

Staff Report

Report To: City Council
Report From: Sabine Robart, Senior Planner
Meeting Date: July 25, 2022
Report Code: CS-22-101
Subject: Recommendation Report for Draft Plan of Subdivision 42T-20501 and Zoning By-law Amendment No. 34 and 35 for lands at 1409 and 1415 8th Street East

Recommendations:

That in consideration of Staff Report CS-22-101 respecting Draft Plan of Subdivision 42T-20501 for Plan a Subdivision and Proposed Zoning Amendments No. 34 and 35 to establish site and building specific zone regulations which will apply to the single detached, townhouse and multi-unit (apartment) dwellings and to remove the "Holding" (H) provision for lands at 1409 and 1415 8th Street East, City of Owen Sound, City Council:

1. Finds that the applications are consistent with the Provincial Policy Statement, as well as the goals and objectives and intent of the County and City Official Plans, and has considered the staff recommendations and the written and oral submissions made;
2. Grants draft plan approval to Draft Plan of Subdivision 42T-20501 prepared by Bousfields Inc. dated June 13, 2022 attached in Schedule 'D' subject to the conditions outlined in Schedule 'E';
3. Directs staff to give notice of Draft Plan of Subdivision approval in accordance with Sec. 51 of the *Planning Act*;
4. Directs staff to bring forward by-laws to adopt Amendments No. 34 and 35 to the City's Zoning By-law No. 2010-078; and

5. Directs staff to give notice of the passing of Zoning By-law Amendments No. 34 & 35 in accordance with Section 34 of the *Planning Act*.

Highlights:

- Applications for a Draft Plan of Subdivision, Zoning By-law Amendment and Zoning By-law Amendment – Removal of a Holding (H) Provision has been submitted by Flato Owen Sound Community Inc. through Bousfields Inc. for 1409 and 1415 8th Street East for the creation of a mixed-use subdivision having 199 blocks/lots.
- The developer refers to the development as Greystone Village.
- The purpose of the applications is to facilitate the development of a Plan of Subdivision with approximately 716 dwelling units in a variety of residential types and tenures as well as three arterial commercial blocks. The proposal includes the extension of 15th Ave E, 16th Ave E, 6th St E and 7th St E, the construction of local roads, two park blocks, a stormwater management system, and the realignment of an existing drainage channel.
- The effect of Zoning By-law Amendment (ZBA 35) is to amend the City's Zoning By-law (2010-078, as amended) to establish site and building specific zone regulations which will apply to the single detached, townhouse, multi-unit unit (apartment) dwellings.
- The effect of Zoning By-law Amendment (ZBA 34) application is to amend the Zoning By-law to remove the Holding provision on the subject lands. The Holding provision was applied to ensure the logical progression of development and the orderly extension of municipal services.
- A Public Meeting was held on February 14, 2022.
- Staff recommend approval of the applications subject to the recommended conditions of Draft Approval as outlined in Schedule 'E'.

Strategic Plan Alignment:

Legislated review process.

Previous Report/Authority:

[City of Owen Sound Official Plan \(2021\)](#)

Staff Report CS-22-101: Recommendation Report for Draft Plan of Subdivision 42T-20501 and Zoning By-law Amendment No. 34 and 35 for lands at 1409 and 1415 8th Street East

Background & Proposal:

Applications for a Draft Plan of Subdivision, Zoning By-law Amendment and Zoning By-law Amendment for the Removal of a Holding (H) Provision have been submitted by Flato Owen Sound Community Inc. through Bousfields Inc. for 1415 8th Street East for the creation of a mixed-use subdivision having 199 blocks/lots. The development is referred to as Greystone Village.

Property Description

The 29.6 ha subject property is located at 1409 & 1415 8th St E. The lands are currently used for agricultural purposes (cash cropping) and contain two single detached dwellings. The lands have 708 m of frontage on 8th Street East (County Road 5). A wet/swampy area is located in the southwest corner drains the surrounding area. A drainage channel which crosses the property from the southwest corner to the approximate middle of the eastern property line conveys the water from the wet area to a tributary of Bothwell's Creek on the adjacent lands to the east (draft approved Redhawk subdivision).

Surrounding land uses include:

- North: Institutional (Sydenham Campus, Georgian College, East Ridge Community School, Grey Bruce Health Services – Owen Sound Hospital, Enbridge Union Gas)
- East: Vacant residential (draft approved Redhawk residential subdivision)
- South: Vacant rural (the lands to the south are farms abutting superior – have buildings) subject to Niagara Escarpment Commission as well as a Hydro One network corridor
- West: light industrial & commercial (MacLean's Manufacturing, Bellwyck Packaging, Makwa- Cahill)

The subject lands are designated 'Residential' and 'Arterial Commercial' in Schedule 'A' of the City's 2021 Official Plan. The lands are located within Phase I of the Sydenham Heights Planning Area and are further refined to

'Low Density Residential', 'Medium Density Residential', 'High-Density Residential' and 'Arterial Commercial' in Schedule 'A2' of the 2021 OP.

The City's Zoning By-law (2010-078, as amended) zones the subject lands as:

- 'Medium Density Residential' (R4) with Special Provision 14.24 and Holding Provision,
- 'Multiple Residential' (MR) with Special Provision 14.32 and Holding Provision,
- 'Arterial Commercial' (C4) with Special Provision 14.62 and Holding Provision,
- 'Rural' (RUR), and
- 'Hazard Lands' (ZH).

For location context and surrounding land uses, please see the Orthophoto in Schedule 'A'. For the planning policy context, please see the Official Plan and Zoning Map in Schedule 'B'. The subject lands are fully described in Schedule 'C'.

The Proposal

The purpose of the applications is to facilitate the development of a Plan of Subdivision with approximately 716 dwelling units in a variety of residential types and tenures, as well as three arterial commercial blocks fronting 8th Street East. The proposal includes the extension of 6th Street as an arterial connecting with the draft plan of subdivision to the east to a future intersection with 8th Street as well as with a future extension of 6th Street E to the west; an extension of 16th Avenue East (arterial) to the existing intersection at 8th Street East as well as new local streets including 15th Ave E, and 7th St E, as well as the construction of other local streets, two park blocks, a stormwater management system and pond, and the realignment of the existing drainage channel.

The effect of the Draft Plan of Subdivision application is to lay out the lots, blocks, and roads proposed to be registered. The proposed Draft Plan of Subdivision includes:

Type	Block/Lot	No. of Units	Area (ha)
Residential Singles	Lots 1-119	119	4.408

Type	Block/Lot	No. of Units	Area (ha)
On-Street Townhouses	Blocks 120-135	86	1.838
Rear Lane Townhouses	Blocks 136-147	62	1.267
Back-to-Back Townhouses	Blocks 148-177	289	3.491
Medium Density Apartment	Block 178-179	160	1.596
Walkway	Block 180	-	0.027
Utility Easement	Blocks 181-185	-	0.456
Arterial Commercial	Blocks 186-188	-	1.991
Park	Blocks 189-190	-	0.869
SWM Pond Facility	Block 191	-	1.849
Hazard Lands	Block 192	-	0.765
Realigned Channel	Blocks 193-194	-	1.769
Landscape Strip	Block 195	-	0.022
Overland Flow (SWM)	Block 196	-	0.027
0.3 m Reserve Block	Blocks 197-199	-	0.019
Roads		-	9.206
		716 units	~29.6 ha

The effect of Zoning By-law Amendment (ZBA 35) application is to amend zone categories and special provisions of the Zoning By-law for the subject lands generally in accordance with the following:

Current Zone	Proposed Zone
Medium Density Residential (R4) with Special Provision 14.24 and Holding Provision	Multi Residential (MR) with Special Provision 14.XX Arterial Commercial (C4)
Multiple Residential (MR) with Special Provision 14.32 and Holding Provision	Multi Residential (MR) with Special Provision 14.XX

Current Zone	Proposed Zone
Arterial Commercial (C4) with Special Provision 14.62 and Holding Provision	Arterial Commercial (C4) Multi Residential (MR) with Special Provision 14.XX
Rural (RUR)	Multi Residential (MR) with Special Provision 14.XX Low Density Residential (R3) with Special Provision 14.YY Open Space (OS) Hazard Lands (ZH)
Hazard Lands (ZH)	Multi Residential (MR) with Special Provision 14.XX Open Space (OS)

The effect of Zoning By-law Amendment (ZBA 35) is also to amend the Zoning By-law to establish site and building specific zone regulations, which will apply to the single detached, townhouse and multi-unit (apartment) dwellings.

The effect of Zoning By-law Amendment (ZBA 34) application is to amend the Zoning By-law to remove the Holding provision on the subject lands. The Holding provisions were applied to ensure the logical progression of development and the orderly extension of municipal services within the Planning Area.

