

Staff Report

Report To: City Council
Report From: Dave Aston and Aleah Clarke, MHBC Planning
Meeting Date: June 23, 2025
Report Code: CS-25-059
Subject: Technical Report - ZBA 56 for BGCD SB (28th Avenue East)
- CS-25-059

Recommendations:

THAT in consideration of Staff Report CS-25-059 respecting the proposed Zoning By-law Amendment No. 56 to permit a secondary school on 28th Avenue East, City Council directs staff to continue to process Zoning By-law Amendment No. 56 in accordance with the process outlined in this report.

Highlights:

- A complete application for Zoning By-law Amendment (ZBA 56) has been submitted by Ron Davidson Land Use Planning Consultants Inc. (Ron Davidson) on behalf of Bruce Grey Catholic District School Board (BGCD SB).
- The purpose of the application is to permit the construction of a new secondary school. The new school is proposed to be comprised of two floors with approximately 12,077 square metres of floor space. The proposal also includes the construction of parking areas, stormwater management area, a field house, a small auto shop, two sports fields and an area for future portables (if warranted in the future due to increased student enrolment).
- The effect of the application is to amend the zone category applying to the subject lands from Rural (RUR) to Institutional (I) to permit the proposed use. The application may also result in the refinement

- of the existing Hazard (ZH) zone boundaries to reflect the findings of site-specific studies completed in support of the rezoning.
- The pending recommendation report will assess consistency with the PPS, conformity with the County's and City's OP and if the application meets the requirements of the City's Zoning By-law.

Strategic Plan Alignment:

This is a technical report for a legislated review process under the Ontario *Planning Act*. Assessment of the subject application's alignment with the City's Strategic Plan will be conducted in the recommendation report to follow.

Climate and Environmental Implications:

This supports the objectives of the City's Corporate Climate Change Adaptation Plan by creating conditions to minimize health and safety risks.

Previous Report/Authority:

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

[City of Owen Sound Zoning By-law 2010-078, as amended](#)

B02-2024 ([CS-24-066](#))

Background & Proposal:

A complete application for a Zoning By-law Amendment (ZBA 56) has been submitted by Ron Davidson Land Use Planning Consultants Inc. (Ron Davidson) on behalf of Bruce Grey Catholic District School Board (BGCDSB) for a new secondary school on 28th Avenue East, south of 16th Street East (Hwy 26).

The subject lands were recently severed from a larger property through [B02-2024](#), and a new address and roll number have not yet been created. A consent agreement is registered on title and includes various requirements, such as the provision of plans and record drawings, acquisition of permits, land conveyance, construction, installation, and/or provision of transportation and servicing works, payment of capital contributions,

completion of studies, and acquisition of site plan approval. Please refer to the Orthophoto in Schedule 'A' to locate the property.

Property Description

The subject property is located on the west side of 28th Avenue East, south of 16th Street East (Highway 26) and north of 8th Street East. Surrounding land uses include:

North: Vacant East City Commercial parcel and Van Dolder's Custom Exteriors

East: Vacant and agricultural lands within the Municipality of Meaford

South: Vacant lands designated Residential, existing agricultural fields and farm building cluster, and Hazard Lands associated with Bothwell's Creek

West: Vacant lands designated Residential, East City Commercial lands (including the proposed Sydenham Square development) and Hazard Lands associated with Bothwell's Creek

The subject lands are designated 'Residential', 'Open Space' and 'Hazard Lands' in accordance with Schedule A of the City's Official Plan (2021). The subject lands are designated 'Open Space', 'Hazard Lands', 'High Density Residential', 'Low Density Residential', 'Future Road Extension', and 'Future Collector Road Extension' in accordance with Schedule 'A2' Sydenham Heights Phase I Planning Area. The lands are zoned 'Rural' (RUR) and 'Hazard Lands' (ZH) in the City's Zoning By-law (2010-078, as amended).

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 (See Attachment D)

The Zoning By-law amendment application proposes the construction of a new secondary school for the Bruce Grey Catholic District School Board (BGCDSD). The new school is proposed to comprise two floors with approximately 12,077 square meters of floor space. The proposal also includes the construction of parking areas, stormwater management area, a field house, a small auto shop, two sports fields and an area for future portables (if warranted in the future due to increased student enrolment).

The development is proposed to be accessed from a new local road (Future Local Road 'B'). The new local road (Future Local Road 'B') will intersect with 28th Avenue East approximately 240 metres south of the Highway 26 and 28th Avenue East intersection. The proposed two-storey school building, parking areas, portable area and auto shop are located at the east end of the property near 28th Avenue East, and the sports fields and field house are located on the west end of the property away from 28th Avenue East. The existing watercourse on the west side of the property will remain, and an athletic field is proposed on either side of the watercourse. A box culvert is proposed to be installed over the watercourse to allow site users to cross the watercourse between the two athletic fields.

The effect of the application is to amend the zone category applying to the subject lands from Rural (RUR) and Hazard Lands (ZH) to Institutional (I) and Hazard Lands (ZH) to permit the proposed use. The application may also result in the refinement of the existing Hazard (ZH) zone boundaries to reflect the findings of site-specific studies completed in support of the rezoning.

Submission & Process Details

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

Submission Item Title	Submission Item Detail
Planning Justification Report	Prepared by Ron Davidson Land Use Planning Consultant Inc. dated April 24, 2025
Site Plan	Prepared by SRM Architects and Urban Designers dated May 20, 2025
Stage 1-2 Archaeological Assessment	Prepared by TMHC Inc. dated June 27, 2024
MCM Notice of Entry into Ontario Public Register of Archaeological Reports	Prepared by Ministry of Citizenship and Multiculturalism (MCM) dated July 14, 2024

Submission Item Title	Submission Item Detail
Preliminary Environmental Impact Study (EIS)	Prepared by GEI Consultants dated December 2024
Transportation Impact Study	Prepared by Paradigm Transportation Solutions Limited dated May 2024
Phase One Environmental Site Assessment	Prepared by GM Blue Plan Engineering dated September 2023
Preliminary Geotechnical Investigation	Prepared by Chung & Vander Dolen Engineering Ltd. dated October 30, 2023
Pre-Grading Plan	Prepared by GEI Consultants dated November 2024
Pre-Consultation Comment Letter	Prepared by GEI Consultants dated May 26, 2025

All background information and supporting studies are available on the City's website www.owensound.ca/development.

