

PLANNING JUSTIFICATION REPORT

Official Plan Amendment
Zoning By-law Amendment
Site Plan Approval

Pinnacle Building Group
1000013256 ONTARIO INC. and 1000013752 ONTARIO INC.
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October 2022



LOFT PLANNING

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1.0 Introduction

We have been retained by 1000013256 ONTARIO INC. and 1000013752 ONTARIO INC. (the "Applicant") to act as planners for the proposed redevelopment of two properties located at 209806 and 209808 Highway 26 in the Town of the Blue Mountains (the "Subject Lands"). The Applicant is seeking planning approvals for a multi-unit residential development on two existing properties located on the south side of Highway 26 in Craigleith. The proposed development will create a total of 17 rowhouse units within four buildings and developed as a standard condominium format and including access, visitor parking, stormwater block, amenity space and open space.

The subject lands are designated as Residential Recreational Area (Site Specific – Section B3.7.6.11) and Commercial Corridor in the Town of The Blue Mountains Official Plan. The Town's Zoning By-law 2018-65 zones Parcel 1 (209806 Highway 26) as Residential Two Exception (R2-101)(Exception 101 limits development to 12 units) and Parcel 2 (209808 Highway 26) as General Commercial (C2). A review of the proposed development and completion of formal pre-consultation determined that an Official Plan Amendment, Zoning By-law Amendment, Site Plan Approval and an Exemption to Standard Condominium are required to permit the development.

The applications have been the subject of a Formal Pre-Consultation process with the Town which identified the applications, documents and supporting technical studies that are required for a complete submission. This Planning Justification Report has been prepared as part of a complete submission in support of the planning applications.

2.0 Location & Description

The subject lands are located on the south side of Highway 26 in Craigleith and comprise two separately conveyable parcels which are proposed to merge as part of the final development approval process. The lands are municipally described as 209806 Highway 26 and 209808 Highway 26. The lands at 209806 Highway 26 currently includes an existing registered condominium corporation (GREY CONDOMINIUM CORPORATION PLAN NO. 14) which will be dissolved as part of the final approvals process and prior to the proposed Plan of Condominium

being registered. The legal description for this parcel consists of UNITS 1 TO 6, LEVEL 1 GREY CONDOMINIUM PLAN NO. 14; PT LT 150 & PT LT 151 PL 529 COLLINGWOOD DESIGNATED AS PT 1, 16R2128 MORE FULLY DESCRIBED IN SCHEDULE A OF THE DECLARATION R222631; THE BLUE MOUNTAINS. The legal description for 209808 Highway 26 is described as PT LT 151 PL 529 COLLINGWOOD PT 2 16R2128; THE BLUE MOUNTAINS. (Figure 1: Location)

Together the subject lands are irregular in shape and have a lot area of approximately 0.68 ha and a lot frontage of 67.54 m on Highway 26 (Figure 2: Aerial). The lands are partially wooded with a vacant one-storey multi residential unit at 209806 Highway 26. The lands at 209808 Highway 26 are the former location of a house and an office that were destroyed in a fire in 1993. Both parcels are unused, and the existing building is derelict. The subject lands are surrounded by a mix of uses including residential and highway commercial uses. The adjacent uses are described as follows:

- **North:** residential uses along Nottawasaga Bay
- **East:** gas station, commercial uses and residential uses
- **South:** residential uses and commercial uses
- **West:** residential uses and commercial uses

The site is located within Craighleith and within a wider residential recreational area. This wider area includes Blue Mountain Ski Area and the private ski clubs along the escarpment to the west, Nottawasaga Bay to the north, residential recreation areas to the south (existing and future development lands) and to the east is a mix of residential, natural heritage lands and lands on the periphery (west end) of the Town of Collingwood.

3.0 Proposed Development

The applications will facilitate the creation of seventeen (17) rowhouses to be developed by way of standard condominium. The site design, the planning applications and the proposed Plan of Condominium are described below.

3.1 Site Design

The applications propose a total of seventeen (17) condominium units in four buildings within a standard condominium. The buildings will have a total lot coverage of 27.2% of the site, the remainder of the site consists of access, driveways, visitor parking, refuse area, stormwater

management, amenity areas and open space. The lands will be developed as a standard condominium. Each unit would have a private rear yard that exceeds the requirements of the bylaw.

The applications propose seventeen three-bedroom residential units located within four buildings on site:

- Block A – Units 1 to 4 = 4 units
- Block B – Units 5 to 7 = 3 units
- Block C – Units 8 to 12 = 5 units
- Block D – Units 13 to 17 = 5 units

Each unit will have a frontage of 6.4 m onto the access road and a minimum lot depth of 30 m. The units will be three storeys in height and have a unit size of 168 sqm and 170 sqm. The development is proposed to be a standard condominium.

The total lot area of the site is 0.68 ha which is comprised of the following elements (Figure 3 – Site Plan):

a. Building Footprints (4 buildings) – 0.185 ha = 27.2%

b. Access Road – 0.085 ha = 12.5%

c. Open Space – 0.356 ha as follows: = 52.4%

- 18 m MTO setback – 0.110 ha
- Front Yards – 0.036 ha
- Rear and Side Yards – 0.092 ha
- Amenity Area – 0.118 ha

d. Parking – 0.054 ha as follows: = 7.9%

- Visitor Parking Area - 0.010 ha
- Unit Parking – 0.044 ha

The Stormwater Management area is located underground and, therefore, does not account for a portion of the site area.

In consultation with MTO, an 18 m setback has been generally accepted. This 18 m setback will be green space and does include the underground stormwater management facility. This 18 m

area will include tree planting and preservation of existing vegetation cover. (Figure 4 – Landscape Plan). A 6 m wide standard driveway is proposed to run between the blocks to provide access from the units to Highway 26 and to the visitor parking at the rear of the site. A total of six (6) visitor parking spaces are provided in a visitor parking area located at the rear of the site, and each unit will include two parking spaces (one in garage and one in laneway). A Molok waste disposal system is proposed and is located adjacent to the visitor parking.

Finally, the amenity area occupies the southeast corner of the site, extending along the rear of the adjacent Esso Gas station to the west and incorporating a walkway and benches.

3.2 Planning Applications

In order to facilitate the proposed development, planning applications are required as follows:

1. Official Plan Amendment – A site specific Official Plan Amendment is required to re-designate the lands from Residential Recreational Area (Site Specific – Section B3.7.6.11) and Commercial Corridor to Residential Recreational Area – Site Specific to permit a residential density of 17 units per hectare.
2. Zoning By-law Amendment – A site specific Zoning By-law Amendment is required to re-zone the lands from Residential Two Exception (R2-101) and General Commercial (CG) to Residential Two Exception (R2-XX). Exception XX will permit the 17 rowhouse units; will recognize a reduced rear yard setback and retaining wall max height of 2.25 m. *(Note: The draft by-law reviews the lot has a whole based on a standard condominium development).*
3. Site Plan Approval – To obtain Site Plan Approval for the multi residential proposed development.
4. Exemption to Draft Plan of Condominium – The Exemption to Condominium application is requested.

3.3 Plan of Condominium and Land Consolidation

There is an existing condominium corporation registered on the property. This condominium corporation will be dissolved as part of the final approvals. The lands are currently two separately conveyable parcels of land and are held by two different entities. The proposed development will proceed as a standard condominium whereby Owners of the units own the interior of the

units, and the condominium corporation will maintain the entire property as well as the exterior of buildings.

The Applicant's legal team will apply to merge the lands on title via merging of corporations as part of final planning approvals.

