

PLANNING JUSTIFICATION REPORT
TAMMY ABBOTTS
PROPOSED DRAFT PLAN OF SUBDIVISION
ZONING BYLAW AMENDMENT
Town Plot Lots 35 to 39 Bay: W/S, former Town of Thornbury
TOWN OF THE BLUE MOUNTAINS

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1.0 Introduction

We have been retained by Tammy Abbotts to act as planners and to prepare a planning justification report in regards to planning applications for a Draft Plan of Subdivision and Zoning By-Law Amendment to permit the development of 22 semi-detached residential units on the Subject Lands. The Subject Lands are located on the east side of Lansdown Street North just south of Lakeshore Drive, comprising an infill property between existing homes that front onto Lakeshore Drive to the north and existing homes that front onto Huron Street to the south (Figure 1 – Aerial View). Access to the lots will be provided from a proposed one-way lane that will extend eastward from Lansdowne Street North along the Bay Street West unopened road allowance and south to Huron Street along the Victoria Street unopened road allowance. Each semi-detached unit will have access via a shared driveway and, therefore, 11 driveway entrances will provide access to the proposed one-way lane. The proposed plan of subdivision will consist of the following:

- 22 Semi-detached residential units.
- A Varied Road Section along the perimeter of the site and within the Bay Street and Victoria Street West unopened road allowances which will comprise the following:
 - A 3 m landscape buffer along the outside perimeter of the proposed development,
 - A 6 m boulevard and drainage corridor adjacent to the landscape buffer strip,
 - A 5 m boulevard and service corridor along the back of the proposed units and
 - A 6 m one way paved laneway to provide access to the proposed units.

The purpose of the zoning by-law amendment is to rezone the lands to Residential Two (R2). The Plan of Subdivision proposes a total of 22 residential semi-detached units on full municipal services at a density of 22 units per hectare.

The following reports have also been submitted in support of the applications:

- Planning Justification Report
- Archaeological Assessment
- Functional Servicing Report
- Stormwater Management Report

- Geotechnical Investigation
- Traffic Impact Study
- Tree Inventory and Tree Preservation Plan
- D4 Study

This planning justification report is provided as part of a complete submission.

2.0 Property Location & Site Description

The site is located in the northwest corner of the Town of Thornbury between existing residential uses along Lakeshore Drive and Huron Street on the east side of Lansdowne Street North and south of the unopened Bay Street West Road allowance (Figure 1: Aerial View). The property is legally described as Town Plot Lots 35 to 39 Bay: W/S, former Town of Thornbury, Town of the Blue Mountains. No municipal address is assigned to the property.

The property is vacant and abuts the southern boundary of the unopened Bay Street West road allowance and the western boundary of the unopened Victoria Street West road allowance. The site is a rectangular in shape, is relatively flat and has been mostly cleared for archaeology and geotechnical purposes. The property is 1.07 ha in area with a frontage of 50.878 m onto Lansdown Street North, and a depth of 205.2 m.

3.0 Existing and Surrounding Land Uses

The Subject Lands are located south of the Georgian Bay shoreline in a predominantly residential neighbourhood. Existing and surrounding land uses (Figure 2: Surrounding Lands) are described as follows:

- **North:** Residential and Shoreline
- **East:** Multiple Residential and Open Space
- **South:** Residential and Open Space
- **West:** Residential and Hazard

Specific land uses in the area include single detached residential uses along Lakeshore Road to the north and south on Huron Street; and the Bayside Villas, a multi-residential

condominium, to the east. The Georgian Trail is located to the south along King Street, hazard land along Little Beaver Creek to the west and a closed landfill located to the southwest on the northeast corner of King Street and Lansdowne Street North. An area to the south, along Highway 26, is identified as "Downtown Core" in the Town of the Blue Mountains Official Plan. Commercial uses are present in this area including a Foodland grocery store at the intersection of Highway 26 and Lansdowne Street North. Other commercial uses extend eastward along this corridor, including an LCBO and Tim Hortons. The property is well situated to the conveniences associated with downtown Thornbury.

4.0 Proposed Development

This Planning Report has been prepared in support of a Draft Plan of Subdivision and a Zoning Bylaw Amendment to amend the Town of The Blue Mountains Zoning By-law 2018-65 to permit a total of 22 semi-detached residential units to be located fronting onto the Bay Street West and Victoria Street West road allowances. The following subsections provide a review of the relevant planning policies and details of the technical submission submitted in support of the application.

4.1 Subdivision Design

The Subject Lands are a longer rectangular shape and are located on the east side of Lansdowne Street North and are bordered to the north by the unopened Bay Street West road allowance and to the east by the unopened Victoria Street North road allowance. The boundary to the south borders existing single detached residential units that front onto Huron Street West.

The proposed development will be comprised of a total of 22 semi-detached residential units, each unit sharing a driveway with the attached unit for a total of 11 driveway entrances. The current planning permissions would allow accessory units in accessory structures and there is an intent that these permissions would be utilized on a selection of units. The proposed units will have frontage and access onto Bay Street West and will access Victoria Street North road allowances, which will become open and maintained municipal roads. The proposed road section will be a one-way paved platform that will traverse along the north perimeter of the

development within the Bay Street West road allowance and bend to the south to travel within the Victoria Street North road allowance, and connect to Huron Street West. This road allowance will include a landscape buffer block, stormwater management block and underground services.

The majority of the proposed units will have a lot frontage of 9.0 m (20 units - Lots 2 to 21). The two end units will have frontages of 10.4 m and 10.5 m (Lots 1 and 22). Lot areas range from 450 m² to 531 m² and the density is 20 units per ha. The applicant is requesting a zoning bylaw amendment to re-zone the lands to permit the semi-detached units.

The proposal includes a varied road section, as described above, that is located within the Bay Street West and Victoria Street North unopened road allowances. The road section is 20 m wide and includes the following:

1. A 2.5 m landscape block on the outer edge of the proposed road that will provide a buffer between the proposed road and the new development and the single detached units on Lakeshore Drive as well as the Bayside Villas development to the east.
2. A 6 m drainage block that will run parallel to the road between the landscape block and the travelled road platform. The SWM will facilitate the required drainage for the development and resolve existing drainage issues on the local municipal roads.
3. A 6 m one-way paved road platform will provide lot frontage and access for the proposed units from an entrance from Lansdown Road North to an exit on Huron Street West to the south.
4. A 5.5 m service corridor will run between the road and the proposed units on the north and will continue along the western edge of the road until the roadway connects to Huron Street. Sidewalks will also be installed.

The road allowance will remain municipally owned as will the proposed landscape and drainage blocks which provides long term protection of these features.

4.2 Functional Servicing Report – CF Crozier & Associates Consulting Engineers

CF Crozier & Associates Consulting Engineers were retained to provide engineering services in

support of the proposed development. Services were designed based on MOECC Design Guidelines, the Town of The Blue Mountains Engineering Design Standards (2009) and the existing conditions of the municipal system. The Functional Servicing Report (FSR) addressed the following:

a) Water Distribution System

Maximum water demands for the proposed development were estimated as follows:

- Average Day 0.26 L/sec
- Max Day 0.53 L/sec
- Peak Hour 1.19 L/sec

The proposed internal watermain will loop from the 400 mm diameter watermain on Lansdowne Street to the 400 mm diameter watermain on Huron Street, following the alignment of the servicing corridor. The internal watermain will comprise a 150 mm diameter pipe with individual lot services of appropriate size. Additional watermain modelling and hydrant testing may be required.

Fire flow protection will be provided via existing fire hydrants along the frontage of Lansdowne Street, and proposed fire hydrants on the Subject Lands.

b) Sanitary Sewer System

The maximum expected sanitary sewer flow for the proposed development is calculated to be 1.53 L/s. The proposed servicing strategy includes a gravity sewer connected to the existing manhole (SAN MH33) and 300 mm diameter sanitary sewer along Lansdowne Street North. A 200 mm diameter internal sanitary sewer will follow the internal roadway network with individual connections to each building. The proposed sanitary sewer will be sufficiently deep to drain units with basements. The FSR concluded that the existing sanitary sewer downstream of the Subject Lands is sufficiently sized to convey the proposed sewage generation.

c) Sanitary Storm Sewer System

The proposed internal drainage buffer has capacity to convey internal and external runoff through the Subject Lands. A 600 mm diameter culvert will convey stormwater from the property to the existing external ditch on Lansdowne Street North which has the capacity to

convey the increased runoff to Georgian Bay. Quantity controls will not be required due to the proximity of Georgian Bay.

Water quality controls will be provided by a treatment train consisting of lot level and end of pipe controls.

d) Grading, Erosion and Sediment Control

Internal preliminary grading has been completed to maintain the existing elevations of the Subject Lands. The grading for each lot will consist of rear to front drainage with side-yard swales graded at 2% (min.) to direct runoff from the lots towards the internal roadway and eventually to Georgian Bay. The internal roadway will be super elevated on the south and west side to allow water to flow towards the 6-metre drainage buffer. The drainage buffer will drain towards a proposed culvert crossing and into the existing Lansdowne Street North ditch. A 600 mm diameter culvert will be required, per Town standards for a ditch to ditch crossing. The overall master grading will be completed during detailed design.

