



May 19, 2026

File No: 25161

The Town of Blue Mountains  
Planning Services Division  
32 Mill Street P.O. Box 310  
Thornbury, ON N0H 2P0

Attention: Shawn Postma, RPP, MCIP  
Manager of Community Planning

**RE: Grey Road 19 (Town Owned Land Adjacent to the Under Construction Fire Hall)  
Planning Justification Letter  
Town of Blue Mountains LTC Inc., C/O peopleCare Inc.**

On behalf of Town of Blue Mountains LTC Inc., c/o peopleCare Inc., (“peopleCare”) GSP Group Inc. has prepared this Planning Justification Letter in support of a Major Zoning By-law Amendment (“ZBA”) submitted to permit a new three (3)-storey 192 bed Long-Term Care (“LTC”) facility (“Proposed Development”) on a portion of lands legally described as Plan 529 Pt Lot 159 RP; 16R2536 Pt Part 1 in the Town of Blue Mountains (“Subject Property”).

This ZBA is jointly submitted concurrently with a ZBA application by MacPherson Builders Limited Homes (“MacPherson”) to permit approximately 56 purpose-built rental townhouses on the adjacent lands to the east. The two (2) applications are being advanced together to support coordinated master planning of the area and to clearly demonstrate the land-use synergies, shared infrastructure considerations, and overall integration between the developments. While the ZBA applications are joint, the developments will continue to coordinate but will be advanced through separate Site Plan Approval processes for each property.

## 1.0 Site Context

The Subject Property is a 9.23-acre parcel owned by the Corporation of the Town of Blue Mountains (“Town”) located on the east side of Grey Road 19 between Birches Boulevard and Craigleith Road. The Subject Property includes a new fire hall currently under construction.

PeopleCare is proposing to purchase and develop a 3.2-acre portion of this larger parcel (“the Site”) with the Proposed Development. The balance of the Subject Property (“Town Lands”), including the fire hall, will remain in Town ownership and continue to accommodate municipal uses. The requested ZBA applies only to the Site.

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria St. S., Suite 201, Kitchener, ON, N2G 4Y9  
162 Locke St. S., Suite 200, Hamilton, ON, L8P 4A9  
[gspgroup.ca](http://gspgroup.ca)

The ZBA is requesting to change the zoning on the Site from Development (D) Zone to an Institutional (I) Zone with site-specific provisions relating to building height, number of loading spaces, planting strip requirements and accessible parking space length.

The Site is proposed to be created through a reference plan deposited by the Town and then transferred to peopleCare.

## 1.1 Surrounding Land Uses and Context

The following provides a summary of the current development application context for the Site and for the adjacent surrounding development properties to the north, east and south that is pertinent to future development of the property. A visual analysis of the surrounding context is illustrated in **Figure 1**.

**North:** The Parkbridge development, also known as Craigleith Ridge, is located north of the Site. This development includes approximately 26-hectares and is situated at 161–208 Lakeshore Road East. It is our understanding that this development contains approximately 211 residential units, consisting of 45 single-detached homes and 166 townhouses. A central feature of the project is the preservation of the Nipissing Ridge. Two (2) dedicated land blocks comprising the Ridge will be conveyed to the Town to protect environmental features and facilitate a future public trail system. Managed and serviced privately by Parkbridge Lifestyle Communities, the development finalized its subdivision agreement in early 2025 and is located near the Craigleith Ski Club and Georgian Bay to leverage the region's year-round recreational appeal.

**East:** There is an adjacent Draft Plan Approved subdivision (the Home Farm Subdivision), owned by MacPherson located to the east side of Grey Road 19 and southwest of the Proposed Development. The Home Farm Subdivision is a residential development comprising approximately 60 hectares. This subdivision is designed to provide approximately 277 diverse housing units, including single-detached, semi-detached, and townhouse homes, alongside a proposal and associated ZBA jointly submitted with this application (described above) for approximately 60 purpose-built rental townhouses. The project incorporates a 30-metre setback to protect the Silver Creek Provincially Significant Wetland and maintains a focus on preserving the heritage of the Nipissing Ridge.

**South:** To the south of the Site is the under-construction fire hall, located on the portion of the Subject Property that will remain in Town ownership.

**West:** To the west of the Site are existing single detached dwellings.



## 1.2 Proposed Development Overview

The Proposed Development includes a new three (3)-storey, 192-bed LTC facility that is intended to provide long-term care accommodation within a growing settlement area of the Town (**Figure 2**).

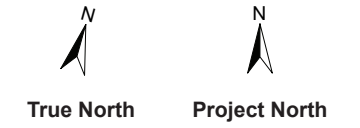
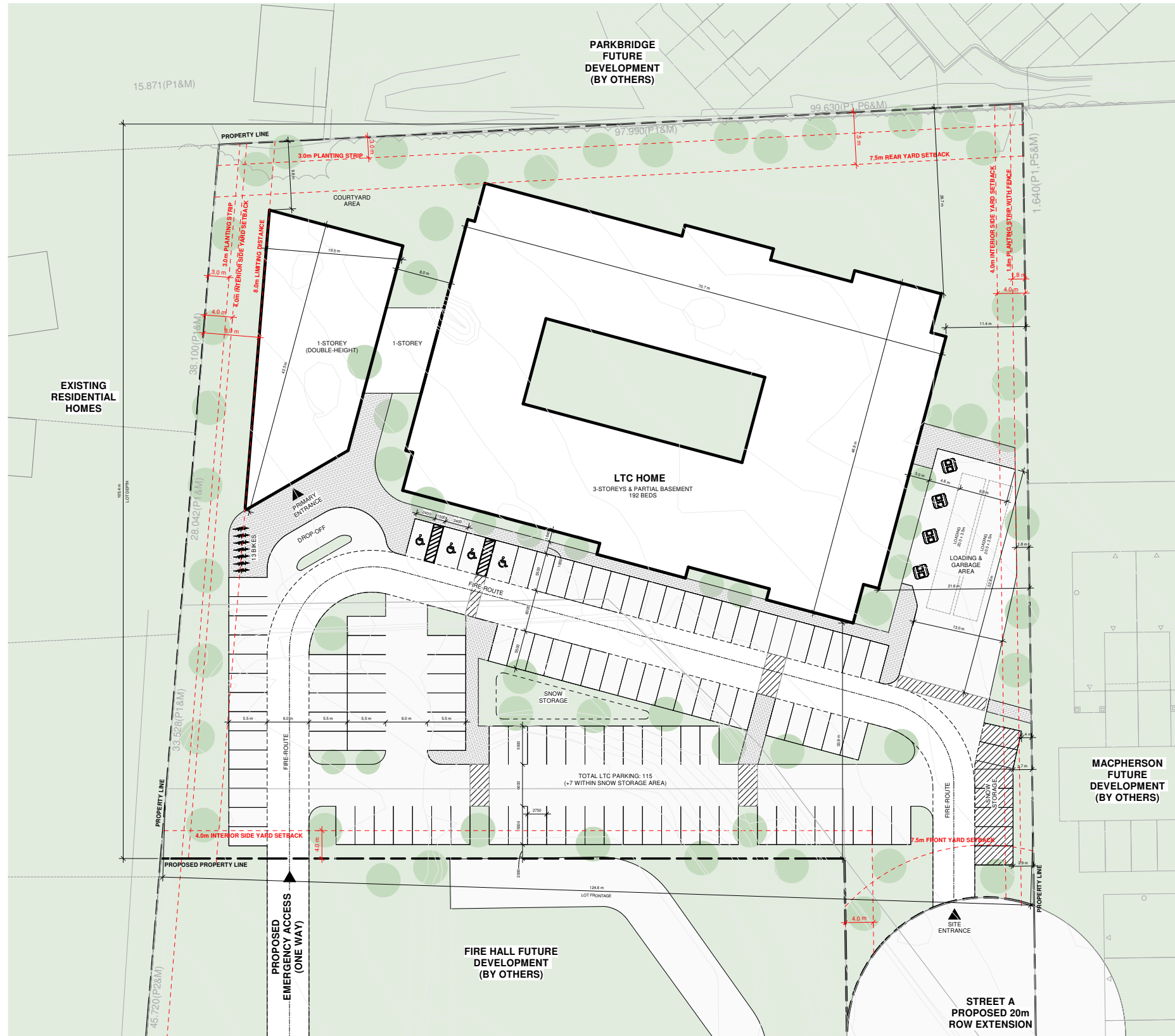
The LTC facility is proposed to have a building height of approximately 11.5 metres and a gross floor area (“GFA”) of approximately 10,520 m<sup>2</sup>, including a partial basement level for building servicing and support functions. The development is organized around a primary entrance and drop-off area located along the southerly façade of the building, which will provide accessible and convenient resident, visitor and staff access to the facility.