4.0 Policy Analysis

A review of planning documents must be undertaken to determine the compliance of the applications to the Planning Act and the consistency with and conformity of the proposed development to the provincial and municipal planning documents. A review of the applications based on the applicable planning documents made the following conclusions:

1. **The Proposed Development has Regard for Matters of Provincial Interest (Section 2 of the Planning Act, 1990).** Section 2 of the Planning Act requires planning authorities to have regard for matters of provincial interest. The applications will efficiently use the available municipal infrastructure, promote the orderly development of the Town of The Blue Mountains at an appropriate location with built form that is well-designed, and contribute to the provision of a full range of housing.
2. **The Proposed Development is in the Public Interest.** The applications will facilitate the creation of much needed housing within the Town, providing rowhouses on an internal road, which typically are more affordable and are more land and resource efficient.
3. **The Proposed Development is Consistent with the Provincial Policy Statement 2020.** The applications are consistent with the Provincial Policy Statement (PPS) 2020 which directs growth and development to settlement areas, promotes the efficient use of land and infrastructure and the provision of a full range of housing options.
4. **The Proposed Development Conforms to the Official Plans of County of Grey and Town of The Blue Mountains.** The applications generally conform to the County and Town Official Plans which permit residential uses along Highway 26 within Craigeleith. An OPA is required to provide for a consistent land use designation with the land consolidation and to permit the density.

A more detailed review of the applicable planning documents is provided in the following sections.

4.1 Planning Act

The Planning Act must be considered when reviewing development applications. In consideration of the proposed Official Plan Amendment and Zoning By-law Amendment, Section 2 (Provincial Interest) and Section 3 (Provincial Plans) of the Planning Act apply.

Section 2 of the Planning Act requires that regard be given to matters of "Provincial Interest" which consider the following:

- ✓ Efficient use of communication, transportation, sewage and water services and waste management systems.
- ✓ Orderly development of safe and healthy communities.
- ✓ Accessibility for persons with disabilities.
- ✓ Adequate provision of recreational facilities and a full range of housing.
- ✓ Appropriate location of growth and development.
- ✓ Promotion of development that is designed to be sustainable and oriented to pedestrians.
- ✓ Promotion of built form that is well-designed, encourages a sense of space and provides attractive, functional public spaces.

The applications will facilitate a residential development that is appropriately located, well-designed and efficient and that will contribute to the housing base in the Town. The site will provide sufficient amenity areas and has been designed to be accessible and oriented to pedestrians within the development.

Section 3 (5) (a) of the Planning Act requires that decisions affecting planning matters must be consistent with policy statements and conform to provincial plans that are issued under the Act. The Provincial Policy Statement (PPS) 2020 applies to the applications and is addressed in following section.

The proposed development has been designed based on the supporting studies and evaluated through the review process, and the applications have due regard for matters of provincial interest and public interest. The land is suitable for the proposed development and the proposal

is compatible with adjacent development, adequate services are available, and no impacts are expected on adjoining lands.

CONCLUSION:

The applications submitted for the subject lands meets the requirements of the Planning Act RSO.

4.2 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) 2020 provides provincial policy direction on matters of provincial interest related to land use planning and development and provides the foundation for planning decisions in Ontario. The PPS directs growth and development to settlement areas where efficient development patterns may optimize the use of land, resources and infrastructure while protecting resources of provincial interest, public health and safety and the quality of the natural and built environment.

Section 1.0 of the PPS provides relevant policies that guide the growth and development of strong, healthy communities on Ontario. Regard also must be given to Section 2.0, Wise Use and Management of Resources, and Section 3.0, Protecting Public Health and Safety.

➤ Healthy and Safe Communities

The PPS recognizes that communities are sustained by promoting efficient development patterns and accommodating a wide range of residential types while avoiding development patterns that may cause environmental or hazard concerns (policy 1.1.1). Sufficient land must be made available to accommodate an appropriate range and mix of uses through intensification and redevelopment (policy 1.1.2). The proposed development supports the policies of Section 1.1.1 through a more efficient use of land and municipal infrastructure and through an expansion of the number and type of residential units in the Town. No environmental or hazard concerns have been identified, and the site has been designed to ensure safe ingress/egress from Highway 26.

Settlement areas are the focus of growth and development and land use patterns within settlement areas are based on densities and a mix of uses that use land and resources efficiently, are appropriate for the available infrastructure and minimize impacts to the environment. Land use patterns within settlement areas are based on a range of uses and opportunities for intensification and redevelopment where it can be accommodated (policies 1.1.3.1 & 1.1.3.2). The subject lands are within an area that has been identified by the Town for settlement type

uses including residential and commercial uses. The applications propose a re-development of two underutilized sites to a more efficient, compact residential development which maximizes the use of the available infrastructure.

The housing policies in Section 1.4 promote the provision of an appropriate range and mix of housing type and density to meet projected needs through intensification and redevelopment and where the appropriate infrastructure is available. Policies in Section 1.7 also encourage residential uses to respond to dynamic market-based needs and provide a necessary housing supply and range of housing options to meet the needs of a diverse workforce.

The proposed development provides an opportunity to redevelop and intensify two under-utilized and neglected properties. The subject lands are suitably located for the type of development being proposed.

➤ **Wise Use and Management of Resources**

Section 2.0 of the PPS requires the wise use and management of resources to ensure that development patterns protect natural heritage features, the quality and quantity of water, agricultural, mineral, and cultural resources. This section of the PPS was reviewed in light of the proposed development and, generally, no natural resources are associated with the proposed site. An Archaeological Assessment was undertaken which confirmed that no archaeological resources are associated with the subject lands.

➤ **Protecting Public Health and Safety**

Section 3.0 of the PPS provides policies that protect public health and safety in regard to natural and man-made hazards. A Phase I and II - Environmental Site Assessment was undertaken which concluded that the site meets site condition requirements for residential use and no further investigation is required. No natural or man-made hazards have been identified on or near the site that will impact the proposed development.

CONCLUSION:

Consistency with the Provincial Policy Statement 2020 has been demonstrated.

4.3 County of Grey Official Plan

The subject lands are designated as Recreational Resort Area on Schedule A – Map 2 of the County of Grey Official Plan. The applications were reviewed based on the County of Grey

Official Plan with relevant policies identified in Section 2: Managing Growth, Section 3: Develop Grey, Section 4: Live Grey, Section 8: Move Grey and Section 9: Our Tools.

➤ **Managing Growth**

The County's Official Plan directs growth to settlement areas on full municipal services and promotes healthy and diverse communities where residents can live, work, learn, invest and play. The Official Plan also emphasizes the wise use and enhancement of existing infrastructure and limits development based on the availability of services. Seasonal growth continues to be an important consideration for County of Grey.

Section 2.1 provides population growth projections on Table 1, projecting that the Town of The Blue Mountains will grow by 1840 persons (Table 1) and 930 households (Table 2) between 2018 and 2038. Seasonal recreational units are projected to increase by up to 4300 units in the Town of Blue Mountains by 2036 (Table 4). The applications will provide additional residential units that could provide homes for both seasonal and permanent residents.

➤ **Develop Grey**

The subject lands are designated as "Recreational Resort Area" which applies to areas within the Town of The Blue Mountains exhibiting a mix of seasonal and permanent residential and recreational growth on full municipal services. These areas are focused on the recreational component as the basis for development.

