

October 26th, 2022

Adam Smith
Director of Planning & Development Services
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310
Thornbury, ON
N0H 2P0

Dear Mr. Smith:

**RE: Trailshead Development – Overview of Revisions to Approved Draft Plan, Draft Plan Conditions and Zoning By-law Amendment
OUR FILE Y537P**

The purpose of this letter is to provide an overview of the requested revisions to the current Trailshead Draft Plan of Subdivision which was approved by the OMB in their decision dated September 6th, 2017. These changes have also necessitated corresponding revisions to the Conditions of Draft Plan Approval and Zoning By-law Amendment.

A brief overview of these revisions is provided below, along with a rationale as to why the change is being requested and how it maintains the intent of the original approved development and complies with applicable policy/requirements.

1. Removal of Overland Drainage Channel

Through further analysis of the overall stormwater management solution in the area in concert with the Owners of adjacent proposed developments an alternative comprehensive stormwater management solution was determined to be a more efficient and practical path forward. As a result of this change, the east-west overland flow block was determined to no longer be required.

It has now been determined that the overland drainage channel previously proposed is no longer required from a stormwater management perspective. Therefore former Block 30 has been removed and former Blocks 29 & 31 on either side merged together to form one larger and more cohesive Block in the center of the Draft Plan. Additionally, a portion of former Block 16 that was to be used as part of the overland drainage channel has been eliminated and reduced down to a standard walkway. These lands were previously zoned Open Space (OS) Zone and will now be rezoned to the Residential Two Exception 103 Holding Provision 27 (R2-103-h27) Zone to recognize this change. These changes also lead to the renumbering of Blocks on the Draft Plan and within the Draft Plan Conditions.

2. Consolidation of Individual Development Blocks

The existing individual smaller development blocks have been consolidated into larger development blocks to be subdivided at the detailed design stage through the Removal of Part Lot Control. Additional Development Blocks were added to the interior of the Site fronting the municipal roads in order to increase the amount of freehold product that could be provided. These changes lead to a significantly reduced number of Blocks on the Draft Plan and the Block numbers have been revised on both the Draft Plan and within the Draft Plan Conditions.

3. Change of Semi-Detached Units to Townhouse Units

The existing Draft Plan identifies a number of smaller Blocks intended for semi-detached dwelling Units. As part of the revisions to the Blocks, these individual smaller Blocks have been consolidated into larger Blocks with the intent for these Blocks to accommodate townhouse dwelling units. This includes former Blocks 1 & 2 which are located on the north side of Lakeshore Road East.

Through the Town's New Comprehensive Zoning By-law 2018-65, the various site-specific residential zones were consolidated into the R2-103-h27 zone which permits townhouses, semi-detached dwellings and villa (condo apartment) dwelling units and includes the various site-specific zone standards for these unit types that were approved previously at the OMB.

It is noted Blocks 1 & 2 located on the north side of Lakeshore Road East are identified as the R2-104-h27 zone within the Town's new 2018 Zoning By-law. As part of the requested revisions, the zoning for these Blocks, now consolidated into revised Block 1, is requested to be revised to the R2-103-h27 zone in order to be consistent with the residential zone applied to the balance of the residential lands within the development and to facilitate the development of 4 townhouse units on this Block rather than 4 semi-detached dwellings as was previously proposed.

4. Add Block 19 as a Rear Lot Catch Basin Block

As a result of the overall revised grading and stormwater strategy within the development it was determined by Crozier and through discussions with Town Engineering staff that rear lot catch basins would be required to be implemented along the rear of the easternmost 5 townhouse units within Block 2. As this Block will ultimately be dedicated to the Town it was required to be identified as a separate Block and has been incorporated into the revised Draft Plan as Block 19.

It is acknowledged the townhouse lots backing onto this Block will be shallower than the others within Block 2; however, they will still have sufficient depth to provide units and maintain the required setbacks.

5. Adjustment of Blocks to Provide Required Buffers

The westernmost lot lines of former Blocks 9, 10 and 18 (revised Blocks 2, 8 and 9) were shifted slightly to the east in order to maximize the amount of public open space that is being delivered as well as to ensure the potential building envelopes were fully outside of the buffers from the watercourse and/or butternuts. These lands were previously zoned Residential Two Exception 103 Holding Provision 27 (R2-103-h27) Zone and will now be rezoned to the Open Space (OS) Zone to recognize this change.