Due to the proximity of the development to Georgian Bay erosion control is not required.

e) Traffic

The existing Bay Street roadway, west of the Subject Lands, features a modified urban cross-section which includes curb and gutter on the north side of the road and a drainage ditch on the south side. In order to match the existing infrastructure in the area, a similar roadway cross-section has been assumed for the proposed development. A 20 m ROW is proposed for the public roadways.

A one-way road network on Bay Street West running along northern edge of the proposed development will provide access to the site. The newly constructed Bay Street West will create a new intersection at Lansdowne Road North. The lands will continue to be municipally owned and would be assumed as an open and maintained municipal road as part of this approval process. The proposed road cross section consists of a 1.5 metre concrete sidewalk on the south and west sides of the road.

The traffic opinion concluded that, the proposed development is supportable from a transportation operations and safety perspective.

f) Utilities

Electrical, gas, telephone and cable are available in the area. Each utility will be responsible for completing the design of their distribution system.

4.3 Archaeological Impact Assessment – Amick Consultants Ltd.

Amick Consultants Ltd. undertook a Stage 1 – 2 Archaeological Impact Assessment to determine if any items of archaeological interest are associated with the Subject Lands. As a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered. Consequently, the following recommendations are made:

1. *No further archaeological assessment of the study area is warranted;*
2. *The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;*
3. *The proposed undertaking is clear of any archaeological concern.*

5.0 Planning Conformity Analysis

A review of planning documents must be undertaken in order to determine compliance of the applications to the Planning Act as well as the Provincial, County and Local Municipal planning policy. A review of the proposed Zoning By-law Amendment and Draft Plan of Subdivision in regards to the applicable planning documents made the following conclusions:

1. **The Proposed Development has Regard for Matters of Provincial Interest (Sections 2 and 3 of the Planning Act, 1990).** The proposed development provides an intensification development within an existing residential area on full municipal services, and expands the range of housing units available within the community. The development has been designed in consideration of the needs of community and the design of the surrounding uses.
2. **The Proposed Development is in the Public Interest.** The proposed development will assist the Town of the Blue Mountains in accommodating projected growth within the Town and will expand the availability and range of housing in the area. The development has been designed to ensure proper drainage of the property,

appropriate buffering of the use from adjacent residential uses and to maximize the use of the available land.

3. **The Proposed Development is Consistent with the Provincial Policy Statement 2014.** The proposed development is consistent with the Provincial Policy Statement (PPS) 2014. The PPS encourages intensification through infill development and directs development to appropriate locations within settlement areas like Thornbury that have access to full municipal services. The PPS also supports development that contributes to the creation of complete communities.
4. **The Proposed Development Conforms to the County of Grey Official Plan and the Town of the Blue Mountains Official Plan.** The proposed development conforms to the County of Grey Official Plan and the Town of the Blue Mountains Official Plan. The proposed development will appropriately accommodate projected growth within the Town of the Blue Mountains in a settlement area on full municipal services.

A detailed review of the applicable planning documents is provided in the following sections. The applications also must be measured against the zoning regulations and standards of the Town of the Blue Mountains Zoning By-law 2018-65.

5.1 Planning Act

The Planning Act includes sections that must be considered when reviewing development applications. In consideration of the proposed Draft Plan of Subdivision and Zoning By-law Amendment.

Section 2 requires approval authorities to have consideration for matters of “Provincial Interest” and provides a list of matters (see Appendix “A”). The studies undertaken for the proposed draft plan of subdivision support the development at the proposed location. The proposed location contributes to the efficient expansion of the Town by developing an intensification project on existing infrastructure. The design of the site considers the needs of surrounding community and the design of the surrounding uses. The proposed development will expand the availability and range of housing in the area. The density policies are met and not exceeded.

Under Section 3 of the Act, the Minister may issue policy statements on matters that the Minister believes are of provincial interest and, under **Section 3 (5) (a)**, decisions affecting planning matters "*shall be consistent with*" policy statements that are issued under the Act. In regards to the applications, the Provincial Policy Statement (PPS) 2014 is relevant and is addressed in the following section.

Under Section 16(3) and 35.1 of the Planning Act, municipalities are directed to include provisions within the Official Plan and the Zoning By-law to permit additional residential units to expand the availability of affordable housing in the Province. The proposed development may include additional residential units in the form of coach houses where the zoning is met.

Lastly, the Planning Act requires that regard be given to a list of criteria in **Section 51 (24)** when considering an application for draft plan of subdivision. Appendix "B" provides this checklist and demonstrates that the criteria have been considered. The proposed development is suitably located, conforms to the County and Local Official Plans, in the public interest and are appropriate for the efficient use of the land.

Summary of Planning Act Requirements:

The proposed development on the Subject Lands meets the requirements of the Planning Act RSO 1990 for the following reasons:

- ✓ Has appropriate regard for matters of Provincial Interest;
- ✓ Is consistent with the applicable provincial policies and plans;
- ✓ Supports the second unit requirements of the Planning Act.
- ✓ Appropriately considers the criteria of Section 51(24).

Compliance with the Planning Act RSO, 1990, therefore, has been demonstrated.

5.2 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) 2014 provides policy direction on land use planning and development matters of provincial interest and land use planning decisions accordingly must be consistent with the policies therein. The PPS promotes the development of strong, sustainable communities and a competitive economy while encouraging the wise use of resources and the protection of public health and safety. Growth is directed to settlement areas and intensification and re-development within identified growth areas is promoted. The

PPS emphasizes efficient development patterns that optimize the use of land, resources and infrastructure.

The settlement area of Thornbury is identified as a primary settlement area within the County of Grey and these settlements are the focus of growth and development within the County. A review of the development proposal in relation to PPS identified relevant policies within Section 1.0, Building Strong Healthy Communities, as follows:

- Section 1.1.1, Building Healthy, Livable and Safe Communities,
- Section 1.1.3, Settlement Areas,
- Section 1.2, Coordination,
- Section 1.4 Housing and
- Section 1.6, Infrastructure and Public Service Facilities.

The PPS also requires that the policies in Section 2.0, Wise Use and Management of Resources and Section 3.0, Public Health and Safety, be considered.

5.2.1 Building Healthy, Livable and Safe Communities

Section 1.1.1 of the PPS recognizes that healthy and safe communities are sustained by efficient development and land use patterns and the provision of a range of housing options. Development patterns that may cause environmental or public health and safety concerns should be avoided as well as land use patterns that may restrict the efficient expansion of settlement area. Efficient land use patterns are promoted to minimize land consumption.

Settlement areas are recognized as critical to the economic sustainability of communities and are the focus of growth and development. The PPS promotes their vitality and regeneration (**policy 1.1.3.1**). Land use patterns within settlement areas should be based on a mix of land uses and densities that:

- efficiently use land, resources, infrastructure and public facilities;
- minimize negative impacts on air quality and climate change;
- promote energy efficiency; and
- support active transportation.

Land use patterns also are based on a range of uses and opportunities for intensification and redevelopment and municipalities, in particular, are directed to promote these opportunities

where they can be appropriately accommodated (**policy 1.1.3.3**). Lastly, new development is directed to locate adjacent to existing built-up areas and “*shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities*” (**policy 1.1.3.6**).

The proposed site can be considered an intensification development located between existing residential uses on each boundary. The PPS, in particular, encourages intensification within growth areas, including infill development on vacant lots adjacent to existing development. The ability to construct a coach house, being an accessory structure that has a second unit, is available within the current Zoning By-law where all zoning provisions can be met. The second units will contribute to the provision of affordable housing in the community and will further intensify the development through the provision of second units on existing properties. The site is located within the Town limits and is located in close proximity to the Georgian Trail, a walking and biking trail that passes through the downtown. The location supports active transportation being located within a reasonable distance to downtown Thornbury and local amenities. The proposed semi-detached units promote compact development and will expand the range of residential uses in the area.

Section 1.2.6 of the PPS addresses the separation of incompatible land uses. A D4 Study is required with respect to a landfill site located to the west of the site. This study has been undertaken and the findings concluded that no impacts are anticipated.

Intensification and redevelopment is also supported by the housing policies in **Sections 1.4** and the infrastructure policies in **Section 1.6**. Municipalities are directed to support intensification and re-development and to encourage the provision of a range and mix of housing types and densities where infrastructure is available. Intensification and redevelopment are supported within settlement areas on existing municipal services wherever feasible. The proposed development will expand the range of housing options in the area and will provide affordable housing through the inclusion of permissions for second units where zoning provisions are met. The proposed development promotes the optimization of municipal infrastructure by developing an intensification development on serviced lands.

5.2.2 Wise Use and Management of Resources

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. A Stage 1-2 archaeological impact assessment was undertaken which confirmed that no archaeological resources are associated with the Subject Lands.

5.2.3 Protecting Public Health and Safety

The proposed development was reviewed in regards to the policies in **Section 3.0, Protecting Public Health and Safety**. No natural or man-made hazards have been identified on or near the site that will impact the proposed development.