The applicant engaged the City in the Pre-consultation process in December 2023 in advance of the consent application. Subsequently, the process relating to the formal zoning by-law amendment application has proceeded as follows:

Date	Step	Days
May 27, 2025	Submission of complete application and fees	1
May 29, 2025	Request for comments to city staff and external agencies	2
May 30, 2025	Letter of Complete Application to applicant	3

Date	Step	Days
June 3, 2025	Notice of Complete Application & Public Meeting mailed to property owners within 120 m and sign posted on property	7
June 23, 2025	Public Meeting & Technical Report	27

The Planning Act provides for a total of 90 days to process an application for ZBLA.

Technical Review:

The subject proposal is required to meet all development standards and policies applicable to projects within the City of Owen Sound. The proposal is required to be consistent with the Provincial Planning Statement and in conformity with the City's Official Plan and Zoning By-law. The application is subject to review by the City's Development Team, as well as external commenting agencies.

All applicable policies, standards, and review comments will be fulsomely reviewed in the Staff Recommendation Report anticipated to come before Council on July 21st, 2025 (tentative). The review below provides a more comprehensive description of the proposal and outlines the key considerations, evident to staff at this time, that are relevant to the subject application(s).

A: Provincial Planning Statement

The 2024 Provincial Planning Statement (PPS) has been reviewed with regard to the subject application. 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 ecological systems; supply and efficient use of energy and water; adequate provision of communication, transportation, sewage and water services as well as waste management; orderly development of safe and healthy communities; accessibility for persons with disabilities; the adequate provision and distribution of educational, health, social, cultural and recreational facilities; 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 2024 Provincial Policy Statement (PPS) provides direction on matters of provincial interest. Municipal decisions on planning matters are required to be consistent with the PPS.

The PPS supports a comprehensive, integrated, and long-term approach to planning and recognizes linkages among policy areas. The PPS is to be read in its entirety and relevant policies applied to each situation. When more than one policy is relevant, decision-makers must consider all relevant policies and how they work together.

The following PPS policies are highlighted concerning this application:

2.1 Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*

- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.8 Employment

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

2.9 Energy Conservation, Air Quality and Climate Change

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*

- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

3.1 General Policies for Infrastructure and Public Service Facilities

3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

3.1.2 Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

3.1.3 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.

3.1.4 Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

3.1.5 Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.

3.2 Transportation Systems

3.2.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.6 Sewage, Water and Stormwater

3.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

3.6.8 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

4.1 Natural Heritage

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

4.1.2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

4.1.3. Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.

4.1.4. Development and site alteration shall not be permitted in:

- a) significant wetlands in Ecoregions 5E, 6E and 7E1; and*
- b) significant coastal wetlands.*

4.1.5. Development and site alteration shall not be permitted in:

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;*
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;*
- d) significant wildlife habitat;*
- e) significant areas of natural and scientific interest; and*
- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b),*

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

4.1.6. Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

4.1.7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

4.1.8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

4.1.9. Nothing in policy 4.1 is intended to limit the ability of agricultural uses to continue.

4.2 Water

4.2.1 . Planning authorities shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
- b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
- c) identifying water resource systems;*
- d) maintaining linkages and functions of water resource systems;*
- e) implementing necessary restrictions on development and site alteration to:
 - 1. protect all municipal drinking water supplies and designated vulnerable areas; and*
 - 2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;**
- f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
- g) ensuring consideration of environmental lake capacity, where applicable.*

4.2.2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

4.6 Cultural Heritage and Archaeology

4.6.2 Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

5.2 Natural Hazards

5.2.1 Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.

5.2.2. Development shall generally be directed to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

5.2.3. Development and site alteration shall not be permitted within:

- a) the dynamic beach hazard;*
- b) defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
- c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
- d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*

5.2.6 Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:

- a) an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;*
- b) an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations; or*
- c) uses associated with the disposal, manufacture, treatment or storage of hazardous substances.*

5.2.7 Where the two zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to

appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry.

5.2.8. Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
- c) new hazards are not created and existing hazards are not aggravated; and*
- d) no adverse environmental impacts will result.*

The pending recommendation report will assess if the proposal is consistent with the direction provided by the PPS and if conditions of approval respecting matters of provincial interest should be applied.

B: County of Grey Official Plan

The subject property is designated 'Primary Settlement Area' and 'Hazard Lands' in the 2018 County of Grey Official Plan (County OP).

Settlement Areas with full municipal services are the focus of most of the growth within the County. The County OP promotes a full range of residential, commercial, industrial, recreational, and institutional land uses within Primary Settlement Areas. Land Use policies and development standards are in accordance with the local Official Plan.

The pending recommendation report will assess if the proposal conforms to the policies of the County OP and if conditions of approval respecting County OP conformity should be applied.

C: City of Owen Sound Official Plan

The City's Official Plan establishes the policy framework for review of planning applications. The Official Plan contains a comprehensive list of policies to manage growth and development within the City, which are to be addressed for conformity for all planning applications.

The subject property is designated 'Residential', 'Open Space' and 'Hazard Lands' in accordance with Schedule A of the City's Official Plan (2021). The lands are located within the Sydenham Heights Phase I Planning Area, and Schedule 'A2' of the Official Plan designates the property as 'Open Space', 'Hazard Lands', 'High Density Residential', 'Low Density Residential', 'future road extension', and 'future collector road extension'.

