



March 2, 2021

Mr. Randy Scherzer, MCIP RPP
Planning Director
County of Grey
595 9th Avenue East
Owen Sound, ON
N4K 3E3

Mr. Nathan Westendorp, MCIP RPP
Planning Director
Town of The Blue Mountains,
Mill St, Thornbury, ON

VIA EMAIL ONLY

Dear Sirs,

RE: Windfall Ph 6
Redline to Draft Plan: File No. 42T 2010-03
Zoning By-law Amendment: File No. P2697
Our File No. 2.216.22

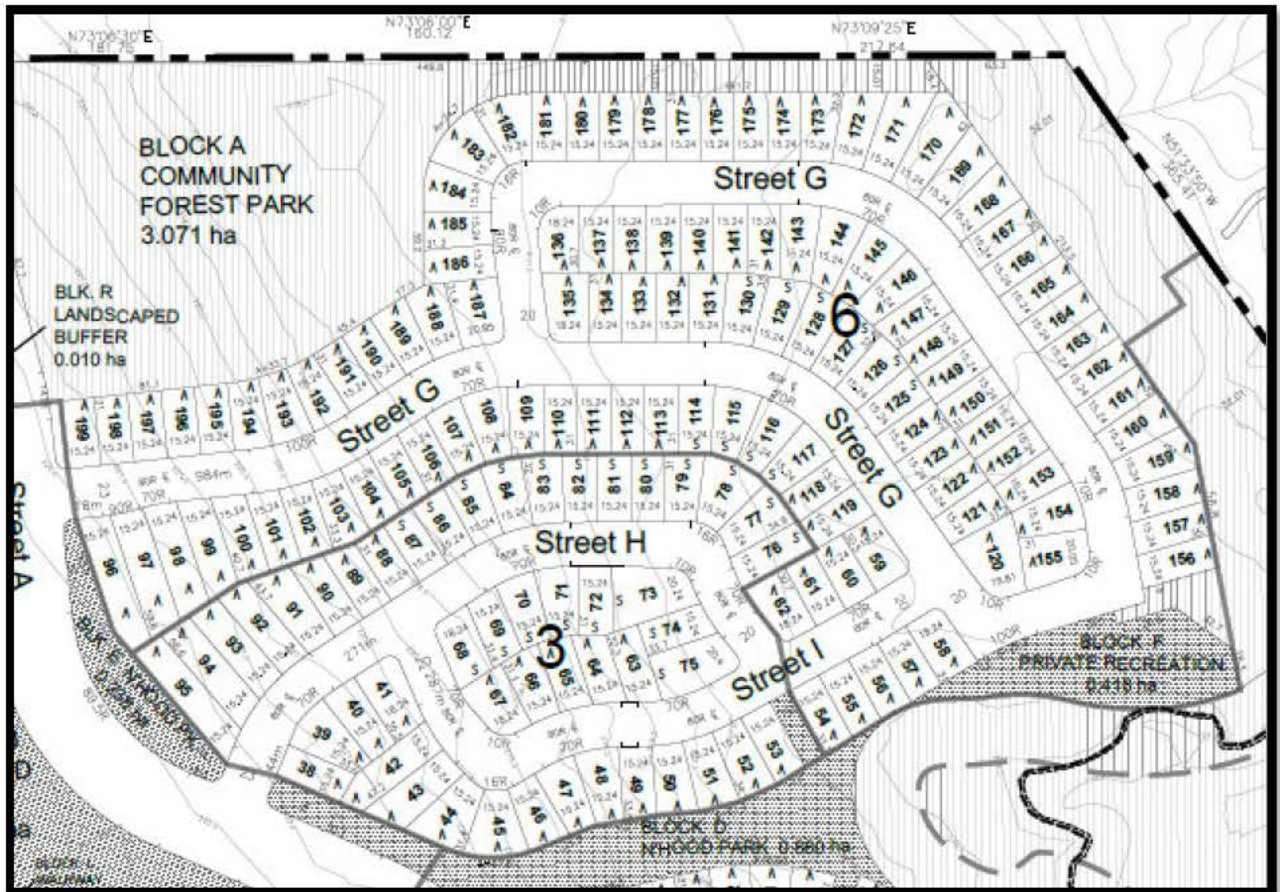
This letter is a follow up to the Joint Public Meeting held November 27, 2020 on the above-noted applications. The proposed Redline Draft Plan presented at the Public Meeting has been modified to address relevant public comments raised. We request that this file now proceed to Planning Staff review and reports to Council.