Detailed development policies are provided in Section 3.8 as follows:

1. *Recreational Resort Area land use types consist of a defined development area, specific recreational amenities, residential development (including second units per Section 4.1.5) and serviced with full municipal services.*
 - ✓ The subject lands are within the Recreational Resort Area designation and residential development on full municipal services is proposed.
2. *New development must serve the public interest by contributing to the provision of community recreational amenities, by facilitating municipal service infrastructure, and by accommodating existing un-serviced development areas and areas with development potential within the existing land use type or in settlement areas.*

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- ✓ The applications provide a re-development opportunity within an area identified for recreational resort uses. The site has been designed to use the available infrastructure and has been designed to provide high quality open space. The site is suitably located to the available recreational opportunities in the area.
3. *Community design elements described in Section 1.4.1 should be considered to enhance social and community cohesion.*
- ✓ The applications support the policies in Section 1.4.1 by providing additional residential units for residents. The site has been designed to be compatible with other uses along Highway 26 and connect to other open space amenities in the area. The units are setback from Highway 26 and are accessed by a single access point.
4. *Expansion of Recreational Resort Area land use types is not permitted in the Special Agricultural land use type.*
- ✓ N/A
5. *The Recreational Resort Area land use type will strive to enhance recreational and tourism related activities by:*
- i. Encouraging the maintenance and expansion of existing recreation and tourism related facilities;*
 - ii. Encouraging new land uses that will promote existing or require the establishment of new recreation and tourism facilities which diversify opportunities for all possible forms of recreation, in a manner consistent with the preservation of the natural environment as defined in Section 7 of this Plan;*
 - iii. Supporting the dedication/acquisition of land for long-term public benefits within the existing land use type or community area;*

The applications will facilitate the creation of additional residential units in an area that has been identified for this purpose. The residential units are located within a convenient distance to many recreational activities in the area, including ski hills, golf courses, the waterfront along Georgian Bay and the Georgian Trail. The site has been designed with open space (MTO setback) along Highway 26 to maintain the character along this corridor and the site has been designed to

provide open space and amenity areas. The lot is irregular and shape, the south east jut-out will remain with existing vegetation.

➤ **Live Grey**

Section 4 of the County of Grey Official Plan provides policies that direct the provision of housing in Grey County. The Official Plan advises that residential growth will be accommodated primarily through residential intensification and redevelopment and mainly in primary settlement areas. The provision of a range of housing types is encouraged and new residential developments will be promoted at densities which efficiently use available servicing (subject to Section 8.9) and are appropriate to site conditions and existing patterns of development (Section 4.1). The applications present an opportunity to provide a multi-unit development within an area of the County identified for development intensification. The proposed development has been designed for the efficient use of the available land and infrastructure.

➤ **Move Grey**

Section 8 provides policies that guide the provision of transportation services in the County of Grey. The general transportation policies are provided in Section 8.2 which includes policies that guide transportation facilities associated with new development as follows:

- Section 8.2 j) New developments will be designed to ensure the safe access for vehicles and emergency vehicles. Single access to new residential developments will be considered up to 85 units.
- Section 8.2 k) New development should be designed to integrate with the complete transportation system by ensuring that roads, sidewalks and trails are designed to accommodate pedestrian links (sidewalks, paved shoulders or trails), cyclists (paved shoulders or trails), and transit links (where applicable). New development will also consider future vehicle and pedestrian connections to adjacent lands. New development will also be designed to accommodate adequate snow storage.

The proposed development will create a total of 17 multiple residential units, each with one parking space in the driveway and one space within garage as well as an additional visitor parking spaces located in an area at the rear of the site. Access will be provided through a shared driveway that will provide access from each unit to Highway 26. The Traffic Impact Study confirmed that sufficient parking has been provided and that the proposed development will not have significant impacts on the road system, the operations of Highway 26 or the

surrounding uses. The road and the access have been designed to meet all design requirements.

Active transportation also is encouraged under Section 8.4 2) which requires that new developments be designed to be walkable and bike friendly by including trails, sidewalks, paved shoulders to integrate with the overall complete transportation system. The subject lands are located within proximity to the Georgian Trail located along the southside of Highway 26. The access road can support active transportation options.

➤ **Our Tools**

New applications for plan of subdivision or plan of condominium are required to consider the criteria identified in Section 9.13 (see Appendix C). The proposed Draft Plan of Condominium has been designed in consideration of the criteria in Section 9.13.

CONCLUSION: Conformity to County of Grey Official Plan has been established.

4.4 Town of The Blue Mountains Official Plan

The Town of The Blue Mountains Official Plan (TBMOP) sets out the Municipality's long-term vision for growth and development in the Town, providing a guide for land use decisions. The subject property is designated as "Residential Recreational Area" (Figure 5: Town of The Blue Mountains Official Plan) which is an area that extends along the Georgian Bay shoreline providing a resort-related residential and recreational function.

A review of the TBMOP identified relevant strategic objectives in Growth and Settlement and Housing policies in Part A, land use policies for the Residential Recreational Area in Part B and General Development policies in Part D.

➤ **Strategic Objectives and Land Use Concept**

Lands designated as Residential Recreational Area reflect the settlement area designated as Recreational Resort Area in the County's Official Plan which provides a seasonal and permanent residential and recreational function (policy A4.1.7). Growth and Settlement policies in Section A3.3.2 direct most residential growth to areas where full municipal services are available and encourage infilling, intensification, and redevelopment in appropriate locations and with appropriate built form and design that uses land efficiently. Housing policies in Section

A3.10 strive to ensure a full range of housing opportunities are available for residents in the Town and encourage universal physical access be incorporated into residential structures.

The applications present a re-development opportunity for a compactly designed development that is sensitive to the existing development in the area through the use of fenced buffers and vegetative buffers and a design that fits in with the surroundings. A rowhouse style of housing is proposed which will contribute to the available housing in the area and will be designed to meet any accessibility standards set by the Town. Finally, the site is well located to the available recreational opportunities in the area and is within walking distance of the Georgian Trail.

➤ **Land Use Designation – Residential Recreational Area**

A range of uses are permitted within the Residential Recreational Area designation including townhouses and low-rise multiple unit buildings (policy B3.7.3). Development policies in Section B3.7.4 require that development provides a generous amount of open space to facilitate recreational opportunities and to maintain the resort, open landscape character of the area. Development should be clustered in form, compact in nature and interspersed with open space areas and recreational uses. The majority of lots or units should have direct access to public open space pedestrian walkways, with linkages to sidewalks along roadways. A maximum density of 10 units/gross hectare is permitted and a minimum 40% open space component is required. Other requirements include that a landscape analysis be provided.

The development will have a **proposed density of 26.7 units per hectare** and a **proposed landscape component of 52.4%**. The development is based on a standard condominium ownership and the condominium corporation will be responsible for the maintenance of all common areas. A Landscape Analysis has been submitted with the applications which confirmed the suitability of the site for the proposed development and proposing preservation, enhancement and mitigation measures that will be implemented.

The property is small and irregularly shaped and, has been designed to provide a compact development that uses the land and infrastructure efficiently. The open space component comprises 52% of the area of the proposed development through an amenity area at the rear and open spaces at the rear of the development and along the frontage of Highway 26. The landscape buffer strip and stormwater management located along Highway 26 will be vegetated and maintain the existing character of the property and the corridor of the highway.

The amenity area combined with the rear yard amenity spaces will provide a sufficient amount of open space for use by the residents. All units will have access to the open space components of the development through the driveway and the pedestrian walkway that links the units to the amenity area. Finally, new buffer at the rear of the site will be replanted to enhance the screening potential of the vegetation. Generally, the proposed development, including building form and density, is compatible with the character of the other residential uses along this stretch of Highway 26 and will maintain and enhance the character of this stretch of Highway 26.

The Functional Servicing Report and the Traffic Impact Brief support the development at this location and demonstrate that the proposed development can be designed with minimal impacts to the adjacent properties or to Highway 26.

