

## **SCHEDULE I**

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### **AGENCY COMMENTS**

Grey Sauble Conservation – February 22, 2022

Fire Prevention Staff Report – February 21, 2023

Historic Saugeen Metis – February 23, 2023

Grey County Planning & Development – March 2, 2023

Engineering Services Division – May 25, 2023

February 22, 2022  
**GSCA File: P22-110**

City of Owen Sound  
808 2<sup>nd</sup> Ave East  
Owen Sound, ON  
N4K 2H4

Attn: Sabine Robart  
Planner  
[osplanning@owensound.ca](mailto:osplanning@owensound.ca)

Dear Ms. Robart

**Re: Confidential Pre-Circulation PC2022-002**  
**1555 18<sup>th</sup> Avenue East**  
**Roll no. 42-59-040-060-110-00**  
**City of Owen Sound**  
**Applicant: Calloway Real Estate Investment Trust Inc.**

Staff has reviewed this application as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 151/06. Grey Sauble Conservation Authority (GSCA) has also provided comments as per our Memorandum of Agreement (MOA) with the City of Owen Sound representing their interests regarding natural heritage and water identified in Sections 2.1 and 2.2, respectively, of the Provincial Policy Statement. Finally, GSCA has provided advisory comments related to policy applicability and to assist with implementation of the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan under the Clean Water Act.

GSCA staff have reviewed the above-noted application for a phased residential development of the vacant southern portion of the subject property. Phase 1 and Phase 2 would almost equally split the vacant lands with the western half to be developed first. Phase 1 is proposed to include:

- Phase 1A – four storey multi-unit residential building (72 units) with parking area (97 parking stalls) and green space
- Phase 1B – Four storey multi-unit residential building (72 units) with parking area (84 parking stalls) and green space
- Phase 1 C – three storey townhouse development (85 units)

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**Member Municipalities**

Municipality of Arran-Elderslie, Town of the Blue Mountains, Township of Chatsworth, Township of Georgian Bluffs, Municipality of Grey Highlands, Municipality of Meaford, City of Owen Sound, Town of South Bruce Peninsula

Phase 2 is proposed to include three multi-unit residential buildings (173 units total) with two parking areas (217 parking spaces total).

The pre-consultation application is also proposing an Official Plan Amendment to facilitate a 9m wide private road in place of the future collector road.

### **Documents Reviewed**

- Proposed Master Site Plan, prepared by Petroff Partnership Architects, dated January 12, 2022, drawing SD-219.

### **Site Characteristics**

Existing mapping indicates that the subject property is:

- Is not regulated under Ontario Regulation 151/06;
- Designated Schedule 'A' – East City Commercial & Residential in the City of Owen Sound Official Plan and Schedule 'A2' – Sydenham Heights Planning Area – Residential-Low Density & East City Commercial;
- Zoned Retail Commercial (C2), Special Provision 14.64, Low Density Residential (R3), Special Provision 14.5, Low Density Residential (R3), Special Provision 14.5 Lands Subject to Holding Provisions;
- Located within an area that is subject to the policies contained in the Source Protection Plan;
- The property is the portion of vacant land to the south of the Walmart and Home Depot and north of the Owen Sound Hospital. The western portion of the property features former agricultural lands that have been left to regenerate with the eastern portion of the property maintained as an open field/grassed area.

### **Delegated Responsibility and Statutory Comments**

- 1. GSCA has reviewed the application through our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement.**

GSCA Comment: There were no natural hazards identified on the subject property. As such, we are of the opinion the proposal is consistent with the Section 3.1 policies of the PPS.

- 2. GSCA has reviewed the application as per our responsibilities as a regulatory authority under Ontario Regulation 151/06. This regulation, made under Section 28 of the Conservation Authorities Act, enables conservation authorities to regulate development in or adjacent to river or stream valleys, Great Lakes and inland lake shorelines, watercourses, hazardous lands and wetlands. Development taking place on these lands may require permission from the conservation authority to confirm that the control of flooding, erosion, dynamic beaches, pollution or the conservation of land are not affected. GSCA also regulates the alteration to or interference in any way with a watercourse or wetland.**

The subject property is not regulated under Ontario Regulation 151/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses administered by the GSCA. Therefore, a permit is not required from our office.

### **Advisory Comments**

3. **GSCA has reviewed the application through our responsibilities as a service provider to the City of Owen Sound in that we provide comment on natural heritage features under Section 2.1 of the Provincial Policy Statement and on water under Section 2.2 of the Provincial Policy Statement through a MOA.**

## **2.1 Natural Heritage**

2.1.1 Natural features and areas shall be protected for the long term.

GSCA Comment: There were no natural heritage features identified on or adjacent to the subject property. Furthermore, the property has anthropogenic disturbances associated with previous uses and neighbouring developments. As such, the proposal is considered consistent with the Section 2.1 PPS policies.

## **2.2 Water**

GSCA Comment: The proposal will drastically increase the amount of site imperviousness. A stormwater management plan is required to address quantity and quality concerns related to stormwater management. Quantity controls are typically specified by City of Owen Sound Engineering Department and quality controls are to strive for an enhanced level of treatment. We note, the site plan does not appear to accommodate any stormwater facilities or detention areas. We recognize this is a preliminary plan and more detailed engineering plans are required. Additionally, portions of the property may have existing drainage issues. The stormwater report should address this and ensure the development will not result in any negative impacts to neighbouring properties.

4. **GSCA has reviewed the application in terms of the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan, prepared under the *Clean Water Act, 2006*. The Source Protection Plan came into effect on July 1<sup>st</sup>, 2016 and contains policies to protect sources of municipal drinking water from existing and future land use activities.**

The subject property is located within an area that is subject to the local Source Protection Plan.