Your files will show that November 2020 Public Meeting considered a resubmission of similar applications submitted in December 2018. These previous applications were scheduled for a Public Meeting in April 2019. However, at the request of the Owner, processing of the applications was deferred in order to review and consider comments to the proposal. That review resulted in a modified proposal that was the subject of the November 27, 2020 Public Meeting.

By way of summary, we note the following:

1. Existing TBM Official Plan policies permit single detached and semi-detached dwelling types on the subject lands to a maximum of density of 15 units per gross ha (15upgha). Density is calculated in the Official Plan definition as a "Gross Hectare" being the total area of land in a subdivision minus "any land designated Hazard Lands, Wetlands or Escarpment".

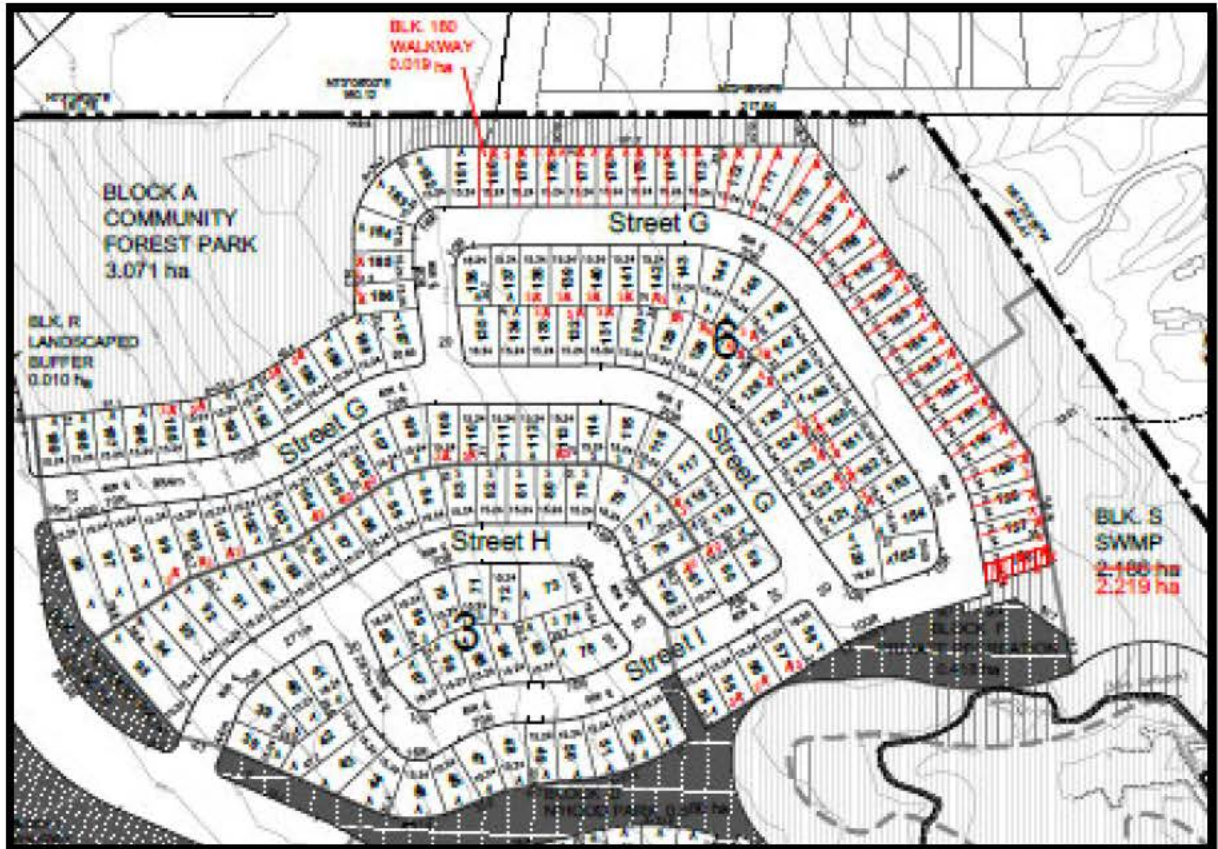
- Based on the Official Plan definition, the area of the Draft Plan of Subdivision for density calculation purposes is 49.04ha. With this area, the upper unit yield limit is calculated to be 735 units.



