

PASCUZZO PLANNING INC.

May 31, 2022

Town of The Blue Mountains

Attn: Travis Sandberg

32 Mill Street

P.O. Box 310

Thornbury, ON.

N0H 2P0

RE: 150 + 160 King Street - Mixed-Use buildings and Hotel
First Submission - Site Plan Approval
Town of The Blue Mountains, County of Grey

Dear Travis:

Pascuzzo Planning Inc. was retained by 2706499 Ontario Ltd. (150 King Street) and Thornbury Hills Ltd. (160 King Street) to submit a Site Plan application for (2) two - (3) three storey mixed-use buildings at 150 King Street and a (3) three storey hotel at 160 King Street in Thornbury.

The following documents are included in the first submission:

1. One (1) cheque in the amount of \$36,950 made out to the Town of Blue Mountains for the Site Plan application review fee (\$15,555.00), the security deposit (\$5000.00) and the Engineering Technical review fee (\$16,395.00)
2. One (1) cheque in the amount of \$610 made out to the Grey Sauble Conservation Authority
3. Site Plan Application form
4. Authorization to act (2706499 Ontario Ltd. and Thornbury Hills Ltd.)
5. Boundary Survey prepared by JD Barnes
6. Site Plan, Floor Plans, Elevations, Renderings and Site Statistics prepared by Cianfrone Architects dated May 2022
7. Archaeological Stage 1 and 2 by Amick Archaeological Consultants January 2021
8. MHSTCI acceptance letter of Archaeological Stage 1 and 2 dated January 2021
9. Geotechnical Investigation(s) prepared by EXP dated April 2022
10. FSR/SWM Report prepared by Tatham Engineering dated May 2022
11. Traffic Impact Study prepared by Tatham Engineering dated May 2022
12. Photometrics Plan prepared by Tatham Engineering dated May 2022

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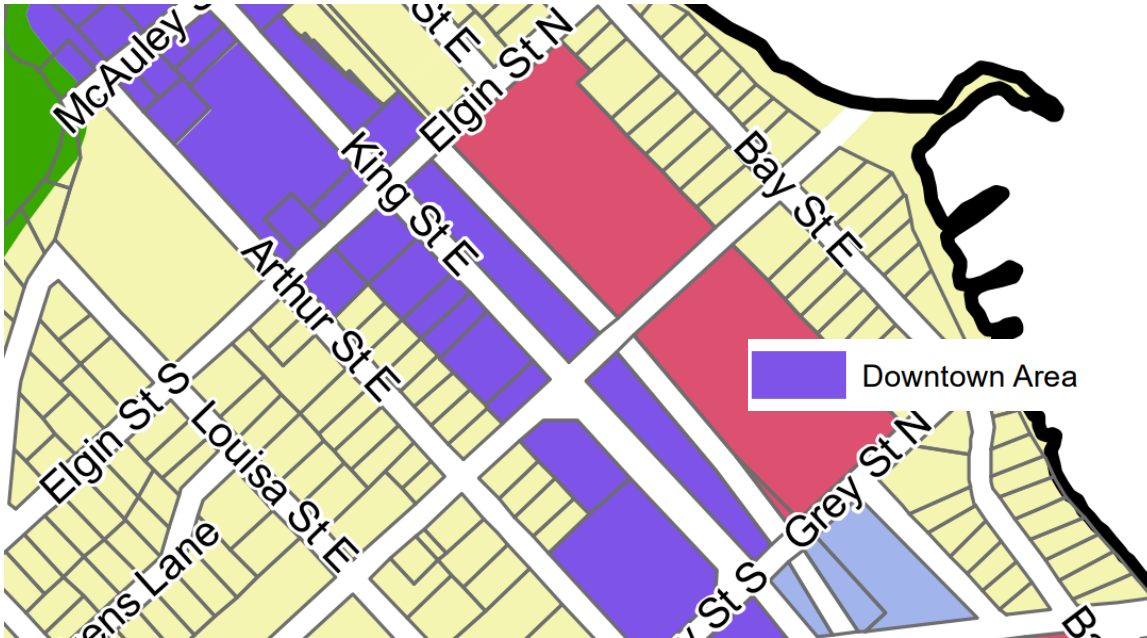
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13. Engineering drawings set prepared by Tatham Engineering dated May 2022
14. Landscape Plan prepared by Envision Tatham dated May 2022
15. D2 Study prepared by Azimuth Environmental dated May 2022

Planning Review:

Town of The Blue Mountains Official Plan

The subject lands are designated 'Downtown Area' on Schedule A-2 of the Town of The Blue Mountains Official Plan.