Summary of Consistency with the Provincial Policy Statement, 2014

The proposed development on the Subject Lands is consistent with the Provincial Policy Statement, 2014 for the following reasons:

- ✓ Provides an opportunity for a compact residential infill development on a vacant lot adjacent to existing development;
- ✓ Expands the range of housing options and will provide affordable housing on existing full municipal services;
- ✓ Supports active transportation in the area being suitably located on active trails in proximity to downtown Thornbury;
- ✓ No natural heritage or cultural heritage resources concerns have been identified; and
- ✓ The D4 Study confirmed that no concerns exist in regards to the closed landfill located southwest of the Subject Lands.

Consistency with the Provincial Policy Statement 2014, therefore, has been demonstrated.

5.3 **Recolour Grey: Grey County Official Plan, June 2019.**

The new County of Grey Official Plan, Recolour Grey, was approved on June 6, 2019. The Subject Lands are identified as “Primary Settlement Area” on Schedule A – Land Use Types Map 3 (see Figure 3: County of Grey Official Plan).

The proposed Zoning By-law Amendment and Draft Plan of Subdivision were reviewed in light of the new Recolour Grey: County of Grey Official Plan and relevant policies were identified in

the following sections:

- Section 1: Opportunities, Vision and Principles
- Section 2: Managing Growth
- Section 3: Develop Grey
- Section 4: Live Grey
- Section 8: Move Grey
- Section 9: Our Tools

Grey County recognizes the challenges facing the County in regards to changing demographics, migration, farmland preservation, affordable housing, transportation options and economic opportunities. The new Grey County Official Plan was prepared to address the new and changing context and to address and plan for the next 20 years.

5.3.1 Section 1: Opportunities, Vision and Principles

Section 1 of the County Plan recognizes opportunities with the County including the challenges with the provision of affordable housing options (**policy 1.4.1.7**) and the provision of complete communities (**policy 1.4.1.8**). The Plan recognizes the high cost of housing in Ontario, prioritizing affordable housing, and the importance of designing communities to support access to a range of services, infrastructure and facilities including access to active transportation and open space. The design of the proposed development as semi-detached units is considered a more affordable housing form and additionally includes permissions for second units in the form of coach houses within appropriate units in the development. Furthermore, the Subject Lands are suitably located close to the Georgian Trail which provides a means of active transportation and provides access to other open space areas in the community. The lands are also in close proximity to the downtown core and municipal facilities.

The Vision and Principles in Section 1.5 identifies the themes “Develop Grey” and “Move Grey” focusing on settlement areas, such as Thornbury, where the majority of growth, essential services and businesses will be located. Move Grey focusses on supporting the transportation system to support the needs of Grey County residents by providing accessible transportation,

active transportation infrastructure, servicing and waste management. The proposed development promotes the growth and transportation policies of Recolour Grey.

5.3.2 Section 2: Managing Growth

Recolour Grey encourages the majority of growth to locate within settlement areas on full municipal services, promoting healthy and diverse communities where residents can live, work, learn, invest and play. Wise use and enhancement of existing infrastructure is emphasized and development may be limited based on the availability of services. Seasonal growth (cottages/second homes) continues to be an important consideration for Grey County.

Section 2.1 provides population growth projections on Table 1, projecting that the Town of the Blue Mountains will growth by 1840 persons (Table 1) and 930 households (Table 2) between 2018 and 2038. Seasonal recreational units are projected to increase 4300 units in the Town of Blue Mountains by 2036 (Table 4). Settlement Area Land Use types are divided into Primary and Secondary Settlement Area based on servicing capabilities, population and function. These areas will be the focus of permanent household growth.

The Town of Thornbury is recognized as a Primary Settlement Area in the County of Grey and, accordingly, will be the target of permanent household growth. The proposed development supports the policies of Recolour Grey by developing an infill site within an existing residential area on full municipal services.

5.3.3 Section 3: Develop Grey

Section 3.3 provides policies that direct growth within the Settlement Area Land Use Types. Recolour Grey promotes development forms and patterns which minimize land consumption and servicing costs to ensure development is compact in form and promotes the efficient use of land and provision of infrastructure. The County Plan recognizes that the vitality of settlement areas is critical to the long term economic prosperity of the County's communities. The majority of growth will be directed to settlement areas and, within settlement areas, will occur on full municipal services. Recolour Grey identifies five main land use types for areas of concentrated development:

1. Primary Settlement Areas
2. Secondary Settlement Areas
3. Inland Lake and Shoreline
4. Recreational Resort Area
5. Sunset Strip Area and Industrial Business Park

As already identified, the Town of Thornbury continues to be recognized as a primary settlement area in Grey County (**Table 5**). Primary settlement areas are described as:

"larger settlements with full municipal servicing, and a wide range of uses, services and amenities which are intended to be the primary target for residential and non-residential growth."

Section 3.4 provides general development policies that apply to all settlement areas. An intensification target of 10% is set for the Town of Thornbury (Table 6). The proposed development will support the Town of Blue Mountain in meeting this target.

The proposed development meets these criteria as follows:

- ✓ The Georgian Trail is located within walking distance to the south and the site is located within biking distance to the downtown;
- ✓ A one-way paved roadway will provides access to the site from Landsdowne Road North with an exit onto Huron Street West;
- ✓ The draft plan has been appropriately designed in consideration of energy conservation, snow removal and emergency vehicle access;
- ✓ The proposed development includes open space and stormwater management facilities; and
- ✓ The proposed development will expand the range of housing options available within the surrounding area and facilitate the provision of affordable housing.

Further policies include:

- **Section 3.4 6)** Development within growth areas should occur adjacent to the existing built-up area, have a compact form, mix of uses and densities and allow for the efficient use of infrastructure and public service facilities.
 - ✓ The proposed development is adjacent to the existing built-up area on full municipal services.
- **Section 3.4 9)** accommodate appropriate development in Settlement Areas in accordance with the servicing policies of this Plan.
 - ✓ The proposed development will be serviced by existing, full municipal services.
- **Section 3.4 10)** consider significant cultural heritage resources or areas of archaeological potential.
 - ✓ A Stage 1-2 Archaeological Impact Assessment was undertaken which did not discover any significant cultural heritage resources or areas of archaeological potential.
- **Section 3.4 14)** provide a range of types of housing, including detached, semi-detached, townhouse, and apartment units including affordable housing, range of alternative locations, forms and densities of housing and price ranges to meet a variety of housing needs.
 - ✓ The proposed development will expand the range of housing options available in Thornbury and contribute to affordable housing through the development of second units in some of the proposed units.
- **Section 3.4 15)** Development within the built-up areas may be of higher density but should be compatible with adjacent residential areas.
 - ✓ The proposed development has been designed to be sensitive to the surrounding uses. The proposed built form is similar to other uses in the area.
- **Section 4.3 15)** Settlement form and building design must consider conservation in energy, water and wastewater management, public transit, the integration of paths and trails, bicycle routes, a compact and convenient design which encourages walking, the incorporation of natural heritage features and areas, public safety and the preservation of public access to shorelines.
 - ✓ The design of the development has been undertaken in consideration of conservation and access to recreational amenities.

Policies for Primary Settlement Areas are included in **Section 3.5**. The Official Plan promotes the development of settlement areas for a full range of land uses and directs growth to these areas. Recolour Grey also sets a minimum development density of 20 units per net hectare for new development in Primary Settlement Areas and strongly encourages intensification in **Section 3.5 (6)** through the following:

- a) *brownfield redevelopment;*
- b) *As-of-right' permissions for second units;*
- c) *Development of vacant and/or underutilized lots within previously developed areas;*
and
- d) *Expansion or conversion of existing buildings.*

New construction through intensification must consider the existing built and physical environment and be compatible with the surrounding land uses.

The proposed development conforms to the policies of the Recolour Grey - County Official Plan by proposing the development of semi-detached units on an infill site within an existing residential area on existing services at a density of 22 units per ha. The proposed development will add to the range of housing in the area. The provision of second units will be incorporated into the design of units, providing a further housing option. The Georgian Trail is located nearby for biking and walking and the site is convenient to local amenities and the downtown core of Thornbury. The design of the proposed development will be sensitive to the surrounding uses and will be designed in such a way as to be sensitive to the existing environment and conservation and urban design principles.

5.3.4 Section 4: Live Grey

Section 4 of Recolour Grey County Official Plan provides policies that direct the provision of housing in Grey County. The new 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).