Vision and Goals

Section 2.1 Vision states that Owen Sound is to be a complete community that values the natural environment, cultural diversity, historic streetscapes, and vibrant waterfront and provides a sense of belonging. The City will plan to evolve as a centre for growth, opportunity and innovation while ensuring that equity, inclusion, diversity, sustainability, resiliency, and quality of life are considered in every decision.

Section 2.2.2 Natural Heritage

To protect and enhance the quality of the natural environment through a planning framework that maintains and improves the diversity and connectivity of the natural forms, features and functions of the City's natural heritage, that also mitigates the impacts of development on these features.

Section 2.2.4 Managing Growth

Goal: To promote and encourage the growth and development of the City through a planning framework that supports sustainability, healthy communities, planned growth and quality of life for all residents of the City.

Section 2.2.5 Quality of Life

To be a community that celebrates its cultural heritage, cultural diversity and offers an exceptionally supportive and healthy environment, providing leadership as the social, cultural, and recreational focus for City residents and visitors.

Section 2.2.7 Urban Design

To facilitate 'experiencing the City' by recognizing the exceptional natural setting, maintaining the built heritage of the City, protecting significant natural features, establishing complete communities and ensuring quality urban design.

Section 2.2.8 Infrastructure

To improve, maintain and expand the City's infrastructure network, including transportation, servicing infrastructure, waste management, telecommunications, and other public utilities in order to better serve residents, businesses and visitors.

Residential

The Residential designation is planned to be the predominant area for housing within the City and the designation permits a variety of housing types and complementary uses. Complementary uses include elementary schools, parks, places of worship, and convenience commercial uses.

The following policies of the Residential designation are applicable to the application:

3.1.1. Where lands are designated Residential on Schedule 'A' – Land Use, the predominant use shall be for residential uses and related purposes including the following:

- e) Secondary uses of a non-residential nature known as local institutional uses that are considered compatible or form part of a residential area will be permitted including schools, libraries, fire stations, community centres, long term care facilities, places of worship, day care centres, and similar local institutional uses. Local institutional uses are generally to be located along arterial roads with access to public transit and full municipal services.*

3.1.3.1 Lands designated Residential shall have access to full municipal services, including piped water supply, storm drainage and sanitary sewer systems, installed according to requirements of the City and other applicable agencies.

3.1.3.2 Local institutional uses listed in 3.1.1e may be permitted in areas designated Residential provided that:

- a. The local institutional use does not introduce unwanted and inappropriate impacts in the residential area on residential uses in terms of noise, odour, dust, storage, and traffic.*
- b. The outward appearance, scale and design of the local institution use shall be compatible with the character of the residential area and*

appropriate buffering shall be included to minimize negative impacts on abutting residential uses.

- c. Local institutional uses will be limited in size, scale and location through the Zoning By-law.*

Open Space

The Open Space land use designation is planned to achieve the City's recreation objectives and is made up of publicly and privately owned parks, playgrounds, recreational lands, natural preserves, schools and cemeteries which are available for public use for recreation and enjoyment.

The following policies of the Open Space designation are applicable to the application:

3.11.1.1 Lands designated as Open Space on Schedule 'A' – Land Use are to be used primarily for recreational and cultural purposes, both indoor and outdoor. Lands designated Open Space may be used for a variety of recreational and cultural uses including the following:

- a. Active and passive parks, trails, beaches, playgrounds, skate and bike parks, splash pads, resource preserves, and athletic fields.*
- b. Stadiums, swimming pools, arenas, sports facilities, community gardens, and community centres.*
- c. Golf courses, tennis courts, lawn bowling and curling facilities.*
- d. Campgrounds, cemeteries, zoological facilities, marinas, boat launches, and race courses.*
- e. Ancillary uses such as event and programming grounds, food services and boat/equipment rentals.*

3.11.2.3 Lands designated Open Space will be used to facilitate the development of linked trail systems for walking, cycling, snow-shoeing and/or cross-country skiing.

3.11.2.4 Generally, only buildings and structures necessary to establish and support permitted uses should be allowed in open space areas.

3.11.6.1 Private recreational facilities shall be encouraged to develop in a manner that will complement public recreational uses.

3.11.7.2 The development of any Open Space lands shall be done in a manner that protects and enhances the natural features, plants and wildlife

and of the site, retains a maximum amount of useable open space and avoids negative impacts on adjacent lands.

3.11.7.3 The City may enter into contracts with private businesses or other public agencies for the operation, maintenance and/or development of lands and facilities on lands designated Open Space, including, but not limited to, trail development, food service and rental services.

Hazard Lands

The Hazard Lands designation is planned for the conservation and preservation of lands in their natural state. Based on their location and site features, Hazard Lands present a risk to human safety, potential for property damage or have physical limitations to development. Hazard Lands include lands prone to flooding, wave uprush, erosion or slope stability.

The following policies of the Hazard Lands designation are applicable to the application:

3.13.1.1 Where lands are designated Hazard Lands on Schedule 'A' – Land Use, the predominant use shall be for preservation and conservation including the following uses:

- a. No buildings or structures other than those necessary for flood or erosion control, and conservation purposes and related private access.*
- b. Passive and active outdoor recreation uses, including trails for walking, cycling or cross-country skiing provided they can operate without adversely affecting the hazardous conditions of Hazard Lands or be subject to excessive damage due to potential hazardous conditions.*

3.13.2.8 The City will require that lands designated Hazard Lands be set aside for environmental protection purposes. The City will encourage public conveyance of these lands through the development approval process, land trusts, easements, development agreements or other means at its disposal. This land is not considered part of the required parkland dedication.

3.13.2.9 Where development lands are adjacent to steep slopes designated Hazard Lands, development shall proceed in accordance with the following:

- a. Hazard Lands shall be set aside for environmental protection purposes. The City will encourage public conveyance of these lands through the development approval process, land trusts, easements, development*

agreements or other means at its disposal. No buildings or structures shall be located within Hazard Lands.