The Site will front onto and be accessed from Street ‘A’, a new 20 metre public road that ties into the Home Farm Subdivision road network that connects to Grey Road 19. The creation of the public road will establish legal frontage for the proposed LTC facility and provide coordinated access to the overall development area, including the Town lands and adjacent Home Farm Subdivision developments. The proposed access configuration will support safe vehicular circulation, emergency access, and integration with the surrounding community and transportation network. The new road is proposed to be created through a reference plan deposited by the Town and subsequently dedicated as public highway by the Town.

The proposed site layout includes 122 parking spaces (115 spaces in the winter due to snow storage) along with 13 bicycle parking spaces located adjacent to the main entrance. There are also loading and service functions associated with the LTC facility along the easterly side of the Site. Parking areas are generally located along the southerly and westerly portions of the Site and are connected through an internal circulation and fire route system designed to accommodate emergency and service vehicle access. An emergency only access is proposed through the fire hall lands. The design of the emergency only access will be determined and approved by staff through the Site Plan Approval process.

Outdoor amenity areas are proposed adjacent to the building and include landscaped gathering spaces and courtyard outdoor amenity areas intended for residents and visitors. Landscaping is proposed throughout the Site, including along parking areas, internal circulation routes, and perimeter areas to support buffering from adjacent development. The design of these areas will be coordinated with the Landscape Architect and implemented through the Site Plan Approval process.

The Proposed Development has been designed to integrate with the evolving development of the surrounding area, including the approved Home Farm Subdivision, the Parkbridge development, and the fire hall lands. The proposed institutional use represents an appropriate and complementary form of development within this growing residential and community context. The Home Farm Subdivision has previously been supported through a comprehensive planning and technical review process, including the completion of environmental, servicing, transportation, geotechnical, visual impact, archaeological, and natural hazard studies in support of the subdivision approvals. Many of these studies included the Site. The completion and acceptance of these studies demonstrates that the Site and broader area surrounding the Subject Lands has been extensively evaluated to facilitate coordinated development and municipal infrastructure planning.



## 2.0 Applicable Local Planning Framework

### 2.1 *The Planning Act, R.S.O. 1990, c. P.13*

The *Planning Act R.S.O. 1990, c. P.13* (“Planning Act”) establishes the framework for land use planning in Ontario. As outlined in Section 1.1, the *Planning Act* provides for the integration of provincial matters in planning decisions; details a planning process that is fair, accessible, timely and efficient; encourages cooperation and coordination amongst various interest groups; and establishes the decision-making authority and accountability of municipal councils in the planning process.

The *Planning Act* requires that all planning decisions “*shall have regard to*” matters of Provincial interest as identified in Section 2. These matters are general in nature and broad in range and are addressed in more detail through the Policy Statements and Provincial Plans issued under Section 3 of the *Planning Act* and through the Official Plan. The table below offers an analysis of the applicable matters of provincial interest against the Proposed Development.

Matters of Provincial Interest		
Section	Provincial Interest	Response
a)	The protection of ecological systems, including natural areas, features and functions;	A portion of the broader property is identified as Significant Woodlands and portions of the land are regulated by the Grey Sauble Conservation Authority (“GSCA”). The Site was included within the boundary of a 2015 Environmental Impact Study (“EIS”) completed by SLR. The trees on the Site have since been removed by the Town. A Reliance Letter from SLR was provided with this application that confirms that the 2025 EIS is still applicable.
d)	The conservation of features of significant architectural, cultural, historical, and archaeological or scientific interest;	An archaeological assessment has been completed and received Ministry clearance.
h)	The orderly development of safe and healthy communities;	The proposed LTC facility will contribute to the orderly development of the community by providing important institutional and health-care related use. The development will support the creation of a healthy and inclusive community by addressing the needs of an aging population.
h.1)	The accessibility of persons with disabilities to all facilities, services and matters to which this Act applies;	The Proposed Development will adhere to the requirements set out in the Accessibility for Ontarians with Disabilities Act and the Ontario Building Code.

Matters of Provincial Interest		
Section	Provincial Interest	Response
i)	The adequate provision and distribution of education, health, social, cultural and recreational facilities;	The proposed LTC will provide additional health services within the Town that will benefit the community.
j)	The adequate provision of a full range of housing, including affordable housing;	The Proposed Development contributes to the range of housing and care accommodation available within the Town by providing long-term care beds and special needs housing for seniors requiring assisted living and medical support services.
k)	The adequate provision of employment opportunities;	The proposed LTC facility will generate employment opportunities within the Town, including healthcare, administrative, operational, maintenance and support service positions associated with the long-term care sector.
l)	The protection of the financial and economic well-being of the Province and its municipalities;	The Proposed Development represents an investment in institutional infrastructure and healthcare services within the Town. The development will contribute to the local economy through construction activity, long-term employment opportunities and support services while efficiently utilizing planned municipal infrastructure.
m)	The co-ordination of planning activities of public bodies	The proposed LTC facility has been planned within the context of ongoing coordination between the Town of Blue Mountains, County of Grey and other applicable agencies associated with surrounding development, infrastructure planning, environmental review, and municipal servicing. In our opinion, the Proposed Development supports the coordinated planning objectives of the various public bodies involved in the broader growth and development of the area.
n)	The resolution of planning conflicts involving public and private interests;	The public will be circulated on this application, and we will ensure we review and consider public comments.
o)	The protection of public health and safety;	The Proposed Development is located and designed to protect public health and safety.

Matters of Provincial Interest		
Section	Provincial Interest	Response
p)	The appropriate location of growth and development;	The Proposed Development is located within a settlement area designated for development and growth. The Site is surrounded by existing and planned residential development and represents an appropriate location for an institutional and community-serving use.
q)	The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The Proposed Development represents compact institutional development within a growing settlement area and is located proximate to existing and planned residential neighbourhoods, thereby supporting walkability and access to community services.
r)	The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and	The proposed LTC facility will be subject to Site Plan Approval which will ensure appropriate building design, landscaping, accessibility, buffering, circulation and integration with the surrounding community context.
s)	The mitigation of greenhouse gas emissions, and adaptation to a changing climate.	The Proposed Development represents efficient use of serviced settlement area lands and municipal infrastructure, which supports compact development patterns and reduces pressure for dispersed development outside settlement areas.

## 2.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (“PPS”) came into effect on October 20, 2024, and replaces the previous Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides policy direction on matters of provincial interest and guides growth and development in Ontario. The PPS supports land use planning that contributes to effective and efficient growth and development, long-term economic prosperity, and the well-being of residents. The following provides a summary of the key PPS policy considerations for the rezoning of the Site as well as justification for the Proposed Development in terms of these policies.

PPS 2024		
Policy #	Policy	Response
2.1.4	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area	The proposed LTC facility responds to anticipated demographic change and growth within the Town of Blue Mountains and broader region, including increasing demand associated with an aging

PPS 2024		
Policy #	Policy	Response
		population requiring long-term care and additional needs housing accommodations to assist in meeting the mix of types of uses.
2.1.6(a)	Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options, employment, public service facilities and institutional uses, including long-term needs	The Proposed Development represents an important institutional and community-serving use that contributes to the range of housing and care accommodation available within the Town. The proposed LTC facility supports the development of a complete community by providing long-term care services within an evolving settlement area.
2.1.6(b)	Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society	The proposed LTC facility is being designed as an accessible institutional development intended to accommodate residents with mobility, accessibility, and healthcare-related needs.
2.2.1(b)(1)	All housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities	The proposed LTC facility provides additional housing and healthcare accommodation for seniors requiring assisted living and long-term care services on an underutilized vacant site. The Proposed Development directly responds to demographic changes and increasing demand for senior care accommodation within the region.
2.2.1(c)	Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation	The Proposed Development represents efficient use of serviced settlement area lands and planned municipal infrastructure through the development of a three-storey institutional building within an area planned for growth.
2.3.1.1	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located within a settlement area identified in the County of Grey Official Plan and Town of Blue Mountains Official Plan. The proposed LTC facility represents appropriate growth and aging-in-place opportunity within the settlement area.
2.3.1.2(a)	Efficiently use land and resources	The Proposed Development represents compact institutional development on lands planned for urban growth and municipal servicing.