The development as designed exceeds the density provisions proposing a density of 17 units (27.6 units per hectares) and, accordingly, a site-specific official plan amendment is required. A draft Official Plan Amendment has been included in Appendix "A" of this report.

➤ **Part D – General Development Policies**

Servicing policies in Section D1.2 require full municipal services and policies in Section D3 require the preservation of cultural heritage resources. Municipal services are available to the proposed development and A Stage 1-2 Archaeological Impact Assessment was undertaken which concluded that no significant heritage or archaeological resources are associated with the subject lands.

Section D5 provides community design policies which promote development that is based on good design principles and encourages high quality design that is complementary and compatible with existing development. The proposed design of the development reflects the surrounding uses and will be based on good design principles. The design of the units will be addressed during the site plan application process but will appropriately address any applicable design standards.

Policies in Section D5.4 apply specifically to the Highway 26 Corridor along which the subject lands are located. Highway 26 is recognized as a significant scenic corridor with views and vistas of Georgian Bay and the Niagara Escarpment and the scenic value of this corridor must be protected. Buffer strips generally are required for new development along this corridor of 10 m in width and subject to a landscape analysis to ensure visual screening. A landscape buffer strip

will be maintained along Highway 26 which combined with the stormwater management pond, provides a setback of 18 m along the highway.

Finally, housing policies in Section D7 ensure the provision of a range of housing types in settlement areas and new development that assists in achieving this housing mix will be encouraged (policy D7.3)). The proposed development will expand the range of housing options available in the Town through the provision of rowhouses which are considered a more affordable housing form.

CONCLUSION:

Conformity to the Town of The Blue Mountains Official Plan has been established.

4.5 Town of The Blue Mountains Zoning By-Law 2018-65

The lands currently are zoned Residential (R2-101) and General Commercial (CG). The R2-101 zone limits development to 12 residential units. An application for a zoning by-law amendment has been submitted to the Town that will rezone the subject lands from the R2-101 and CG zones to the Residential Two (R2-XX) with site specific provisions. The site is a standard condominium and as such the zoning review is completed based on the entirety of the site (versus a unit by unit plan within a common element). The development would meet required provisions, as follows,

Zone Provision	R2 Zone Provisions	Proposed
Minimum Lot Frontage	6 m	67.54 m
Minimum Lot Area	190 sqm	6845 sqm
Minimum Front Yard	6 m	19.2 m
Minimum Interior Side Yard	1.2 m *	5.8m
Minimum Exterior Side Yard	4 m	Not Applicable
Minimum Rear Yard	7.5 m	<u>5.1</u>
Maximum Height	11 m/3 storeys	7.4 m
Parking	2/unit (34 spaces) Plus .25 visitor (5 spaces)	34 spaces plus 6 visitor

The draft plan for 17 rowhouse units meets the requirements of the R2 Zone Provisions, however, a site-specific exception is required for the rear yard setback where 7.5 m is required, and 5.1 m is provided and to recognize a maximum retaining wall height of 2.25 m.

A proposed Draft Zoning By-Law Amendment is provided in Appendix "B".

5.0 Technical Reports

The following is a list of the technical reports that were provided as part of a complete submission.

- Legal Survey (Patten Thomsen)
- Civil Engineering Drawings (Tatham Engineering)
- Stormwater Management Report (Tatham Engineering)
- Functional Servicing Report (Tatham Engineering)
- Hydrogeological Report (GM Blue Plan)
- Archaeological Assessment (Phase 1 and 2) – Earthworks Archaeological Assessments
- Traffic Impact Study (Tatham Engineering)
- Tree Preservation Plan (Envision Tatham)
- Landscape Plan (Envision Tatham)
- Noise Assessment (Northern Applied Sciences)
- Phase I ESA (Andrew Breberin, P.GEO)
- Phase II ESA (Rubicon Environmental 2008 Inc.)
- Architectural Drawings (Home Image LTD.)

The following is a summary,

Stormwater Management Report (Tatham Engineering)

Tatham Engineering were retained to prepare a Stormwater Management Report in support of the development. The report concludes that the existing drainage patterns will generally be maintained, with stormwater runoff directed to the existing ditches on the south side of Highway 26 which ultimately outlet to Georgian Bay. Onsite runoff will drain to a proposed underground storage facility to provide quantity control for the site. Stormwater runoff will be controlled to pre-development quantities for storms with return periods ranging up to 100 years. Water quality control will be provided by an OGS system downstream of the underground storage facility.

Siltation and erosion control will be provided with the proper construction mitigation efforts. Long term erosion will be enhanced with an effective revegetation strategy.

Functional Servicing Report (Tatham Engineering)

Tatham Engineering were retained to prepare a Functional Servicing Report in support of the development. The report concludes the existing infrastructure surrounding the subject lands can adequately service the development for sanitary sewage, potable water, hydro, natural gas, and telecommunications. The following is a summary of the strategy:

- Potable water will be provided by connecting into the existing 200 mm diameter watermain on the south side of Highway 26 with a proposed 150 mm watermain that extends into the subject site underneath the road corridor.
- Sanitary flows from the proposed development will drain to the existing 300 mm diameter sanitary sewer along Highway 26, connecting via SAN MH160.
- Stormwater management quality control will be provided by an underground storage system under the internal roadway of the proposed site. Stormwater will discharge into the Highway 26 ditch.
- Stormwater management quality control will be provided by a Stormwater EFO4 to provide at least 80% total solids removal and treat 90% of the surface runoff generated from its contributing drainage area.
- Electrical services fronting the proposed site are available along Highway 26. Tatham Engineering will review electrical servicing and confirm if external plant upgrades are required to service the site. Capacity of the existing high-pressure gas main on Highway 26 will require confirmation. Bell has confirmed the site can be serviced with fibre optic cable north of the site.

Hydrogeological Report (GM Blue Plan)

GM Blue Plan was retained to prepare a Hydrogeological Report. The hydrogeological study has concluded that:

- The proposed development is not expected to cause impacts to the local hydrogeological system or to the receptors dependent upon it, including local water well users, municipal water resources (i.e., per source protection policies), or surface water bodies.
- The construction of the proposed development can, while adhering to project-appropriate monitoring and mitigation practices, be undertaken in a way that will avoid impacts to the local hydrogeological system during construction and construction dewatering.

With respect to the proposed development and its construction, GM Blue Plan recommended that:

1. The construction dewatering requirements for the project be re-assessed at the preliminary or detailed design stage to confirm the expected intensity of dewatering, the applicable approaches to dewatering (including monitoring and mitigation plans), and the necessary approvals that would apply.
2. Dewatering be conducted following Ontario Provincial Standard Specifications 805, 517, and 518 and in accordance with the requirements of the approval that applies to the project (e.g. Permit to Take Water, with corresponding monitoring and mitigation plan; or EASR with corresponding water-taking and discharge plan).
3. Wellpoints be considered for dewatering, especially for the construction of foundations, to preserve the stability and condition of subgrade and/or founding soils.
4. Dewatering systems be designed, constructed and operated by a dewatering specialty contractor.
5. The Ministry of Transportation of Ontario and the Town of the Blue Mountains be contacted to confirm permission to release dewatering discharge to the roadside ditch on Highway 26, which appears to be the only suitable drainage infrastructure to receive dewatering discharge from the project area.
6. Alternatives to strip or spread footing foundations be considered, especially deep foundations (e.g. helical piles) which would avoid or limit excavation below groundwater and therefore limit the overall requirement for construction dewatering.
7. In-ground structures for enhanced recharge (e.g. infiltration galleries) be avoided due to the high groundwater levels that persist on-Site.