Sydenham Heights Planning Area

The subject lands are located within Phase I of the Sydenham Heights Planning Area. The purpose of this secondary plan is to provide the basis for the development of a diverse community area in a manner that has the greatest positive impact on the quality of life in Owen Sound. The secondary plan provides more specific development policies for the Sydenham Heights Planning Area to guide decisions on development applications and to incorporate the findings of the recently completed engineering studies for the Planning Area. The following policies are applicable to the application:

4.2.1 The Sydenham Heights Planning Area is proposed to be largely a residential mixed-use community. The Planning Area is to be 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.

4.2.2.1 The Sydenham Heights Phase I and II Planning Areas shall primarily accommodate residential land uses together with a mix of compatible institutional, commercial and open space uses to support and service the local residential area in accordance with the policies of Section 3.1 of this Plan.

4.2.2.8 Local institutional uses such as schools and churches may be permitted in areas designated Residential provided access to such facilities from arterial or collector streets are readily available, are subject to rezoning and the policies of Section 3.10 of this Plan.

4.2.3.1 The Sydenham Heights Planning Area is comprised of a mix of residential, commercial and open space designations with a future mixed use node. Low-medium density residential development may be primarily located north of 8th Street East, adjacent to the hazard lands and the trail system. Medium and Medium/High density residential is focused to the mixed use node.

4.2.3.2 The City may require a study to assess the impact of proposed development on the heliport's flight paths.

4.2.4.1 The County maintains a trail along the former railway corridor that bisects the Sydenham Heights Planning Area. Appropriate setbacks may be

required as development occurs within this area. Potential relocation of the trail to facilitate development of abutting lands may be permitted without amendment to this Plan provided the trail remains continuous in a linear fashion with safe road crossings, the design is consistent with the needs of a variety of trail users, and the potential relocation does not conflict with the County's long-term goals and objectives for the former railway corridor. Any potential trail relocation shall require agreements with and approval from the County of Grey.

4.2.4.3 The lands designated Hazard Lands form part of the flood plain of a tributary of Bothwell's Creek. It is intended that these lands be maintained to manage regional storm events in a manner whereby erosion is controlled. Appropriate setbacks are required from the hazard lands. Prior to development, the City may request an Engineered Floodplain Study in accordance with the policies of Section 6.1.5, should the lands about the hazard lands designation. The City and the Grey Sauble Conservation Authority will review the setbacks. Correction to hazard land boundaries are permitted without amendment to this plan.

4.2.4.4 The trail system that will follow the former railway corridor will bisect the north portion of the Hazard Lands, allowing the trail system to continue uninterrupted as it traverses the Sydenham Heights Planning Area.

4.2.5.1 All lands shall be developed in general conformity with the schematic road system plan illustrated on Schedule 'A2', subject to the policies contained herein. For local and collector roads, the road system plan may be considered illustrative only and changes to the location and configuration of such streets shall be permitted without amendment to this Plan, provided the planned street does not adversely impact the development ability of adjoining lands or the general traffic flow system provided, and the layout is in accordance with suitable design principles.

4.2.5.3 There are two collector roadways within this Planning Area:

- a. A collector road (20th Avenue East) is proposed from 16th Street (Highway No. 26) extending in a north-south direction to 8th Street East (Grey County Road 5).*
- b. A second collector roadway shall provide an alternative route between 28th Avenue East and 8th Street East.*

These collector roads are conceptual and changes to their alignment are not subject to an official plan amendment. The City or County may request a traffic study to determine the alignment.

4.2.5.7 Development of a property fronting onto a County road shall be in accordance with Section 5.1.3.12. The City will consult with the County on new development applications to assess impacts on the County Road system.

4.2.6.1 All development within the Sydenham Heights Planning Area shall proceed on the basis of full municipal wastewater and water services.

4.2.6.2 The East Owen Sound Master Servicing Study serves as a base reference document for the City and property owners wishing to undertake development relative to servicing the remaining land in the eastern part of the City to allow for orderly development.

4.2.6.3 Parts of three drainage basins named Kenny Drain, Telfer Creek West Branch and Bothwell's Creek are within the Sydenham Heights Planning Area. The Stormwater Management Strategy developed as part of the East Owen Sound Master Servicing Study contains servicing strategies for Kenny Drain, Telfer Creek West Branch and Bothwell's Creek. The following provides a summary of the directions which are to be considered as part of development applications for the lands:

- a. Criteria for design of SWM facilities.*
- b. Recommendation to establish centralized SWM facilities at low points in the local topography to service more than one development.*
- c. Identification of preliminary SWM facility locations.*

4.2.8 Implementation

4.2.8.1 It is a policy of this secondary plan that new development shall be responsible for the cost of upgrades to existing infrastructure and new infrastructure that will benefit such new development. Area Specific Development Charges for the Sydenham Heights Development Area are identified in Schedule C and Schedule D of the City's Development Charges By-law (By-law No. 2020-112) to recover costs the City incurred to extend water and sanitary to service lands in Phase 1.

4.2.8.2 Where any lands are proposed for development and a significant tree community is located on the same lands, the City may require, as a condition to the approval of development of such land, that a study (i.e., tree inventory and management plan, EIS) be carried out by a qualified

professional to ascertain methods of preserving as many trees as possible. Any procedures related thereto may be set out in development or subdivision agreements.

Infrastructure - Transportation

The OP's Transportation Infrastructure policies (Section 5.1) establish the general transportation network requirements and structure to facilitate safe, convenient and reliable movement of people, goods and services within and to destinations beyond the City.

The following infrastructure policies are applicable to the application:

5.1.1 General Policies

5.1.1.1 The City shall establish a coordinated transportation system in accordance with Schedule 'C' – Transportation Plan, designed to facilitate the satisfactory movement of both people and goods. The transportation system is intended to facilitate safe and efficient movement of powered vehicles and public transit plus active transport modes between areas within the City as well as to ensure traffic movement through the City and external linkages with the overall transportation system in the regional setting.