Existing Approved Draft Plan (June 2016) – Phase 6 Excerpt

- Existing Draft Plan provisions and Zoning By-law regulations permit a total of 609 units, comprising 351 single detached dwelling types and 258 semi-detached dwelling types. The 609 units calculates to a density of 12.4 upgha. The current approved unit yield is 126 units less than the Official Plan maximum density yield of 735 units. The existing approved Phase 6 area is excerpted above. Lots denoted with an 'A' indicate a proposed single detached dwelling lot, those denoted with 'S' indicate lots for semi-detached dwellings.
- The initial 2018 application sought a Redline revision to Phases 5 and 6. The proposal increased the number of residential units by 71 (from the approved 609 units to 680 units). That application would have resulted in increasing the density from 12.4 upgha to 13.8 upgha.

5. As noted previously, in 2019 the Owner requested a deferral of the 2018 plan in order to review and analyse public comments received on the applications.



Phase 6 Redline Revision At November 27, 2020 Public Meeting

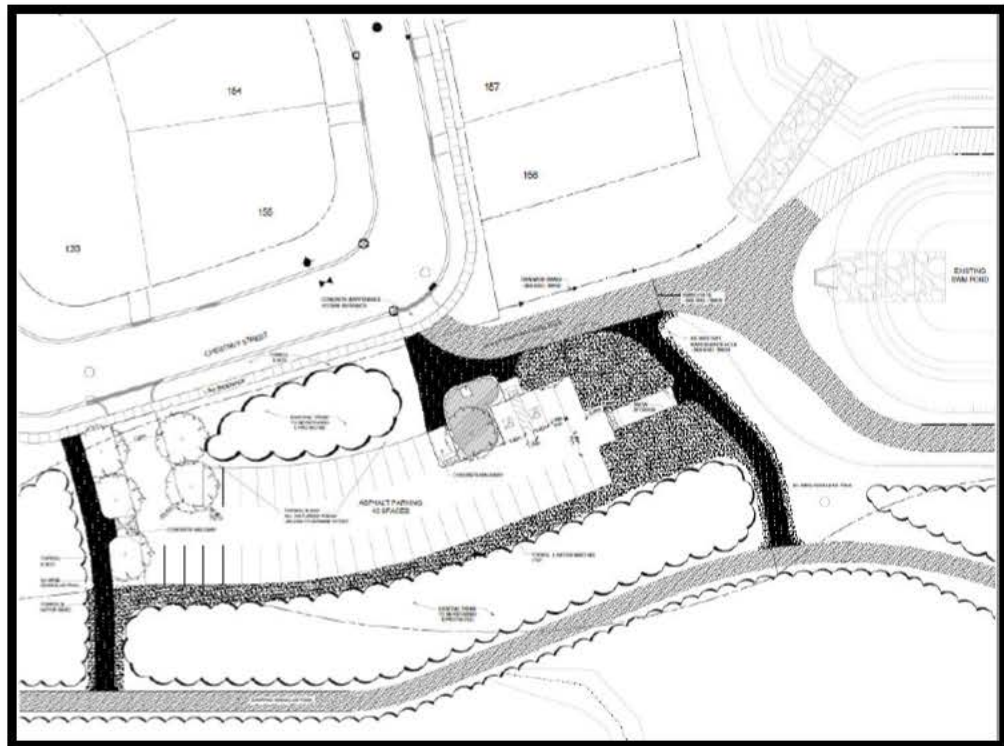
6. The result of that review was a revised redline submission (2020) focussing on the Phase 6 lands. The 2020 revised submission, and the subject of this letter, was presented at a Public Meeting held November 27, 2020. The proposal sought a Redline revision and related Zoning By-law Amendment that adjusted the original 71 unit increase down to 50 units (for a Draft Plan total of 659 units). The additional 50 units are to be realized by redlining Phase 6 to increase the number of dwelling units to 166 units, comprised of 58 single detached and 108 semi-detached. The resulting density for the Draft Plan would be 13.4 upgha. This 2020 Redlined plan (as presented at the Public Meeting) is excerpted above.
7. Questions and Concerns were raised at the Public Meeting. These are summarized by Staff in their recent update Report to Council (PDS.21.022). We believe the relevant

land use questions and issues raised at the Public Meeting can be categorized into key themes. These key themes include:

- a. Concern over impacts of increased traffic on existing and planned road system as result of additional dwelling units.
- b. Concern over parking demand resulting from additional dwelling units and increase and impact on street parking due to increase in semi-detached unit dwelling types.
- c. Concern over impacts of additional people on trails and recreational facilities at Windfall.
- d. Concern over having semi-detached dwellings backing onto existing single detached dwellings (Phase 3) and, having semi-detached dwellings backing onto the SWM facility (to the east and adjacent to the Spa lands).
- e. Concern over density increase, particularly in relation to existing Phases.

8. We respectfully propose that these concerns can be addressed as follows:

- o Concern a. is addressed in the Traffic reports submitted with the applications. An independent peer review is underway. It is expected that the results of this peer review will be used to address public comments and concerns.



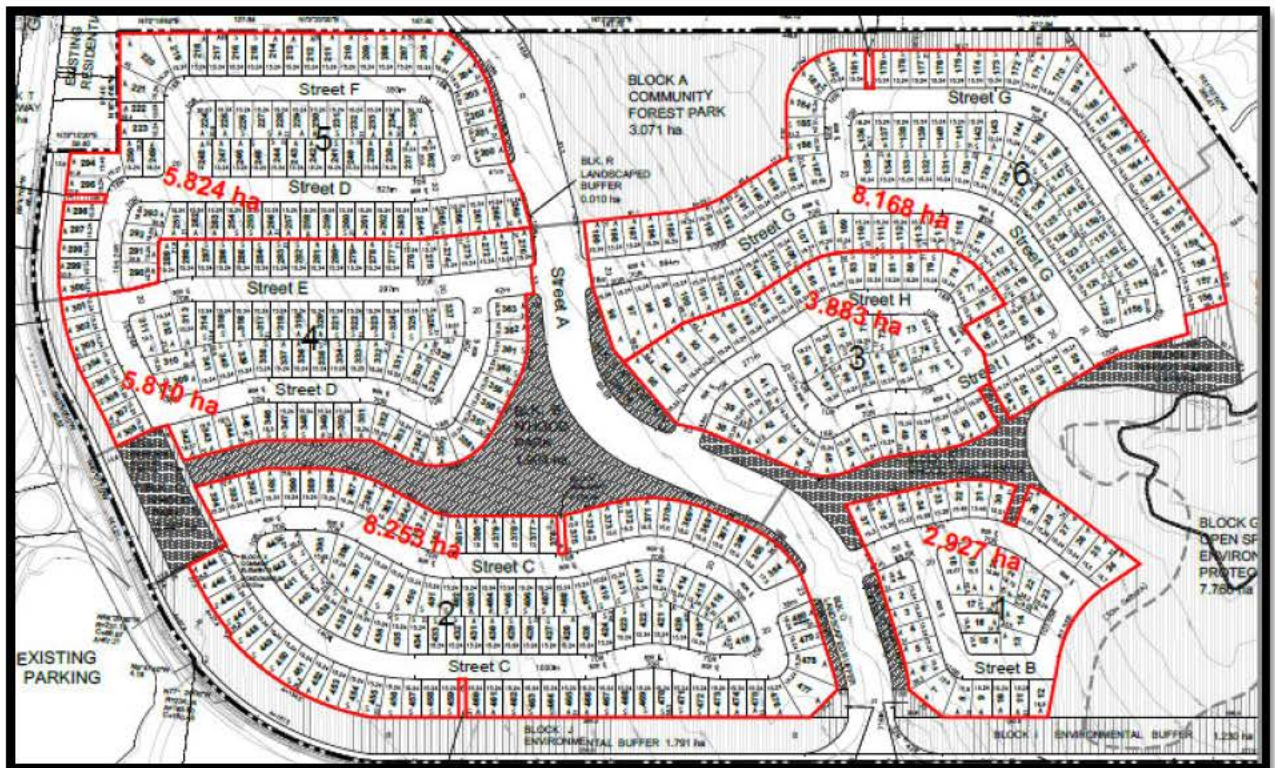
Block F Integrated Neighbourhood Parking Concept