Submission & Process Details

As part of the complete application, the applicant has submitted the following materials for consideration:

Submission Item Title	Submission Item Detail
Draft Plan of Subdivision	Prepared by Bousfields Inc. dated June 13, 2022
Conceptual Site Plan	Prepared by IBI Group dated June 13, 2022

Submission Item Title	Submission Item Detail
Preliminary Phasing Plan	Prepared by Bousfields Inc. dated June 13, 2022
Traffic Impact Study Addendum	Prepared by C.F Crozier & Associates Inc. dated April 2022 (August 2021)
Transportation Update Letter	Prepared by C.F Crozier & Associates Inc. dated June 14, 2022
Stage 2 Archaeological Assessment Stage 1 Archaeological Assessment	Prepared by AMICK Consulting Ltd dated June 15, 2022 Prepared by AMICK Consulting Ltd dated May 31, 2021
Environmental Impact Study	Prepared by SLR Consulting (Canada) Ltd dated June 2022
Aeronautical Impact Assessment #1 of Proposed Site Plan – Revision 3	Prepared by WSP Canada Inc. dated June 15, 2022
Functional Servicing and Preliminary Stormwater Management Report	Prepared C.F Crozier & Associates Inc. dated June 2022
Updated Hydrogeological and Water Balance Assessment	Prepared by SLR Consulting (Canada) Ltd dated June 2022
Environmental Noise Assessment (Version 3)	Prepared by SLR Consulting (Canada) Ltd dated June 2022
Geotechnical Investigation for Proposed Residential Subdivision	Prepared by Soil Engineers Ltd dated May 2021
Phase One Environmental Site Assessment	Prepared by Soil Engineers Ltd dated July 15, 2021
Phase One Environmental Site Assessment	Prepared by Soil Engineers Ltd dated August 27, 2021

Submission Item Title	Submission Item Detail
Planning & Urban Design Rationale	Prepared by Bousfields Inc. dated August 13, 2021
Draft Zoning By-law Amendment	Prepared by Bousfields Inc. dated June 20, 2022
Survey	Prepared by Schaeffer Dzaldov Bennett Ltd dated 2021
Open Space Master Plan	Prepared by cosburn nauboris dated June 08, 2022

All submitted materials were made publicly available on October 15, 2021 and can be viewed on the City's website at www.owensound.ca/development.

The applicant engaged the City in the mandatory Pre-consultation process in December 2020. Subsequently, the process relating to the formal application has proceeded as follows:

Date	Step
August 17, 2021	Submission of partial application, including application forms, fees, and studies/plans
September 21, 2021	Submission of outstanding studies/plans
October 4, 2021	Letter regarding completeness of application sent to the applicant
October 15, 2021	Notice of Complete Application given via mailing to property owners within 120 m of the subject lands and posting on subject lands
October 15, 2021	Request for Comments send to City staff and external agencies
November 29, 2021	Technical Report to Council
December 20, 2021	Comment Summary re Submission No. 1 provided to the applicant

Date	Step
January 24, 2022	Notice of Public Meeting
February 14, 2022	Public Meeting
March 16, 2022	Proposed revised ROW Cross-Sections received from Crozier
April 7, 2022	Updated Proposed ROW Cross-Sections received from Crozier
April 21, 2022	(Incomplete) Second Submission received
May 20, 2022	City Staff Response re ROW Cross-Sections provided to the applicant
June 20, 2022	Complete second submission received
June 27, 2022	Request for Comments (2 nd submission) sent to City staff and external agencies
July 25, 2022	Recommendation Report

Analysis:

The Planning Act and the City's Official Plan establish criteria for evaluating an application for draft plan of subdivision approval and to amend the City's Zoning By-law.

In making land use planning decisions, Council must consider the matters of Provincial interest as described in Section 2 of the Planning Act. Section 3 of the Planning prescribes that the decision of Council on a planning matter shall be consistent with the policy statements issued under the Act, which includes, among others, the Provincial Policy Statement.

The City's Official Plan (OP 9.1.1.2) provides that the City may amend the Zoning Bylaw, where in the opinion of Council, sufficient justification exists. Amendments must conform to the policies of the Official Plan. When considering an amendment, the City must consider the goals, objectives, and policies of the Official Plan. Additionally, decisions should consider the compatibility with adjacent uses of land and servicing (transportation, sewer, and water). As well, in addition to the criteria of the Planning Act and PPS,

the City's Official Plan (9.3.3) establishes the criteria for evaluating a draft plan of subdivision. The application is subject to review by the City's Development Team and external commenting agencies. Public notice was given, and public input was considered.

All applicable criteria, policies, standards, and comments are analyzed below in the context of the subject applications and are organized generally as outlined in Section 51 (24) of the Planning Act.

A: Effect of the Proposed Subdivision on Matters of Provincial Interest

In making land use planning decisions, Council must consider the matters of Provincial interest as described in Section 2 of the Planning Act.

The matters described include, among others, the protection of natural areas, supply and efficient use of water, adequate provision of transportation, sewage and water services as well as waste management, orderly development and healthy communities, accessibility for persons with disabilities; the adequate provision of a full range of housing, including affordable housing; the protection of public health and safety; appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and oriented to pedestrians.

The 2020 Provincial Policy Statement (PPS) provides direction on matters of provincial interest and has been reviewed with regard to the subject application. Municipal decisions on planning matters are required to be consistent with the PPS. The Provincial Policy Statement (PPS, 2020) specifies those items deemed to be of provincial interest. The PPS has been reviewed with regard to the subject applications. Municipal decisions on planning matters are required to be consistent with the PPS.

As one of its primary tenets, the PPS directs development to fully serviced, designated settlement areas and requires contiguous development that minimizes land consumption and servicing costs. The proposed development achieves these requirements by virtue of being within a designated growth area in the City, having access to full municipal services, and being contiguous to existing development.

The PPS also stipulates that healthy, liveable, and safe communities are sustained by incorporating a range and mix of land uses. The subject development proposes a well-integrated mixture of residential uses and commercial uses as well as open space uses for the benefit of residents.

The PPS also calls for the avoidance of development that may pose environmental concern and by encouraging biodiversity, conservation, and mitigation of the impacts of climate change. The layout and policy restrictions imposed on the lands facilitate avoidance of natural hazard areas and will result in an increase in natural habitat and enhanced diversity of habitat form and function.

The following sections of this report will assess these matters of Provincial interest relative to the subject applications in more depth. In consideration of this fulsome analysis, the proposal is consistent with the direction provided by the PPS, subject to the recommended conditions.

B: Consideration of Whether the Subdivision is Premature and in the Public Interest

The Planning Act and its implementing documents, including the PPS and City OP, require consideration of whether the proposed plan of subdivision is premature and in the public interest. The application for draft plan approval is not premature by virtue of the following.

- The lands are located within the Sydenham Heights Planning Area, which is a designated growth area in the City's Official Plan;
- The lands front on an existing public street, County Road (8th St. E.); and,
- The lands have access to full municipal services with appropriate cost recovery mechanisms in place.

The subject lands are located in the Phase I area of the Sydenham Heights Planning Area which is intended to be a largely mixed-use community distinguished by its natural environmental features, existing major institutional uses, a mixed-use node at 16th Avenue East and 8th Street East and residential development to accommodate future growth in the City.

The proposed development will be serviced from existing municipal infrastructure in 8th St E via the future 20th Ave E extension of the sanitary system through the draft approved Redhawk subdivision to the east.

The East Owen Sound Master Servicing Study (2007) serves as a base reference document for development and provides a framework for the water and sanitary servicing and stormwater management of the Sydenham Heights Planning Area. The Servicing study provided for the extension of water and wastewater trunk lines into the Sydenham Heights Planning Area. The proposed development will be serviced by the servicing within the 8th St E right of way. In 2015 the City passed Development Charges By-law 2015-080, which included an area-specific development charge for the Sydenham Heights Planning Area to cover the growth-related capital costs associated with new development in this area, in particular the costs paid by the City to extend water and sanitary services. Development Charges By-law 2020-12 maintained the area specific development charge.

Phase I of the Sydenham Heights Planning Area has been subject to several other Draft Plan of Subdivision applications in recent years including the Redhawk Subdivision immediately to the east and the Telfer Creek Subdivision to the northeast, across 8th Street East. Of particular importance to the Greystone Village proposal is the adjacent property to the east known as the Redhawk development. The Redhawk Subdivision received Draft Plan approval in 2019 and an extension to Draft Approval in June 2022.