5.1.1.11 Where development is proposed the City may require a comprehensive traffic analysis to assess impacts on the area. Costs related to peer review to evaluate the proposal are to be covered by the proponent. The City may require the developer to execute an agreement with the City providing for financial contributions to provide for any improvements to the transportation system necessary to support the development. Transportation improvements required by the City may include but are not limited to intersection improvements, road widening, and integrating the proposed development into the surrounding public access system of roads, walkways, bicycle paths and transit facilities. Development applications, where appropriate, should make provision for pedestrian and cycling facilities in accordance with the Transportation Master Plan.

5.1.3 Roads

5.1.3.2 Roads shall be built according to principles of proper engineering design and incorporate tree planting, landscaping, crosswalks, bicycle paths, safe pedestrian interfaces, median strips and boulevards where appropriate as shown in Appendix 'A'.

5.1.3.3 The City will endeavour to promote the principles of "Living Streets" by:

- a. Reducing potential pedestrian conflict with vehicles and separating pedestrian paths from roadways where possible;*
- b. Considering the reduction of vehicular speeds on local roads;*
- c. Allowing narrower pavement widths and incorporating boulevard design or other appropriate design measures in subdivision design.*
- d. Enhancing landscaping and landscaped areas.*
- e. Facilitating multi-modal transportation systems.*
- f. Discouraging the use of cul-de-sacs and dead-end public and private roads in favour of grid road networks.*

5.1.3.4 Roads within settlement areas and built-up areas should be designed as living streets to support all user groups and a variety of travel modes.

5.1.3.6 Road access points shall be designed to the satisfaction of the City in locations that will not create a hazard due to poor sight lines or other geometric, transportation or land use planning consideration. Shared vehicular entrances are encouraged for commercial and industrial uses located on arterial and collector streets.

5.1.3.8 Land shall be dedicated to the City where additional land is required for road widening and extension and for intersections in accordance with the minimum right-of-way widths provided for each classification of road.

5.1.3.9 Intersections on all roads shall achieve adequate separation in accordance with accepted engineering and planning principles.

5.1.3.11 Provincial Highways/Connecting Links

Highways 6, 10, 21 and 26 are Provincial Highways leading into the City (shown on Schedule 'C' – Transportation) are under the jurisdiction of the Ministry of Transportation. The Provincial Highway routes as they go through the City are connecting link designations and are the City's responsibility.

- a. Development adjacent to controlled access roads shall be set back in accordance with the requirements of the Ministry of Transportation.*
- b. The City shall pursue access control to the Provincial Highway corridor connecting links through the City and in particular the most easterly section of Highway 26 provided the highway infrastructure has been upgraded and maintained to an acceptable standard.*

- c. *The City will endeavour to maintain a connecting link agreement with the Ministry of Transportation that will outline jurisdiction and design control.*
- d. *Where a Connecting link agreement is in place, the City should consider accommodating a variety of transportation modes in order to integrate with the complete transportation system.*

5.1.3.12 County Roads

County roads are designed to collect and carry traffic to the Provincial Highways, other arterial roads and collector roads. Existing County roads are shown on Schedule 'C' -Transportation.

- a. *The road allowance width for County Arterial and County Collector roads is generally 30 metres.*
- b. *New individual lot access onto County roads shall be strictly controlled and limited in number.*
- c. *On street parking will also be limited as determined by the City in consultation with the County.*
- d. *Access from abutting properties to County roads shall require the approval of the County.*
- e. *The City will generally require the design and construction of County Roads within the City to address the approved City standards for an urban road. The City and the County shall collaboratively determine the design and construction standards of County Roads within the City where an alternative to an urban road is being considered.*

5.1.3.14 Collector Roads

Collector roads shown on Schedule 'C' – Transportation provide the two functions of carrying moderate levels of traffic between points of origin and the arterial road system and to provide access to abutting properties.

- a. *Collector roads are to be designed in accordance with the general design standards in Appendix 'A'.*
- b. *Collector roads may be constructed with two to four lanes in width.*
- c. *The minimum road allowance width for City collector roads shall generally be 25 metres.*
- d. *Collector roads are to ensure that free flow of traffic is provided but with appropriate traffic control measures to ensure such traffic does not impact abutting lands uses to the extent that development opportunity is significantly reduced.*

- e. *Direct access to collector roads shall be permitted subject to geometric design considerations.*
- f. *On-street parking may be permitted on collector roads where location and time restrictions are enforced in specific instances, for example, adjacent to schools or during peak periods of traffic demand.*
- g. *Sidewalks shall generally be constructed on both sides of collector roads.*

5.1.3.15 Local Roads

Local roads shown on Schedule 'C' – Transportation are designed to provide access to abutting properties and to discourage through traffic.

- a. *Local roads are to be designed in accordance with the general design standards in Appendix 'A'.*
- b. *Local roads shall generally have a minimum road allowance width of 20 meters. However the use of cul-de-sacs and crescents may require an increase in this width. The City may consider a reduction in the right-of-way width consistent with accepted engineering standards where it is considered unnecessary to provide an allowance of 20 metres.*
- c. *Sidewalks shall generally be required on one side of local roads.*
- d. *On-street parking may be permitted on local roads although location and time restrictions may be enforced in specific instances, for example, adjacent to schools, during peak periods of traffic demand or during winter months.*

5.1.3.17 All new roads should be designed consistent with accepted engineering standards to provide satisfactory road gradients, facilitate the provision of safe vehicle movement, facilitate the provision of in ground and aboveground municipal services, provide proper access to adjacent lands, accommodate emergency and maintenance and transit vehicle access, accommodate pedestrian and bicycle access, provide safe street intersections, and discourage the creation of double fronting lots, and single loaded roads except adjacent to arterial roads where sound planning principles suggest that access to arterial roads should be restricted.