## **Summary**

Given the above comments, it is the opinion of the GSCA that:

1. Consistency with Section 3.1 of the PPS has been demonstrated;
2. Ontario Regulation 151/06 does not apply to the subject site;
3. Consistency with PPS Sections 2.1 has been generally demonstrated;
4. A detailed stormwater management report prepared by qualified engineer is required;
5. The subject site is located within an area that is subject to the policies contained in the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan.

## **Recommendation**

GSCA recommends a Stormwater Management Report be completed that addresses stormwater quantity and quality controls.

Should you have any questions, please contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mac Plewes', with a stylized, cursive script.

Mac Plewes

Manager of Environmental Planning

# Staff Report

## Fire Prevention

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**DATE:** February 21, 2023

**TO:** Sabine Robart, Manager of Planning and Heritage

**FROM:** Greg Nicol, Fire Prevention Officer

**SUBJECT:** PRE-APPLICATION FIRE PREVENTION REVIEW

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**PLANNING FILE:** OPA 12 and ZBA 45

**MUNICIPAL ADDRESS:** 1555 18<sup>th</sup> Ave E

**APPLICANT:** Calloway Real Estate Investment Trust Inc.

**BACKGROUND:** The proponent has submitted a proposal for:

The applicant, Calloway Real Estate Investment Trust Inc (Heather Jenkins) through GSP Group (Eric Saulesleja), has submitted applications for an Official Plan Amendment to the City's Official Plan (2021) and a Zoning By-law Amendment to the City's Zoning By-law 2010-078, as amended for 1555 18<sup>th</sup> Avenue East.

The purpose of the application is to permit a two phased high density residential development including apartment and cluster townhouse dwellings with a total of 477 units and an overall density of 95 units per net hectare. The development includes the extension of 10th St E as a 20.5 metre collector road.

**ASSUMPTIONS:** The recommendations below are based on the following assumptions:

- The comments are from the site drawings included in the email dated February 17, 2023 from Sabine Robart.

**DETAILED REVIEW:** Documents reviewed in conjunction with this application are:

- Ontario Building Code (OBC)
- City of Owen Sound Fire Route By-Law 2009-086
- Ontario Fire Code (OFC)

## **REQUIREMENTS:**

- 1) The following will be required in order to achieve compliance with the Ontario Building Code and other referenced documents:
  - a. No objections to the Official Plan Amendment or the Zoning By-law amendment. See comments below that pertain to the drawings submitted that will need to be addressed.
  - b. The 4 storey buildings will require a standpipe system and sprinkler system. The drawings do not show the location of fire hydrants or fire department connections. The fire department connections shall be located so that the distance from the fire department connections on the buildings to a hydrant is not more than 45 m and is unobstructed as per Article 3.2.5.16. of Div. B of the OBC.
  - a. The drawings do not show the locations of the No Parking Fire Route signs along the proposed fire route as required by the City of Owen Sound Fire Route By-Law
  - b. The drawings do not show the turn 12 meter turning radius on the fire routes noted as per Article 3.2.5.6. of Div. B. of the OBC.

## **RECOMMENDATIONS**

- 2) The following should be considered by the proponent as they finalize their plans to enhance the fire prevention at the site:
  - a. The fire department connection should be located adjacent to the main entrance to the buildings.
  - b. Recommend installing a fire department key box on the buildings.

**Submitted by:** Greg Nicol, Fire Prevention Officer \_\_\_\_\_

**From:** [Pam Coulter](#)  
**To:** [Sabine Robart](#); [Chris Webb](#)  
**Subject:** FW: 1555 18th Ave E OPA 12 and ZBA 45 Site plan and NFPA Requirements Nicol 29Mar23.docx  
**Date:** April 27, 2023 2:33:36 PM  
**Attachments:** [1555 18th Ave E OPA 12 and ZBA 45 Site plan Nicol 21Feb23.docx](#)  
[image006.png](#)  
[image007.png](#)  
[image009.png](#)

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**Pamela Coulter**  
*Director of Community Services*  
City of Owen Sound  
519-376-4440 Ext. 1252



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**From:** Greg Nicol <gnicol@owensound.ca>  
**Sent:** Wednesday, March 29, 2023 9:41 AM  
**To:** Pam Coulter <pcoulter@owensound.ca>  
**Subject:** FW: 1555 18th Ave E OPA 12 and ZBA 45 Site plan and NFPA Requirements Nicol 29Mar23.docx

Please ensure the following NFPA 1140 requirements are met along with the requirements on the attached letter.



#### 11.1.4 Number of Means of Access.

**11.1.4.1\*** A land development shall have one or more means of access in accordance with Table 11.1.4.1(a), Table 11.1.4.1(b), or 11.1.4.2, whichever produces the greatest number.

**11.1.4.2** Where residential areas are mixed with nonresidential areas, the minimum number of access routes shall be determined by calculating five parking spaces for each dwelling unit, adding that number to the parking spaces count for the nonresidential area, and using Table 11.1.4.1(b).

**Table 11.1.4.1(a) Required Number of Access Routes for Residential Areas**

Number of Households	Number of Access Routes
0–100	1
101–600	2
>600	3

**Table 11.1.4.1(b) Required Number of Access Routes for Nonresidential Areas**

Number of Parking Spaces	Number of Access Routes
0–1250	1
1251–3000	2
>3000	3

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**From:** Greg Nicol

**Sent:** Tuesday, February 21, 2023 10:07 AM

**To:** OS Planning <[osplanning@owensound.ca](mailto:osplanning@owensound.ca)>

**Cc:** Doug McEwen <[dmcewen@owensound.ca](mailto:dmcewen@owensound.ca)>

**Subject:** 1555 18th Ave E OPA 12 and ZBA 45 Site plan Nicol 21Feb23.docx

Hello Planning, No objections to the Official Plan Amendment or the Zoning By-law amendment. See comments in the attached letter that pertain to the drawings submitted that will need to be addressed.