The developer has not initiated Final Approval applications at this time; however, a formal application for a redline revision for the Redhawk Subdivision was received as of the writing of this report. The Redhawk Draft Approval redline revision and Zoning By-law Amendment are required to account for several refinements within the Redhawk subdivision as well as the proposed location of the realigned drainage channel on the Flato lands which is slightly modified from what was anticipated by Redhawk in 2019. This change came about as a result of comments provided by Hydro One through the first circulation of the Greystone Village applications. The redline revision process will allow the City the opportunity to engage in additional formal conversations with Redhawk about coordination with the Flato subdivision.

The Redhawk and Greystone Village subdivisions are proposed to connect via municipal servicing, specifically the extension of 6th St E (20th Ave E), water and wastewater service mains, and the realigned drainage channel. Due to the interconnected nature of the proposed subdivisions, a number of Draft

Plan Approval conditions are recommended that reflect the cooperation required between Redhawk and Flato. These include:

- Conditions that require coordination between the two developers to extend services to the Flato Subdivision through Redhawk in the 20th Ave /6th St E right of way. These conditions will address design, costing and timing and will allow the development of either subdivision to proceed without being dependent on the buildout of the other development. Planning staff will recommend appropriate conditions for the revised Redhawk Draft Approval to ensure the same coordination requirements in the Redhawk Draft Approval.
- Conditions to support Grey Bruce Health Services in their heliport reclassification process with Transport Canada, which are triggered by the development of Greystone Village and Redhawk.
- Conditions regarding the realigned drainage channel, trail connections and landscaping to continue across property/subdivision lines to provide for connected neighbourhoods.
- Requirement for an agreement between the owners/developers of the Greystone Village and Redhawk subdivisions that details the relationship between the two developments until each has achieved Final Approval and buildout is complete.

Phasing of the Plan of Subdivision

The applicant has provided a preliminary phasing plan that proposes the development of the subdivision in three phases with the buildout of the subdivision proceeding generally from east to west.

A recommended condition of Draft Approval is a requirement for the developer to provide a final Phasing Plan to the satisfaction of the City. The Phasing Plan will provide a detailed outline of each stage of development, including the installation/construction of infrastructure, appurtenances, and landscaping, and include the relevant maintenance periods. The Phasing Plan will allow the City to plan for events having budgetary impacts, such as land conveyance (e.g., parkland) and infrastructure assumption (e.g., sewer and water infrastructure, stormwater management system, roads).

Consideration of the Public Interest

In accordance with the *Planning Act*, the applications have been circulated and made available for comment by the public and by all prescribed bodies. The purpose of this is to solicit public input in support of advocating the interests of the public. Furthermore, Professional Planners are obligated to consider and uphold the public interest.

Through the consultation process, two public comments were received. One comment was requesting further information regarding the possible future extension of 7th St E and the other comment was from a person interested in purchasing/leasing commercial spaces from the developer.

Planning staff have recommended that prior to final approval, in considering public interest and ensuring the development is executed in consideration of an accessible built environment, the Draft Plan of Subdivision be presented to the City's Accessibility Advisory Committee for review and that any recommendations from the Committee be incorporated into the final design, at the discretion of, and subject to the satisfaction of the Director of Community Services.

The proposal is not premature and is in the public interest, subject to the recommended conditions.

C: Conformity with the County & City Official Plans & Adjacent Plans of Subdivision

The 2021 City Official Plan establishes the goals, objectives, and policies to manage long-term growth and development in the City and considers the social, economic, built, and natural environment pillars. The County Official Plan (2019) provides a policy basis for its lower tier municipalities, including the City of Owen Sound. The County and City Official Plans are required to be consistent with the PPS.

Grey County Official Plan (2019)

The Grey County Official Plan (County OP) designates Owen Sound and the subject property as a 'Primary Settlement Area' and 'Hazard Lands'. In areas designated as 'Primary Settlement Area' the County OP defers to the local Official Plan for detailed development policies.

The County OP sets a target for the City of 25 units per net hectare for new residential development. As described below, the proposed development maintains and exceeds this density requirement.

8th Street East, which fronts the subject development is classified as a local County Road within the County OP. The development will require that the street be upgraded to full urban design consistent with the City's standard arterial cross section. Details of construction, regarding timing and cost considerations, will be defined through the final approvals process and will be integrated into the Subdivision Agreement. The City has been in active discussion with the County regarding transportation matters, and the attached conditions of approval reflect the details required to address the upgrade of 8th St E through the final approval process.

The County Planning Department was consulted on the subject applications and indicated no concern or objection. By virtue of being within a fully-serviced settlement area, having a high standard of urban design, and contiguous with existing development, the proposal is in conformity with the County OP, subject to the recommended conditions.

City of Owen Sound Official Plan (2021)

The subject lands are designated 'Residential' and 'Arterial Commercial' in Schedule 'A' of the City's 2021 Official Plan. As noted above the lands are located within Phase I of the Sydenham Heights Planning Area and are designated 'Low Density Residential', 'Medium Density Residential', 'High Density Residential' and 'Arterial Commercial' on Schedule 'A2' of the OP. The purpose of this secondary planning area is to provide the basis for the development of a diverse community area in a manner in a manner that has the greatest positive impact on the quality of life in the City. The Sydenham Heights Planning Area policies provide more specific policies for the planning area to guide decisions on development applications and to incorporate the engineering studies for the area.

Uses permitted in the Residential designation include residential uses in a variety of forms and tenures and a range of densities as well as complementary neighbourhood commercial and compatible institutional uses. The Arterial Commercial designation permits retail and service businesses of a local convenience nature, specialized uses such as hotel accommodation, medical clinics, professional offices, and non-commercial uses such as

medium density forms of housing, congregate housing, places of worship, daycare centres and other institutional uses.

The Sydenham Heights Planning Area Phase I identifies a Future Mixed-Use Node at the intersection of 16th Ave E and 8th St E. The subject lands contain a significant portion of that node. Permitted uses within the node include institutional, arterial commercial and medium to high density residential. The OP provides a number of policies applicable to the development of lands within the node. These policies are generally intended to be implemented at the Site Plan Approval stage. The lands within the node are currently zoned as 'Arterial Commercial' (C4) and the proposed zoning amendment will maintain that zoning category. The C4 zone appropriately reflects the Arterial Commercial designation in the uses permitted.

The proposed residential and commercial blocks conform to appropriate designations as shown on Schedule 'A' and 'A2' of the OP.

The proposed plan of subdivision street layout and connectivity is consistent with the schematic road system plan for the Planning Area as shown in Schedule A2 of the OP. Section E of this report addresses details respecting the adequacy and design of the proposed streets.

The proposed servicing is consistent with the approach to servicing and management of stormwater as established by the secondary plan for the Sydenham Heights Planning area subject to the recommended conditions respecting costs and coordination. The area is subject to the area specific development charge that is related to the City's costs to extend water and sanitary services into this area. Section I of this report addresses details respecting the adequacy of utilities and municipal services to service the proposed development.

Residential Density

Net residential density policies allow the OP to differentiate between different levels of density/type of residential development and to locate those densities appropriately in various parts of the City. Net residential density is defined as the total number of residential units per hectare of land excluding roads, school sites, parks, places of worship sites, and neighbourhood commercial sites, and lands designated Hazard Lands.

In order to ensure that a wide range of housing types are available, and that infrastructure is used effectively, the County OP and Section 3.1.2.3 and 4.2.2.5 of the City OP require that the overall density target for the Sydenham Heights Planning Area is not less than 25 units per net hectare. The density is calculated on the Net Developable Land Area. The Net Residential Density for the development as proposed is estimated at 56.8 units per net hectare, which exceeds the 25 units minimum requirement of Section 3.1.2.3 and 4.2.2.5.

The Residential policies describe the permitted density range. Schedule A2 of the Sydenham Heights Planning Area designates areas of low, medium and high density on the subject property. The high-density lands are located towards the middle of the subject lands with low density lands on the eastern property boundary adjacent to the Redhawk lands and medium density lands on the western property boundary.

As detailed in the chart below, the proposed densities conform to the appropriate density provisions of the Residential policies.

OP Designation	Required Density *	Types of Dwellings Proposed	Number of Lots/ Blocks	Proposed Density*
Low	Max. 25 units	Single detached	22	25
Medium	26 to 60 units	Single detached	61	58
		On-street townhouse	86	
		Rear lane townhouse	34	
		Back-to-back townhouse	117	
		Apartment	160	
High	61 to 125 units	Single detached	36	61
		Rear land townhouse	28	
		Back-to-back townhouse	172	

*Density – dwelling units per net residential hectare (Net residential density is defined as the total number of residential units per hectare of land excluding roads, school sites, parks, places of worship sites, and neighbourhood commercial sites, and lands designated Hazard Lands.