Intensification is encouraged primarily in Primary Settlement Areas through a strategic approach to revitalize downtown areas and retain the small town character as follows:

- **Section 4.1 2)** - facilitating intensification in all areas of settlements including underutilized lands;
 - ✓ The proposed development provides an opportunity for infill development within Thornbury.
- **Section 4.1 4)** - encouraging intensification within Primary Settlement Areas along major roadways and arterial roads;
 - ✓ The new paved roadway will have access from Lansdowne Avenue North to Huron Street West.
- **Section 4.1 5)** - encouraging the conservation of cultural heritage and archaeological resources;
 - ✓ No cultural heritage or archaeological resources are associated with the Subject Lands.
- **Section 4.1 6)** - encouraging intensification that results in new rental accommodation;
 - ✓ Second units within the unit or an accessory structure will be a design option and will provide an opportunity for rental accommodation.
- **Section 4.1 7)** - addressing Healthy Community checklist is included in this section that developers will be required to consider:
 - *supporting mixed land use by integrating a variety of residential development within 800 meters of retail, recreational centres, parks and public spaces,*
 - *including a variety of affordable housing options, prioritizing those available for low income households,*
 - *committing to the preservation of the natural heritage system by maintaining existing trees, soil integrity and landscaping using native species, and*
 - *including cycling infrastructure, such as bike lanes, paved shoulders, bicycle parking and signage; and,*
 - ✓ Affordable housing has been considered. The Subject Lands are suitably located within distance from the downtown. The site has been designed in consideration

of the natural environment and is easily accessible to the Georgian Trail.

- **Section 4.1 9))** states that development must be cost effective, environmentally sound, sustainable, and compatible with existing uses; and
- **Section 4.1 10)** adequate infrastructure must be available.
 - ✓ The proposed development will be based on existing municipal services and the proposed development is similar to other uses in the area.

Section 4.2 provides policies for Affordable Housing in the County, recognizing that secondary suites, like coach houses, will provide the bulk of affordable housing opportunities in the County. Affordable housing is encouraged to locate in proximity to downtown centres and the County would like to achieve a minimum target of 30% of new housing or units be affordable in each local municipality. The proposed development will aid the Town of the Blue Mountains in achieving this target.

Section 4.2.5 recognizes that second units increase the supply and range of affordable rental accommodation and provide alternative housing options, increase the efficiency of housing stock and offer affordable housing options. Recolour Grey recognizes that the Planning Act requires that Official Plans and Zoning By-laws must permit additional residential units and directs municipalities to develop local policies in this regard. The County is generally permissive of second units provided development meets zoning provisions.

5.3.5 Section 8: Move Grey

Section 8 provides policies that guide the provision of transportation services in the County of Grey. The Plan recognizes that the County is a large area and moving around the County can be challenging.

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 22 semi-detached units with shared driveways (11 driveway entrances). Access will be provided via a one-way paved road that will include an entrance from Lansdown Street North and an exit to Huron Street West. The access and the site will be designed to meet all required standards and will integrate well with the surrounding uses.

Section 8.4 provides policies that encourage Active Transportation. **Section 8.4 2)** 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 walking distance to the Georgian Trail located to the south of the site. Sidewalks will be integrated within the design of the proposed development.

Although not technically associated with transportation, **Section 8.9.1** provides policies that guide the provision of services, identifying the preferred form of servicing as full municipal services. Stormwater management studies or other similar studies are required to prevent flooding or erosion, and the deterioration of environmentally sensitive watercourses (Stormwater Management, **policy 8.9.2**). Stormwater Management was addressed in the CF Crozier technical submission, providing details on the design of the stormwater management system that adequately convey stormwater from the proposed development.

Finally, Recolour Grey also requires that a D-4 Study be undertaken to assess the potential impacts of the nearby abandoned landfill site (**policy 8.10.1 4)**). As was discussed in the previously, a D-4 Study was undertaken and is included as part of the technical submission.

5.3.6 Section 9: 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 Subdivision has been designed in consideration of the criteria in Section 9.13.

Summary of Conformity to Recolour Grey County of Grey Official Plan.

- ✓ Contributes to the “Grow Grey” policies of the County Plan by developing an infill site and creating additional housing within a settlement area on full municipal services;
- ✓ Supports the policies of “Live Grey” by expanding the range of available housing and providing affordable housing within the County;
- ✓ Conforms to the “Move Grey” policies in the County Plan. The Functional Servicing Report and the Traffic Impact Analysis confirmed the ability of the site to support the development;
- ✓ Site design ensures compatibility between uses and will ensure the appropriate drainage of the site; and
- ✓ The D4 Study confirmed no impacts of the closed landfill site.

Conformity to the Recolour Grey County of Grey Official Plan, therefore, has been demonstrated.

5.4 Town of the Blue Mountains Official Plan

The Town of 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 Plan is divided into four sections:

1. Part A – Vision, Strategic Objectives and Land Use Concept
2. Part B – Land Use Designations
3. Part C – Water Environmental and Hazard Policies
4. Part D – General Development Policies.

The TBMOP designates the subject property as “Community Living Area” (see Figure 4: Town of the Blue Mountains Official Plan). The Town of Thornbury/Clarksburg is the primary settlement area in the Town of the Blue Mountains and will absorb the majority of the growth. All new

development must respect the character of the community and the established neighbourhoods while making efficient use of infrastructure.

A review of the Plan identified relevant policies in all four sections

5.4.1 Part A – Vision, Strategic Objectives and Land Use Concept

Section A1.1 provides the Guiding Principles for the Town of the Blue Mountains. This section states that development and re-development must be compatible with the surrounding neighbourhood in terms of scale, density and built form. The proposed development has been designed in consideration of the surrounding land use form which is comprised of single detached homes to the north and south and townhouses to the east.

The goals and objectives of the Blue Mountain Official Plan are identified in Section A3. Growth and Settlement (**policy A3.3**) directs growth and development to areas where full municipal services are available and supports the efficient use of land in these areas. Infilling that is appropriately designed at appropriate locations is encouraged. Development must be compatible with the scale and density of existing development (**policy A3.4 3**) and the development of compact neighbourhoods with an appropriate mix of housing types is encouraged (**policy A3.4 4**). The provision of a full range of housing opportunities is also identified as a goal of the Town of the Blue Mountains (**policy A3.10**). The proposed development supports the goals and objectives of the Plan by expanding the housing units in the Town and providing affordable housing through potential second units as a design option. The development has been compactly designed to be sensitive to the existing development in the area through the use of buffers and a design that fits in with the surrounding homes, at a similar density to other uses in the area.

The subject property is designated as “Community Living Area” (see Figure 4 - Town of Blue Mountain Official Plan) which are defined as “*existing and planned residential development and complementary uses on full municipal services within the Thornbury-Clarksburg settlement area*” (**policy A4.1**, Urban Designations, **A4.1.1** Community Living Area).

5.4.2 Part B – Land Use Designations

Part B of the Plan provides policies that guide land uses in the Town, including General Policies in Section B2.7 which govern accessory apartments. One accessory apartment is permitted in a single detached, semi-detached or townhouse dwelling, or within a detached accessory building where:

- a) the accessory apartment meets the relevant requirements of the Town, and the Ontario Building Code and Fire Code;
- b) there is sufficient space on the lot to provide one additional parking space for the accessory apartment;
- c) the residential nature of the existing residential buildings and structures are maintained;
- d) the floor area of an accessory apartment is limited by the Zoning Bylaw;
- e) the accessory apartment has no more than two bedrooms;
- f) Adequate water and sewer services are available;
- g) The accessory apartment is proposed in a detached building, site plan control shall apply. The structure shall be located within the existing building cluster; and
- h) In the Niagara Escarpment Plan Area where such accessory apartments are permitted by the Niagara Escarpment Plan.

The potential second units can meet all requirements of the Town with sufficient parking and will be on full municipal services.

The policies that guide development in the Community Living Area designation are provided in **Section B3.1**. This section reiterates the goals of maintaining and enhancing the character of settlement areas and promoting the efficient use of infrastructure through intensification. The policies also aim to maintain the community's low (height) profile and low density (**policy B3.1.1**). A variety of residential uses are permitted including semi-detached dwellings and accessory apartments in semi-detached dwellings subject to Section B2.7 as discussed above (**policy B3.1.3**). **Section B3.1.4** identifies the permitted density and maximum height for semi-detached buildings in the Community Living Area as being 15 – 35 units /gross ha and a height of 2.5 storeys. The proposed development will create a density of 22 units/gross ha and will be not greater than 2.5 storeys in height and, therefore, will meet the requirements of this section.