Have a great day.

Greg Nicol

Fire Prevention Officer

Owen Sound Fire and Emergency Services

1209 3rd Avenue East

Owen Sound, Ontario

N4K 2L6

[gnicol@owensound.ca](mailto:gnicol@owensound.ca)

519-376-2512 ext 2243

**Connect with us on**



**From:** [hsmlrcc@bmts.com](mailto:hsmlrcc@bmts.com)  
**To:** [OS Planning](#)  
**Subject:** Request for Comments - Owen Sound (1555 18th Avenue East) - proposed Official Plan & Zoning By-law Amendment  
**Date:** February 23, 2023 10:45:48 AM

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## Owen Sound Municipality

### **RE: OPA 12 / ZBA-45**

The Historic Saugeen Métis (HSM) Lands, Resources and Consultation Department has reviewed the relevant documents and have no objection or opposition to the proposed Official Plan and Zoning By-law Amendment as presented.

Thank you for the opportunity to review this matter.

Regards,

Chris Hachey  
Coordinator, Lands, Resources & Consultation  
Historic Saugeen Métis  
email: [hsmlrcc@bmts.com](mailto:hsmlrcc@bmts.com)  
phone: 519-483-4000  
site: [saugeenmetis.com](http://saugeenmetis.com)  
address: 204 High Street Southampton, ON

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## Planning and Development

595 9<sup>th</sup> Avenue East, Owen Sound Ontario N4K 3E3  
519-372-0219 / 1-800-567-GREY / Fax: 519-376-7970

March 2, 2023

Sabine Robart  
Community Planner  
City of Owen Sound  
808 2<sup>nd</sup> Ave East  
Owen Sound ON N4K 2H4

**RE: Local OPA 12 and ZBA 45 – Calloway (4-storey Apartments & Towns)  
1555 18<sup>th</sup> Ave E.  
City of Owen Sound**

Dear Ms. Robart,

This correspondence is in response to the above noted application. We have had an opportunity to review the proposed applications in relation to the Provincial Policy Statement (PPS) and the County of Grey Official Plan (OP). We offer the following comments.

The applicant, Calloway Real Estate Investment Trust Inc. is proposing to develop a two phased high density residential development including apartment and cluster townhouse dwellings with a total of 477 units and an overall density of 95 units per net hectare. The development includes the extension of 10th St E as a 20.5 metre collector road. The OPA would permit 'High Density Residential Development,' on the subject lands and provide for a 20.5 m wide collector Road. ZBA 45 would re-zone the lands to General Residential, with several special provisions that would:

- Recognize that the development will be regarded as one lot for the purposes of zoning conformity;
- Recognize that the development will be regarded as one lot for the purposes of zoning regulations if subject to future consents;
- Permit an increased maximum building height;
- Permit a reduced minimum exterior side yard;
- Provide for reduced site-specific vehicle and bicycle parking ratios for cluster townhouse dwellings and apartment dwellings; and;
- Permit an increased maximum density (floor space index) for Phase 1; and,

- Permit a temporary sales/leasing office. The proposed development also includes site servicing, landscaping, and an internal drive aisle and sidewalk network.

The subject lands currently contain a large-commercial shopping centre, but the area proposed for development is vacant and undeveloped.

Schedule A of the County OP designates the subject lands as 'Primary Settlement Area.' Primary Settlement Areas are intended for a full range of residential, commercial, industrial, recreational, and institutional land uses. These areas are suitable for high intensification targets, public transit services, and have full municipal services. The development of high-quality urban form and open public spaces within these areas is also encouraged through site design, and urban design standards, to create attractive and vibrant places that support walking and cycling for everyday activities and are transit supportive. As per section 3.5(6) of the OP, intensification efforts are strongly encouraged within Primary Settlement Areas.

Staff are supportive of the proposed higher-density residential units proposed for this site and recognize that this higher density facilitates opportunities to support transit ridership and increased walkability to a wide array of nearby employment opportunities, institutional uses and community services. County staff are pleased to see that active transportation has been considered within the proposal, including pedestrian walkways throughout the site and along the proposed 10<sup>th</sup> Street East Road extension. County staff would support additional opportunities to link the subject lands through formal pedestrian and cycling paths to the hospital property, immediately south.

Staff would note that at this time, information has not been provided to demonstrate that sufficient servicing would be available to accommodate the proposed development. It is recommended that a fulsome servicing study and stormwater management study be undertaken at a Site Plan, Plan of Condominium and/or Draft Plan of Subdivision stage.

The intended price point of the proposed units and ownership model of the lands are currently unclear (ie: staff are unclear whether the site would be reserved purely for rental housing, or whether a Plan of Condominium and/or Subdivision application would be forthcoming). That said, the County's Housing Department remains open to discussions regarding partnership opportunities to rent some units below market rate, to accommodate lower-income residents in need of housing. Since 2019, the County's waitlist for subsidized housing has increased significantly. Staff would note that robust and cohesive communities cater to the affordability constraints of a wide array of residents. The County would encourage the applicant to have further conversation with City and County staff in this respect. Given the location of the subject lands in relation to a wide array of employment opportunities and community services, these lands are

ideally located to accommodate affordable housing opportunities.