Urban Design

OP policies require that new development employ high-quality architectural and landscape design is progressive, aesthetically appropriate, and compatible with the City’s built heritage resources, cultural heritage landscapes, and surrounding neighbourhood character. In support of this, the recommended conditions of Draft Approval require the developer to provide, prior to final subdivision approval:

1. architectural control guidelines for the development, including detailed design and construction materials criteria; and,
2. an Open Space Master Plan package which provides, among other matters, planting details for the boulevards, parks, utility easement and SWM facility and drainage channel.

The architectural control guidelines will be implemented through Site Plan Approval of the townhouse and apartment blocks.

Parkland

As detailed below, the Planning Act and City OP authorize the City to require parkland conveyance as part of the subdivision approval process. The application provides for two parkland blocks as part of the Draft Plan of Subdivision. The proposed park blocks meet the requirement of parkland dedications as detailed in the City’s OP and Planning Act.

Sydenham Heights Planning Area and Parks and Recreation policies allow the City to require the completion of a landscape plan for parks within new developments. Park design should create a sense of place, highlight the natural environment, and provide a safe and accessible environment for recreational use. The Draft Plan also proposes a number of trails, multi-use paths and walkways that, together with sidewalks, will provide an extensive active recreational network throughout the subdivision. The proposed Draft Approval conditions require the provision of an Open Space Master Plan for all lands that are to be conveyed or assumed by the City, which shall include:

- An Open Space Master Plan with details for the parklands blocks, trail corridors, boulevards, stormwater management facilities, and hazard lands.
- Trail network, connectivity, and construction details.

The draft plan conditions establish the requirement that, subsequent to detailed design, trail construction and landscaping shall be completed by and at the developer's expense.

The following sections of this report will assess these matters of OP conformity relative to the subject applications in more depth. In consideration of this fulsome analysis, the proposed draft plan of subdivision and zoning by-law amendment conforms to the policies of the City Official Plan, subject to the recommended conditions.

D: Suitability of Lands for Residential Subdivision

In order to evaluate the appropriateness of lands for residential uses, the PPS and OP require the applicant to establish the previous uses of the lands to ensure that the site is not impacted by past activities and that archaeological potential is appropriately examined. The proposal represents greenfield development, and the application was submitted with appropriate supporting documentation as such. The majority of the subject lands have historically been used for agricultural production. There are currently two detached dwellings on the lands. The dwellings are not proposed to be incorporated into the subdivisions and will be demolished.

In accordance with Sec. 7.1.6 of the City OP, the applicant provided a Stage I and II Archaeological Assessment of the property as part of the application. The archaeological assessment noted that no resources were documented and that given these findings no further archaeological assessment of the study area is warranted, the Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed and the proposed undertaking is clear of any archaeological concern.

The Ministry of Tourism, Culture and Sport on June 04, 2021 noted that the Stage 1 Assessment had been entered into the Ontario Public Register of Archaeological Reports without technical review. Planning staff recommends that a condition of Draft Approval require signoff from the Ministry regarding the Stage 2 Assessment prior to Final Approval.

In addition to an Archaeological Assessment, the applicant has undertaken a Phase One and Two Environmental Site Assessment (ESA). The Environmental Protection Act defines a phase one environmental site assessment as 'an assessment of property conducted in accordance with the regulations by or under the supervision of a qualified person to determine the likelihood that one or more contaminants have affected any land or water on, in or under the property'. Based on the findings of a Phase One ESA, the need for additional investigation in the form of a Phase Two ESA can be assessed. The Phase One ESA recommended a Phase Two assessment due to the surrounding land uses including the Grey Bruce Health Services Hospital and the Ontario Hydro Transformer Station. The Phase Two ESA determined that the site is suitable for the proposed development and that no further environmental investigation is warranted at this time.

For these and the cumulative reasons outlined in the balance of this report, the subject lands are suitable for residential subdivision of land, subject to the recommended conditions.

E: Adequacy & Design of Streets

New development is required to have appropriate connectivity to existing streets. A subdivision is also required to contain an appropriate number of streets having adequate design characteristics. Section K of this report respecting access and roads of the Draft Approval Conditions address the provision and construction of roads around and within the proposed development.

Subdivision Road Network

The subdivision is proposed to be accessed from 8th St. E., a County road, via an extension of 16th Ave E into the subject lands to the south and a new portion of 15th Ave E which will align with the existing entrance to Georgian College on the north side of 8th St E. The 16th Ave E extension will form the main north/south connection through the subdivision and will be a 25 m wide collector road.

The other 25 m wide collector road in the subdivision will be the extension of 6th St E which will run east/west through the southern portion of the subdivision and connect to the proposed Redhawk subdivision to the east. At this time, no development is proposed on the adjacent lands to the west and consequently, 6th St E and 7th St E will dead end for the time being at the

western property boundary, however, these are aligned to connect to future road extensions to the east and west.

Schedule 'C' (Transportation Plan) of the Official Plan does contemplate that 6th St E will extend and connect to the existing portion at some point in the future. Within the Redhawk subdivision 6th St E will turn northward and become 20th Ave E, which crosses over 8th St E and continues northward. A total of 1.07 km of 25 m wide collector road is proposed within the subdivision.

The 6th St E and 20th Ave E corridor will eventually connect Greystone Village, the Redhawk subdivision, and the Telfer Creek subdivision to the East City commercial area and the City's River Precinct to the west. These 25 m collector streets will contain multi-modal bike paths. 7th St E and 15th Ave are proposed as 20 m wide internal Local roads. The 20 m wide Local roads will constitute 751 m of the road network within the subdivision.

The 25 m collector and 20 m local roads will connect the subdivision to the existing transportation network in the City. The internal roads will primarily provide connection from the collector and 20 m local roads to the individual blocks and lots within the subdivision. The proposed internal road system is a grid pattern which conforms to the schematic road system plan illustrated within the Sydenham Heights Planning Area on Schedule 'A2' of the OP.

The currently accepted standards for City Road allowance widths and cross-section designs are outlined in the City's Engineering Design Standards and contemplated in the 2021 Official Plan (OP). OP Sec. 5.1.3.1 outlines the road classifications that make up the City streets network. Each street is characterized generally as having a specific form and function and shown with a corresponding cross-section. However, the OP (Sec. 5.1.3.7) does make room for consideration of alternate development standards, including reduced right-of-way widths were warranted to facilitate efficient cost-effective development. The applicant has proposed a reduced right of way width of 18 m after consultation with City staff regarding the reduced right of way options. The proposed 18 m right of way width facilitates a higher density of development while maintaining the City's obligations to provide roads that satisfy the principles of proper engineering design and provide for 'Living Streets' which incorporate tree planting, landscaping, crosswalks, bicycle paths, safe pedestrian interfaces, median strips, and boulevards.

A cross-section for an 18 m road allowance has been developed by the City's Engineering Services Division and is proposed to be implemented through the Draft Conditions in the detailed design of the road network. The design of the 18 m road allowance cross section deemed acceptable to the City's Public Works & Engineering Department is attached as Schedule 'G'.

All roads within the subdivision will be constructed by the developer to appropriate City standards and assumed by the City after construction and an appropriate maintenance period. Detailed design of the road network will establish the location of fire hydrants and appropriate street signage and wayfinding.

A Traffic Impact Study (TIS) (August 2021) and Traffic Impact Study Addendum (April 2022) have been submitted as part of the complete application. The TIS concluded that the proposed development is supportable from traffic operations and traffic safety perspectives subject to a number of recommendations including signal optimization at 8th St E and 9th Ave E and at 8th St E and 16th Ave E.

The TIS acknowledges that signalization is proposed at the 8th Street East and 15th Ave E intersection as a result of discussion with the City and County. Signalization of that intersection will allow pedestrian crossing across 8th Street East at the 15th Ave E intersection. Due to the predominantly residential nature of the site and the location of Georgian College and a number of other institutional and commercial areas within walking distance directly north of the development, a high pedestrian/student crossing volume is expected. The 15th Ave E and 8th St E intersection will also include dedicated westbound and eastbound left turn lanes on 8th Street E. As a result of the proposed eastbound and westbound left-turn lanes, widening of the existing (constructed) road is required to accommodate the additional auxiliary lane. Since the south side of 8th Street East is already impacted by the construction of the access, as well as urbanization along the frontage of the site, the TIS recommends widening along the south of 8th St E by 3.3 metres to minimize impacts to this corridor.

It is understood that the County of Grey is prepared to apply Development Charges to finance the curb-to-curb reconstruction of 8th St E. The remainder of the 8th Street upgrades to an urban standard (e.g., street trees, sidewalks) will be borne by the developer.