Archaeological Assessment (Phase 1 and 2) – Earthworks Archaeological Assessments

Earthworks Archaeological Services Inc. was retained to conduct a Stage 1 & 2 archaeological Assessment. The assessment was undertaken in support of Application for Site Plan Approval and was conducted as part of the requirements defined in Section D3.4.1 of the Town of the Blue Mountains Official Plan, which requires an archaeological impact assessment in support of new plans of subdivision or condominium, where the development is being proposed on sites which have not already been significantly disturbed. The study area contains evidence of archaeological potential. The location of the study area within 300 metres of Georgian Bay suggests the potential for locating Pre-Contact Indigenous archaeological material. Additionally, the study area is located adjacent to a historic road identified in historic mapping and suggests the potential for locating Historic Euro-Canadian archaeological material. In summary, a Stage 2 archaeological assessment was determined to be required in order to identify and document any archaeological material that may be present.

Based on the results of the Stage 1 background investigation and the subsequent Stage 2 test pit survey, the study area is considered to be free of archaeological material. Therefore, no additional archaeological assessments are recommended.

The Ministry of Heritage, Sport, Tourism and Culture Industries is requested to review this report and provide a letter indicating their satisfaction that the fieldwork and reporting for this archaeological assessment are consistent with the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licenses, and to enter this report into the Ontario Public Register of Archaeological Reports.

Traffic Impact Study (Tatham Engineering)

Tatham Engineering was retained to prepare a Traffic Impact Study in support of the development. The reports provided that, given the limited traffic volume to be generated by the development of the site and in considering the traffic volumes on the road system, such will not have any significant operational impacts on the operations of Highway 26 and the surrounding lands. The operational assessment of the site access indicates that the intersection will experience adequate levels of service and average traffic delays for the northbound movements exiting the site through the 2030 horizon year. Therefore, no operational improvements are required.

The proposed location for the site access was also reviewed to ensure the provision of adequate spacing between the site access and adjacent intersections/access points. In consideration of the projected traffic volumes and the Transportation Association of Canada's driveway spacing guidelines for accesses onto an arterial road and recognizing that the intersection of Blue Mountain Drive is to be closed in the near future (located 15 metres west of the site access), the proposed location for the site access is considered appropriate. Furthermore, a review of the expected traffic queues indicates that such will be minimal and thus no interference is expected to highway operations and/or adjacent access operations.

Given the minimal left and right turn volumes into the site from Highway 26, neither a left turn lane nor a right turn lane is required at the site access.

The available sight lines on Highway 26 to the east and west of the site access exceed the minimum stopping sight distance requirement for a design speed of 70 km/h. Vehicles manoeuvring to and from the site can do so in a safe and efficient manner. As such, no further improvements are required to address sight line constraints.

Tree Preservation Plan including Landscape Analysis and Landscape Plan (Envision Tatham)

A Tree Preservation Plan, Landscape Analysis and Landscape Plan were prepared by Envision Tatham in support of the application. The Landscape Plan incorporates the following features:

- retention of the existing berm and coniferous planting along the north boundary
- sideyard screening (from Highway 26) for the north lots
- planted buffer and restoration planting along the south property boundary
- a passive amenity area for residents, with a picnic table and planting

- visitor parking, a community mailbox, and waste disposal facilities
- vinyl privacy fencing along the east and west property boundaries.

The reports outline the suitability of the site for development, the visual and physical complexities of the site, protection of the landscape character of the site, preservation measures and enhancement measures.

Noise Assessment (Northern Applied Sciences)

Northern Applied Sciences were retained to prepare a Noise Assessment.

The purpose of the Environmental Noise Assessment was to:

- Review the potential noise impact of the surrounding environment on the proposed development;
- Review the potential noise impact of the proposed development on the surrounding environment; and
- Review the potential noise impact of the proposed development on itself.

Rail traffic and aircraft flyovers are not expected to influence sound levels at the proposed site and have therefore not been analyzed. In addition, no significant sources of vibration were identified in the area of the proposed development thus a vibration assessment was not warranted.

Based on the assessment of existing road transportation noise sources at the plane of a bedroom or living/dining room window, the sound level during the 16-hour daytime period of Blocks 1, 2 and 3 is greater than 55 dBA but less than or equal to 65 dBA, and the sound level during the 8-hour nighttime period at the plane of a bedroom or living/dining room window is greater than 50 dBA and less than or equal to 60 dBA. Therefore, the dwellings in Blocks 1, 2 and 3 should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion. Warning clause Type C is recommended.

Based on the assessment of existing road transportation noise sources without any mitigation at the outdoor living area, the sound level during the 16-hour daytime period is greater than 60 dBA at Block 1 and is greater than 55 dBA but less than or equal to 60 dBA at Block 2. Therefore, the following is mitigation and warning clauses are proposed:

- Block 1 – construct an acoustic barrier having a height of 1.8 m along the perimeter of the outdoor living area of Block 1 and identify a Type A warning clause.
- Block 2 – identify a Type A warning clause only.

A review of industrial and commercial facilities within a 1-km radius was conducted. Four (4) commercial and industrial facilities were identified. Based on the facility types and separation distances, these commercial and industrial facilities are not expected to impact the proposed

development.

The impacts of the proposed development on the surrounding environment and on itself are expected to be negligible.

Phase I ESA (Andrew Breberin, P.GEO) and Phase II ESA (Rubicon Environmental 2008 Inc.)

Rubicon Environmental was retained to undertake a Limited Phase II Environmental Site Assessment (ESA). The environmental assessment was completed to investigate possible buried fill on site, as well as to ascertain and fully explore surficial and subsurface soil and groundwater conditions. Based on the findings of the Phase II ESA, the subject property meets the applicable Table 2: Full Depth Generic Site Condition Standards for Residential Land Use, Potable Groundwater Condition, Coarse Textured Soil from the Ministry of Environmental Conservation and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" (April 15, 2011), referred to as MECP Table 2 Site Condition Standards. As a result of the Phase II ESA, it is the professional opinion of Rubicon Environmental (2008) Inc. that the subject property warrants no further environmental investigation. prepare a Phase II ESA.

6.0 Conclusions

This Planning Justification Report has been prepared in support of applications for an Official Plan Amendment, Zoning By-law Amendment, Site Plan Approval and Exemption to Condominium. The proposed development is in keeping with the Planning Act RSO 1990, is consistent with the Provincial Policy Statement, 2020, and conforms to the County of Grey Official Plan and the Town of The Blue Mountains Official Plan and meets the intent of the Town of The Blue Mountains Zoning By-Law 2018-65. Furthermore, it is our opinion that the application represents good land use planning.

Respectfully Submitted,

LOFT PLANNING INC.