5.1.3.18 Intersections should be spaced adequately to provide proper traffic flow and should generally be at minimum distances of 80 to 100 metres apart. However, larger intersection spacing should be considered on heavier volume roads.

5.1.4 Parking

5.1.4.3 All new development and redevelopment including the reuse of existing buildings shall be required to provide adequate off street parking and loading spaces in accordance with the standards established in the Zoning By-law. Access and egress to all off street parking or loading spaces shall be limited in number and designed to minimize danger to vehicular and pedestrian traffic.

5.1.4.8 Where off street parking is required, the City may develop and enforce design criteria and guidelines to provide for:

- a. Safe vehicular access.*
- b. Pedestrian safety and convenience.*
- c. Adequate lighting, signage and landscaping.*
- d. Controlled visual impact by appropriate location on the site.*

5.1.4.9 Parking should be located in a manner appropriate to the size of the site, the optimum relationship of the building and the sidewalk to the street and convenient access for users as described in Section 8.6.

5.1.4.10 Access points should be clearly visible and distinguishable, limited in number and designed in a manner that will minimize hazards to pedestrian and motor traffic in the immediate area. The City may require consolidation of adjacent parking areas to provide appropriate spacing of access points on arterial roads.

5.1.4.11 Pedestrians should have a safe, well-lit, clear route from vehicle to building at all times of the year. Pedestrian connections to parking areas should be frequent and easily identified with clear directional signage. They should provide safe, well-lit and comfortable access. Larger developments should provide sitting areas for pedestrians awaiting pick-up.

5.1.4.12 Parking areas are to be adequately landscaped in accordance with urban design guidelines. Parking areas should maintain distinct street edges through appropriate landscaping or structures.

5.1.4.13 Parking areas are to be designed in accordance with the City's Multi-year Accessibility Plan and AODA requirements.

5.1.4.14 Parking and charging stations for electric vehicles is required in new development and redevelopment. The provision for future parking and charging stations is also encouraged and may be considered at the time of site plan review.

5.1.5 Active Transportation

5.1.5.1 New developments will be designed to be walkable and bike friendly by including multi-use trails, sidewalks, and/or paved shoulders where appropriate to integrate with the overall complete transportation system.

5.1.5.2 The City shall promote sustainable, healthy, active living through well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation.

Pedestrian links and bicycle trails may be located on public road allowances, parks, City or government owned lands and rights-of-way acquired over or through privately held lands as indicated on Schedule 'D' – Active Transportation and Recreation Trails Master Plan. Consideration should be given to providing connections between pedestrian links/bicycle trails and residential streets and areas of open space, schools and public transit facilities.

5.1.5.9 The City will support the integration of pedestrian and cycling facilities into existing and new development areas.

5.1.5.11 The City will encourage new development to include accessible, age-friendly and transit supportive design elements such as:

- a. A system of walkways (sidewalks, paved shoulders, and trails) and bicycle paths (paved shoulders and trails) linking the subdivision internally as well as externally to other walkways and bicycle paths, and to other public areas;*
- b. Design that includes living streets, active transportation, and safety.*

5.1.6 Public Transit

5.1.6.1 Planning for new developments and built-up areas should include consideration for public transit which may include requirements for bus bays, elimination of street parking for bus stops, streets planned and designed to accommodate transit vehicles, installation of bus shelters subject to requirements in Transit Accessibility Plan. The City shall encourage greater population densities along and in the vicinity of transit routes.

5.1.6.2 All major development proposals and changes and additions to the road network will be evaluated with respect to their impact on existing or proposed transit services.

5.1.6.6 Through the review and approval of development applications the City may require the dedication of land or request financial resources for installation of transit infrastructure.

5.1.8 Air Transportation

5.1.8.1 The City shall protect flight paths to the Grey Bruce Regional Health Centre heliport as required by Section 4.2 Policies.

5.2 Municipal Services

5.2.1.1 Development will be permitted in areas that can be adequately serviced by municipal services, municipal water and wastewater services, stormwater management and emergency services.

5.2.1.4 The City may require as a condition of reviewing any development proposal an analysis by a qualified professional of the capacity, availability and appropriateness of any municipal service, including a stormwater management plan.

5.2.2.3 Priority shall be given to the development of land that is presently serviced by municipal piped water and sewer systems or those areas that can most easily be serviced.

5.2.4.1 Stormwater should be managed onsite where practical minimizing stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces. No new development shall have a negative impact on the drainage characteristics of adjacent land.

5.2.4.2 Stormwater management facilities shall be designed to manage stormwater quality and quantity, at an appropriate level as determined in consultation with the Grey Sauble Conservation Authority.

5.2.4.6 The City shall require new developments or redevelopment projects to have a stormwater management plan in place prior to the construction. These plans should address such matters as:

- a. The physical characteristics of the site including slope gradient, slope length, soil texture, soil drainage and vegetative cover.*
- b. Pre-development and post-development runoff expected based on guidelines provided by the City and/or Grey Sauble Conservation Authority.*
- c. Quantity and quality control in conformity with sub watershed plans.*

- d. Methods to be used to control runoff and erosion both during and after construction, emphasizing at-source measures.

5.2.4.8 Oil and grit interceptors may be required as a condition of site plan approval for commercial, industrial, or institutional developments through a Site Plan Agreement.

5.2.4.12 Wherever possible stormwater management ponds shall be incorporated into open space areas with a naturalized form, landscaped features and, where available, amenity and recreational space.

Environment

The OP's Environment policies (Section 7.0) establish the environmental goals and objectives for the City. The following environment policies are applicable to the application:

6.1.5 Environmental Impact Study

6.1.5.1 Where there is an application for development purposes to re-designate Hazard Lands or a significant development is proposed adjacent to Hazard Lands, Open Space or any significant natural heritage feature, the City shall require the preparation of an Environmental Impact Study in accordance with the provisions of this section and in consultation with the Grey Sauble Conservation Authority.