The conditions of Draft Approval will detail:

- Development of 8th St E along the property's frontage to an urban cross section to the satisfaction of the City and County with the applicable cost sharing arrangements between County, City and developer;
- Detailed intersection design (15th Ave E and 16th Ave E including detailed drawings to the satisfaction of the City/County) and installation/construction at the owner's expense;
- 8th St E intersections construction logistics to the satisfaction of the County; and
- A provision requiring road widening and site triangles to be dedicated to the City.

The proposed subdivision has adequate connectivity to existing streets and the internal road system is properly designed to facilitate the residential development. The proposed street design is adequate, subject to the recommended conditions.

F: Dimensions and Shapes of Subdivision Lots & Zoning

Zoning Amendment No. 34 proposes to rezone the lands to permit medium to high-density residential development and implement new special provisions that:

1. Define and permit the various proposed forms of townhouses (street fronting, rear lane and back-to-back) that Zoning By-law 2010-078 does not otherwise contemplate;
2. Add site-specific zone regulations for the proposed forms of townhouses;
3. Add site-specific zone regulations for single detached dwellings in a denser format;
4. Add site-specific zone regulations for 'Dwelling, Apartment' uses; and,
5. Add a site-specific definition for 'Building Height' and applicable maximum heights for buildings and structures within the Grey Bruce Health Services Heliport flight path.

The Amendment

The effect of Zoning By-law Amendment (ZBA 35) application is to amend zone categories and special provisions of the Zoning By-law for the subject lands generally in accordance with the following chart and to establish site and building specific zone regulations which will apply to the single detached, townhouse and multi-unit (apartment) dwellings.

Current Zone	Proposed Zone
Medium Density Residential (R4) with Special Provision 14.24 and Holding Provision	Multiple Residential (MR) with Special Provision 14.XX Arterial Commercial (C4)
Multiple Residential (MR) with Special Provision 14.32 and Holding Provision	Multiple Residential (MR) with Special Provision 14.XX
Arterial Commercial (C4) with Special Provision 14.62 and Holding Provision	Arterial Commercial (C4) Multiple Residential (MR) with Special Provision 14.XX
Rural (RUR)	Multiple Residential (MR) with Special Provision 14.XX Low Density Residential (R3) with Special Provision 14.YY Open Space (OS) Hazard Lands (ZH)
Hazard Lands (ZH)	Multiple Residential (MR) with Special Provision 14.XX Open Space (OS)

Low Density Residential (R3) with Special Provision 14.127

The following zone regulations are proposed for single detached dwellings in areas zoned as 'Low Density Residential' (R3) with Special Provision 14.127. This zoning category is limited to the two areas along the eastern property boundary immediately north and south of the SWM facility and drainage channel.

Regulation	Single Detached Dwellings
Min. Lot Frontage	10.5
Min. Lot Area	300 sq m
Max. Lot Coverage	45 %
Min. Front Yard Setback	6.5 m
Min. Rear Yard Setback	7.5 m
Min. Interior Side Yard Setback	0.9 m on both sides where there is an attached garage or carport
Min. Exterior Side Yard Setback	3.0 m
Max. Building Height	11 m

Multiple Residential (MR) with Special Provision 14.128

The Multiple Residential (MR) zone will cover the majority of the property, excluding hazard, commercial, and low density residential lands, and contain those areas designated as medium and high density residential in the City OP.

The proposed Special Provision 14.128 will include definitions applicable to the townhouse formats and zone regulations for single detached, townhouse and apartment dwellings.

The amendment is proposing to include the following definitions within Special Provisions 14.128:

1. **Front Lot Line:** For the purpose of this special provision, in the case of a through lot, the lot line facing the wider road allowance shall be deemed to be the front lot line.
2. **Rear Lane Townhouse Dwelling:** For the purpose of this special provision, is a building containing a minimum of three dwelling units with the garage in the rear yard and has access to the garage from a public street and has at least one common interior side wall.
3. **Back-to-Back Townhouse Dwelling:** For the purpose of this special provision, is a building containing a minimum of four dwelling units that are divided vertically by common walls, including a common rear wall without a rear yard. Each dwelling unit has an independent direct entrance to grade.

The amendment proposes the following zone regulations for street-fronting, rear lane, and back-to-back townhouses within Special Provision 14.128:

Regulation	Street-fronting Townhouse	Rear Lane Townhouse	Back-to-Back Townhouse
Min. Lot Frontage	6.0 m per unit	6.0 m per unit	6.7 m per unit
Min. Lot Area	170 m ² per unit	170 m ² per unit	100 m ² per unit
Max. Lot Coverage	60%	65%	65%
Min. Front Yard Setback	6.0 m	3.0 m	5.0 m
Min. Driveway Length	N/A	N/A	6.5 m
Min. Rear Yard Setback	6.0 m	6.5 m	N/A
Min. Interior Side Yard Setback	1.2 m	1.2 m	1.2 m
Min. Exterior Side Yard Setback	3.0 m	3.0 m	3.0 m
Max. Building Height	11 m	11 m	12.5 m
Max. Density	1.6	1.6	1.6
For any building to which setback regulations apply, Bay, Bow, Box windows with or without foundation shall be considered Architectural Features and may project a maximum of 1.0 m into any required yard, but the said features shall not project to within less than 0.45 m of any lot line.			

The amendment proposes the following zone regulations for single detached dwellings within Special Provision 14.128:

Regulation	Single Detached Dwellings
Min. Lot Frontage	10.5 m
Min. Lot Area	300 sq m
Max. Lot Coverage	45 %
Min. Front Yard Setback	6.5 m
Min. Rear Yard Setback	7.5m
Min. Interior Side Yard Setback	0.9 m on both sides where there is an attached garage or carport

Regulation	Single Detached Dwellings
Min. Exterior Side Yard Setback	3.0 m
Max. Building Height	11 m

The amendment proposes the following zone regulations for apartment buildings within Special Provision 14.128:

Regulation	Apartment Dwellings
Min. Lot Frontage	25 m
Min. Lot Area	1,000 sq m
Max. Lot Coverage	40 %
Min. Front Yard Setback	3.0 m
Min. Rear Yard Setback	10.0 m
Min. Interior Side Yard Setback	6.0 m for buildings over three (3) storeys and 4.0 m for buildings three (3) storeys and less
Min. Exterior Side Yard Setback	5.0 m for buildings over four (4) storeys and 3.0 m for buildings four (4) storeys and less
Max. Building Height	15 m
Max. Density	1.5 FSI
Min. Landscaped Area	30%

Analysis

The proposed special provisions will allow for decreased lot sizes (smaller lot frontage and area), reduced setbacks (front and rear setbacks) and increased maximum height and lot coverage in comparison to the existing zone regulations in the City's Zoning By-law. Interior and exterior side yards are proposed to remain relatively the same as existing standards.

The proposed special provisions facilitate a higher density of residential development than what has been the historical norm in Owen Sound. As a general indicator, lot coverage is proposed to increase from 40% to 65% and the maximum Floor Space Index (FSI) is proposed to be increased to 1.6 from 1.0. The FSI is a measure of density whereby the area of the lot is

multiplied by the index (i.e., 1.6) to indicate the maximum permissible gross floor area (GFA) on the lot. In comparison to existing neighbourhoods in Owen Sound, Greystone Village will have taller buildings that cover more of the lot area. Denser building formats deliver more efficient development by increasing the number of units per developable acre and metre of servicing (water, sewer, roads, etc.).

The proposed zone regulations will provide for some outdoor amenity on each lot and establish a consistent streetscape within the subdivision. The stormwater management facility will meet or exceed the requirements of the City. The special provisions will only apply to the Greystone Village subdivision and will not impact existing, established neighbourhoods within the City.

Back-to-back and rear lane townhouses are a new development format for Owen Sound. This type of residential development is typical in larger urban areas. By shifting the location of the unit on the lot and in context to other attached units, these types of townhouses facilitate a denser type of residential development while still allowing for separate ownership of each unit without requiring a condominium type approach to land division. Each townhouse unit can be located on a separately conveyable parcel through the use of the Part Lot Control provisions of the Planning Act which allow for the creation of semi-detached and street townhouse dwelling lots, once the buildings are under construction and unit demising foundations/walls are in place. Site Plan Control will apply to the townhouse blocks.

The dimensions of the lots are considered appropriate and represent the efficient development of the lands consistent with the vision for the Sydenham Heights planning area accommodating residential uses and a mixed-use node.

The draft amendment is attached in Schedule 'H'. The proposal meets the general intent and purpose of the City's Zoning By-law and conforms with the City OP and the PPS, subject to the recommended conditions.