Section B3.1.5 provides policies that guide Infill, Intensification and Greenfield Development. Infill development may be permitted where the proposed development respects the scale and built form of the surrounding neighbourhood and conforms to the policies of the Plan. Infill development may be permitted for the creation of single detached lots between existing residential development provided Council is satisfied with the following (**policy B3.1.5.2**):

a) *the proposed development, including building form and density, is compatible with the character of the existing neighbourhood;*

- ✓ The proposed development is compatible with, and has been designed to reflect the character of the surrounding area. The lot frontages and areas meet the zone provisions. Single detached residential uses to the north will be buffered by a municipal road including a landscape block, lands to the east which is the multi-unit development will also be separated by a municipal road and landscape block – and will face the side of the end unit. The single detached units to the south (on Huron Street West) will abut backyards, where the proposed lot have significant back yard depths.

b) *new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;*

- ✓ The design of these units will take into consideration massing, location and height. Massing can be considered as part of the architectural design process. These semi-detached units can be designed to resemble large single detached units. The following are design elements that can be incorporated: the units can be massed as large houses, composed principally of two or two-half storey volumes, characterized by simple rectangular forms oriented to the street with pitched roof forms, each designed to house scale; The main entrance to each dwelling will be accessed directly from the frontage sidewalk; Building elevations can be designed to provide at least one horizontal and one vertical plane break; Landscape treatments for the frontage shall accentuate individual unit entrances; The backyards provide amenity space for each semi-detached unit.

c) *proposed building height reflects the pattern of heights of adjacent housing and shall not exceed two storeys;*

- ✓ The proposed semi-detached units will be 2-2.5 storeys in height which is typical of the residential uses in the area.
- d) *a similar lot coverage to adjacent housing is provided to ensure that the massing or volume of the new dwelling reflects the scale and appearance of adjacent housing;*
 - ✓ The lot coverage will be met as per the zoning requirements. The lots are deep and as such setbacks and coverage are attainable. In terms of massing previous comments take into consideration massing. It is anticipated that architecture control will apply to this development to ensure the Town approves the design.
- e) *the predominant or average front yard setback for adjacent housing is maintained to preserve the streetscape edge, and character;*
 - ✓ The front yard setbacks will be met as per zoning requirements. The front yards of these units will not abut other residential as only rear yards are adjacent.
- f) *similar side yard setbacks are provided to preserve the spaciousness on the street;*
 - ✓ The zoning setbacks will be met. Based on the road design, the streetscape will be typical with a 20 m road allowance, and the landscape and drainage block will physically appear more spacious with less road platform proposed compared to a standard urban street.
- g) *the frontages of new interior lots are generally no less than 70% of the average lot frontages on the same side of the public road to provide for, to the greatest extent possible, appropriate separation between new and existing dwellings;*
 - ✓ No interior lots are included in the proposed site plan.
- h) *the frontages of new corner lots are generally no less than 80% of the average lot frontages on the same side of the public road to provide for an appropriate setback from the exterior side lot line;*
 - ✓ No new lots are being created.
- i) *the depth of the new home provides for a usable sized rear yard amenity area and minimizes the potential impacts of the new home on the enjoyment of adjacent rear yards;*
 - ✓ A rear yard amenity area will be included in the design of the development which will act as a buffer from uses to the south. A landscape buffer will be included on the outside perimeter of the development to provide a visual buffer

between the proposed development and existing residential uses to the north and the east.

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

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

k) *existing trees and vegetation will be retained and enhanced where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood; and,*

- ✓ The proposed design of the property includes a landscape buffer along the northern and eastern edge of the Subject Lands which will include trees and vegetation to visually buffer the proposed development from adjacent properties.

l) *the proposed development will not create a traffic hazard or an unacceptable increase in traffic on local roads.*

- ✓ There are no traffic concerns associated with the proposed development as discussed in the Traffic Brief.

5.4.3 Part C – Water Environmental and Hazard Policies

Section C5, Stormwater Management, requires a stormwater management plan be prepared for major development and provides guidelines for SWM reports. Stormwater management facilities for condominium *developments* may be privately owned and maintained but an agreement with the Town may be required as a condition of approval to ensure their continued maintenance.

The Functional Servicing Report addressed stormwater management for the proposed development. The report confirmed that the site can be designed to adequately convey stormwater from the Subject Lands. Details on stormwater management are provided in Section 4.2 of this report.

An abandoned landfill exists to the southwest of the subject property. An assessment may be required for new buildings and structures within 500 m of the site (**Section C10**, Solid Waste Disposal Areas) which considers the potential impact of methane gas migration, dust, odour or other nuisance factors, traffic impacts, groundwater contamination factors or leachate migration from the landfill site. A D4 analysis was required and undertaken, confirming that no concerns exist in regards to the abandoned landfill.

5.4.6 Part D – General Development Policies

Finally, Part D includes general development policies which must be considered. **Section D1.2**, Preferred Servicing in Settlement Areas states that full municipal services are the preferred form of servicing for development and that prior to the approval of new development, Council must be satisfied that services are available. Municipal services are available to the proposed development and the proposed design includes connections to these services.

Section D3, Cultural Heritage provides policies for the preservation of cultural heritage resources in the Town of Blue Mountains. A Stage 1-2 Archaeological Impact Assessment was undertaken which concluded that no significant heritage or archaeological resources are associated with the Subject Lands.

Community design policies are detailed in **Section D5**. Policies in this section reflect the general intent of the plan to promote development that is based on good design principles and encouraging 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 address all urban design standards.

Finally, **Section D7, Housing** includes policies that guide the provision of appropriate and adequate housing in the Town of Blue Mountain. It is the policy of the Plan to 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 semi-

detached units and will contribute to affordable rental housing through the provision of coach houses in select units.

Summary of Conformity to the Town of Blue Mountains Official Plan.

- ✓ Supports the growth management policies of the Official Plan by providing a compact, infill development on full municipal services abutting existing residential development;
- ✓ Expands the range of housing available within the Town and will provide affordable, rental housing on full municipal services. The zoning by-law amendment will include provisions to regulate the development of coach houses on select units;
- ✓ A Functional Servicing Report was submitted with the applications which provided servicing and stormwater management details and confirmed the ability of the site to support the proposed development; and
- ✓ The site design will ensure compatibility between uses and will ensure the appropriate drainage of the site.

Conformity to the Town of Blue Mountains Official Plan, therefore, has been demonstrated.

5.5 Town of the Blue Mountains By-law 2018-65

An application for a zoning by-law amendment has been submitted to the Town that will rezone the property from R1-1 to Residential 2 Zone (R2), which permits semi-detached residential units. The proposed development will be required to meet the R2 Zone provisions as follows:

Zone Provision	R2 Zone Provisions	Proposed
Minimum Lot Frontage	9 m	MET
Minimum Lot Area	350 m ²	MET
Minimum Front Yard	6 m	MET
Minimum Interior Side Yard	1.2 m *	MET
Minimum Exterior Side Yard	3 m	MET
Minimum Rear Yard	6 m	MET
Maximum Height	9.5 m / 2.5 stories	MET
Parking	2/unit	MET

- * Required on one side only.

The draft plan provides for the 22 semi-detached units which will meet the requirements of the R2 Zone Provisions.

6.0 Conclusions

This Planning Report has been prepared in support of the proposed development. The proposed applications are consistent with the Provincial Policy Statement, 2014 and conform to the Grey County Official Plans and the Town of Blue Mountains Official Plan.

Based on the above review, it is our opinion that the proposed development is in conformity with the applicable planning documents and is good planning.

Respectfully Submitted,

LOFT PLANNING INC.



