improved appropriately in the future to avoid traffic congestion and ensure the safe and efficient movement of pedestrians, cyclists and vehicles.

In addition to the operational need to classify specific roads as Collector roads, we also need to classify roads in order that our Development Charges are appropriately set to ensure that "growth pays for growth" and that there is not a future tax burden placed on tax payers to make road improvements after the development is done and congestion remains.

If the roads are not re-designated, the Town will lose the opportunity to easily obtain road widenings which will limit our ability to provide the street level improvements while still safely and efficiently moving the traffic that will eventually congregate on the road. Increased traffic on roads designed for a local level of traffic can potentially lead to increased pedestrian/cyclist/vehicle conflicts.

The development density considered during the transportation study that lead to the recommendation of the street re-designation are based on the current built form and the maximum density which is currently contemplated within the The Blue Mountains Official Plan. During the upcoming Official Plan review, maximum housing density will be considered which may have some subsequent effect on the road status.

Thank you.

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Cindy Welsh

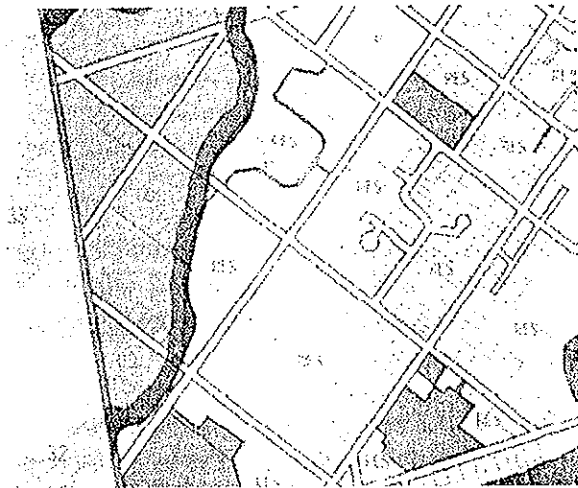
From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Mr. Greenhough,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January, 2011, staff offer the following responses to your inquiry:

What are the “future development plans” (Napier Street Area)?

As depicted on the inserted graphic, the Official Plan currently designates the north side of Napier Street, from west to east, as Deferred Development DD, Hazard Lands H and Thornbury Urban Community Residential RES. The south side of Napier Street, from west to east, is designated as Deferred Development DD, Hazard Lands H, Thornbury Urban Community Residential RES and Institutional I.



The RES Designation in the Official Plan currently permits a range of densities based on built form (see Table below) with it being noted that these densities can only be achieved by complying with all of the policies in the Official Plan as they relate to development.

- (2) In general, the densities within the Residential areas shall reflect the following:
- | | |
|-------------------------|--|
| 10 - 15 units / hectare | Single family detached dwellings |
| 15 - 25 units / hectare | Semi-detached/duplex dwellings |
| 25 - 40 units/ hectare | Town house dwellings and link housing |
| 40 - 60 units/ hectare | Low rise apartments structures generally not exceeding three stories, except in selected areas bounding the harbour. |

At present, the only application being processed by the Planning Services Division is an Application for a Zoning By-law Amendment to permit a 97 unit adult lifestyle village on lands located at Town Plot Lot 4 Napier W/S (south-east corner of Victoria and Napier Street).

Have any developments been approved?

In order to fully answer this question, it would be useful to know if there is a specific lot or lots that this question is referring to.

Is the redesignation necessary?

The primary reasons for the recommended re-designation is that the roads connect upper tier (provincial and county) roads to the future local road network, and that the roads will carry a higher than typical traffic load expected for Local road designation (over 200 vehicles during peak hour). Traffic will naturally gravitate to roads conveniently leading to and from destination points regardless of road classification, and therefore it is important that we identify those roads early in the transportation planning process before development applications are made to permit us to obtain road allowance widenings necessary to ensure the roads can be improved appropriately in the future to avoid traffic congestion and ensure the safe and efficient movement of pedestrians, cyclists and vehicles.

In addition to the operational need to classify specific roads as Collector roads, we also need to classify roads in order that our Development Charges are appropriately set to ensure that "growth pays for growth" and that there is not a future tax burden placed on tax payers to make road improvements after the development is done and congestion remains.

If the roads are not re-designated, the Town will lose the opportunity to easily obtain road widenings which will limit our ability to provide the street level improvements while still safely and efficiently moving the traffic that will eventually congregate on the road. Increased traffic on roads designed for a local level of traffic can potentially lead to increased pedestrian/cyclist/vehicle conflicts.

The development density considered during the transportation study that lead to the recommendation of the street re-designation are based on the current built form and the maximum density which is currently contemplated within the The Blue Mountains Official Plan. During the upcoming Official Plan review, maximum housing density will be considered which may have some subsequent effect on the road status.