6. Other Revisions to Zoning

In addition to the revisions to the zoning recognizing the above-noted changes, Block 18 and a portion of Block 12 have been rezoned to Open Space in order to recognize their intended land use. Additional revisions have been included related to building setbacks to various features within the R2-103-h27 zone as well as an added condition to the removal of the holding provision within the h27 holding provision.

Further and as per the comments received from the Town's Development Engineering Division, dated October 4, 2022, portions of Blocks 13 and 14 were determined to have insufficient widths to accommodate a maintenance swale for the Town. To address these comments, portions of Blocks 13 and 14 have been added to the rear of residential Blocks 7 and 8. Easements for drainage is now proposed along the rear of Blocks 7 and 8.

7. Other Revisions to Draft Plan Conditions

In addition to the revisions to the Draft Plan noted above, additional revisions to the Draft Plan Conditions were required in order to reference the updated Lot and Block numbers within the Draft Plan of Subdivision prepared by MHBC Planning, revise phasing condition 4 to reflect changes to Town engineering standards and provide flexibility should Town Engineering standards be updated, clarify the intent of identified setbacks and revise the holding provision condition 8 to be consistent with the in effect zoning, revise open space condition 17 to recognize Block 16's function as a public park and to contain an emergency transportation corridor and revisions to recognize recent changes to Provincial Tribunal and Ministry names within conditions 33, 36 and the notes to draft approval.

Further revisions to the Draft Plan Conditions were conducted to address the comments provided by the Town's Development Engineering Division, dated October 14, 2022.

Other Considerations

Maintain Approved Unit Count

Through the existing approvals from the OMB, there was an identified prescribed maximum unit count of 194 units within the development, which also correlates to the Section 37 Agreement the Owner has been required to enter into with the Town. Through the proposed changes the overall proposed unit count of 194 units is remaining the same, the changes simply impact the proposed unit split and typology. Similarly, the proposed density within the development is not changing.

Public Open Space Percentage

The Town of The Blue Mountains has an Official Plan policy which identifies a minimum Open Space Component of 40% and further identifies that the intent of this policy is to ensure all new developments within the Residential/Recreational Areas of the Town provide generous amounts of open space to facilitate recreational opportunities, and to maintain the resort, open landscape character and image of the area.

Despite the east-west drainage block no longer being required within the development from a technical perspective, the removal of the east-west drainage block represents a substantial reduction in lands that would have been included in this calculation in the overall public open space calculation. As per the comments received from the Town's Development Engineering Division, dated October 14, 2022, a portion of Open Space Blocks 13 and 14 were added to Blocks 7 and 8 and thus, has resulted in a further reduction in lands that would have been included in the overall public open space calculation.

With the changes as proposed, the percentage of lands proposed to be dedicated to the Town as public open space represent 39.8% of the total land holding. It is further noted that this calculation does not include landscaped open space that is included within the municipal ROW, the individual yard areas of the freehold lots or the generous landscaped open space that will be included within the central condominium Block. Further, by accommodating the changes to the Draft Plan, it is noted that the overall open space calculation does not meet the minimum 40% requirement under the Town's Official Plan; however, Town staff have confirmed that this requirement is interpreted to be rounded up to meet the intent of the policy.

Based on the conceptual site plan for the central condominium Block, approximately 56% is expected to be landscaped open space.

If this area was added to the overall calculation for the entire development it would increase the overall public open space percentage to approximately 50%. If landscaped areas within the municipal ROW and private yards were added, this would further increase this overall percentage.

Efficient Comprehensive Stormwater Management Solution

The proposed revisions will facilitate the proposed development contributing to the identified more efficient comprehensive stormwater management solution for the area, rather than each development in the area being left to deal with stormwater management on its own.

Consistent Product Type

The proposed revisions will assist in facilitating the more efficient and orderly layout of the central condominium Block as a larger more regularly shaped Block can be developed rather than being constrained within two smaller irregular shaped Blocks on either side of the former east-west drainage Block. Additionally, the revisions to the freehold Blocks will allow for additional freehold units to front onto and take advantage of the new municipal ROW infrastructure as well as facilitate a more consistent product type of Townhouse units throughout the development.