- o To address concern b., the Owner has revisited the Draft Plan lotting arrangement. Notwithstanding that the development meets the parking

requirements of the Zoning By-law two measures are proposed. The first is to redistribute the location of semi-detached units along Street G. This spreads out the clustering of semi-detached dwelling locations along the street (Lots 99, 100 and 101 are changed to single detached, Lots 107, 111, 112 and 119 are changed from single detached to semi-detached for example). The second measure is to construct a parking area on the Block F Open Space block to be used by residents as overflow parking (see above Integrated Neighbourhood Parking Concept Plan, designed by Envision Tatham). The concept plan was developed to illustrate how these additional parking arrangements can be compatible with community design.

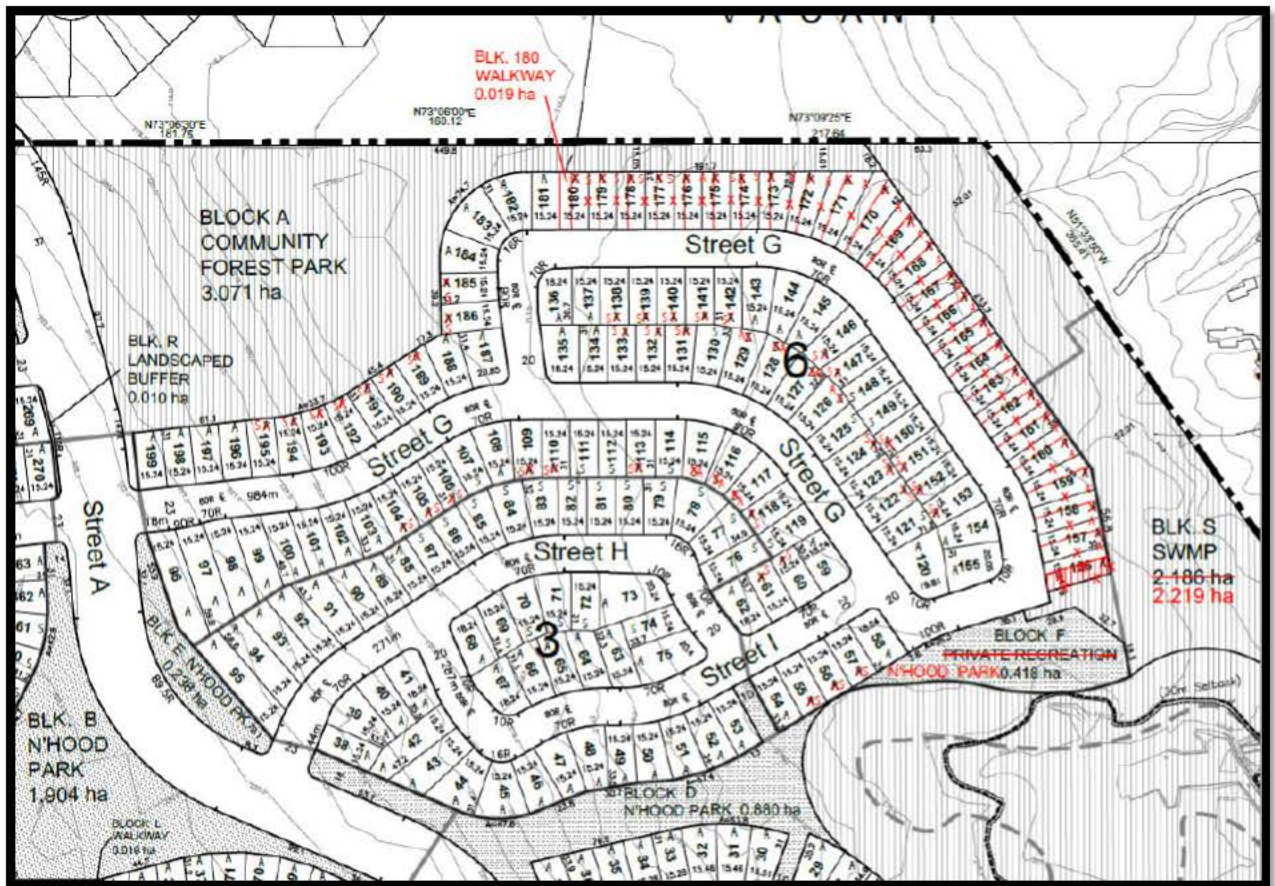
- Concern c. is a function of the area becoming more popular and people seeking to participate in an active outdoor lifestyle. In fact, such observations speak to use of planned infrastructure as intended. The existing trail system is to be part of an overall neighbourhood trail system which in turn will link with the broader public community wide trail systems. The trail system within Windfall is in addition to public sidewalks provided (and to be provided) on all public streets. The Windfall community will be well serviced by pedestrian systems. Over this part year, it is generally observed that increased trail utilization is not unique to the Windfall neighbourhoods. Communities throughout the Blue Mountains and Collingwood have similar experiences.
- Concern over the size of the proposed recreation building is a question of managing this resident only resource. The recreational facility is a municipal requirement of the developer and what is being provided exceeds the minimum required by the municipality. The addition of 50 dwelling units is not likely to be a noticeable factor in participation rates. As with any recreational facility, operational management is key to success and enjoyment.
- Concern d. was expressed because semi-detached units were proposed to replace single detached units at some locations that currently have existing single detached development. This is addressed in the February Draft Plan revision by retaining single detached lots at locations where they back onto existing single detached lots. This results in “like backing on to like”.
- Concern e. arose because density calculation conformity is based on the entire Draft Plan (see points 1,2 and 3 above). It was stated that the proposed density in Phase 6, “far” exceeds densities in Phases 1 through 5. Notwithstanding that the planning policy and consideration context is the entire Draft Plan, it is possible to calculate a phase by phase “net” density. The following table shows that the “net” density by phase ranges from 12.6 upna to 20.3 upnha. The net density is a comparison showing that neighbourhood level densities are for the most part between 17 and 20 upnha. The subject application is not out of context in this regard.