PPS 2024		
Policy #	Policy	Response
2.3.1.2(b)	Optimize existing and planned infrastructure and public service facilities	The proposed LTC facility is intended to utilize planned municipal infrastructure and public services, including municipal water, wastewater infrastructure, and access from a new public road connection that ultimately leads to Grey Road 19.
2.3.1.2(c)	Support active transportation	The Proposed Development is located adjacent to existing and planned residential communities and will incorporate pedestrian connections and internal walkability opportunities within the site design.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities	The proposed institutional development contributes to the achievement of a complete community by introducing an important healthcare and institutional use within a growing residential area.
2.9.1(a)	Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impact of a changing climate through approaches that support the achievement of compact, transit-supportive, and complete communities	The inclusion of a LTC facility in the Town will assist in reduced travel distances for families and assist in creating a complete community with onsite amenities and overall care.
3.1.1	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed LTC facility represents an important public service facility that will support the current and future needs of residents within the Town of Blue Mountains and surrounding area.
3.2.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible	The Proposed Development includes a new public road that the Site will have frontage on that ultimately connects to Grey Road 19.
3.3.1	Planning authorities shall provide for an appropriate range and mix of housing options and densities to	The Proposed Development contributes to the range of housing and care accommodation available within the Town

PPS 2024		
Policy #	Policy	Response
	meet projected market-based and current and future needs	through the provision of long-term care and special needs housing opportunities.
3.6.1(d)	Planning for sewage and water services shall integrate servicing and land use considerations at all stages of the planning process	The Proposed Development will be municipally serviced in coordination with the Town and the adjacent Home Farm subdivision development. The servicing strategies have been coordinated and can be found in this submission.
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems	The Proposed Development will be municipally serviced in coordination with the Town and the adjacent Home Farm subdivision development. The servicing strategies have been coordinated and can be found in this submission.
3.6.8	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> <li>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</li> <li>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</li> <li>c) minimize erosion and changes in water balance including through the use of green infrastructure;</li> <li>d) mitigate risks to human health, safety, property and the environment;</li> <li>e) maximize the extent and function of vegetative and pervious surfaces;</li> <li>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</li> </ul>	<p>A Functional Servicing and Stormwater Management Report for this development has been completed by C.F. Crozier &amp; Associates Inc. (Crozier), with support from WalterFedy. Crozier also completed the engineering design for the Home Farm subdivision south of the subject site and is currently working on MacPherson's rental townhome development east of the Site.</p> <p>The LTC facility will be serviced by infrastructure installed as part of the Home Farm subdivision, including a stormwater management facility and sanitary pumping station, which will both be assumed by the Town. Crozier has confirmed adequate capacity within these systems to accommodate the LTC development. The storm and sanitary sewers servicing the LTC site will connect to the downstream infrastructure via a municipal easement through MacPherson's development. Crozier has designed these sewers to accommodate the combined flows from MacPherson's development and the</p>

**PPS 2024**

Policy #	Policy	Response
	<p>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale</p>	<p>Proposed Development. Due to the topography of the Site, the rear of the building will be lower than the rest of the Site, and stormwater will continue to drain to the northeast. This rear area will only be compromised of landscaping.</p> <p>A new municipal right-of-way will be extended from the Home Farm subdivision to the frontage of the Site. As part of this road extension, a new watermain will also be installed and provide domestic and fire water demand for the long-term care facility. The new watermain will connect to the watermain infrastructure already installed as part of the subdivision.</p>
<p>3.9.1(a)</p>	<p>Healthy, active, and inclusive communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity</p>	<p>The proposed long-term care and retirement development is designed to support a safe, inclusive, and fully accessible environment that accommodates persons of all ages and abilities through the application of universal design principles, barrier-free circulation, and clearly defined pedestrian routes connecting building entrances, outdoor amenity areas, and site facilities. The layout minimizes pedestrian-vehicle conflicts and promotes safe internal movement, while also maintaining functional connections to the public realm for residents, staff, and visitors.</p>
<p>3.9.1(b)</p>	<p>Healthy, active, and inclusive communities should be promoted by planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources</p>	<p>The development provides integrated on-site outdoor amenity and open space areas designed to support passive recreation, social interaction, and therapeutic use for residents of the long-term care and retirement facility. These spaces include accessible landscaped areas, seating zones, and pedestrian pathways that are directly connected to the building and fully usable by individuals with varying mobility levels. While not intended as public parkland, these private amenity areas provide meaningful recreational opportunities within the development and</p>

PPS 2024		
Policy #	Policy	Response
		appropriately address the recreational needs of residents.
3.9.1(d)	Healthy, active, and inclusive communities should be promoted by recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas	The Site does not contain provincial parks or protected areas; however, where natural heritage features or regulated areas exist in proximity, the development will incorporate appropriate setbacks, buffering, and stormwater management measures in accordance with applicable municipal and agency requirements. Supporting technical studies and permitting processes will ensure that potential impacts to natural features and water resources are avoided or appropriately mitigated.
4.1.1	Natural features and areas shall be protected for the long term	Portions of the broader property are identified as Significant Woodlands and portions are regulated by the Grey Sauble Conservation Authority. Future technical review and environmental analysis will ensure that natural heritage features and ecological functions are appropriately protected through the development approvals process.
4.1.8	Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions	Any proposed development within or adjacent to identified Significant Woodlands will be supported by appropriate environmental analysis and consultation with the GSCA to demonstrate that no negative impacts will occur to the feature or its ecological functions.
4.6.4(a)	Planning authorities are encouraged to develop and implement archaeological management plans for conserving archaeological resources	A Stage 1 and 2 Archaeological Assessment was completed by MacPherson Developments in January of 2015. No Archaeological resources were identified.
5.1.1	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or	Development of the subject lands has been directed to avoid areas of natural or human-made hazards, and the proposed long-term care and retirement facility does

PPS 2024		
Policy #	Policy	Response
	safety or of property damage and not create new or aggravate existing hazards.	not introduce or exacerbate any known hazards that would present an unacceptable risk to public health, safety, or property damage. Where applicable, supporting technical studies will inform detailed site design to ensure that any site constraints are appropriately managed through engineering and design solutions.
5.2.1	Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance	Hazard lands will be identified and assessed through coordination with the Grey Sauble Conservation Authority and municipal technical review processes, including any required studies required. The development will be reviewed and implemented in accordance with provincial guidance and agency requirements to ensure that any regulated features, constraints, or hazard areas are appropriately delineated and managed.
6.2.1	A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers	The Proposed Development has been advanced through a coordinated planning process involving collaboration with the municipality, relevant upper-tier authorities, and MacPherson Developers. The submission of supporting technical studies and concurrent application materials reflects a comprehensive approach to addressing planning, servicing, environmental, and transportation considerations in a coordinated manner.

Based on the policy analysis, the proposed ZBA facilitates an LTC facility that is consistent with the PPS 2024. The proposal promotes a safe, accessible, and inclusive built environment, provides for appropriate on-site amenity and recreational space for residents, avoids or appropriately manages natural and human-made hazards through technical studies and agency coordination, and has been advanced through a coordinated and comprehensive planning process involving the relevant approval authorities. Accordingly, the proposed ZBA is consistent with and gives effect to the intent and direction of the PPS.