What comprehensive traffic studies have been conducted?

These roads were recommended for re-designation during the Town's Comprehensive Transportation Strategic Plan. Detailed traffic studies have not been done on a street by street basis because specific development proposals have not come forward. Traffic volumes have been estimated based on extrapolating the built form density already in place and the density anticipated in the current Official Plan.

Is the TBM getting ahead of approved development plans with this proposal? To be trite, are we getting the cart before the horse here? Why do we have to plan road upgrades before we know exactly what any new developments will need?

No, this initiative is being done purposely ahead of development applications in order that when applications do come forward, we'll be able to easily get road allowance widenings so that we'll have that land available for improvements when it becomes necessary. The roads are being re-designated based on extrapolating the built form density already in place and the density anticipated in the current Official Plan using best practices in Transportation Engineering.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Mr. Cassidy,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 14, 2011, staff offer the following responses to your inquiry:

How will traffic patterns or noise levels in the subdivision be affected? I have been told that when some road construction was taking place recently, the Monterra subdivision streets were used to by-pass the construction site. It is not difficult to envisage that the same situation will develop for those wishing to by-pass the Monterra Rd / Olsler Bluff Rd intersection. If there is an increase in vehicle volume/speed, what are the safety implications and how will this condition be mitigated? Safety concerns due to an increase in non-local traffic impact both subdivision residents and golfers crossing Grand Cypress Lane. How will the residents of the subdivision be able to safely leave the subdivision on foot or by bike? Will Monterra residents actually be able to walk to the village via a sidewalk or pathway?

Traffic will continue to use Monterra Road regardless of designation since it is a convenient route from CR19 to CR21. By re-designating the road to Collector road status, we'll have the ability to get road widenings and access development funding to ensure that it is easier to drive on Monterra Road than through neighbourhood streets. Widened lanes, turning lanes, and perhaps traffic lights will be among the options considered.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:05 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Ms. Stenhouse,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 14, 2011, staff offer the following responses to your inquiry:

How does this fulfill the approach that developers' are responsible for "growth pays for growth"?

By designating a road as a Collector road, we'll be able to access Development Charges for improvements to these roads. If the roads are not re-designated, it may fall to the future residents of the Town to pay for improvements out of the tax base to alleviate traffic congestion. Keep in mind that traffic will use the corridor regardless if the road is classified as a Local or Collector road.

Who is responsible in providing the land required (Napier Street Road Widening)?

When a development application is made for lands that front or abut a Collector road, the Town may require that the applicant provide a strip of land for a road allowance widening. For areas that are already built-up, the Town may wish to obtain widenings in order that improvements along a road allowance can be continued. The gathering of road widenings in built-up areas is not automatic and is done on a negotiated basis at fair market value.

What will be considered first? The proposed development (Napier Street or the proposed collector road) or, will the council consider the taxpaying residents first?

The first consideration is the community as a whole and is independent of any one development application. Ultimately, these corridors will have elevated traffic loads regardless of designation, and it is responsible that we obtain road allowance widenings at the earliest opportunity in order that we will be able to construct a safe and reliable transportation network at minimum cost to the tax payer.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:04 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Mr. Harris,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 18, 2011, staff offer the following responses to your inquiry:

Is it not possible to have the new master plan state all future development on Napier Street be restricted to single family detached homes and small parks?

The current Official Plan anticipates a mix of unit types throughout Thornbury with some being subject to the policies in the Plan. The question of restricting future development to a specific building type will be reviewed further through the Official Plan five-year review process.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:04 PM
To: [REDACTED]
Subject: Proposed Official Plan Amendment No. 24

Mr. Nelson,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 17, 2011, staff offer the following responses to your inquiry:

How can traffic planning and road designations proceed before we know what kind of development these roads will service?

As noted previously, the recommendations related to road designations flows from current traffic volumes and ***maximum*** densities currently permitted under the terms of the Official Plan. It is possible that development may not proceed on the basis of the maximum densities permitted but to plan otherwise would, in our opinion, be shortsighted.

Thank you.

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Cindy Welsh

From: Cindy Welsh
Sent: February 7, 2011 3:04 PM
To: [REDACTED]
Cc: Corrina Giles
Subject: Proposed Official Plan Amendment No. 24

Mr. & Ms. Caplan,

In response to correspondence submitted to the Town of The Blue Mountains regarding proposed Official Plan Amendment No. 24, on January 16, 2011, staff offer the following responses to your inquiry:

What possible reason can there be for changing this small residential road (Peel Street) which is basically a dead end at one side into a collector road?

This particular question will be reviewed in greater detail and will be addressed in a future Staff report to Council.

Is it your intention to provide increased development potential on Peel and Cameron?

We do not intend on increasing the densities currently permitted under the terms of the Official Plan however this question will be referred to the Official Plan five-year review process.

Thank you.

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