Kristine A. Loft, MCIP RPP
Principal

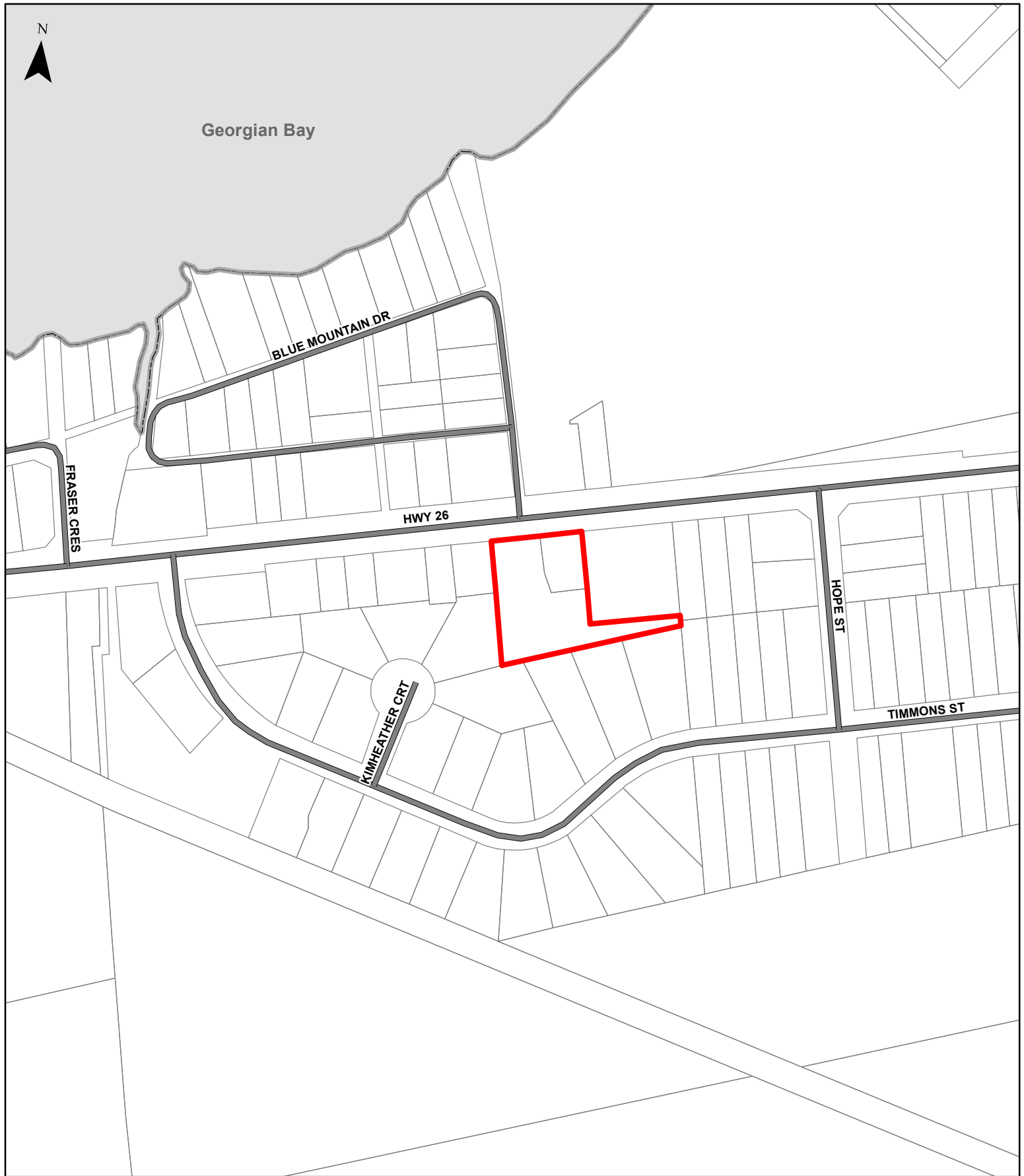


Figure 1
Subject Location
209806 & 209808 Highway 26
Town of The Blue Mountains

 Subject Lands

0 50 100 150
Metres



LOFT PLANNING
August 15, 2022



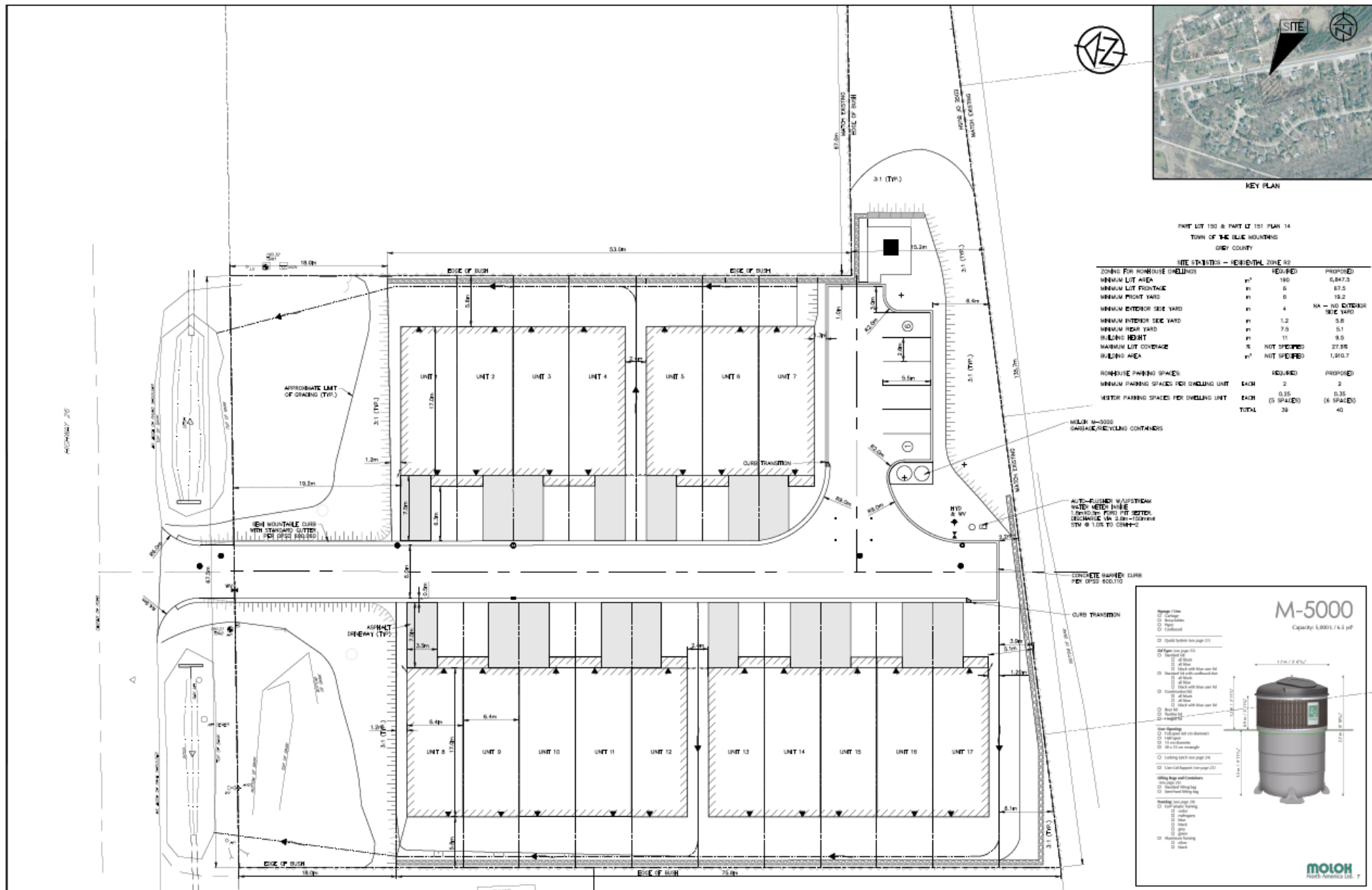
Figure 2
Aerial
209806 & 209808 Highway 26
Town of The Blue Mountains

 Subject Lands

0 20 40 60
Metres



LOFT PLANNING
August 15, 2022





209806 - 209808 Highway 26 LANDSCAPE CONCEPT PLAN

Figure: 9

Date: Sept. 13, 2022

Scale: 1:300 @ 24"x36"