In 2020, Grey County completed a 'Grey County's Healthy Community and Residential Subdivision Guidelines' document to use as a reference manual for larger-scale developments. These guidelines can be accessed through [this link](#). There are several considerations within this document that would be important to explore for an application of this scale. Staff would particularly draw attention to the following considerations, of relevance to this proposal:

- *Access to centralized green space, parks, trails:*
  - At present, there is one small privately owned park proposed in the south-west corner of the site. Given the neighbouring hospice use, staff recognize that this area is an important buffer to ensure a degree of privacy and separation from this sensitive land use. County staff would support further opportunities to locate open green space(s) throughout the site, in centralized areas of the property, similar to what was demonstrated at the pre-circulation concept stage. High-quality open space should include age-friendly considerations, such as playground equipment for younger children, as well as shaded seating areas and paved pathways for individuals with accessibility needs. Given the City's recent initiatives to support Community Gardens in higher-density residential areas, staff wonder if there would be opportunity to consider a similar use on the subject property.
- *Provide natural or construct shade to mitigate urban heat island effects*
  - At present, there are large areas of exposed parking facilities throughout the site. To reduce the urban heat island effect and to improve age-friendly planning, staff would inquire whether there is opportunity to provide shade opportunities within these parking areas, and/or to locate some parking below ground (or at ground level), under the proposed apartment buildings. This would have the effect of freeing up portions of the site for alternative open space options and would facilitate easy access to vehicles during winter months for older residents.
- *Ensure public and private road access is suitable for emergency services; and*
- *Preference is given to through-roads and a grid or modified grid network; it is recommended to avoid cul-de-sacs where possible, as cul-de-sacs are difficult to maintain*
  - Several of the proposed private roads to access the townhouses end in a 'dead end.' Staff would recommend that further comments be provided by City engineering staff and emergency services to determine the feasibility

of this layout in regard to garbage pick-up, fire truck access, snow removal/storage, etc.

Appendix A of the County OP identifies the subject lands within an IPZ-2 zone. Policy 8.11.2(1)(a) states,

*Intake protection zones (IPZ's) are areas of land and water where run-off from streams or drainage systems, in conjunction with currents in lakes and rivers, could directly impact on the source water at the municipal drinking water intakes. Within the context of Grey County, vulnerability scores for IPZ's range from 4 to 7. IPZ's are shown on Appendix A of this Plan and further information can be found in the local source protection plans.*

The subject property is also within an 'Events-based Area'. These areas are predominantly concerned with fuel storage typically found in commercial/industrial operations. As the proposed development is residential in nature, County planning staff generally have no concerns. That said, given the scale of the proposed development and surrounding commercial uses, City staff may wish to seek further comments from the Local Risk Management Official.

Of a general planning nature, staff would note that there is a wooded area on the subject property, but it is not mapped as Significant Woodlands within the County's Official Plan. A Tree Preservation Report and Plan has been prepared and indicates that a small sample of trees may be preserved on site. Given the extent of the wooded area proposed to be removed, County staff would recommend that a future landscaping plan be undertaken with emphasis on how and where new trees can be planted throughout the site at a development stage. From a climate-change perspective, trees play an important role in sequestering carbon in soils, and County Council has committed to reducing green-house gas emissions into the future.

County Transportation Services have reviewed the submitted Traffic Impact Study and have indicated that given the number of proposed or approved developments on surrounding properties, the County is considering the development of a round-about at the intersection of 8<sup>th</sup> Street East and the proposed extension of 20<sup>th</sup> Avenue East. County staff are open to further discussion with the developer and the City regarding intended upgrades to the County Road.

In summary, County staff would recommend that:

- A fulsome review of site servicing and stormwater management be undertaken at a future application stage;
- That clarity be provided by the developer regarding the final intention of this development (ie: whether it will be maintained as a single site and units entirely

March 2, 2023

rented in future, or whether a Plan of Condominium and/or Plan of Subdivision is intended to be applied in future);

- That the Applicant consider opportunities to collaborate with the County, to develop some affordable rental units on site;
- That the above comments from Transportation Services be considered;
- That *The Healthy Development* checklist and *Grey County's Healthy Community and Residential Subdivision Guidelines* be reviewed in relation to the provision of quality open space, reduced impact of external parking areas, and street-grid configurations.
- That a landscape plan be prepared in any forthcoming application(s), to mitigate the loss of the wooded area from a climate-change perspective, and to promote an urban forest canopy and wildlife habitat.

County Staff have no further comments at this time.

If you wish to discuss this matter further, please contact me.

Yours truly,

A handwritten signature in black ink, appearing to read 'R. Hillyer', with a stylized flourish at the end.

Becky Hillyer  
Intermediate Planner  
(519) 372-0219 ext. 1231  
[becky.hillyer@grey.ca](mailto:becky.hillyer@grey.ca)  
[www.grey.ca](http://www.grey.ca)

# Staff Report

Engineering Services Division

**DATE:** 2023 May 25

**ENG. FILE:** 1555 18<sup>th</sup> Avenue East  
4259 04006 011000

**TO:** Sabine Robart, Manager of Planning & Heritage  
Pam Coulter, Director of Community Services  
Lara Widdifield, Director of Public Works & Engineering

**FROM:** Dana Goetz, C.E.T., Engineering Technologist

**SUBJECT:** ZBA - OPA ENGINEERING REVIEW 1555 18<sup>TH</sup> AVE EAST

**Applicant:** Calloway Real Estate Investment Trust Inc.

**PLANNING FILES:** ZBA 45; OPA 12

**LEGAL DESCRIPTION:** RANGE 5 EGR PT PK LOTS 7, 8; RP 16R-5510 PT 1; RP 16R-7308 PTS 7 TO 14; RP 16R-7779 PT PT 7, 23 PTS 3, 4, 5, 8, 9, 13, 15 TO 18, 20, 22

**RECOMMENDATIONS:** Further to our review of the above noted application, the Public Works & Engineering Department has no objection to this application subject to the following conditions:

## **OPA 12**

The Public Works and Engineering Department has no objection to the Official Plan Amendment to reduce the width of the road allowance required for the 10<sup>th</sup> Street East, Collector classification, extension through the subject lands to 20.5 metres.