• Phase 1	2.927 ha	37 units	12.6 upnha	
• Phase 2	8.259	167	20.2	
• Phase 3	3.883	66	17.0	
• Phase 4	5.810	124	21.3	
• Phase 5	5.824	99	17.0	
• Phase 6	8.168	166	20.3	proposed



Net Area Measurements of Each Phase

- On street parking is not an unusual management issue and is common in adjacent municipalities (more recently, Collingwood). Solutions do not lie in further decreasing density of development, which in and of itself is inconsistent with prescribed planning policy at all levels of government. Solutions do lie in increased public awareness and in managing public street parking allowance programs. For example, this past winter, early season on street parking on Yellow Birch Crescent was quickly and successfully dealt with through day of ticketing of vehicles contravening the “no overnight” parking restrictions. There are acceptable measures of controlling on-street parking and community education is key.



Phase 6 Redline Revision, February 19, 2021

We conclude that the November 2020 Public Meeting raised several concerns, some of which do not relate to the planning applications under consideration. However, concerns that do fall properly under land use considerations can be considered and addressed according to themes. In this report we have described how land use matters such as housing compatibility, density and parking can be addressed. We believe that the February 19, 2021 revision to the November 2020 proposal shows how the land use concerns expressed by the public can be reasonably addressed and responded to.

(Not noted to any degree in this report is the assertion by an adjacent neighbour that the Owner is failing to abide to a private contractual agreement. We can advise that this matter has been reviewed by Legal Counsel who confirm that assertions over private restrictions on density are simply unfounded. They do not exist in any executed private agreement between the parties. They have no bearing whatsoever on the land use planning policy, regulation, or merits of these applications.)

We would appreciate acknowledgement of receipt of this submission at your earliest convenience and an estimation of the completion of Staff review and reporting to Council.

Should you require further information, please do not hesitate to contact me directly.

Yours truly,



Travis & Associates
Colin Travis MCIP RPP

Cc: D. Bunston, Georgian Communities
J. Beech, Georgian Communities

Att: Redlined Adjustments Draft Plan (Bousefields, February 19 2021).
Windfall Draft Plan Net Area By Phase