## 2.3 County of Grey Official Plan (Recolour Grey)

The Site is designated as “Recreational Resort Settlement Area” in Schedule A Map 2 of the County of Grey Official Plan (“Recolour Grey”) (**Figure 3**). The Recreational Resort Settlement Area land use type applies to settlement areas which have developed as a result of site-specific Town of Blue Mountains amendments to the County of Grey Official Plan consisting of a defined development area, specific recreational amenities, residential development including additional residential units and serviced with full municipal services.

Section 3.8 notes that new development in the Recreational Resort Settlement Area land use type 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. Recreational Resort Settlement Areas shall strive to enhance recreational and tourism related activities by supporting the use of land for long-term public benefits within the existing land use type or community area.

These areas are intended to form an integral part of the community. Design elements in Section 1.4.1 are to be considered to enhance the social and community cohesion. Section 1.4.1 1) states that Grey County population demographic is aging and when compared to provincial statistics, the median age is older which highlights the importance of an age-friendly approach to development, design and decision-making. Section 1.4.1 8) outlines the importance of complete communities which includes a mix of employment options, and a full range of housing.

The ZBA conforms with the County of Grey Official Plan, as it will result in an LTC facility that will provide a long-term public benefit that will assist in creating a complete community by providing much needed housing for the aging population on an underutilized vacant Site.



## County of Grey Official Plan - Land Use Types

Source: County of Grey Official Plan, Schedule A - Land Use Types, Map 2 (2024)

Figure  
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## 2.4 Town of Blue Mountains Official Plan

The Site is designated as ‘Institutional’ (I) in the Town of Blue Mountains Official Plan (Schedule A-4 Craigleith and Swiss Meadows Map). See **Figure 4**. A portion of the Site is identified as significant woodlands on the Blue Mountains Constraint Mapping of the Official Plan (Appendix 1) (**Figure 6**).

Schedule B-1 of the Town of Blue Mountains Official Plan identifies Grey Road 19 as a County Road (**Figure 5**). Grey Road 19 functions as a significant north-south transportation corridor providing connectivity between existing settlement areas, recreational destinations, residential communities, and surrounding municipal infrastructure.

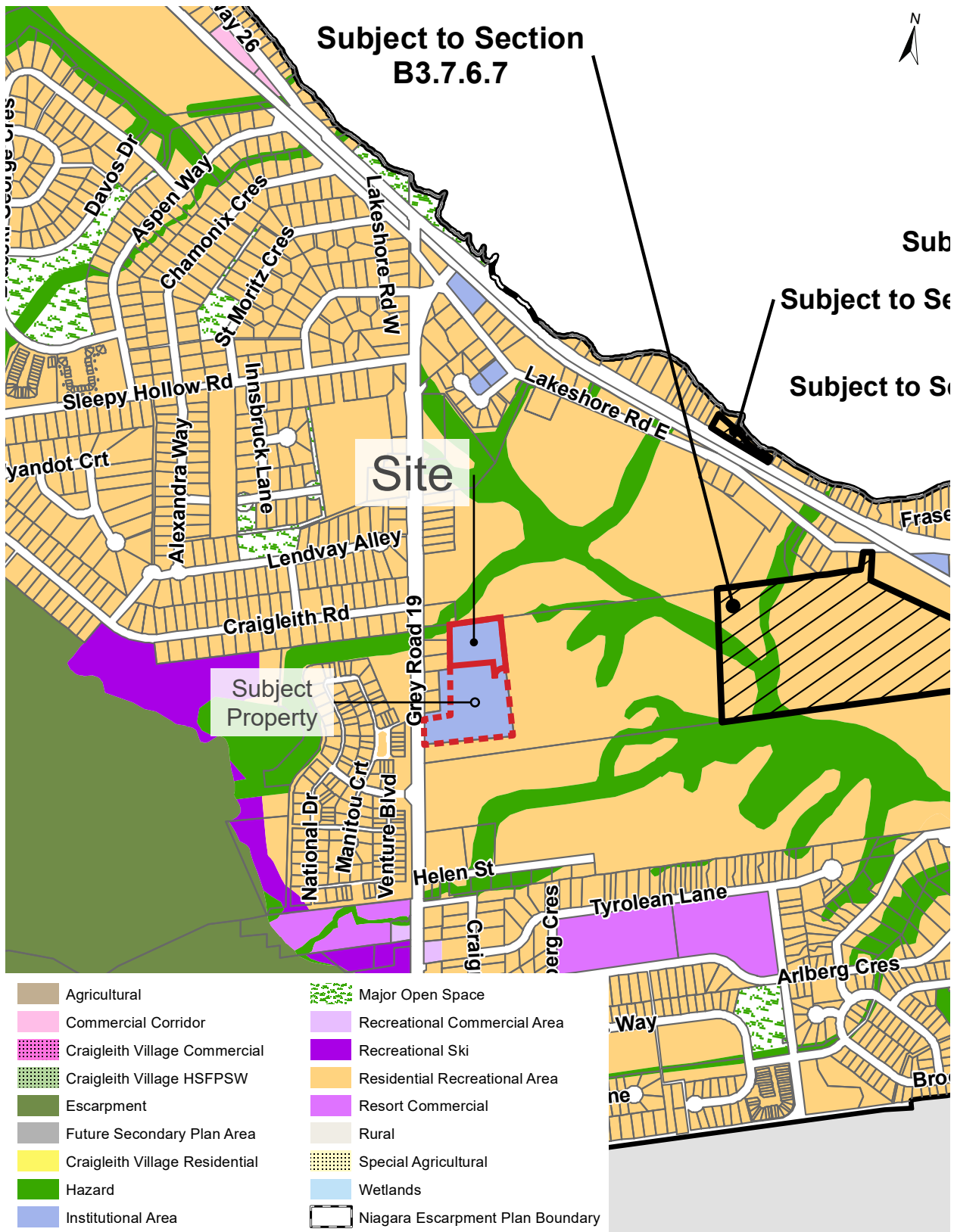
The proposed LTC facility is intended to obtain frontage and access through Street ‘A’ a new public road that ties into the Home Farm Subdivision road network that connects to Grey Road 19. The location of the Proposed Development adjacent to a County Road provides appropriate access and transportation connectivity for residents, staff, visitors, emergency services, and servicing functions associated with the institutional use.

The following provides a summary of the relevant Official Plan policy considerations applicable to the Proposed Development.

Town of Blue Mountains Official Plan		
Section	Policy	Response
A.3.2.2	Discourage the loss or fragmentation of significant woodlands and the habitats and ecological functions they provide.	The proposed LTC development is designed outside of the significant woodlot area. Further technical coordination with GSCA will be required at the detailed design stage.
A3.10	To provide an appropriate housing supply and range of housing choices to meet the needs of present and future residents	The proposed LTC development will provide much needed LTC beds to the community needed to serve the current and future population.
A4.1.6	Institutional designation permits larger institutional uses serving the needs of the community	The proposed LTC facility represents an large 192 bed institutional and community-serving use that directly supports the healthcare and accommodation needs of the Town’s aging population and broader community.
B3.1.6	Special Needs Housing, including Long-Term Care Facilities and Retirement Homes, may be permitted subject to a Zoning By-law Amendment	The Proposed Development consists of a 192-bed LTC facility, which is specifically contemplated as a permitted form of Special Needs Housing within the Official Plan. This ZBA application is being submitted to permit the proposed LTC within the Zoning By-law.
B3.1.6(a)	The site shall have adequate access to a County or Collector Road	The Site will obtain frontage and access through the construction of a new public road connection that will ultimately connect to Grey Road 19, a County Road.