## **ZBA 45**

The Public Works and Engineering Department has no objection to the Zoning By-law Amendment.

## **BACKGROUND:**

The applicant, Calloway Real Estate Investment Trust Inc (Heather Jenkins) through GSP Group (Eric Saulesleja), has submitted applications for an Official Plan Amendment to the City's Official Plan (2021) and a Zoning By-law Amendment to the City's Zoning By-law 2010-078, as amended for 1555 18th Avenue East.

The purpose of the application is to permit a high density residential development including apartment and cluster townhouse dwellings to be developed in two phases



with a total of 477 units and an overall density of 95 units per net hectare. The development includes the extension of 10th St E as a 20.5 metre collector road.

## OPA 12

The effect of the Official Plan amendment is to redesignate the subject lands from 'Low Density Residential' to 'High Density Residential' on Schedule 'A2' Sydenham Heights Planning Area – Phase I and to provide for a 20.5 metre wide collector road configuration for the 10th Street East extension between 18th Avenue East and 20th Avenue East.

## ZBA45

The effect of the application is to amend the zone categories and special provisions applying to the subject lands generally in accordance with the following:

Current Zoning	Proposed Zoning
<ul style="list-style-type: none"><li>• Low Density Residential with Special Provision 14.5 (R3 14.5)</li><li>• Low Density Residential Holding with Special Provision 14.5 (R3 (H) 14.5)</li></ul>	Phase 1 General Residential with Special Provision 14.xxx (R5 14.xxx) Phase 2 General Residential with Special Provision 14.yyy (R5 14.yyy)

The special provisions are proposing to establish site and building regulations that permit/recognise the following, among other matters:

- Recognize that the development will be regarded as one lot for the purposes of zoning conformity;
- Recognize that the development will be regarded as one lot for the purposes of zoning regulations if subject to future consents;
- Permit an increased maximum building height;
- Permit a reduced minimum exterior side yard;
- Provide for reduced site-specific vehicle and bicycle parking ratios for cluster townhouse dwellings and apartment dwellings; and;
- Permit an increased maximum density (floor space index) for Phase 1; and,
- Permit a temporary sales/leasing office.

## ANALYSIS:

This document incorporates comments from all divisions of the Public Works & Engineering Department.

The following comments reflect the results of this review:

## DETAILED REVIEW:

Documents reviewed in conjunction with this application are:

- *City of Owen Sound Site Development Engineering Standards, 1<sup>st</sup> Edition*
- *City of Owen Sound Official Plan adopted by City Council March 20, 2006*
- *East Owen Sound Master Servicing Study (EOSMSS) prepared by RJ Burnside & Associates Limited and adopted by City Council in 2008*
- *Stormwater Management Planning and Design Manual, March 2003; Province of Ontario Ministry of the Environment – published by: Queen's Printer for Ontario*
- *Land Use Planning and Justification Report prepared by Monteith Brown Planning Consultants, dated October 2015;*
- *Flight Path Study prepared by WSP Canada Inc., dated July 2014;*
- *Functional Servicing & Stormwater Management Report prepared by Crozier & Associates, dated July 2015;*
- *Transportation Impact Study prepared by CGH Transportation, dated January 2023*
- *Functional Servicing & Stormwater Management Report prepared by Stantec Consulting Ltd., dated January 30, 2023*
- *Chamberlain Architect Services Limited, Project No. 122038, Dwg. No. A001 "Master Plan" Rev. 4 dated 2023-01-31; Dwg. No. A002 "Site Plan – Phase 1" Rev. 7 dated 2023-01-31; Dwg. No. A003 "Site Plan – Phase 2" Rev. 2 dated 2023-01-31*
- *Stantec Consulting Ltd., Project No. 160623088, Dwg. No. 101 "Servicing Plan", Rev. 1 dated 2023-01-31; Dwg. No. 502 "Details and Notes" Rev. 1 dated 2023-01-31.*

## **PHASING:**

This development is split into two phases. Phase 1 consists of two 76-unit apartment blocks and 10 townhouse blocks totalling 87 dwelling units for a combined total of 239 units, while Phase 2 contains three 78-unit apartment buildings for a total 234 additional units.

## **STORMWATER MANAGEMENT (SWM):**

A stormwater management plan to the City's standards has been submitted as a component of the Functional Servicing & Stormwater Management Report (FSSMR).

The existing storm sewer on 18<sup>th</sup> Avenue East, including the SWM pond have sufficient capacity for this development as it was designed originally to accommodate the entire Calloway REIT property.

The highlights of the proposed stormwater design are:

- Stormwater quantity control will be achieved using underground storage chambers and orifice controls to provide lower runoff volumes than the existing conditions for both the 5-year and 100-year design storms.
- The on-site stormwater detention will protect the downstream SWM infrastructure.
- Stormwater quality control to remove >80% TSS will be achieved using OGI units.

- The proposed design will accommodate both Phase 1 and Phase 2 sections of the development.