ENVISIONTATHAM

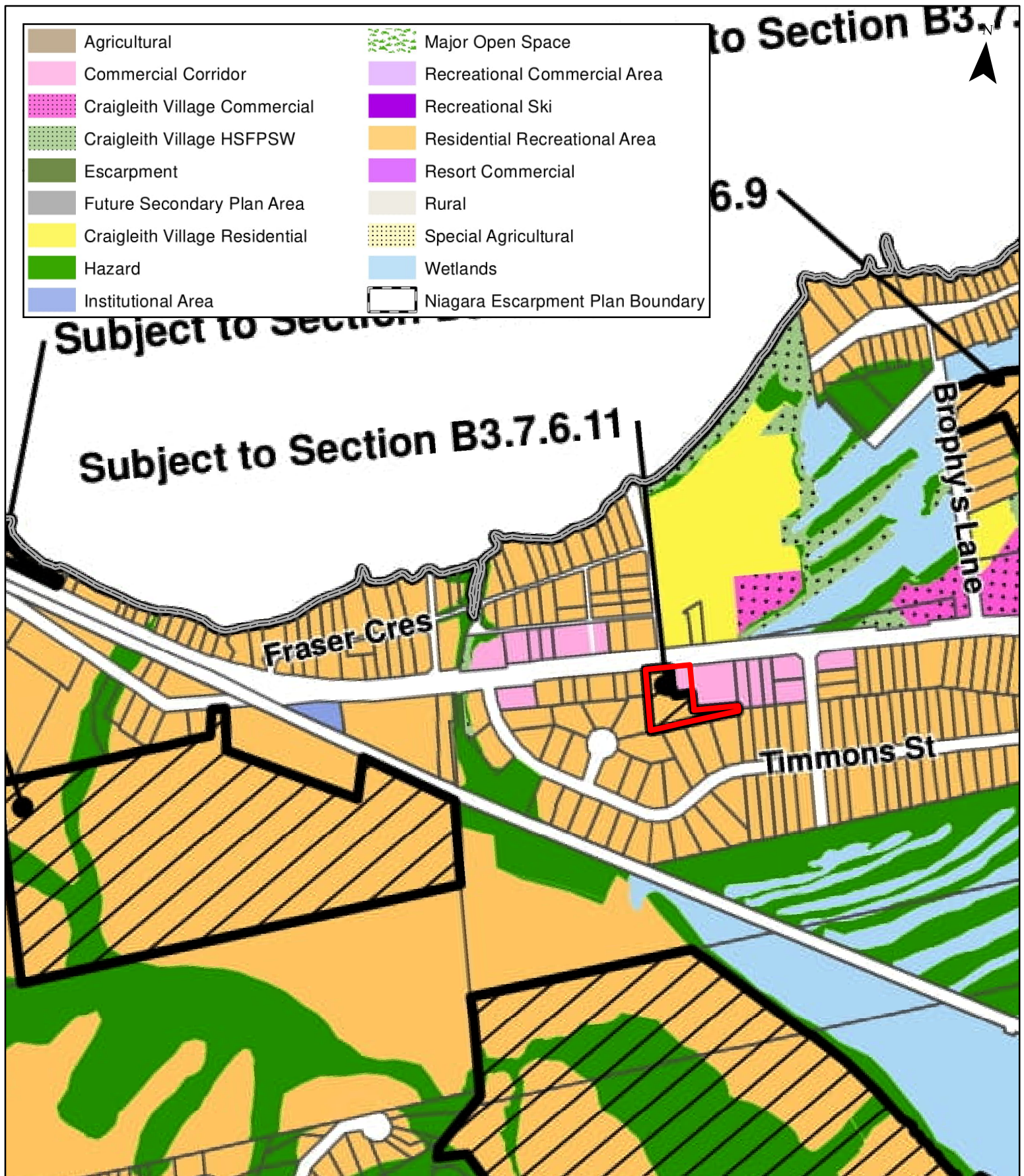


Figure 5
Official Plan
209806 & 209808 Highway 26
Town of The Blue Mountains

 Subject Lands



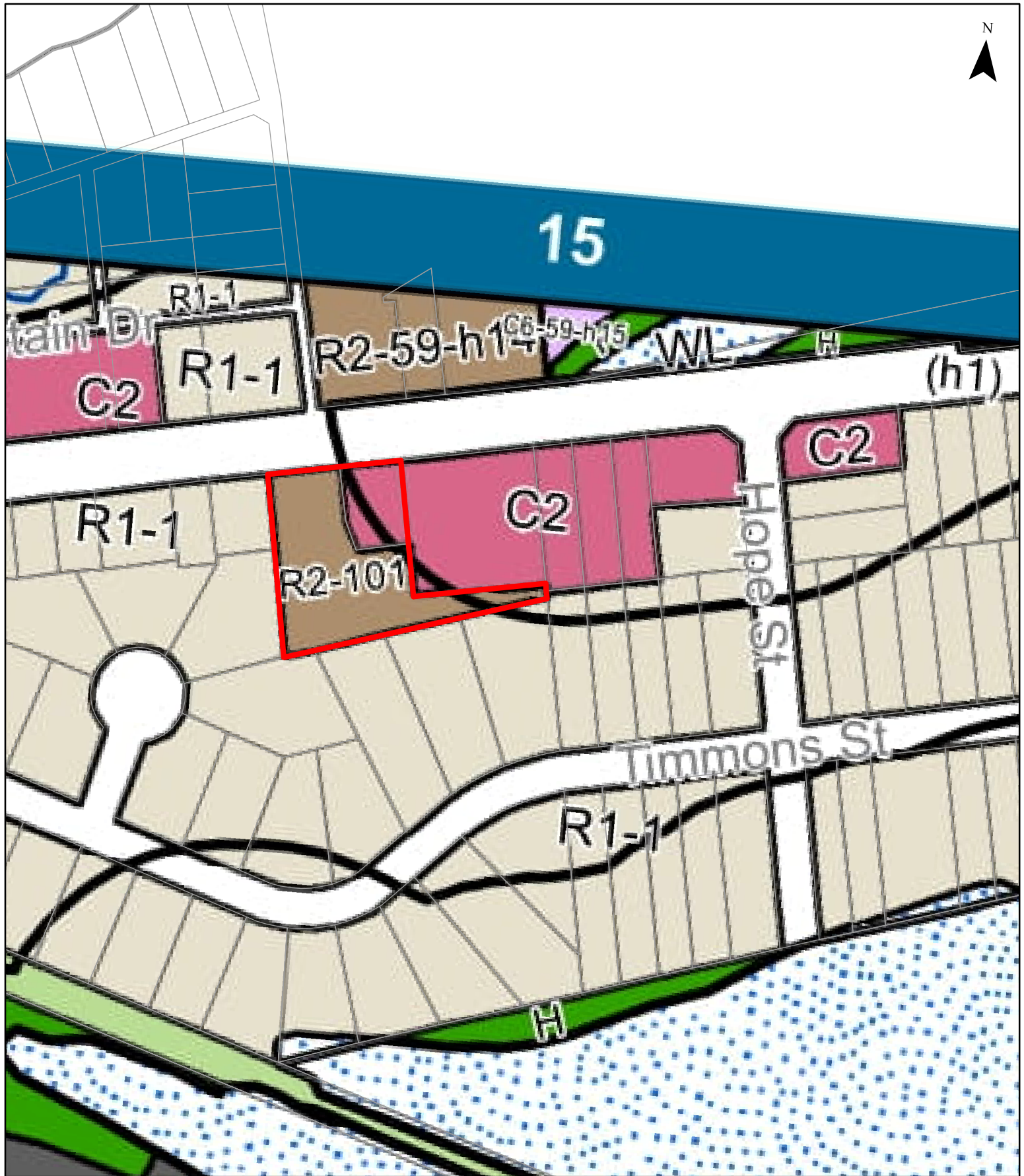


Figure 6
Zoning By-law
209806 & 209808 Highway 26
Town of The Blue Mountains

 Subject Lands

0 25 50 75 100 Metres



LOFT PLANNING
 August 15, 2022

**AMENDMENT NO. XX TO THE
OFFICIAL PLAN OF THE
TOWN OF THE BLUE MOUNTAINS**

OCTOBER 2022
AMENDMENT NO. XX TO THE
OFFICIAL PLAN OF THE
TOWN OF THE BLUE MOUNTAINS

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**AMENDMENT NO. XX TO THE
OFFICIAL PLAN OF THE
TOWN OF THE BLUE MOUNTAINS**

THE CONSTITUTIONAL STATEMENT

PART A – THE PREAMBLE does not constitute a part of this Amendment.