B3.3 DOWNTOWN AREA

B3.3.1 Objectives

It is the intent of this Plan to:

- *maintain and promote Downtown Thornbury and Downtown Clarksburg as the focal points for commerce in the Town, for residents, businesses and the traveling public;*
- *encourage the development of a mix of uses to enhance the character of the Downtowns*

Permitted Uses in the Downtown Area designation include; retail uses, supermarkets, service uses, business offices, banks and financial institutions, hotels, motels, inns and related conference and conventions facilities, entertainment uses, day nurseries, medical offices, restaurants and take out restaurants, residential uses (as part of a commercial building or multiple unit apartment)

B3.3.4 Vision for the Downtown Areas

It is the intent of this Plan that the Downtowns continue to function as focal points for commerce in the Town, accommodating a mix of commercial, residential, cultural and social uses.

It is a policy of this Plan that the scale and location of new development or redevelopment in the Downtowns maintain and/or enhance the existing character of the Downtowns. This will be accomplished by:

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a) encouraging the development of diverse, compatible land uses in close proximity to each other;

The proposed development contains diversity of use including; residential apartments, potential for retail, service, medical, etc.... and a hotel.

b) encouraging the maximum use of existing buildings in the Downtowns to accommodate a wide range of uses, with an emphasis on using upper level space for offices, residential and accommodation uses;

The proposed development is being proposed on vacant, underutilized lands at the entrance to the Town of Thornbury. As explained above, a range of uses are being proposed.

c) encouraging the establishment and maintenance of a streetscape that is geared to the pedestrian; d) limiting the height of new buildings to a maximum of three storeys, in order to maintain consistent facades;

The proposed development is limited to three storeys and the architectural design and layout of the site creates a streetscape that is geared to the pedestrian.

e) the preservation and enhancement of the cultural and historic features that exist in the Downtowns, which may include requirements for the restoration and enhancement of building facades in accordance with the following guidelines:

i)Original architectural details and features should be restored;

Not applicable.

ii)Where an existing building lacks significant architectural detail or a new building is to be built on a vacant lot, the façade should be representative of or consistent with adjacent architectural styles;

The buildings proposed include a façade that is consistent with the architectural styles in the area.

iii) Building materials such as steel and vinyl siding which are not in keeping with the architectural character of the Downtowns will be discouraged;

The proposed building materials do not include steel or vinyl siding.

iv) Traditional signage and lighting is preferred rather than fluorescent sign boxes and corporate signage; and,

All signage will conform with the Town's sign bylaw.

v) The façade should incorporate broad window treatments at street level to maintain an open, pedestrian friendly environment.

The proposed façade includes large windows on the main floor.

B3.3.4.1 New Development In considering an application for new development, Council shall be satisfied that:

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a) adequate on-site parking facilities are provided for the use with such parking being provided in locations that are compatible with surrounding land uses;

Yes, the required number of parking spaces have been included on the site plan. The majority of the parking is proposed on the north end of the site, while the buildings are proposed adjacent to King Street. The proposed buildings and landscaping will prevent the majority of parking from being viewed from King Street.

b) the use will not have a negative impact on the enjoyment and privacy of neighbouring properties;

c) the use will have minimal impacts on adjacent properties in relation to grading, drainage, access and circulation, and privacy;

d) any loading and storage facilities that are provided are buffered so as to minimize disruption and the enjoyment of neighbouring residential properties;

Yes to all, the neighboring properties are made up of employment uses and open space uses (trail and parkette). The proposed uses will not have a negative impact on the neighboring properties. There are currently no neighboring residential properties.

e) vehicular access points to multiple uses on the lot are coordinated and consolidated;

Yes, site ingress and egress has been coordinated. See Tatham Traffic Impact Study, which concludes the proposed development will not adversely impact the existing surrounding road network.

f) the road and/or municipal infrastructure is able to provide water and wastewater service, waste management services and fire protection;

Yes, see the Tatham Functional Servicing Report (FSR), which concludes that the proposed development can be serviced with the appropriate infrastructure.

g) the lot has sufficient lot frontage, depth and area for the siting of proposed uses;

Yes, the site plan does not require any increased setbacks or relief from the Zoning Bylaw.

h) improvements to the streetscape, such as soft landscaping, lighting fixtures, benches and public art, are part of the overall project design;

Yes, see the Envision Tatham Landscape Plan. The existing Epcor hydro corridor limits the type of landscaping that can be included adjacent to King Street.

i) new buildings are designed to present their principal building facades with an appropriate building design and fenestration to the public road;

Yes, see the elevations and renderings prepared by Cianfrone Architects.

j) roof top mechanical units are organized and screened with complementary materials, colours and finishes as necessary to provide a skyline with desirable visual attributes;

Yes, see the elevations and renderings prepared by Cianfrone Architects.