## **GRADING & DRAINAGE:**

The subdivision grading and drainage shall conform to Section 2.2.2 of the City's Property Standards By-law 1999-030.

## **SITE SERVICING:**

### FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT (FSSMR):

A Functional Servicing & Stormwater Management Report has been submitted in support of this development.

### WASTEWATER SEWER:

The developer is proposing to extend the 375mm Ø 18<sup>th</sup> Avenue East wastewater sewer via the 10<sup>th</sup> Street East extension to service this development. The suitability and capacity of this proposal is to be justified in the SFS.

The submitted FSSMR concludes that: *The proposed development can be serviced for sanitary drainage by connecting to the existing 250mm diameter sanitary sewer along 18<sup>th</sup> Avenue East. A sanitary analysis of the downstream municipal sewer system was completed. The receiving sewer immediately downstream of the development has adequate capacity to accept the increased flows from the development. Although the analysis shows that some isolated, existing downstream sewers may be over capacity. It appears that the municipal sewer network can accommodate the proposed development.*

Engineering Services has reviewed this conclusion with respect to the EOSMSS and the proposed design contradicts the EOSMSS. The major portion of this property is expected to drain to the Sydenham Heights Trunk Sewer (SHTS) located within the Rail Trail via the proposed Telfer Creek Subdivision. The SHTS was constructed with the capacity to service the subject property. The isolated surcharging noted in the submitted FSSMR is not present when the updated model is used. The consultant did not have the current version of the collection system model. Therefore, Engineering Services Engineering Services will allow the wastewater servicing for Phases 1 and 2 of the development to discharge to the 18<sup>th</sup> Avenue East wastewater sewer but the entire residential portion of the property is subject to the Area Specific Development Charge implemented to recover the City's costs to construct the Sydenham Heights Trunk Sewer.

### WATER SERVICE:

The developer is proposing to extend the 250mm Ø 18<sup>th</sup> Avenue East watermain, within the Industrial Pressure Zone (IPZ) via the 10<sup>th</sup> Street East extension to service this development.

The submitted FSSMR concludes that: *"A 250mm diameter watermain exists in the corner of 10<sup>th</sup> Street East and 18<sup>th</sup> Avenue East right-of-way adjacent to the site. Water supply for the property can be provided by connection to this municipal watermain."*

*Further, "Ten (10) private fire hydrants will be installed within the site as required to provide firefighting coverage for the proposed buildings."*

The submitted FSSMR states that further flow testing is required to confirm that adequate fire flow is available.

The proposed water servicing for the entire residential portion does not conform to the East Owen Sound Master Servicing Study (EOSMSS). The eastern portion of this property is expected to be serviced from the East Hill Pressure Zone (EHPZ) with the IPZ supplying the western portion of the property which contains the proposed Phase 1. There is insufficient capacity to provide fire flow protection from the Industrial Pressure Zone from the IPZ for the Phase 2 portion.

Engineering Services will allow the entire Phase 1 portion to be serviced from the IPZ but will require that the Phase 2 portion water supply will be from the EHPZ as per the EOSMSS.

The submitted FSSMR shows that the entire residential development has a Maximum Day Demand (MDD) of 11,549l/min. Phase 2 of the property will need to be serviced from the East Hill Pressure Zone (EHPZ) which will require a connection to the future 20<sup>th</sup> Avenue East watermain, extended through the proposed Telfer Creek Subdivision, which will be connected to the 8<sup>th</sup> Street East watermain.

The Developer will be required to pay for upsizing costs for the watermain through the Telfer Creek Subdivision as a component of the Servicing Agreement which will be required as a condition of site plan approval.

## **PARKING, SITE ACCESS & ROADWAYS:**

### TRANSPORTATION IMPACT STUDY (TIS):

A Transportation Impact Study has been submitted with the application. The TIS was undertaken with reference to a scope of study determined by consultation with the City.

The traffic portion conclusions of the TIS show:

1. The 2022, future 2027 and future 2032 horizon years were analyzed, representing the existing conditions as well as the full build-out date of Phases 1 and 2 of the development.
2. The proposed development is projected to generate new two-way vehicle volumes of 188 and 200 during the weekday AM and PM peak hours, respectively.
3. The proposed development will have four, three-legged full movement unsignalized accesses. All to be stop-controlled on the southern legs of each intersection. Each of the four accesses are located on 10th Street East following its extension through the development from 18<sup>th</sup> Avenue East to 20<sup>th</sup> Avenue East.
4. The intersection of 10<sup>th</sup> Street East and 18<sup>th</sup> Avenue East is proposed to have an all-way stop configuration.
5. A 1% compound annual growth rate was applied to generate the 2027 and 2032 future background traffic volumes.