G: Restrictions on the Proposed Subdivision and Buildings

The appropriateness of land development is always contingent on land use constraints impacting the subject lands.

Certain portions of the subject land are located within the flight path of the Grey Bruce Health Services helipad (discussed in detail below). In addition to the zoning provisions outlined above, the flight path approach is subject to different maximum building height regulations to ensure that the buildings do not interfere with the flight path. In addition to the special zone regulations proposed above, these block-specific special provisions will provide a unique definition of height and require that the height of the building is delineated in terms of meters Above Sea Level (ASL). Building height defined in terms of meters ASL is not standard in the City’s Zoning By-law but is required in this context as the final grading of the site has not been finalized at this time and is subject to change. These details will be worked out through final subdivision approval.

The characteristics of the flight path necessitate two different maximum building heights across the impacted portion of the site. Block 188 is impacted by both height maximums with the dividing line located approximately halfway between the north and south property line. The following maximum building height regulations are proposed for Blocks 139, 140, 150 and 188:

	Block 139 & 140	Block 150	Block 188 (North)	Block 188 (South)
Base Zone	MR + 14.128	MR + 14.128	C4	C4
Special Provision for Height Maximums	14.129	14.130	14.131	14.132
Max. Height (m A.S.L.)	250.72	254.59	250.72	254.59
Approx. Building Height	6.0 m	10.0 m	6.0 m	10.0 m
Building Height shall mean the uppermost part of the building including any appurtenance, attachment, parapet wall or other rooftop element. Building height shall be shown in meters from the average finished grade around the structure as well as in meters Above Sea Level (ASL).				

Holding Provisions

The effect of Zoning By-law Amendment (ZBA 34) application is to amend the Zoning By-law to remove the Holding provision on the subject lands. The

Holding provisions were applied to ensure the logical progression of development and the orderly extension of municipal services.

The draft Phasing Plan shows buildout of the subdivision from east to west with connection to municipal water and sewer services from the future 20th Ave E/6th St E extension in the draft approved Redhawk subdivision. As discussed in detail in other parts of this report, the lands will be appropriately serviced with municipal water and services and connected to the City's transportation network through the extension of the existing collector roads and the development of an internal local road network. Therefore, the removal of the Holding provision is justified.

Conditions of Draft Approval regarding zoning within the subdivision have been included and address matters such as zoning conformity of the blocks and lots, building height maximum imposed by the heliport flight path and appropriate zoning of hazard lands among others as well as coordination between adjacent developments.

Parkland Blocks & Hazard Lands

Planning staff recommend that Blocks 190 and 189 be zoned as 'Open Space' (OS) in recognition of the future ownership of those blocks by the City as parts of the City's parks and recreation system through the parkland contribution required by the Planning Act and City OP. The stormwater management facility and Block 169, which contains an overland flow feature, are also recommended to be zoned as OS as they will be conveyed to the City after construction.

The City's Zoning By-law (2010-078, as amended) identifies Hazard Lands (ZH) on the subject property. The ZH zone contains lands that could be unsafe for development due to naturally occurring processes. In this case, the ZH zone recognizes a wetland and drainage channel that crosses the property from west to east and continues on the adjacent property to the east. Through the zoning by-law amendment and subdivision approval applications, the drainage channel is proposed to be realigned. The realignment will cause the channel to turn northward under the 6th St E extension and then turn eastward across the remainder of the property to connect to the portion of the channel located on the Redhawk lands. The wetland and realigned channel are contained within Blocks 192, 193 and 195 in the Draft Plan and are proposed to be rezoned to ZH.

The areas of the property that currently contain the drainage channel are proposed for residential development through the Draft Plan once the realignment has been completed, the water flow redirected, and the soils rehabilitated. These lots are proposed to be included in the subdivision agreement in the schedule of lots unsuitable for building until such time as a Professional Engineer has confirmed that the soils are suitable to support development to the satisfaction of the City's Chief Building Official and Manager of Engineering Services.

The realigned channel will cause the regulated area to shift as well. Upon completion of the watercourse realignment and prior to development, the following lots and blocks will require a permit from GSCA subject to Ontario Regulation 151/06:

- Lots 23-38 inclusive, Lots 86-117 inclusive, Block 147

As a recommended condition of approval, these lots will be noted in the subdivision agreement as requiring permits.

The recommended Draft Plan Conditions of Approval address the works required for the channel realignment including:

- permits from the appropriate approval authorities (GSCA /DFO);
- Agreements between the developer of the subject lands and the developer of the Redhawk lands to coordinate the design and construction of the watercourse realignment. These agreements should be binding to any future landowners and demonstrated prior to obtaining draft approval;
- a detailed watercourse realignment plan to be completed by a qualified engineer and ecologist/biologist and include natural channel design elements and restoration/rehabilitation plans;
- a watercourse realignment and restoration certification from a qualified geotechnical engineer that the restored lands are suitable prior to development commencing. A monitoring period should be recommended to ensure works are appropriately maintained;
- The proposed Draft conditions also require that the hazard blocks be conveyed to the City as per OP policies.

Flight Path – Grey Bruce Regional Health Centre

Section 5.1.8 (Air Transportation) and Section 4.2 (Sydenham Heights Planning Area) of the City OP recognize that the Grey Bruce Regional Health Centre includes a helicopter landing pad. OP policies require that the flight path approach to the Grey Bruce Regional Health Centre heliport is protected and that a flight path study may be required to assess the impact of development on the heliport's flight path. One of the main impacts to the flight path is the intrusion of buildings, structures, and other objects (including trees and construction cranes) into the aerodrome Obstacle Limitation Surfaces. The Obstacle Limitation Surface (OLS) is the surface that establishes the limit to which objects may project into the airspace associated with an aerodrome.

The applicant provided an aeronautical impact assessment (AIA) in support of the applications. The AIA established that approximately one-third (1/3) of the proposed development on the eastern side of the property falls under the Southern Flight Path for the Grey Bruce Health Services Heliport. The flight path includes the approach surface and the obstruction marking and lighting area.

Development of certain parts of the eastern project area will be constrained by the Southern Flight Path to ensure that the buildings and structures do not interfere with the established certified Obstacle Limitation Surfaces (OLS) as identified in the Canada Flight Supplement and Heliport Operations Manual (HOM) for the Grey Bruce Health Services (GBHS) Heliport (CNK6). Specifically, development on Blocks 139, 140, 150 and 188 will be subject to maximum allowable building heights:

- Blocks 139 and 140 are restricted to a maximum clearance (height) of 6.2 m from finished floor elevation or a maximum elevation of 250.72 metres ASL, whichever is lower;
- Block 150 is restricted to a maximum clearance (height) of 10.5 m from finished floor elevation or a maximum elevation of 254.59 metres ASL, whichever is lower; and
- Block 188 (commercial block) extends south as far as Block 150 and is therefore subject to both sets of restrictions. The point at which the higher restriction become applicable is approximately in the middle of the block.

The height restrictions established through the AIA are reflected in the site-specific zone provisions as discussed above.

The final grading plan for the subdivision is not available at this time, as final grading will be a product of final subdivision design. This means that the elevations for the proposed development (buildings) did not have a vertical datum assigned. The aviation consultants were provided with partial Finished Floor Elevations (FFE) for three points at the northern boundary of Blocks 188, 139 and 150 in April 2022. The buildings further south of these were not provided with an FFE, and as such could not be subjected to the current AIA. Previous iterations of the AIA report identified sufficient clearance; however, the AIA recommends that prior to final approval, the developer provides an updated AIA based on final subdivision grades revealed through detailed design that confirms that the final Plan of Subdivision remains clear of the Southern Flight Path of the Grey Bruce Health Services Heliport. Until such confirmation is provided all lots and blocks located within the 'Approach Surface' will be placed in the lots unsuitable for the development section in the subdivision agreement. Once the developer provides roof plans, elevations/section drawings and any other applicable information (such as construction crane height and maximum clearance) required to determine clearance with the Southern Flight Path the lots can be released.

The following additional recommended draft conditions support the conclusions of the aeronautical assessment:

- The Southern Flight Path currently overlies the proposed development and the adjacent property immediately to the east (draft approved Redhawk Subdivision). These two proposed developments, if constructed, would result in the area south of the helipad to be considered "built up" which will impact to the heliport classification including possible changes to heliport documentation and heliport usability. A change in classification will impact the aircraft permitted to use the heliport and require the establishment of emergency landing areas to maintain certification. Re-classification of the heliport will require Grey Bruce Health Services to update the Heliport Operations Manual for Grey Bruce Health Services Heliport (CNK6) and obtain approval from Transport Canada. The aeronautical assessment recommends that further studies should be conducted to have a full understanding of the

overall impact and mitigation options available to maintain heliport use. The recommended conditions of Draft Approval require the developer to support Grey Bruce Health Services in their heliport reclassification process with Transport Canada through their aviation planning and advisory consultants.