6.1.5.2 A comprehensive Environmental Impact Study, where required by the City must demonstrate that the proposed development will avoid or mitigate any negative effects on the identified feature(s) and where feasible will result in a net benefit to the environment and shall include:

- a. Determination of boundaries, including the environmental buffer, of the Hazard Lands.*
- b. An inventory of the natural features and resources which may be affected directly or indirectly, and which may include vegetation, fisheries, wildlife, groundwater, and any other considerations as determined by the City or other authorized agency to be relevant to the evaluation.*
- c. The interrelationships of the natural features with the proposed development and to adjacent lands.*
- d. An assessment of the impacts of the proposed development on existing conditions of the natural features and their surroundings.*

- e. *Sufficient detail to facilitate proper implementation of recommendations.*
- f. *A description of the manner in which negative impacts will be avoided or mitigated and how the ecological integrity of the natural features and functions will be maintained and if feasible improved.*

6.1.5.3 An Environmental Impact Study may be scoped to address site-specific environmental issues where the negative impacts can be easily ascertained and where mitigation requirements are well understood. The City in consultation with affected agencies shall approve scoped Environmental Impact Studies through a Terms of Reference (TOR).

6.1.5.6 For the purposes of this Plan, 'adjacent lands' means those lands, contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The Provincial Policy Statement directs that development or site alteration is not permitted on adjacent lands unless the ecological function of the adjacent lands has been evaluated and it can be demonstrated (through an Environmental Impact Study or equivalent study) that there will be no negative impacts on the natural features or their ecological functions.

6.1.9.1 The City will protect and/or restore the quality and quantity of water by:

- a. *Evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;*
- b. *Minimizing potential negative impacts, including crossjurisdictional and cross-watershed impacts;*
- c. *Protecting all municipal drinking water supplies;*
- d. *Protecting, improving or restoring surface and ground water features and their hydrological functions;*
- e. *Planning for the efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and,*
- f. *Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.*
- g. *Protecting Riverbanks with bioremediation or a similar environmentally sensitive approach to maintain the natural ecosystem and protect its flora and fauna.*

6.1.12.1 The following policies acknowledge and protect municipal drinking water sources:

- a. Municipal Intake Protection Zones (IPZs) as identified through the Drinking Water Source Protection (DWSP) program are shown in the County Official Plan and shall be considered a special protection area within which the requirements of Section 6.1.12b must be fulfilled prior to new development or redevelopment in these areas.*
- b. Municipal IPZ boundaries may be modified by Amendment to the County Official Plan where the geographic extent of the Municipal IPZ is modified through further study. Further it is acknowledged that these boundaries may be subject to change or refinement as part of the DWSP process. The City will endeavor to work with the County to keep the information current and will consult with DWSP staff on an application, or site-specific basis, where required. Establishment of a new Municipal IPZ shall be subject to an amendment concurrently with the Class Environmental Assessment process.*
- c. Any Planning Act applications proposed within IPZs be subject to a review by the City and the City's Risk Management Official to assess the risks of such uses to potentially contaminate groundwater or surface water and, based on this assessment, to determine whether or not a Hydrogeological Study or Environmental Impact Study is required to the satisfaction of the City and the City's Risk Management Official. A Hydrogeological Study must be completed by qualified individuals.*
- d. Where a Hydrogeological Study is required to identify any impacts or mitigation measures on the Municipal IPZs; the study will be scoped based on the nature of the development being proposed.*

Culture and Community

Section seven (7) of the Official Plan establishes cultural heritage policies for the City. The following culture and community policies are applicable to the application:

7.1.6.1 The City will encourage the conservation of archaeological resources as may be identified by the City, the Province, or other provincial legislation with respect to lands containing archaeological resources or areas of archaeological potential and/or the discovery of items of archeological or historic interest on a property.

7.1.6.2 Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration that maintains the heritage integrity of the site may be permitted.

7.1.6.3 The City may require studies, such as an Archaeological Assessment Report, prepared by a qualified person, to identify and protect archaeological resources from destruction or alteration through development or public works operations.

7.1.6.4 The City will encourage consultation with Indigenous Communities in areas identified with significant archaeological potential both before and during the archaeological assessment process.

7.1.6.5 All archaeological assessment reports must be provided to the Province, as per the Standards and Guidelines for Consultant Archaeologists, as amended from time to time, and to the City for information purposes. All correspondence from the MHSTCI on their review/acceptance of any archaeological assessment will be provided to the City.

7.2.1.1 The City shall encourage the provision of an appropriate range and distribution of health, safety, educational, cultural and recreational facilities and services throughout the community

7.2.3.1 The City will consult with and support the school boards in planning for suitable locations for new schools and the retention of existing schools. The primary considerations for locating schools should be convenient and safe access from the immediate neighbourhood or service area, access for busses and cars from the road network with safe loading areas, availability of outdoor recreation space and minimal impact on or from the neighbouring uses.

7.2.3.2 The City encourages multiple and shared use of school facilities in support of community recreational, cultural and educational use. Additionally, the City encourages the use of recreational fields and parks by schools under an agreement with the City.

7.2.3.4 Where a school is to be rebuilt or relocated or a new facility is proposed, locations with easy access to public transportation and other

amenities and services necessary to the needs of students and staff shall be encouraged.

Urban Design

The OP's Urban Design policies (Section 8.0) establish the general design vision for the City and establish design criteria for the City to evaluate new development proposals in accordance with the provisions of the Planning Act and Council direction. The following urban design policies are applicable to the application:

8.2 Natural Features

8.2.1.3 New development should be designed so as to protect and enhance this natural setting. Significant natural features such as river valleys, ravines, wetlands escarpments and woodlands within or adjacent to any development should be protected with suitable setbacks, access points and visibility.