6. The nearby developments of Redhawk Subdivision, Greystone Village, Telfer Creek Subdivision, 1960 16<sup>th</sup> Street East, and Heritage Grove have all been included in the background traffic projections.
7. Using the 2022 existing traffic volumes, an operational analysis of existing conditions was undertaken. Through this analysis it was determined that all Study Area intersections operate with good overall LOS and delay. The queues are also contained by the storage lengths except for the shared westbound through/right lane at the intersection of 16<sup>th</sup> Street East and 18<sup>th</sup> Avenue East in the AM peak period, and the northbound left turn lane at the same intersection in PM peak period.
8. The Ministry of Transportation Ontario (MTO) Geometric Design Standards for Ontario Highways (GDSOH) has been reviewed to determine the need for an eastbound left-turn lane and westbound left-turn lane at the intersection of 8<sup>th</sup> Street East and 20<sup>th</sup> Avenue East for the 2027 future background analysis horizon. Using the GDSOH methodology and a 60 kilometre per hour design speed, it was found that an eastbound left-turn lane will be warranted. Although a dedicated westbound left-turn lane was not warranted based on the GDSOH methodology, it has been assumed that one would be included at the intersection of 8<sup>th</sup> Street East and 20<sup>th</sup> Avenue East due to the wider geometry of the intersection.
9. The 2027 future background traffic volumes, including the background growth, were analyzed. It was found that turning movements operated with a reasonable LOS and delay. Through this analysis it was determined that all Study Area intersections operated with good overall LOS and delay. The queues were also contained by the storage lengths, with the exception of the shared westbound through/right lane at the intersection of 16<sup>th</sup> Street East and 18<sup>th</sup> Avenue East in both the AM and PM peak periods.
10. The 2032 future background traffic volumes, including the background growth, were analyzed. It was found that turning movements operated with a reasonable LOS and delay. Through this analysis it was determined that all Study Area intersections operated with good overall LOS and delay. The queues were also contained by the storage lengths, with a couple of exceptions.
11. A 20.5 metre modified collector roadway cross-section has been proposed for the 10th Street extension through the subject development.
12. With the addition of the 2027 future total (Phase 1) site traffic volumes to the Study Area intersections, the intersections operate in a similar manner to the 2027 future background analysis horizon.
13. With the addition of the 2032 future total (Phase 1 and Phase 2) site traffic volumes to the Study Area intersections, the intersections operate in a similar manner to the 2032 future background analysis horizon except for the intersection of 10<sup>th</sup> Street East and 18<sup>th</sup> Avenue East. At this intersection a LOS F, V/C ratio greater than 1.00, high delays and extended queues were noted in the PM peak period. Mitigation measures are recommended in the form of a separated eastbound left-turn lane and all-way stop-control at the intersection. This recommendation is also intended for the 2027 future total analysis horizon.

14. Traffic volumes within the Study Area are relatively low, and as such, signalization was not warranted at any analysed intersection.
15. The proposed development will provide 604 surface parking spaces. Phase 1 will have a total of 369 parking spaces, exceeding the required number of spaces as per the City of Owen Sound Zoning By-law. Phase 2 will have a total of 235 parking spaces.
16. Phase 1 will have a total of 28 bicycle parking spaces, exceeding the number of required bicycle parking spaces as per the City of Owen Sound Zoning By-law. The number of bicycle parking spaces provided in Phase 2 will be proposed with the future submission of the Phase 2 Site Plan.
17. A Transportation Plan consisting of a Pedestrian and Cycling Circulation Plan, a Pavement Marking and Signage Plan, and a Garbage and Loading Circulation Analysis has been performed.

The City's Residential Subdivision Policies require an emergency access be built for any development comprising more than 80 units with full road construction for developments exceeding 200 units. The completion of the required intersection improvements at 18<sup>th</sup> Avenue East and 10<sup>th</sup> Street East as well as the 10<sup>th</sup> Street East extension to 20<sup>th</sup> Avenue East will be at the cost of the developer and will be included as a condition in the required Servicing Agreement.

The completion of 20<sup>th</sup> Avenue East to a full urban standard from the southern boundary of the property to the southern terminus of 20<sup>th</sup> Avenue East will be completed at the developer's cost to allow the development of Phase 1. The City will include this in the Servicing Agreement as a condition of site plan approval along with a "best efforts" clause to allow recovery of a portion of these costs from abutting landowners who will benefit from this road.

#### PEDESTRIAN & CYCLING ACCESS:

As part of the subject development, sidewalks have been proposed within the subject lands and provide pedestrian connections to 10<sup>th</sup> Street East, along internal roadways and parking areas, as well as to building entrances. Pedestrian crossings have also been proposed within the site to connect sidewalks and ensure the safe crossing of internal site roadways. A multi-use pathway is provided along the south side of the 10<sup>th</sup> Street East extension within the road allowance and will connect to the broader active transportation network provided by the City of Owen Sound.

This multi-use pathway will be constructed at the developer's expense and will connect to existing sidewalks along 10<sup>th</sup> Street East and 18<sup>th</sup> Avenue East, as well as future pedestrian and cycling facilities on the planned extension of 20<sup>th</sup> Avenue East. Both the pathway and 10<sup>th</sup> Street East roadway profile are subject to approval by the Public Works and Engineering Department.

These active mode facilities are illustrated in the pedestrian and cycling plan developed to satisfy the requirement for a Transportation Plan to support the site plan approval submission.

COMMUNITY MAIL BOXES (CMB):

Community mailbox locations, when required, must be shown on the site plan. The locations must be approved by Canada Post Corporation (CPC) and the CMBs' installed with respect to the guidelines and specifications of CPC. In addition, the City requires the following:

1. CMBs' must be located on a designated pedestrian path of travel.
2. CMBs' must not be located within the sight triangle of any intersection, near SWM facilities or in areas designated for snow storage.
3. CMBs' must be properly illuminated.

SITE ACCESS:

The site access for both Phases is to be provided by four access points from an extension of 10<sup>th</sup> Street East, east of 18<sup>th</sup> Avenue East.

ACTIVE MODE FACILITIES:

1555 18<sup>th</sup> Avenue East is well served by pedestrian and cycling facilities. Active mode facilities are proposed within the site, including a multi-use path along the 10<sup>th</sup> Street East extension, connecting to existing pedestrian facilities on 18<sup>th</sup> Avenue East, and future pedestrian and cycling facilities on the extension of 20<sup>th</sup> Avenue East. To further encourage cycling trips to and from the site, surface bicycle parking has been provided in excess of the City of Owen Sound Zoning By-law requirements, and an additional 8 bicycle parking spaces will be provided by the completion of Phase 1. By providing more bicycle spaces than is required, a reduction in auto dependence will be further encouraged.