Town of Blue Mountains Official Plan		
Section	Policy	Response
A.3.2.2	Discourage the loss or fragmentation of significant woodlands and the habitats and ecological functions they provide.	The proposed LTC development is designed outside of the significant woodlot area. Further technical coordination with GSCA will be required at the detailed design stage.
B3.1.6(b)	The site shall have adequate land area to accommodate the building, parking, amenity area and buffering	The proposed Site layout adequately accommodates the LTC building, parking areas, loading and servicing functions, landscaped open space, outdoor amenity areas, internal circulation and appropriate setbacks and buffering.
B3.1.6(c)	The use shall not cause traffic hazards or unacceptable congestion	The Proposed Development is anticipated to function appropriately within the existing and proposed surrounding road network and transportation system.
B3.1.6(d)	The use shall be serviced by municipal water and wastewater services	The proposed LTC facility will be connected to municipal water and wastewater infrastructure consistent with the servicing framework for the surrounding settlement area.
B3.6.3	Permitted institutional uses on lands designated Institutional include: a) schools; b) hospitals; c) cemeteries; d) government buildings; e) special needs housing subject to Section B3.1.6; f) day nurseries; g) community facilities and centres; h) museums, libraries and art galleries; i) recreational or cultural facilities; and, j) places of worship.	The proposed LTC facility includes special needs housing which is consistent with the definition of special needs housing.
B3.6.4.1	New institutional uses require an amendment to the Official Plan and Zoning By-law and are subject to Site Plan Control	The Site is currently designated Institutional in the Official Plan and is intended for institutional uses. The Proposed Development is proceeding through the appropriate planning approvals process, including the requested ZBA and future Site Plan Approval process.
B5.2.1 (b) i.	Development and site alteration shall not be permitted in significant woodlands	The proposed LTC development is designed outside of the significant woodlot area. Further technical coordination with GSCA will be required at the detailed design stage.

Based on the foregoing, it is our opinion that the Proposed Development conforms with the Town of Blue Mountains Official Plan and will result in the development of a much need appropriate institutional use within the community.

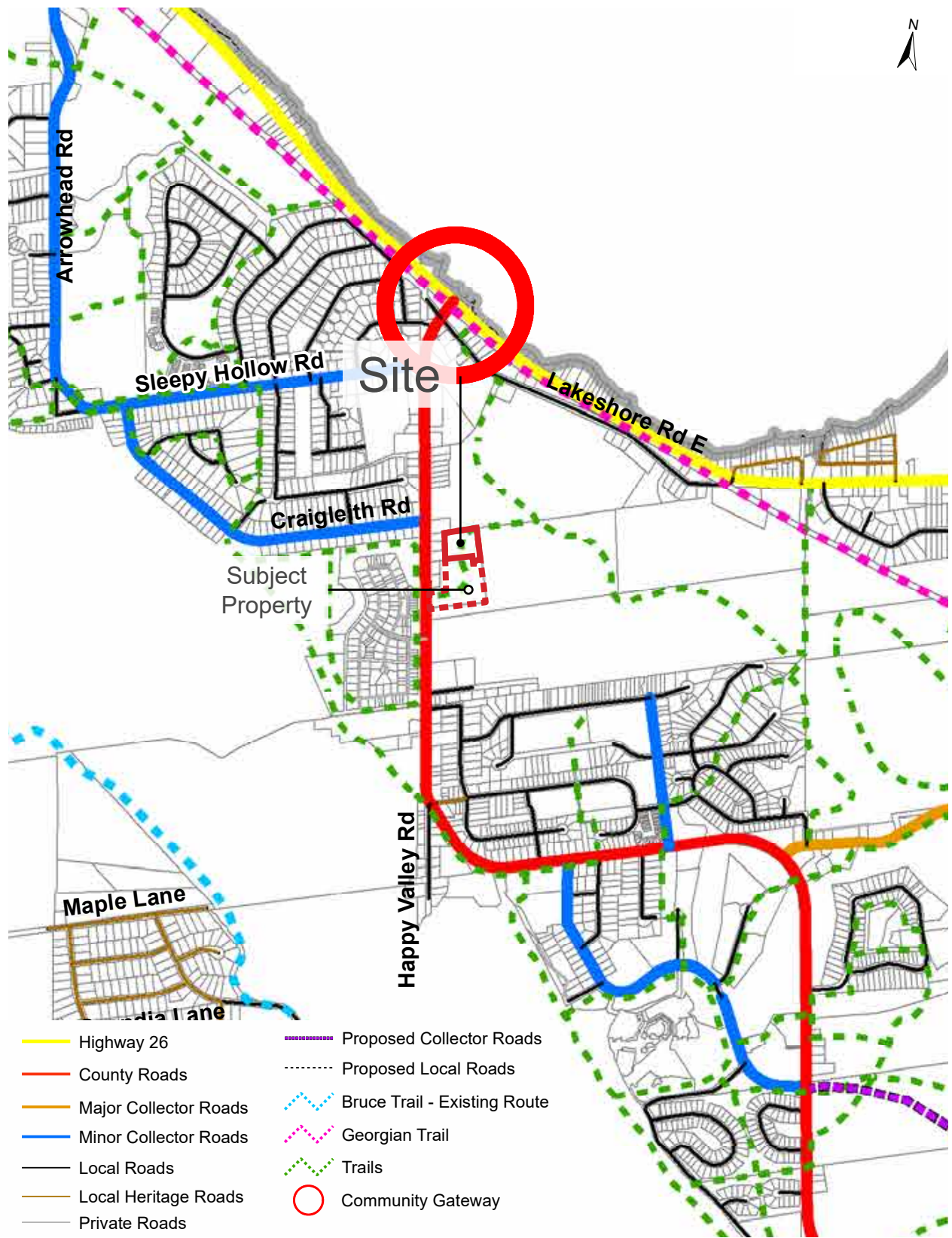


Town of Blue Mountains Official Plan -  
Craigeith and Swiss Meadows

Source: Town of Blue Mountains Official Plan,  
Schedule A-4 - Craigeith and Swiss Meadows (2016)

Figure  
**4**

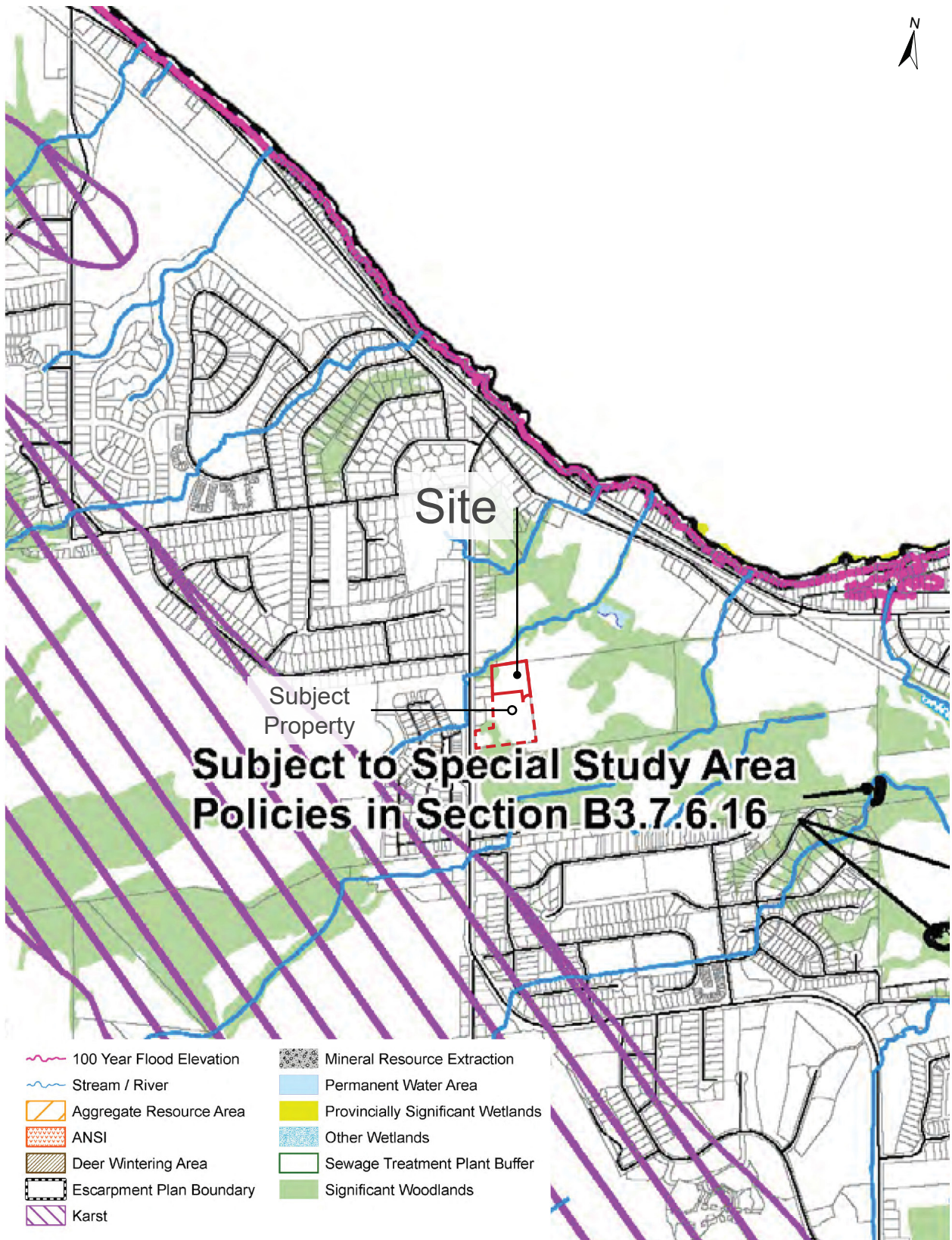




Town of Blue Mountains Official Plan -  
Transportation

Source: Town of Blue Mountains Official Plan, Schedule B-1 - Transportation (2016)