- Lots and blocks located within the 'Obstruction Marking and Lighting Area' may require steady burning red CL-810 obstruction lights per the Canadian Aviation Regulations Standard 621 – Obstruction Marking and Lighting. The development on these lots/blocks must be in compliance with applicable aeronautical regulations and ensure that both the building and construction cranes are marked and lighted accordingly. A review of obstruction marking, and lighting requirements will be completed in the detailed design phase for these lots /blocks. The review will determine (1) if the proposed development requires obstruction marking and lighting, and (2) the characteristics location of the required marking/lighting. Lots that require marking /lighting will be instilled in the subdivision agreement and the requirements will be implemented through Site Plan Approval.

Utility Easement

Currently a gas-main easement crosses the property north to south. The easement is identified as Blocks 181 through 185 on the Draft Plan of Subdivision. The gas main is located adjacent to the future extension of 16th Avenue East with the easement located west of the right of way. The Open Space Master plan shows a 3 m wide multi use path and a continuous row of deciduous trees on the easement. The Draft Approval Conditions require that the owner/developer appropriately convey the lots/blocks required for the provision of gas services and the multi-use trail on Block 181-185, in a form satisfactory to the City, which may include entering into agreements.

Hydrogeological Assessment

The applicant provided a hydrogeological assessment of the site to identify any hydrogeologic constraints to the proposed development. The assessment identified the drainage channel as an intermittent drainage feature and noted that the site is wholly located within a Highly Vulnerable Aquifer (HVA) and a small portion of the site along the northern property boundary is within an Intake Protection zone (IPZ-3) as identified in the region's Source Water

Protection Plan. The assessment concluded that groundwater levels across the site are relatively close to the surface, (within 2.0 m) and fluctuate on a seasonal basis and recommended that the following mitigation measures be developed during the detailed design phase:

- for potential dewatering requirements to prevent leakage of groundwater into basements, stormwater management pond and sewer servicing installation; and,
- The results of the water balance indicated that substantial reductions in infiltration are possible. However, mitigation measures will be considered as the design moves forward to ensure balanced recharge conditions that preserve aquifer recharge and maintain the ecological health of the adjacent wetland and stream.

Review of the hydrogeological assessment by Grey Sauble Conservation noted that the small woodland area, identified as FOD6-1 and the surrounding field area appears to have saturated areas and, therefore, an anticipated higher water table. GSCA recommends that:

- The engineer should verify if conclusions reached in this assessment are suitable for this area or if further study is warranted. The engineer should also verify if the area around FOD6-1 is surface drainage based or possibly groundwater seepage and what measures should be implemented to address this.
- In regard to the future water balance mitigation, measures to be considered as the design moves forward to reduce impacts to water balancing GSCA requests that the consulting engineer comment on what specific measures should be implemented and at what stage of the development they are to be implemented.

A condition of draft plan approval is recommended to require that a final hydrogeological assessment be completed by a qualified Engineer to the satisfaction of the City.

H: Conservation of Natural Resources & Flood Control

The site contains a drainage feature that extends from west to east across the site. This feature connects a wooded area (deciduous swamp) in the southwest part of the site with an unnamed tributary of the Bothwell's Creek system located on the Redhawk lands east of the site. The unnamed

tributary extends north to Georgian Bay. The drainage channel/feature is designated and zoned as Hazard Land. Section 6.1.5 of the OP requires that where significant development is proposed on or adjacent to Hazard Lands an Environmental Impact Study (EIS) is required. The applicant provided an EIS dated June 2022 in support of the applications.

The EIS concluded that:

- The wetland will be protected, and the drainage feature will be realigned and enhanced in a new corridor. The area of natural habitat will be increased, and diversity of habitat form and function will be enhanced through this process.
- The channel realignment will add 58 m in channel length and 1.24 ha of channel area/aquatic habitat.
- Provided the mitigation measures are followed, the potential risk to fish and fish habitat because of the proposed realignment are anticipated to be low. As a result, the project is not likely to result in harmful alteration, disruption and destruction to fish habitat and authorization under the Fisheries Act should not be required. A Request for Project Review form will be prepared and submitted to DFO by the proponent.
- Operational constraints and mitigation strategies are recommended for use during the construction phase of this project for the protection of natural heritage features and functions.

Grey Sauble Conservation reviewed the EIS and accepted the report and recommends that the mitigation measured outline in the report be implemented through the subdivision agreement. Conditions of Draft Approval have been incorporated to address the recommendations from the Environmental Impact Study.

Stormwater Management

In accordance with the City OP (Sec. 5.2.4 & 4.2.6), the City shall apply best management practices in dealing with stormwater management. Facilities shall be designed to manage stormwater quality and quantity and the integration of natural vegetative features is encouraged. Long-term maintenance and safety requirements are to be considered in the design. New developments shall be required to have a stormwater management plan in place prior to construction to address:

1. The physical characteristics of the site including slope gradient, slope length, soil texture, soil drainage and vegetative cover.
2. Pre- and post-development runoff is expected based on guidelines provided by the City and/or Grey Sauble Conservation Authority.
3. Quantity and quality control in conformity with sub watershed plans.
4. Methods to be used to control runoff and erosion both during and after construction, emphasizing at-source measures

A Stormwater Management Strategy for the Sydenham Heights Planning Area was developed as part of the East Owen Sound Master Servicing Study. As development occurs, the City shall ensure that measures to reduce the impact of runoff and manage stormwater quality are undertaken. The plan provides for a combination of private and municipal stormwater management facilities. The Plan also notes that the proponent shall be responsible for the design of a stormwater management facility.

The applicant has provided a Functional Servicing and Preliminary Stormwater Management Report (SWM) dated June 2022, which propose a stormwater management system draining to the unnamed tributary to Bothwell Creek on the Redhawk lands via the realigned drainage channel.

The SWM plan will include the following details:

- The SWM design is a dual drainage system. The minor storm events will be conveyed within a storm sewer system that follows the alignment of the internal roadways. The major system will be conveyed overland within the internal road network. Both systems will discharge to the SWM pond facility for quantity control and quality treatment prior to release;
- A wet pond SWM facility is proposed to meet the stormwater quality and quantity control criteria along with erosion control objectives. The SWM facility will discharge to the drainage channel on the Redhawk lands;
- Post-development peak flow levels to the receiving drainage system will be less than pre-development levels for all storm events up to the 100 year and regional design storms; and
- Water quality control to an “enhanced” level of protection will be provided via the SWM pond facility along with a 24-hour extended detention of the 25-year event runoff volume.

The proposed conditions of Draft Approval require the developer to provide a final detailed grading and drainage plans, sediment and erosion control plans and detailed design of the stormwater management system prepared by a qualified professional engineer, and which shall be reviewed and accepted by a hydrogeological engineer and implement these plans as part of the development of the subdivision. Updated groundwater data shall be provided upon completion of the hydrogeological investigation and the proposed stormwater management strategy shall be refined accordingly.

The proposed stormwater management system, including Blocks 191 and 196, will be constructed by the developer at their expense and conveyed to the City after an appropriate maintenance period.

Grey Sauble Conservation Authority and City Engineering Services have reviewed the proposed preliminary SWM plan and are satisfied, subject to the proposed Draft Approval conditions.

I: Adequacy of Utilities & Municipal Services

The PPS states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

Servicing

The City OP (Sec. 4.2 & 5.2) notes that development will be permitted in areas that can be adequately serviced, based on orderly patterns of development, and priority shall be given to the development of land that is presently serviced by municipal water and sewer or those areas that can most easily be serviced. The timing of development shall be based on a logical extension of services; compact form and development pattern; provision of services in an economically viable manner; priority for reserving capacity for infill, intensification, and redevelopment.

OP Sec. 5.2.3 discusses servicing capacity and indicates that draft approved plans of subdivision may only proceed to registration if sufficient servicing capacity exists. The servicing policies of the Sydenham Heights Planning Area (Sec. 4.2.6) require all development to proceed on the basis of full municipal sewage and water services and will require a functional servicing report to address system capacity, preliminary grading and stormwater management.

The applicant provided a Functional Servicing and Preliminary Stormwater Management Report dated June 2022. The Servicing Study demonstrates that the proposed subdivision can be supported by existing service capacity.