PART B – THE AMENDMENT consisting of the following text and maps constitutes Amendment No. XX to the Official Plan for the Town of The Blue Mountains.

PART B – THE APPENDICIES which do not constitute part of this Amendment.

PART A – THE PREAMBLE

PURPOSE

The purpose of this Amendment is to re-designate Part 1 being 209806 Highway 26 from Commercial Corridor to Residential Recreational designation (Site Specific Policy 3.7.6.11) and to re-designate Part 2 being 209808 Highway 26 from Residential Recreational designate (Site Specific Policy 3.7.6.11) to Residential Recreation designation (Site Specific 3.7.6.XX). The Residential Recreation designation (Site Specific Policy 3.7.6.XX) will amend Official Plan policies to includes the following:

- To delete Section B 3.6.9.11.
- To add a Site Specific B 3.6.9.XX to permit a seventeen (17) units.

LOCATION

The lands subject to this amendment are located at 209806 and 209808 Highway 26 in the Town of The Blue Mountains. The lands at 209806 Highway 26 consist of an existing condominium corporation (GREY CONDOMINIUM CORPORATION PLAN NO. 14) which will be dissolved as part of the final approvals process and prior to the proposed Plan of Condominium being registered. The legal description for this parcel consists of UNITS 1 TO 6, LEVEL 1 GREY CONDOMINIUM PLAN NO. 14; PT LT 150 & PT LT 151 PL 529 COLLINGWOOD DESIGNATED AS PT 1, 16R2128 MORE FULLY DESCRIBED IN SCHEDULE A OF THE DECLARATION R222631; THE BLUE MOUNTAINS. 209808 Highway 26 is described as PT LT 151 PL 529 COLLINGWOOD PT 2 16R2128; THE BLUE MOUNTAINS.



BASIS

The applicant is proposing to redevelop two properties located at 209806 and 209808 Highway 26, in the Town of The Blue Mountains. The applicant is proposing a multi-unit residential development on the two properties. The applications will facilitate the creation of seventeen (17) rowhouses to be developed by way of standard condominium.

The subject lands are designated as Residential Recreational Area (Site Specific – Section B3.7.6.11) and Commercial Corridor in the Town of The Blue Mountains Official Plan which places limitations on permitted uses.

A site specific Amendment is required to re-designate the lands from the Residential Recreation Area (Site Specific Policy B6.7.6.11) and Commercial Corridor to the Residential Recreation Area (Site Specific Policy B5.7.6.XX) The Site Specific Policy will permit a residential development having seventeen (17) units.

PART B – THE AMENDMENT

All of this part of the document entitled “Part B – The Amendment” consisting of the following text constitutes Amendment No. XX to the Official Plan of the Town of The Blue Mountains

DETAILS OF THE AMENDMENT

The Official Plan is hereby amended as follows:

- Item 1:** Schedule A-4 is hereby amended to redesignate the lands municipally known as 209806 Highway 26 in the Town of The Blue Mountains, from Residential Recreation (Site Specific Policy Section B3.7.6.11) to Residential Recreation (Site Specific Policy Section B3.7.6.XX).
- Item 2:** Schedule A-4 is hereby amended to redesignate the lands municipally known as 209808 Highway 26 in the Town of The Blue Mountains, from Commercial Corridor to Residential Recreational (Site Specific Policy Section B3.7.6.XX).
- Item 3:** **Site Specific Policy Section 3.7.6.XX:**
To permit seventeen (17) residential units.

IMPLEMENTATION AND INTERPRETATION

The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan.

PART C – THE APPENDICES

The following appendices do not constitute part of this Amendment. Such are included as information only supporting the Amendment.

Schedule 'A'
Official Plan Amendment
Town of The Blue Mountains
209806 Highway 26 and 209808 Highway 26



Lands redesignated from Residential Recreational Area
to the Residential Recreational Area with Site Specific Policies designation



Lands redesignated from Commercial Corridor
to the Residential Recreational Area with Site Specific Policies designation

Appendix A
Official Plan Amendment Schedule
209806 Highway 26 and 209808 Highway 26
Town of The Blue Mountains



LOFT PLANNING
August 15, 2022

The Corporation of the Town of The Blue Mountains By-law Number 2023-____
Being a By-law to amend Comprehensive Zoning By-law 2018-65
of the Town of The Blue Mountains

BEING A BY-LAW UNDER THE PROVISIONS OF SECTIONS 34 AND 36 OF THE *PLANNING ACT*, R.S.O 1990,
C. P.13, AS AMENDED

WHEREAS Section 34 of the *Planning Act*, R.S.O. 1990, c. p. 13, as amended, permits a Council to pass a By-law prohibiting the use of land, buildings or structures within a defined area or areas;

AND WHEREAS The Town of The Blue Mountains Zoning By-law No. 2018-65 is the governing By-law of the Corporation of the Town of The Blue Mountains and such was finally passed by the Council of the Town of The Blue Mountains on November 29, 2018;

AND WHEREAS The Council of the Corporation of the Town of The Blue Mountains has deemed it advisable to amend the Town of Blue Mountains Zoning By-law No. 2018-65, and thus implement the Official Plan of the Town of The Blue Mountains;

AND WHEREAS Council deemed that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held _____, and that a further meeting is not considered necessary in order to proceed with this Amendment;

NOW THEREFORE THAT COUNCIL OF THE CORPORATION OF THE TOWN OF THE BLUE MOUNTAINS ENACTS AS FOLLOWS:

1. **THAT** Map A and Map No. 17 of the Town of The Blue Mountains Zoning By-law No. 2018-65 is hereby amended, in accordance with Schedule 'A' attached hereto, by rezoning the entirety of the said lands known as 209806 and 209808 Highway 26, Town of The Blue Mountains from the RESIDENTIAL TWO EXCEPTION (R2-101) ZONE AND GENERAL COMMERCIAL (C2) ZONE to the RESIDENTIAL TWO (R2-XX) EXCEPTION ZONE.

2. **THAT** Section 9 of By-Law No. 2018-65, is hereby amended by adding the following

9.XX Notwithstanding any other provision of this By-law, the provisions in this Section shall apply to those lands denoted on the symbol *XX on the schedule to this By-law. All other provisions, unless specifically modified/amended by this Section, continue to apply to the lands subject to this Section.

9.XX.1 Lands Subject to Exception XX:

1. Additional permitted uses:
 - a. Seventeen (17) Rowhouses.
2. Minimum required rear yard shall be 5.1 metres.
3. Maximum height of retaining walls shall be 2.25 metres.

3. **THAT** Schedule 'A' is hereby amended by Schedule A-XX indicating the area affected by this amendment.
4. **THAT** This by-law shall come into effect upon being passed by Council, pursuant to the *Planning Act*, R.S.O. 1990, as amended.

READ A FIRST TIME THIS _____ DAY OF _____, 2023.

READ A SECOND TIME THIS _____ DAY OF _____, 2023.

READ A THIRD TIME AND FINALLY PASSED THIS _____ DAY OF _____, 2023.