Kristine A. Loft, MCIP RPP
Principal

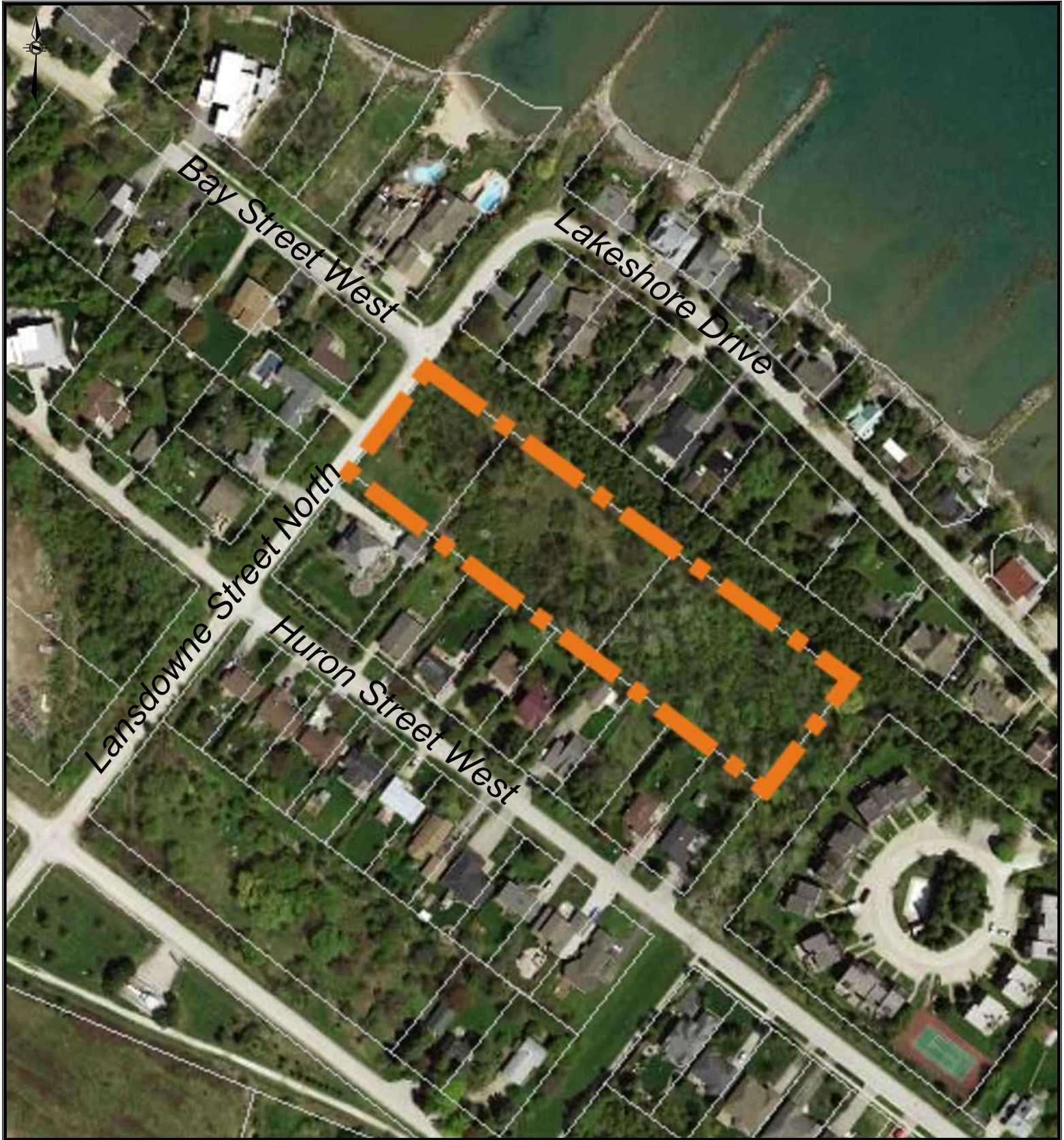


Figure 1 - Aerial
 Town Plot Lots 35 to 39 Bay: W/S,
 Town of the Blue Mountains

Agent:

LOFT PLANNING INC
 Land Use Planning | Project Management
 loftplanning.com 705.446.1168

Project:

ABB.16415

Date:

November 2019

Scale:

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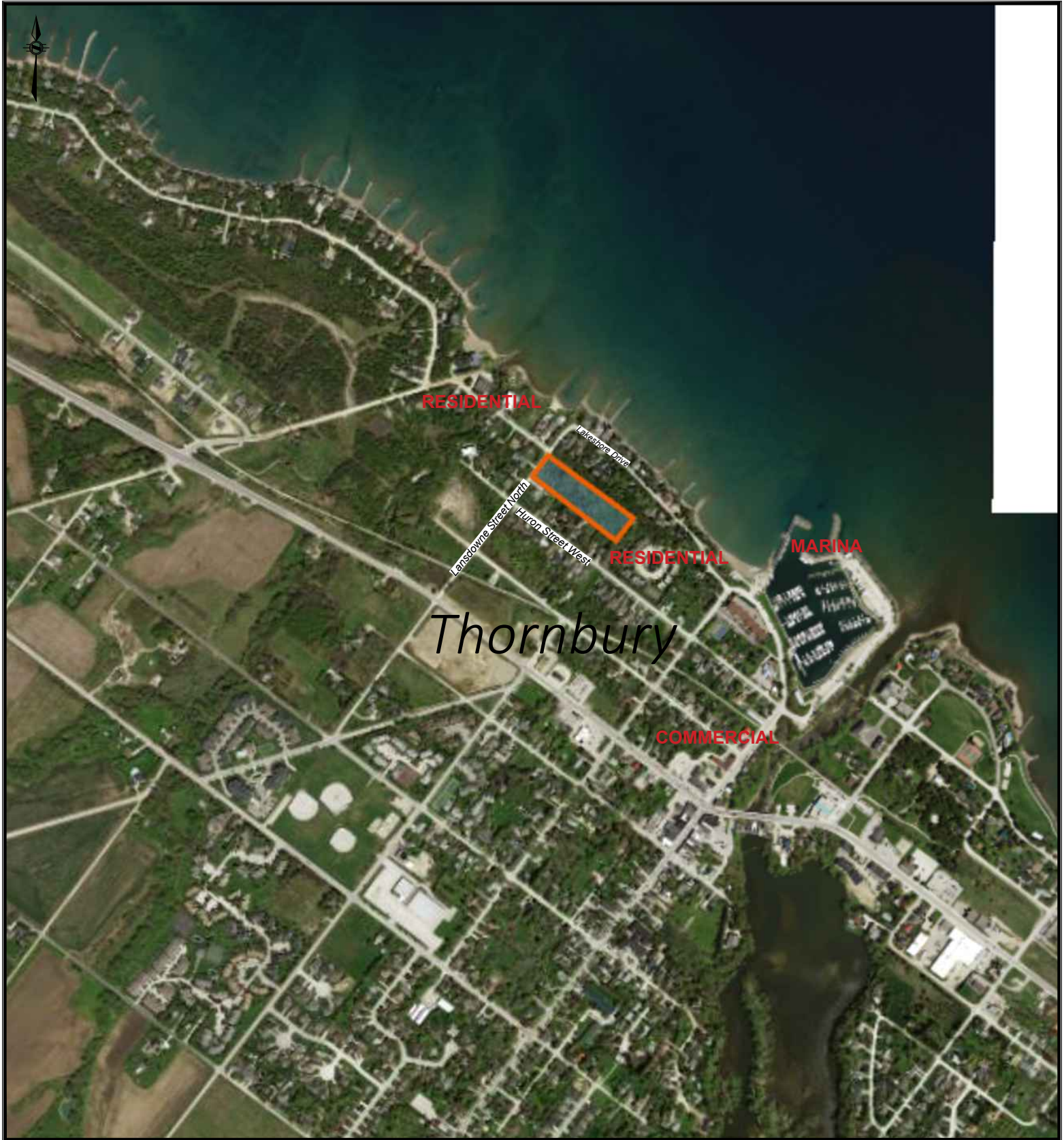


Figure 2 - Surrounding Lands
 Town Plot Lots 35 to 39 Bay: W/S,
 Town of the Blue Mountains

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 Land Use Planning | Project Management
 loftplanning.com 705.446.1168

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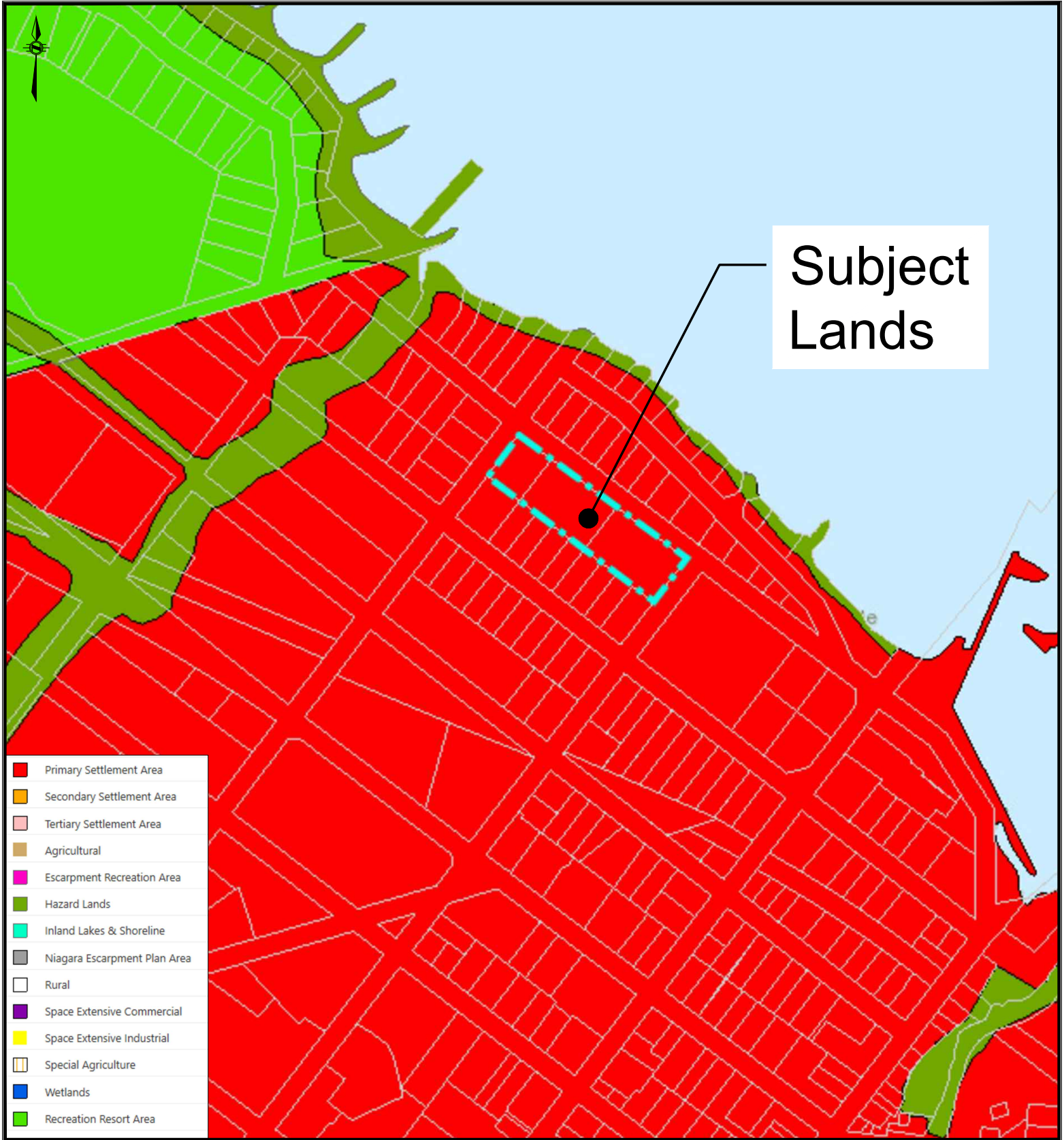