Figure  
**5**



## Town of Blue Mountains Official Plan - Constraint Mapping

Source: Town of Blue Mountains Official Plan, Appendix 1 - Constraint Mapping (2016)

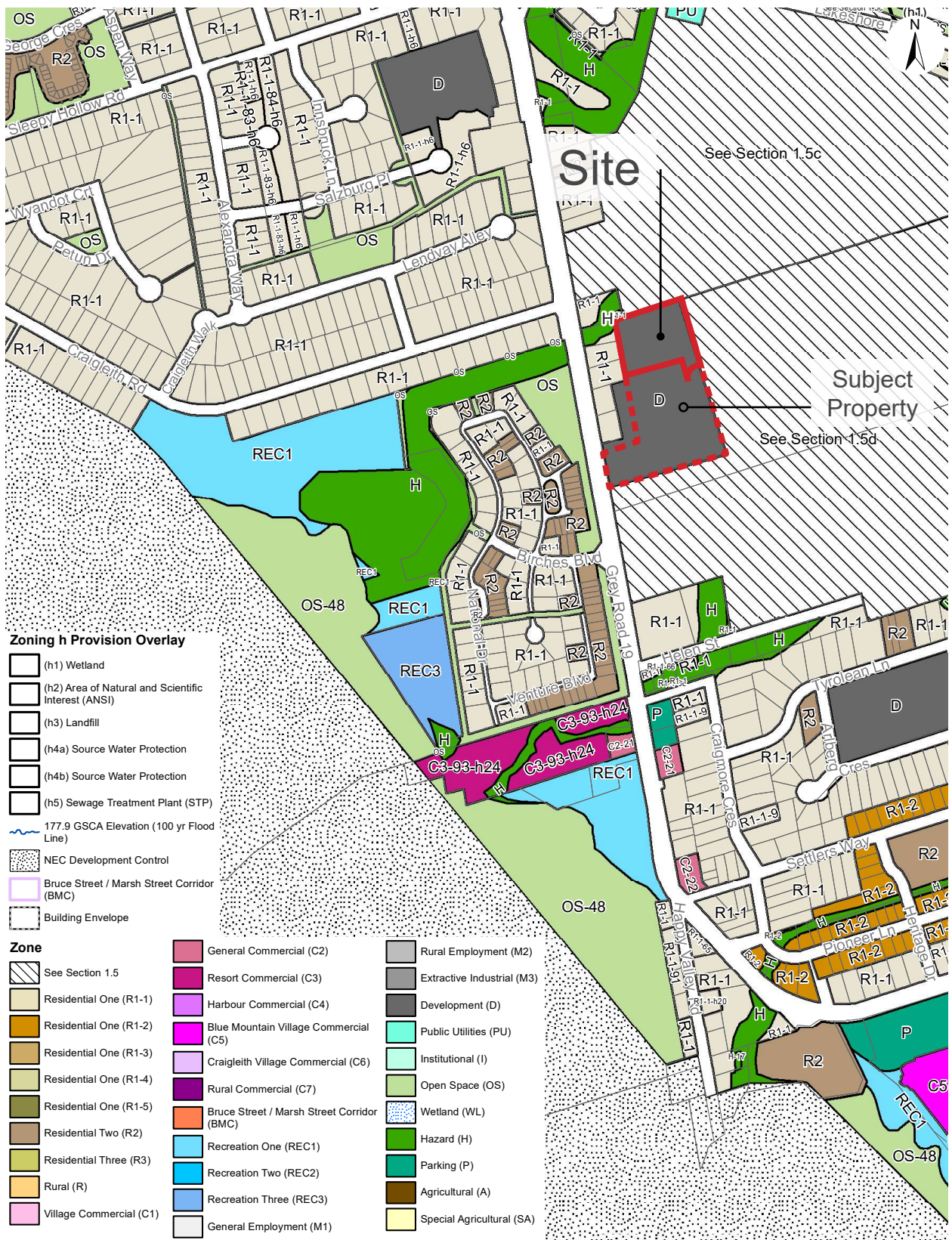
Figure

# 6

## 2.5 Town of Blue Mountains Zoning By-Law

The Site is currently zoned 'Development' (D) in the Town of Blue Mountains Zoning By-law 2018-85 (**Figure 7**). In accordance with Section 1.5g) the provisions of the former Township of Collingwood Zoning By-law 83-40 and the former Township of Thornbury Zoning By-law 10-77 shall apply.

The current Development (D) Zone functions primarily as a holding or placeholder zone and does not appropriately recognize or permit the proposed institutional use. The requested rezoning to Institutional (I) is therefore necessary to facilitate the proposed LTC facility and establish an appropriate zoning framework for the development of the Site.



# Town of Blue Mountains Zoning By-Law Map

Source: Town of Blue Mountains Zoning Map, Schedule A - Map (2019)

Figure  
**7**

The ZBA is proposed to rezone the Site from a Development (D) zone to an Institutional (I-X) site-specific provision zone to permit the proposed LTC Facility. Site-specific provisions relate to building height, accessible parking length, loading space number, and planting strip length. Below is a site data chart showing how the proposed LTC development aligns with the Institutional zoning:

Zoning By-Law 2018-65				
Zoning Section	Zone Standard	Institutional (I) Zone	Proposed LTC Development	Conformity
8.2	Min. Front Yard (m)	7.5m	>7.5m	Yes
8.2	Min. Exterior Side Yard (m)	4.0m	6.0m	Yes
8.2	Min. Interior Side Yard (m)	4.0m	5.0m	Yes
8.2	Min. Rear Yard (m)	7.5m	7.5m	Yes
8.2	Max. Height (m)	11 m	12 m	No
5.3	Min. Vehicle Parking	96	115	Yes
5.8	Min. Loading Spaces	3	2	No
5.8(b)	Loading Space Size	3.5m width x 20.0m length	3.5m width x 20.0m length	Yes
5.7	Bicycle Parking	13	13	Yes
5.6.2	Accessible Parking Stall Size	Type A: 3.4m x 5.8m, Type B: 2.4m x 5.8m	Type A: 3.4m x 5.5m Type B: 2.4m x 5.5m	No
4.27	Planting Strip - Location	1.5m fence height with a 1.8m wide planting strip OR 3 m wide	North: 3m	Yes
			East: 1.5m fence height, 1.4m wide planting strip	No
			West: 3m	Yes

### 2.5.1 Site-Specific Zoning Relief Justification

In addition to the proposed rezoning of the lands from Development (D) to Institutional (I), four site-specific zoning provisions are requested to facilitate the proposed LTC facility relating to height, accessible parking space length, number of loading spaces and the width of a required planting strip. In our opinion, the requested relief is minor in nature, appropriate for the proposed institutional use, and maintains the overall intent of the Town of Blue Mountains Zoning By-law for the reasons set out below.

#### 2.5.1.1 Maximum Building Height

A site-specific increase in maximum building height from 11 metres to 12 metres is requested to facilitate the proposed three (3)-storey LTC facility.