This area of the Sydenham Heights Planning Area is largely undeveloped hazard and agricultural land. The trunk sanitary sewer intended to service this area was extended in 2017/18 south of 16th St. E. into the Sydenham Heights Phase I Planning Area to 8th St. E. and west along 8th St. E. to the future 20th Ave. E. The benefitting landowners will retroactively fund the cost of the extension through payment of the approved Area Specific Development Charges for the Sydenham Heights Phase I Secondary Plan Area.

The proposed wastewater collection system will be a gravity connection to the proposed 6th Street East stub to be located on the Redhawk development abutting the east property boundary. Coordination, including a cost-sharing agreement between the Greystone Village and Redhawk subdivision developers, will extend the sewer line south from 8th St E within the proposed 20th Ave E /6th St E right of way into the Greystone Village road network. Internal sanitary servicing for the development will be provided via a network of gravity sewers that follow the alignment of the internal roadways. Sanitary sewer will be designed and constructed in accordance with the City design standards, at a size and depth sufficient to service each lot and building.

Water servicing for the proposed development will be supplied from the East Hill Pressure Zone by the existing 8th Street East watermain and will follow the alignment of the internal road network complete with all valving, fire hydrants and appurtenances required to meet City of Owen Sound standards. The pipe system will also be required to connect to the proposed 6th Street East watermain stub on the Redhawk lands to complete the loop.

Servicing details will conform to the City of Owen Sound standards and the exact sizes and location of service connections will be completed at the detailed design stage.

The City’s Engineering Services have reviewed the Functional Servicing Study and are satisfied subject to the proposed Draft Conditions.

The City's transit system is accessible on 8th Street East. A future review of the City's transit system may propose routing through this development. The current Transit Study indicates future consideration for an additional transit route or transit hub but not at the present terminal.

The municipal services and utilities available to serve the development are adequate, subject to the recommended conditions. A condition of draft plan approval requires agreements to coordinate the extension of servicing between adjacent private landowners.

J: Adequacy of School Sites

The school boards were circulated on the subject applications. Comments were received from the Bluewater District School Board (BWDSB). Comments from the notes that (BWDSB) will require an elementary school site within Phase I of the Sydenham Heights Secondary Planning Area. In order to ensure students are able to be accommodated, access to a school site would be needed in the later phase of Greystone Village.

The School Board operates under very specific parameters to select new or potential school sites, including but not limited to parcel size and predisposition to development. None of the blocks within the Greystone Village Subdivision are sized adequately to contain a new school site.

City Staff will continue to work with the BWDSB to provide information on lands that may be suitable to contain a new elementary school site within the Planning Area.

K: Lands for Public Purposes

Residential development of this scale must consider access to open space and recreational amenities in accordance with the City OP and principles of good Planning.

Parkland Dedication

The owner is required to convey 5 percent of the land for parks or other recreational purposes in accordance with Section 51.1 of the Planning Act. Alternatively, the City may require cash-in-lieu of all or a portion of the conveyance.

The proposed draft plan is providing 0.869 ha of parkland. The parkland calculation is as follows:

Land Use	Blocks	Land Area	%	Parkland Required	Parkland Provided
Commercial	186-188	1.99 ha	2	0.04 ha	-
Residential	120-179	12.60 ha	5	0.63 ha	-
Parkland	189-190	0.869 ha	-	0.67 ha	0.869 ha

The proposed development provides for two parkland blocks (Blocks 190 and 189) to be conveyed to the City. Provided that no changes to the draft plan lotting or number of units are proposed, no additional parkland conveyance is required.

In addition to the parklands contained within Blocks 189 and 190, the development includes a system of trails, having connectivity to adjacent lands through proposed links and connection to proposed future sidewalks. The trails network is proposed to loop through the stormwater management facility (block 191) and connect to the Redhawk lands at that point. The subdivision sidewalk system, as well as a trail corridor proposed along Street 'Q', will provide connectivity between the parkland blocks, to the adjacent lands and streets, and to the commercial node and local institutional uses for all residents within the subdivision.

The Parks and Open Space Division has provided comprehensive comments on the trails and parks components of the proposed draft plan. A number of draft plan conditions are recommended that support the construction of the open space and trails system at the owner's expense, with conveyance of the lands to the City upon completion and at the end of the required maintenance period.

Hazard Land Conveyance to the City

City OP hazard lands policies encourage that lands designated as Hazard Lands be set aside for environmental protection purposes. The City will encourage public conveyance of the block containing the wetland feature in the southwest corner of the subject property (Blocks 192) and the realigned drainage channel (Blocks 193 and 194) through the development approval process. This land is not considered part of the required parkland dedication.

Blocks 196 and 191, which contain the stormwater management system will also be deeded to the City as part of the Plan of Subdivision approval process.

The conveyances are noted in the proposed conditions of Draft Approval.

L: Energy Conservation & Efficiency

The proposed development achieves efficiency by virtue of its compact design and increased density. By managing stormwater on site for quality and quantity the development reduces the need for physical infrastructure to handle increased capacity. Low Impact Development is encouraged in all developments within the City, and will be encouraged in the Site Plan Approvals of the commercial and high density residential blocks. Any lighting implemented in the proposed development will be required to be efficient (LED) and dark sky compliant

M: Site Plan Control Matters

The City's Site Plan Control By-law (2019-185) establishes those classes of development subject to Site Plan Approval in accordance with Sec. 34 of the Planning Act. With regard to the subject development, only the lots containing the single detached dwellings are exempt from the Site Plan Approval requirement. Site Plan Approval will be required in accordance with the City's Site Plan Control By-law in effect at the time of application, for all townhouse (120 -177), apartment dwellings (Blocks 178-179), and commercial blocks (Blocks 186-188) within the subdivision prior to the development of the lands.

Site Planning ensures sites are designed to be safe, functional, and attractive for current and future users. These processes will be subject to approval by the staff approval authority and will be accompanied by an agreement registered on the title of the lands.

Specific to this subdivision application, the future Site Plan Approval process will:

- Implement the architectural control guidelines developed as through the conditions of Draft Approval. The architectural control guidelines will provide detailed design and construction materials criteria for the townhouse and apartment blocks.

- Ensure compliance with the Obstacle Limitation Surface as defined by the Canada Flight Supplement and Heliport Operations Manual (HOM) for the Grey Bruce Health Services (GBHS) Heliport (CNK6). The specific requirements for the AIA in support of Site Plan Approval will be detailed in the pre-consultation process. It is anticipated that the updated AIA required prior to final approval will inform the level of detail and evaluation required in the Site Plan Approval process for the various blocks/lots.

The Draft Approval conditions respecting Site Plan Approval provide detailed requirements for the Site Plan Approval applications as discussed above.

Financial Implications:

The subject development will be required to comply with the Development Charges By-law in effect at the time of Building Permit issuance. This is an area that falls with the Area Specific Charge relating to Sydenham Heights.

Arrangements for the reconstruction of 8th St E to a full urban standard in will be outlined in an agreement between the County of Grey, the developer, and the City. It is understood that the County of Grey is prepared to apply Development Charges to finance the curb-to-curb reconstruction of 8th St E. The remainder of the 8th Street upgrades to an urban standard (e.g., street trees, sidewalks) will be borne by the developer.

The developer will be required to pay for the extension of services within the subdivision.

Communication Strategy:

Notice of Complete Application was given on October 15, 2021, in accordance with the Planning Act. Notice of Complete Application given to the public via posting on the subject property and by mailed notice to landowners within 120 m of the subject property.

Notice of the Statutory Public Meeting was given on January 24, 2022, in accordance with the Planning Act. The Public Meeting was held on February 14, 2022. Notice of Public Meeting given to the public via posting on the subject property and by mailed notice to landowners within 120 m of the subject property.

Consultation:

The application was circulated to various City Departments and our commenting agencies as part of the consultation process. Planning staff have been in communication with the applicant throughout the process.

The public meeting was held on February 14, 2022. In addition to the public notice, the Planning Division also sent a request for comments to the development team and other agencies based on the nature of the applications (Schedule F Summary of relevant agency comments). Members of the public were welcomed to attend and make oral submissions at the public meeting or submit comments in writing prior to the public meeting either in support or against the application. No members of the public spoke at the public meeting. The meeting minutes can be found attached (Schedule F).

The draft recommended conditions have been discussed, circulated and agreed upon in principle by all commenting partners and the applicant (Schedule F).

Attachments:

- Schedule 'A': Orthophoto
- Schedule 'B': Official Plan and Zoning Map
- Schedule 'C': Property Details
- Schedule 'D': Draft Plan of Subdivision, Concept Plan, Master Open Space Plan
- Schedule 'E': Conditions of Approval
- Schedule 'F': Public & Agency Comments
- Schedule 'G': 18 m Road Allowance Cross Section
- Schedule 'H': Draft Zoning By-law Amendment

Recommended by:

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