Figure 3 - Grey County Official Plan
 Town Plot Lots 35 to 39 Bay: W/S,
 Town of the Blue Mountains

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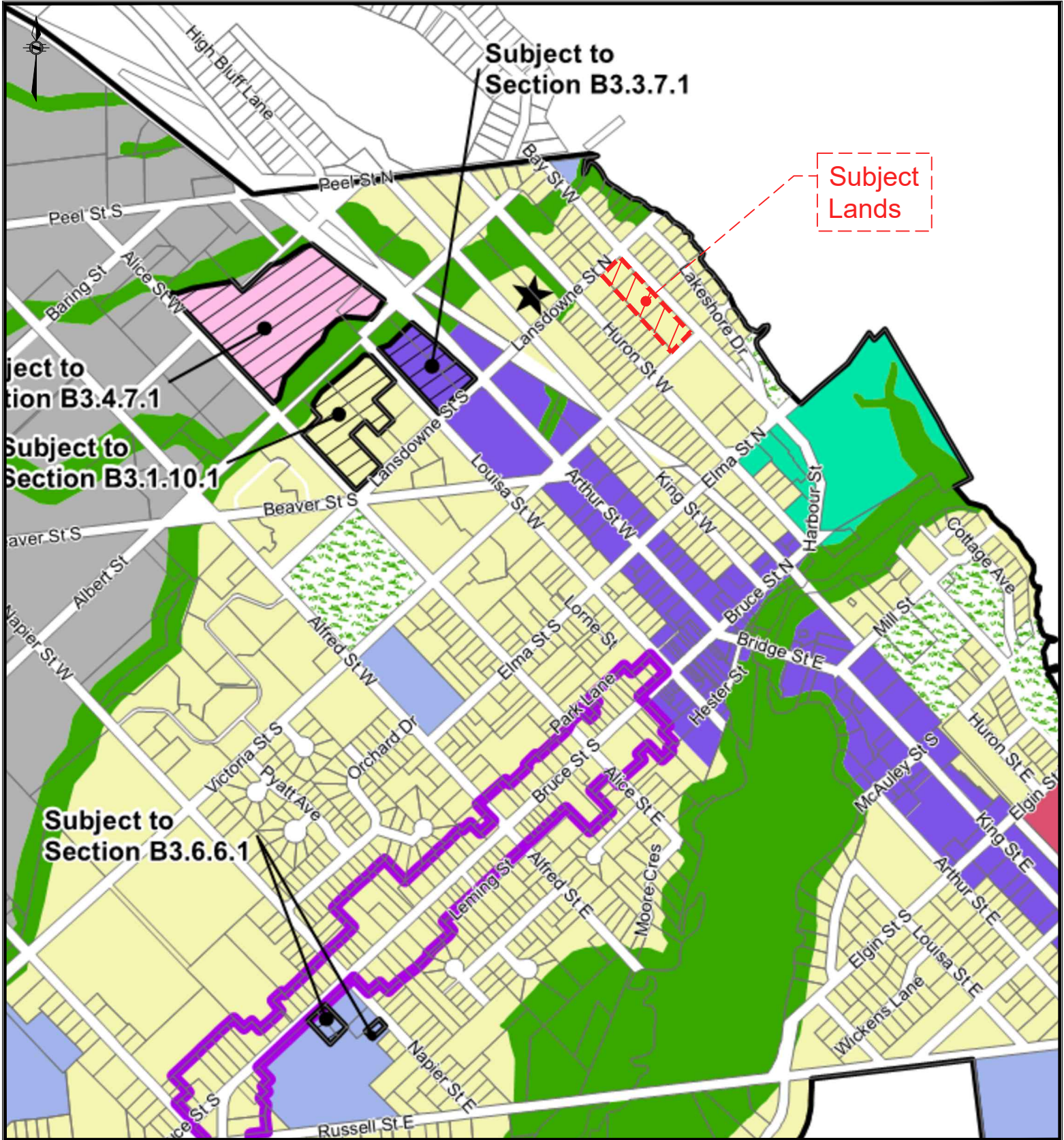
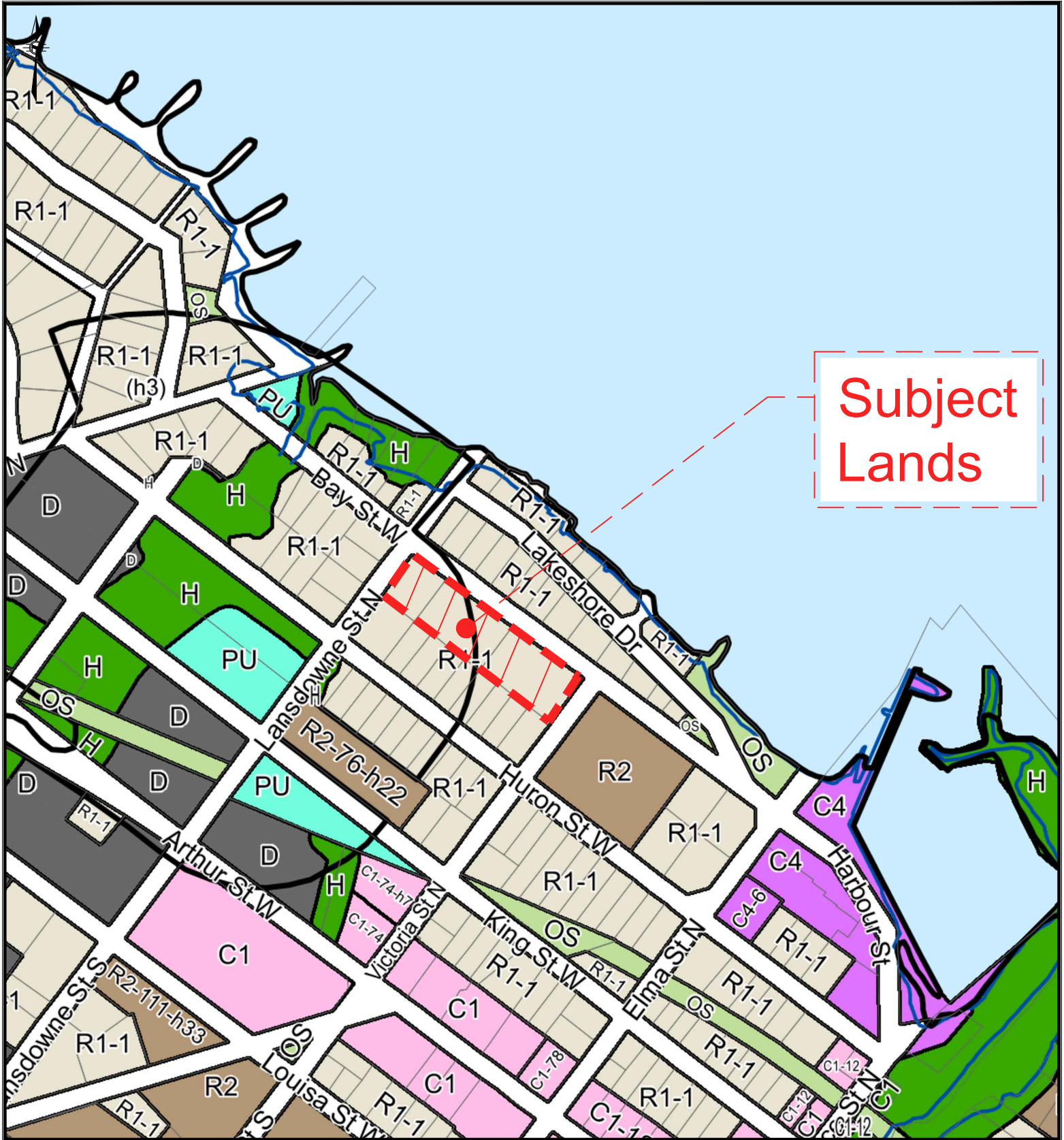


Fig. 4 - The Blue Mountains Official Plan
 Town Plot Lots 35 to 39 Bay: W/S, Town
 of the Blue Mountains

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**Subject
Lands**

Figure 6 - Zoning By-law
Town Plot Lots 35 to 39 Bay: W/S,
Town of the Blue Mountains

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Land Use Planning | Project Management
loftplanning.com 705 446.1168

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Date:

November 2019

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SCHEDULE: RE: SECTION 51 - THE PLANNING ACT.