TRANSIT ACCESS:

The proposed development and surrounding Study Area is sufficiently serviced by existing transit provided by Owen Sound Transit. Two routes operate within the Study Area, with one route, East Bayshore, operating a stop approximately 200 metres west of Site Access #1. This transit stop can be accessed by residents using the multi-use path located on the south side of 10<sup>th</sup> Street East, allowing for ease of access to transit for pedestrians and cyclists from the proposed development.

Transit maps and transit information will be provided using online links to residents to further encourage travel by transit.

ROAD WIDENING:

A road widening is not required on 18<sup>th</sup> Avenue East fronting this property.

PROPOSED 10<sup>th</sup> STREET EAST EXTENSION:

1. The proposed modified road allowance width of 20.5 metres, for this future Collector road as designated in the City's Official Plan, is acceptable to Engineering Services. While the Official Plan and City Engineering standard road cross-sections for Collector Roadways would normally require a 25 metres wide road allowance width, the 20.5 m width is acceptable in this instance because the road allowance is providing single sided access for municipal servicing, roadway and sidewalks on the south side of the road. Access to the north side of the road allowance is not anticipated, practical or possible due to the existing topographical conditions and nature of development on private property to the north (Smart Centres).
2. The intended function of a Collector Roadway does not support the application of traffic calming techniques, including curb bump-outs and speed humps/cushions as shown in the proposed 10<sup>th</sup> Street East roadway. The application of any traffic calming techniques, if applicable, on 10<sup>th</sup> Street East will be subject to further review and approval by the Public Works and Engineering Department and subject to conditions of site plan approval and a servicing agreement.
3. The recommended dedicated eastbound left turn lane at the future intersection of 8<sup>th</sup> Street East/Grey Road 5 and 20<sup>th</sup> Avenue East for the 2027 planning horizon is noted. Any improvements at this future intersection beyond the construction of the 20<sup>th</sup> Avenue East legs north and south of 8<sup>th</sup> Street by the developers of the lands north and south of 8<sup>th</sup> Street East will be undertaken by the County of Grey at its expense when these improvements are warranted.
4. Engineering Services accepts and agrees that all-way stop control should be implemented at the intersection of 10<sup>th</sup> Street East and 18<sup>th</sup> Avenue East upon the first phase of site development. This will also improve pedestrian safety at this intersection with the installation of new pedestrian crosswalks on the north and south side of the intersection. The construction of an eastbound right turn lane on 10<sup>th</sup> Street East, noted as being warranted for the 2032 planning horizon, will be required as a condition of approval for the first phase of development. This will alleviate queuing on the eastbound approach of 10<sup>th</sup> Street East to the intersection and improve the level of service at this intersection. This requirement coincides with the requirement noted above that the 10<sup>th</sup> Street East full road construction will have to be extended to 20<sup>th</sup> Avenue East and 20<sup>th</sup> Avenue East full road construction will have to be extended north of 10<sup>th</sup> Street East to the existing terminus of 20<sup>th</sup> Avenue East. It is noted that the City owns the unopened road allowance of 20<sup>th</sup> Avenue East between the Heritage Grove (shopping) Centre to the north and the future Telfer Creek (residential) Subdivision to the south.



## **ENVIRONMENTAL:**

There are no known environmental concerns associated with this property.

### SOURCE WATER PROTECTION (SWP):

The Drinking Water Source Protection Plan, approved under Part IV of The Clean Water Act, 2006, indicates that this property is within "Intake Protection Zone 2" (IPZ-2), an Events Based Threat area concerned with fuel storage exceeding 25,000 litres.

A SWP Risk Management Plan is not required as fuel storage is not a component of this proposed development.

### GARBAGE AND RECYCLING COLLECTION SERVICES:

The City will not collect garbage and blue box materials from the units in this development. The Developer must make arrangements with a private waste management contractor for the on-site deposition, collection, and disposal of these materials.

Please be advised that the Province of Ontario is transitioning to a producer responsibility funded blue box collection program to be fully implemented by January 1, 2026. Who is eligible under this program may change after the program is fully implemented. Further information can be found at [Blue Box Regulation - RPRA](#).

Waste management contracts should be negotiated accordingly.

## **FEES AND CHARGES:**

The Engineering Review Fee will be \$550.00 plus 4% of the first \$100,000.00 of Total Development Cost plus 2% of the amount of TDC exceeding \$100,000.00. Total Development Cost includes estimated construction value of on-site and off-site works (excluding buildings), plus 5% contingency costs, plus 7% for Engineering design, administration and inspection costs plus HST.

A Street Occupation Permit will be required prior to commencement of any work on City owned property. The permit is available from the Engineering Services Division for a fee of \$63.

A Special Services Application is required to live tap the watermain by City forces. The tapping fee deposit is \$2,000.00 with the actual cost in time and materials applied to the deposit and invoiced to the developer.

The fee for the Special Services Application is \$63.00 and must be obtained before commencing any work on City-owned property.

A Servicing Agreement together with a security deposit equal to 100% of the value of any works to be constructed on City lands will be required.

There is no opportunity for cost recovery for the construction of the portion of 18<sup>th</sup> Avenue East fronting this property as the original construction cost was shared between the City and Real Sound Investments, a predecessor of Calloway REIT.

This property is subject to the Area Specific Development Charge as per Schedule 'D' of By-law 2019-199, as amended.

**Prepared By:** Dana Goetz, C.E.T.



**Reviewed By:** Chris Webb, P.Eng.