Engineering Justification

Crozier prepared an Engineering Support letter dated April 14th, 2022 which identifies the main revisions to the Draft Plan since the version that was approved by the 2017 Minutes of Settlement and details how those changes are feasible from a civil engineering perspective.

Those changes include the following:

Conversion of Semi-Detached Units to Townhouses

The Crozier letter identifies the proposed grading strategy as has been discussed and submitted to Town Engineering staff for review, the proposed Townhouse units are within the maximum allowable height as calculated by the Town from the average grade.

The proposed grading strategy includes:

- 1) A preference for rear-to-front drainage or split drainage where a suitable outlet exists. Any rear yard catchbasins would be required to be located within a Drainage Block with a minimum width of 6m.
- 2) Wherever possible, side yard and rear yard swales are to have a slope of 2% or greater, with a minimum depth of 0.15m
- 3) If a 2% slope cannot be achieved due to building height issues, side yard and rear yard swales can be reduced to a minimum slope of 1%, so long as the swale has a minimum depth of 0.30m.

Removal of Spill Flow Blocks/Infrastructure in Lieu of Regional Drainage Improvements

The Crozier letter identifies the background behind the analysis of the Regional Stormwater Management Plan in concert with the adjacent Parkbridge Ridge and MacPherson Home Farm Developments.

The letter concludes the proposed solutions will effectively increase the conveyance capacity of the receiving watercourses downstream of the development. As such, these flood mitigation improvements would resolve downstream flooding concerns and support the removal of the overland drainage channel and infrastructure within former Block 30 of the Trailhead Development.

Provision of Emergency Access to the Adjacent Parkbridge Ridge Development

The Crozier letter identifies that the previous Draft Plan conditions required provisions of a secondary access to the Trailhead development. Through the negotiation process with adjacent Landowners as part of the Regional Drainage improvements project, a secondary emergency access was secured to the adjacent Parkbridge Craigleith Ridge Development. This secondary emergency access will allow the site to conform to the National Fire Protection Association (NFPA) standard 1141. This standard allows for a single access to support up to 100 units of development with a secondary access allowing expansion of up to 600 units. This secondary access connection is also proposed to include a secondary connection to future public watermain with the Craigleith Ridge Subdivision which provide additional fire flows and redundancy to the Eden Oak site.

Please find enclosed the following material:

1. Trailhead Cover Letter and Summary of Revisions, prepared by MHBC and dated October 25, 2022;
2. Revised Draft Plan Conditions (Clean), prepared by MHBC and date October 25, 2022;

3. Revised Draft Plan Conditions with Tracked Changes, prepared by MHBC and dated October 25, 2022;
4. Revised Draft Plan Conditions with Track Changes + Explanatory Notes, prepared by MHBC and dated October 25, 2022;
5. DRAFT Zoning By-law Amendment, prepared by MHBC and dated October 25, 2022;
6. DRAFT Zoning By-law Amendment Schedule, prepared by MHBC and dated October 25, 2022;
7. Result of Proposed Zoning By-law Amendment Once Approved, prepared by MHBC and dated October 25, 2022;
8. Trailshhead Proposed Draft Plan of Subdivision, prepared by MHBC and dated October 25, 2022;
9. Trailshhead Proposed Draft Plan with Townhouse Blocks, prepared by MHBC and dated October 25, 2022;
10. Trailshhead Draft Plan with Phasing, prepared by MHBC and dated October 25, 2022;
11. Trailshhead Subdivision Comparison with Redlines prepared by MHBC dated October 2022;
12. Trailshhead Draft Plan with Open Space Calculation, prepared by MHBC and dated October 25, 2022;
13. Enlarged Land Use Summary Table, prepared by MHBC and dated October 2022;
14. Eden Oak Executed Section 37 Agreement dated February 23, 2021;
15. Fully Executed Eden Oak Cost Sharing Agreements with Parkbridge;
16. Fully Executed Eden Oak Cost Sharing Agreements with MacPherson; and,
17. Engineering Justification Letter prepared by Crozier Consulting Engineers dated April 14th.

Yours truly,

MHBC



Kory Chisholm, BES, M.Sc, MCIP, RPP
Partner

cc *Romas Kartavicius | Eden Oak*
 Gerry Borean | Parente Borean
 Jon Proctor | Crozier