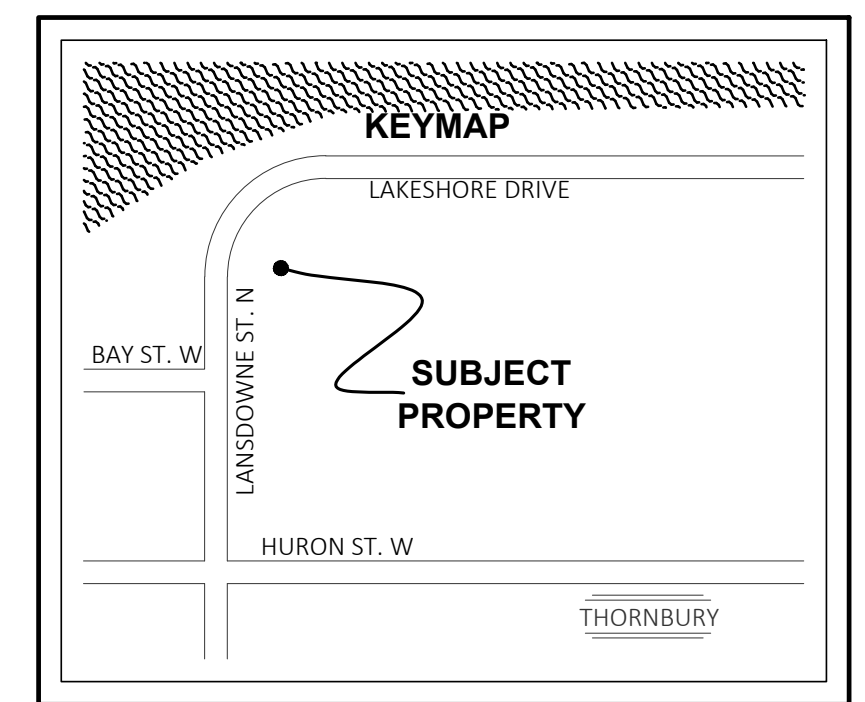
- (a) BOUNDARIES AS SHOWN
- (b) WIDTHS OF ROADS AS SHOWN
- (c) KEY PLAN AS SHOWN
- (d) RESIDENTIAL SEMI-DETACHED LOTS
- (e) RESIDENTIAL
- (f) DIMENSIONS OF UNITS AS SHOWN
- (g) NATURAL FEATURES N/A
- (h) MUNICIPAL WATER AVAILABLE
- (i) GRAVEL AND LOAM
- (j) CONTOURS AS SHOWN
- (k) ALL MUNICIPAL SERVICES AVAILABLE
- (l) NIL

LAND USE SCHEDULE

DESCRIPTION	UNITS	LOTS/BLOCKS	AREA (ha.)
Semi-Detached Residential	22	LOTS 1-11	1.01

LEGAL DESCRIPTION
ALL OF LOTS 35, 36, 37, 38, AND 39
SOUTHWEST SIDE OF BAY STREET
TOWN OF THORNBURY
COUNTY OF GREY

SCALE 1 : 300
 VAN HARTEN SURVEYING INC.



OWNER'S CERTIFICATE
 TAMMY ABBOTTS AUTHORIZES THE SUBMISSION OF THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF THORNBURY PLANNING DEPARTMENT.

 TAMMY ABBOTTS DATE

SURVEYOR'S CERTIFICATE
 I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

 JAMES M. LAWS, O.L.S.
 Van Harten Surveying Inc. DATE SEPTEMBER 5, 2019

Van Harten SURVEYING INC.
 LAND SURVEYORS and ENGINEERS

Elmira Orangeville
 Ph: 519-669-5070 Ph: 519-821-2763
 www.vanharten.com info@vanharten.com

DRAWN BY: S.J. CHECKED BY: JML. PROJECT No. 2565-18
 Sep 12, 2019 9:38am
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METRIC:
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

The Corporation of the Town of the Blue Mountains By-law Number 2019-____
Being a by-law to amend Comprehensive Zoning By-law 2018-65
of the Town of the Blue Mountains

Whereas, the Council of the Corporation of the Town of the Blue Mountains deems it in the public interest to pass a by-law to amend By-law 5000; and,

Whereas, pursuant to the provisions of Sections 34 & 36 of the Planning Act R.S.O. 1990, as amended, by-laws may be amended by Councils of Municipalities; and,

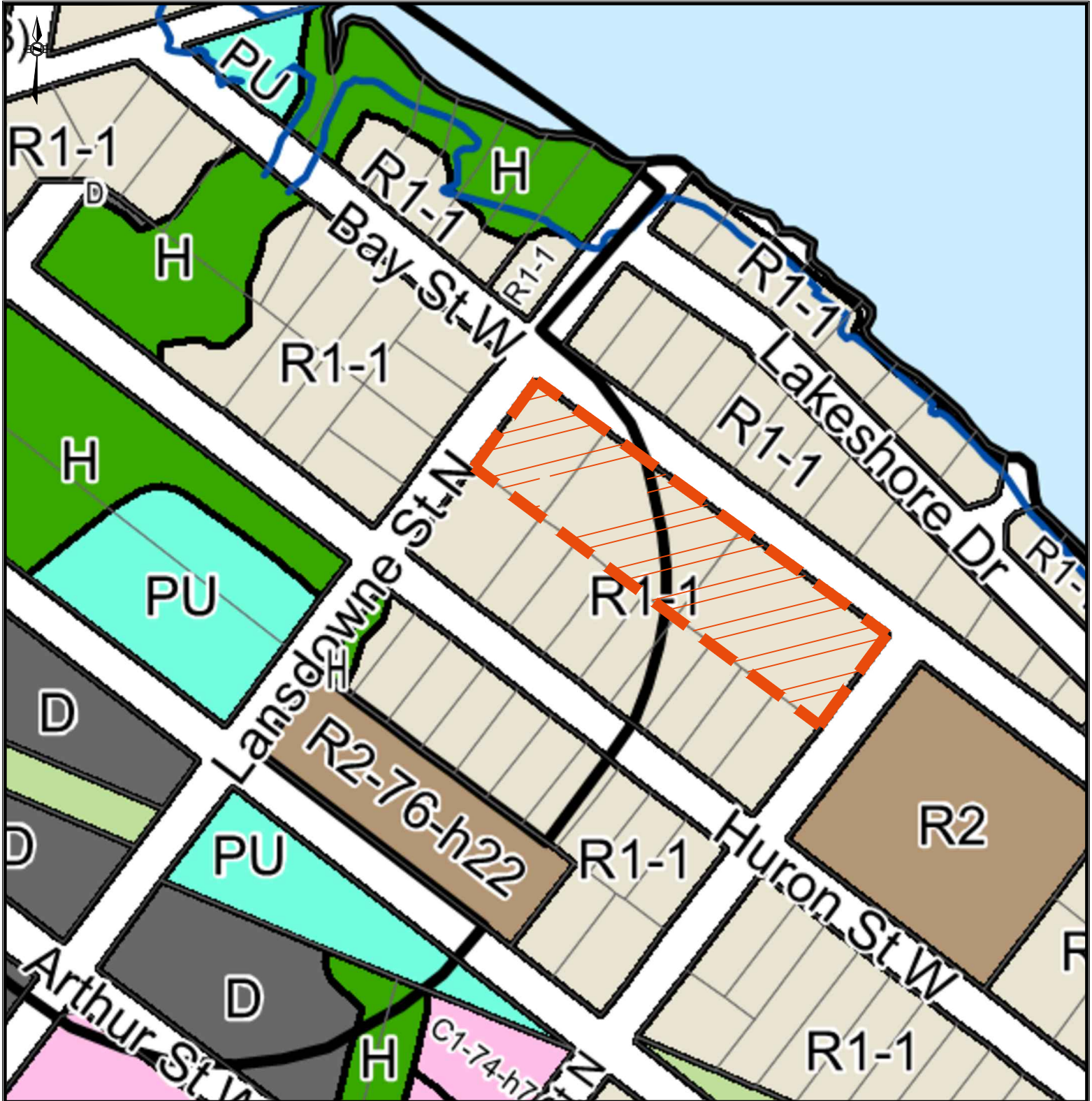
The Council of The Corporation of the Town of the Blue Mountains enacts as follows:

1. Schedule A – Map 8 to By-law 2018-65 is hereby amended by amending the zoning on the subject lands described as Town Plot Lots 35 to 39 Bay: W/S, former Town of Thornbury, Town of the Blue Mountains and shown on Schedule “A”, affixed hereto from Residential (R1-1) to Residential (R2) Zone.
2. Schedule “A-1” and all notations thereon, are hereby declared to form part of this By-law.
3. This by-law shall come into force and take effect upon being passed by Council, pursuant to the Planning Act, R.S.O. 1990, as amended.

Read a first, second and third time and finally passed this day of 2019.

Mayor

Clerk



R1-1 to R2

Schedule A1 -
Zoning By-Law Amendment

Agent:

LOFT PLANNING INC
Land Use Planning | Project Management
loftplanning.com 705.446.1168

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Date:

November 2019

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