As per the height definition in Part 3.0 of the Zoning By-law, where a flat roof is proposed, the height is the vertical dimension between the finished grade of the wall of such building or structure facing the front lot line and the highest point of the roof surface or the parapet, whichever is the greater. The height increase is proposed to respond to the grading challenges of the Site. While a grading plan has

been submitted with the application, it has not been finalized. The proposed minor height increase will allow some flexibility as the team finalizes the grading and architectural details through the Site Plan Approval process.

While the request provides some flexibility it will ensure the proposed building height remains consistent with the three-storey built form contemplated by the Institutional Zone and reflects the functional design requirements associated with modern LTC development, including the standard floor-to-floor heights required to accommodate mechanical systems, resident care infrastructure, accessibility requirements, and contemporary building design standards.

The proposed building is appropriately setback from adjacent lands and incorporates landscaped buffering and internal site organization that mitigates any potential visual or compatibility concerns. In our opinion, the proposed height increase represents appropriate and desirable development and maintains the intent of the Institutional Zone.

#### 2.5.1.2 Loading Space Relief

Relief is requested from the zoning by-law requirement of three (3) loading spaces, and the proposal is to permit the provision of two (2) loading spaces on the Site.

The proposed reduction in loading space quantity is appropriate and reflects the operational requirements of the LTC facility, where deliveries are scheduled, controlled, and coordinated rather than occurring in a continuous or high-volume industrial manner. The proposed loading configuration has been designed in consideration of the site layout, internal circulation, parking, fire access requirements, and pedestrian safety, ensuring that loading operations can be safely and efficiently accommodated without conflict with on-site movements or residential functions of the facility.

The provision of two (2) loading spaces is considered sufficient to accommodate the anticipated range and frequency of service and delivery activities associated with LTC operations, including food services, medical supply deliveries, waste collection, and maintenance servicing. This approach is consistent with the operational characteristics of other LTC facilities operated by peopleCare and reflects a practical and efficient site design response.

It is also noted that a comparable peopleCare long-term care development in Stratford was approved through Site Plan Approval where a two (2) loading space configuration was accepted based on the operational requirements and site design of the facility, therefore demonstrating that a reduced number of loading spaces is appropriate for LTC uses where coordinated servicing, controlled access, and shared operational planning are implemented.

Accordingly, the proposed provision of two (2) loading spaces represents a reasonable and appropriate solution that maintains functional servicing capacity while supporting an efficient, safe, and coordinated site layout for the proposed institutional development. The loading space dimensions per the zoning by-law will also be met.

#### 2.5.1.3 Accessible Parking Space Dimension Relief

Relief is also requested for accessible parking stall dimensions to permit:

- Type A Accessible Parking Spaces: 3.4 metres x 5.5 metres; and,
- Type B Accessible Parking Spaces: 2.4 metres x 5.5 metres.

Whereas the Zoning By-law requires:

- Type A Accessible Parking Spaces: 3.4 metres x 5.8 metres; and,
- Type B Accessible Parking Spaces: 2.4 metres x 5.8 metres.

The proposed accessible parking spaces maintain the required widths associated with accessible parking functionality and continue to provide appropriate accessibility accommodation for users of the Site. The requested reduction relates only to the stall length component and represents a minor reduction of 0.3 metres.

The proposed accessible parking design has been informed by accessibility standards and institutional design practices utilized within Ontario healthcare and long-term care developments. The proposed dimensions remain generally consistent with provincial accessibility requirements established through the Accessibility for Ontarians with Disabilities Act (“AODA”) and Infrastructure Ontario barrier-free design guidance, which primarily regulate accessible parking widths and access aisle requirements rather than increased stall lengths.

The proposed accessible parking spaces will continue to function safely and effectively for residents, staff and visitors, while supporting efficient site design and internal circulation. In our opinion, the requested relief is minor in nature and maintains the overall intent of the accessibility and parking provisions of the Zoning By-law and will result in a parking layout that is predictable and safe.

#### 2.5.1.4 Planting Strip Location

Relief is requested from Section 4.27.1(d) of the Zoning By-law to permit a reduced planting strip width of approximately 1.4 metres in conjunction with an opaque fence with a minimum height of 1.5 metres, whereas the by-law otherwise permits a reduction to 1.8 metres where such a fence is provided. This provision will only be required on the east property line of the Site and can meet the 3.0 metre requirement in the zoning by-law on the north and west property lines per Section 4.27.1(a). Currently the property to the east is zoned Development (D) however through this joint ZBA a residential zoning is proposed which will trigger the application of Section 4.27 along the east lot line at the Site Plan Approval stage.

The proposed site-specific relief is required to accommodate the constrained site geometry and to facilitate an efficient and functional parking layout while maintaining appropriate perimeter screening. The reduced planting strip width has been integrated into the overall site design in a manner that continues to provide effective visual buffering between the parking areas and adjacent uses, while allowing for the efficient organization of internal circulation, loading area, parking supply, and pedestrian access.

The proposed 1.5m high opaque fence will provide a continuous visual barrier along the affected frontage, ensuring that the intent of the zoning provision is maintained through effective screening of parked vehicles and associated site activity. Although the planting strip is marginally reduced from the 1.8 metre standard by the by-law, the combination of fencing and supplementary landscaping will maintain the edge condition and ensure adequate separation.

Overall, the requested site-specific zoning relief is minor, appropriate, and necessary to facilitate the proposed LTC facility and reflects the functional and operational requirements associated with modern institutional and long-term care development. The requested relief maintains the general intent and purpose of the Town of Blue Mountains Zoning By-law and represents good land use planning.

### 3.0 Grey Sauble Conservation Authority

A portion of the Site is located within the regulation limit of the GSCA due to the presence of an associated watercourse buffer (**Figure 8**).

The regulated area generally corresponds to the northwestern portion of the Site and reflects the GSCA’s interest in the protection of natural hazards, watercourses and associated environmental features and functions. Based on the current conceptual site design, the primary building footprint and principal development components associated with the proposed LTC facility are generally located outside of the identified regulated area.

Further consultation with the GSCA will be required as part of the development approval process to confirm the extent of the regulated area and determine any permitting or technical requirements associated with the Proposed Development. A Section 28 permit under the *Conservation Authorities Act* may be required should development or site alteration be proposed within the regulated area.

In our opinion, the presence of the regulated area does not prevent the proposed institutional development on the Site. The proposed LTC facility can be appropriately designed to recognize and address natural hazard or heritage constraints associated with the regulated portion of the property while maintaining conformity with applicable policy and conservation authority requirements.



## Grey Sauble Conservation Authority Map

Source: Grey Sauble Conservation Authority Interactive Mapping (2026)

Figure

8

## 4.0 Niagara Escarpment Plan

The Site is located within the Niagara Escarpment Plan (“NEP”) Area and is designated “Escarpment Recreation Area” within the Niagara Escarpment Plan (**Figure 9**).