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k) new buildings on corner lots are located in close proximity to the public road rights-of-way and are designed and located to emphasize their important community presence by employing appropriate strategies for major landscape treatments as well as building massing and articulation that emphasize the corner condition;

The corner of King and Grey streets has the opportunity to be utilized as a Town parkette based on the land swap and parkland dedication from this development. The corner of King and Elgin Street is limited by the existing hydro corridor (step out). There were also concerns discussed during preconsultation with visibility and the importance of the required sight triangle.

l) the majority of the first storey wall of buildings located along public roads where a strong pedestrian environment is encouraged are the site of openings;

Yes, see the elevations and renderings prepared by Cianfrone Architects.

m) barrier free access for persons using walking or mobility aids are provided in all public and publically accessible buildings and facilities and along major pedestrian routes;

Yes, the proposed development will be fully accessible.

n) display areas are designed to make a positive contribution to the streetscape and the overall site development;

There are no display areas proposed within the development.

o) all lighting will be internally oriented so as not to cause glare on adjacent properties or public roads;

Yes, see the photometric plan prepared by Tatham engineering. It is worth noting that the Epcor hydro corridor along King Street contains existing street lighting.

p) site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, are located and/or screened from public roads and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects; and,

Yes, the site plan design has considered the appropriate screening. There are currently no adjacent residential areas.

q) waste storage areas are integrated into the principal building on the lot and where waste storage areas are external to the principal building, they are enclosed and not face a public road.

Yes, waste storage areas are being proposed internal to the buildings.

Based on the above review, the proposed development conforms to the Town of Blue Mountains Official Plan.

Town of The Blue Mountains Zoning Bylaw (2018-65)

The subject lands are zoned Village Commercial (C1) on Schedule A -Map 9 to Bylaw No. 2018-65.



Permitted uses in the C1 Zone include: dwelling unit in a non residential building (not on the ground floor), art gallery, banquet hall, business office, child care center, commercial fitness center, commercial resort complex, commercial school, community center, dry cleaning depot, emergency service facility, equipment sales and rental establishment, financial institution, funeral home, home child care, hotel, those uses permitted in the Institutional zone, laundromat, medical office, motel, parking garage, parking area, parking lot, personal service shop, place of amusement, place of entertainment, place of worship, private club, private park, private school,

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public park, public school, recreational equipment sales/rental service establishment, recreational establishment, repair shop, restaurant, retail store, retirement home, supermarket, theatre, trade and convention center.

The proposed uses conform to the C1 permitted uses.

C1 provisions

	Required	Proposed	conforms
Minimum Lot Frontage (m)	9	40	Yes
Front Yard (m) - King Street	Minimum 3 Maximum 6	3	Yes
Minimum Exterior side yard (m)	4.5	25 m +	Yes
Minimum Interior side yard (m)	3	not applicable	
Minimum Rear yard (m)	7.5	12 m +	Yes
Maximum Height (m)	11	11 m	Yes

Parking

The residential and non-residential parking requirements are reviewed below.

150 King Street			
Commercial (1 space/20 sq meters)	564 sq meters	= 29 spaces	
1 bedroom units (1.5 spaces per unit)	18 units	= 27 spaces	
2 bedroom units (2 spaces per unit)	6 units	= 12 spaces	
Total		68 spaces x 2 buildings = 136 spaces	

There are currently 138 parking spaces provided on the site plan for 150 King Street.

160 King Street		
Hotel (1.3 space per room)	69 rooms	= 91 spaces

There are currently 91 parking spaces provided on the site plan for 160 King Street.

Based on the above review the proposed development conforms to the Town of Blue Mountains Zoning Bylaw.

Recommendation:

Based on the information provided within this submission package we request that the Town of Blue Mountains proceed with a review of Site Plan application

We trust that you will find the enclosed satisfactory, however, should you require any further information or clarification, please contact our office.

Respectfully Submitted:

PASCUZZO PLANNING INC.

Andrew Pascuzzo MCIP, RPP

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