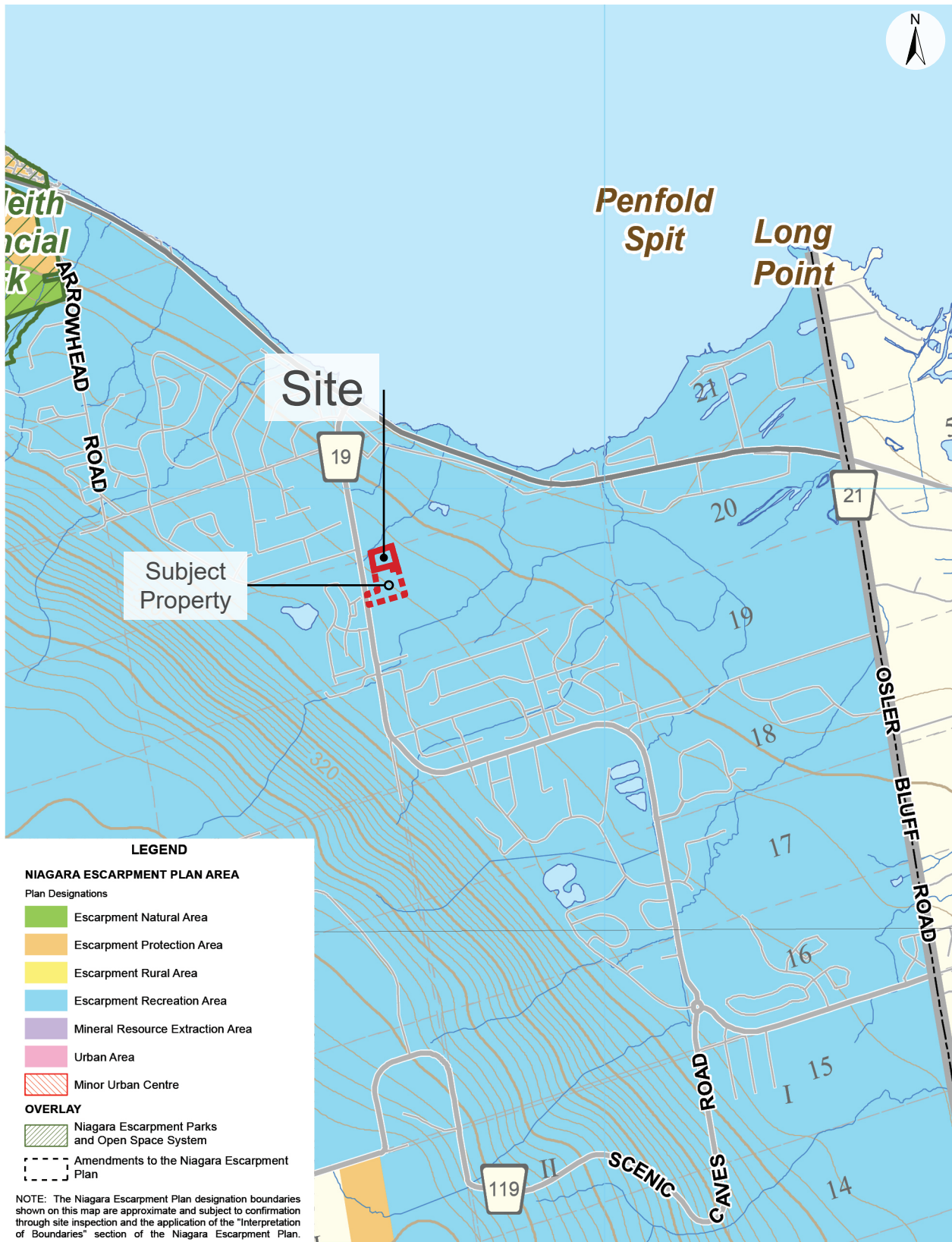
The Escarpment Recreation Area designation applies to areas associated with recreational and tourism-related activity centres, urban areas, and existing or planned settlement areas located within the Niagara Escarpment Plan Area. The designation is intended to recognize areas capable of accommodating recreational, institutional, residential, and community-supportive development while maintaining the overall objectives of the Niagara Escarpment Plan.

The Site is located within an existing and evolving settlement area characterized by adjacent approved residential subdivision development, municipal infrastructure, institutional uses, and recreational community activity associated with the Craigeleith area. The proposed LTC facility represents an institutional and community-serving use that is compatible with the planned function and evolving character of the surrounding area.

The Proposed Development will provide an important healthcare and long-term care facility within the Town of Blue Mountains and will support the needs of the growing and aging population within the community. The proposed institutional use is appropriately located adjacent to existing and planned residential development and municipal infrastructure and represents an efficient use of land within the settlement area.

The Proposed Development is also anticipated to maintain compatibility with the surrounding natural heritage context. Portions of the property are identified as Significant Woodlands and portions of the lands are regulated by the Grey Sauble Conservation Authority.

In our opinion, the Proposed Development is consistent with the intent of the Escarpment Recreation Area designation and conforms to the overall objectives of the Niagara Escarpment Plan. Furthermore, the proposed Zoning By-law Amendment does not conflict with the Provincial Planning Statement or any applicable provincial plan, including the Niagara Escarpment Plan, as it directs development to a suitable settlement context, supports an appropriate institutional land use, and ensures that natural heritage and hazard considerations are appropriately managed through subsequent approvals.



## Niagara Escarpment Plan Map

Source: Niagara Escarpment Commission, Niagara Escarpment Plan - Map 6 (2017)

Figure

9

## 5.0 Public Consultation Strategy

*The Planning Act* (O. Reg 178/16) requires applicants to submit a proposed strategy for consulting with the public with respect to ZBA applications as part of a complete application. This Section lays out the proposed public consultation strategy.

It is proposed that public consultation for the respective applications follow the *Planning Act* statutory requirements and the Town of Blue Mountain's standard practices outlined in Section E.1.6 of the Town of Blue Mountains OP. The following public consultation strategy is proposed:

- The Town will follow the public notification procedures as required by the *Planning Act* and will host a Statutory Public Meeting;
- It is our understanding that the Town will provide the public access to all materials submitted with this application; and
- Direct written responses to comments raised through the public consultation process will be provided to town staff if requested.

## 6.0 Supporting Studies

A supporting studies package has been prepared in support of the proposed ZBA. Many of the technical and background studies relevant to the Site have been previously completed through the adjacent Home Farm subdivision process, which included the subject property within its broader servicing and land use context. These existing studies provide a sufficient foundation to confirm that the Proposed Development can be appropriately integrated within the surrounding area and existing infrastructure framework.

As a result, the technical study specific to the LTC site required to support the current application is a Functional Servicing Report (FSR), including stormwater management (SWM) analysis. This report has been prepared by WalterFedy in conjunction with Crozier to specifically address site-specific servicing considerations for the Proposed Development, while building upon and aligning with the previously submitted Home Farm subdivision studies that already assessed servicing capacity and overall network integration for the subject lands.

A Functional Servicing and Stormwater Management Report for this development has been completed by C.F. Crozier & Associates Inc. (Crozier), with support from WalterFedy. Crozier also completed the engineering design for the Home Farm subdivision south of the Site and are currently working on MacPherson's rental townhome development east of the Site.

The peopleCare long-term care development will be serviced by infrastructure installed as part of the Home Farm subdivision, including a stormwater management facility and sanitary pumping station, which will both be assumed by the Town. Crozier has confirmed adequate capacity within these systems to accommodate peopleCare's development. The storm and sanitary sewers servicing peopleCare's Site will connect to the downstream infrastructure via a municipal easement through MacPherson's development. Crozier has designed these sewers to accommodate the combined flows from MacPherson's development and peopleCare's development. Due to the topography of the Site, the rear of the building will be lower than the rest of the Site, and stormwater will continue to drain to the northeast. This rear area will only be compromised of landscaping.

A new municipal right-of-way will be extended from the Home Farm subdivision to the frontage of peopleCare's Site. As part of this road extension, a new watermain will also be installed and provide domestic and fire water demand for the long-term care facility. The new watermain will connect to the watermain infrastructure already installed as part of the subdivision.

## 7.0 Conclusion

Based on our review of the applicable policy framework, surrounding land use context, and Proposed Development concept, it is our opinion that the proposed ZBA:

- has appropriate regard for matters of provincial interest identified in Section 2 of the *Planning Act*;
- is consistent with the Provincial Planning Statement, 2024;
- conforms to the County of Grey Official Plan and Town of Blue Mountains Official Plan;
- conforms to the Niagara Escarpment Plan;
- is in the interest of the public; and,
- represents appropriate and desirable development and good land use planning.

The proposed LTC facility will provide an important institutional and community-serving use within a growing settlement area and will contribute to the range of housing and care accommodations available within the Town of Blue Mountains and surrounding region.

Overall, the lands represent a significant development opportunity within a strategically located and evolving area of the Town. The proposed ZBA aligns with the broader policy context and surrounding development pattern and provides a reasonable basis to pursue the initiated zoning application.

If you have any questions or need anything further, please do not hesitate to contact us directly.

Yours truly,  
**GSP Group Inc.**



Rachel Bossie, MCIP, RPP  
Senior Planner  
[rbossie@gspgroup.ca](mailto:rbossie@gspgroup.ca)



Michael Serra, BEDP, CPT  
Planner  
[mserra@gspgroup.ca](mailto:mserra@gspgroup.ca)