8.2.1.4 Parks, streets, playgrounds and public spaces should be designed to reflect this natural setting with appropriate landscaping, providing a suitable balance between the human-made and the natural world.

8.2.1.6 Where new development is proposed, locations of existing mature trees should be considered in the preparation of a site plan. Through the implementation of the Tree Preservation Policy, the City will ensure tree protection in maintaining healthy trees. The City will require the planting of street trees in new development areas through a tree survey planting plan.

8.4 Pedestrian Environment

8.4.1.1 The City will seek to secure a safe and accessible pedestrian environment in public and private development through the development and use of design guidelines which provide standards for clear visibility in public places, appropriate lighting, safe movement around vehicles, barrier-free sidewalks and building entrances and such other measures as may be appropriate.

8.4.2.2 The City will promote the principles of "Living Streets" by:

- a. Encouraging walking throughout the City.*
- b. Providing continuous safe and comfortable walking routes.*
- c. Reducing potential pedestrian conflict with vehicles and separating pedestrian paths from roadways where possible.*

d. Reducing vehicular speeds on local roads.

8.4.2.4 The City will promote public and private development that provides a comfortable, human scale environment, supports social interaction and which addresses the issues of year-round use.

8.5 Public Spaces

8.5.1.2 The City will encourage the design of public spaces that improve the character and perception of an area, provide inviting, inclusive and accessible spaces, strengthen the image and identify of an area, and embrace and highlight the natural environment.

8.6 Streetscape

8.6.1.1 The City will seek to achieve well-coordinated and designed streetscapes throughout the City, particularly in the commercial areas and along arterial roads. They should provide comfortable pedestrian environments, safe vehicular movement, reinforce the desired or established character of the area and, where appropriate, incorporate trees for shade.

8.6.5 Large Lots

8.6.5.1 In order to create an attractive street edge, buildings on large commercial, industrial or institutional lots with sufficient depth to provide internal traffic distribution are encouraged to be located close to the street with parking located further from the street with appropriate landscape treatment as specified in the City's Site Plan Submission and Approval Guidelines.

8.6.5.2 Buildings close to the street could be developed in a form similar to that described in Section 8.6.3.

8.6.5.3 Consideration should be given to continuous pedestrian access along the building fronts near the street and connecting to adjacent development. Safe, comfortable, accessible and barrier pedestrian points of access from the street should be provided at regular intervals to all buildings on the lot.

8.6.5.4 A connect City sidewalks to main, accessible entrances.

8.6.5.5 In this form of development, parking shall be separated from sidewalks by a landscaped buffer. Sidewalks may also be set back from the road with landscaped boulevards where appropriate. These areas should be landscaped in accordance with applicable design guidelines.

8.6.6 Parking and Access

8.6.6.1 Where off street parking is required, the City may develop and enforce design criteria and guidelines to provide for:

- a. Safe vehicular access.*
- b. Pedestrian safety, convenience and accessibility.*
- c. Adequate lighting, signage and landscaping.*
- d. Controlled visual impact by appropriate location on the site.*

8.6.6.2 Parking should be located in a manner appropriate to the size of the site, the optimum relationship of the building to the street and convenient access for users as described in Section 8.6.

8.6.6.3 Access points should be clearly visible and distinguishable, limited in number and designed in a manner that will minimize hazards to pedestrian and motor traffic in the immediate area. The City may require consolidation of adjacent parking areas to provide appropriate spacing of access points on arterial roads.

8.6.6.4 Pedestrians should have a safe, well-lit, clear route from vehicle to building at all times of the year. Safe, comfortable, accessible and barrier-free pedestrian points of access should be frequent and easily identified with clear directional signage. Larger developments should provide sitting areas for pedestrians awaiting pick-up.

8.6.6.5 Parking areas are to be adequately landscaped in accordance with urban design guidelines. Parking areas should maintain distinct street edges through appropriate landscaping or structures.

8.6.7 Adjacent Uses

8.6.7.4 Wherever a residential type of use abuts an industrial use, a commercial use, an institutional use, a parking area, a loading area or any other incompatible use, the City may develop and enforce setback requirements, site plan requirements and design guidelines to provide adequate visual and aural separation and privacy for the residential use in accordance with MECC.

8.6.7.5 Generally, where a non-residential site abuts a residential use, the location of access lanes, parking areas, loading areas and waste storage close to the residential use should be avoided. A landscaped buffer and appropriate screening should be required along the adjoining lot lines.

Additional screening may be required where noise levels generated by the non-residential use are considered unusually high and would negatively impact the residential use.

8.6.7.6 Protection of adjacent uses may require support of compatibility studies in accordance with Schedule 'E'.

8.6.9 Outdoor Lighting

8.6.9.1 New development and redevelopment shall be designed with responsible lighting practices that create safe outdoor environments and minimize glare and impact to night sky, public view and surrounding properties.

8.6.10 Landscape Design

8.6.10.1 Landscaping shall be designed to enhance the presence of each building and used as a major visual element to unify the proposed building, streetscape and surrounding environment.

8.6.10.2 Landscaping design shall utilize a diversity of plant material that are appropriate for the site conditions in all seasons, including a focus on native plant material where appropriate, and avoid the use of invasive species in accordance with City policies and guidelines.

8.6.11 Signage

8.6.11.1 Site signage shall be designed to complement and enhance the building and site design. Building signage shall be in scale with the building design, proportionate to the building façade and architecturally integrated with the building design. Ground related signage is to be integrated with landscape plans. Further direction may be provided through Urban Design Guidelines or Sign Guidelines.

8.6.11.2 The City may require sign master plans developments to reinforce a project theme with consideration for various types of signage.

8.7 Safety and Security

8.7.1.1 New development and redevelopment shall be designed to promote safe, comfortable and accessible environments for all users.

8.7.1.3 Physical design measures such as adequate lighting and clear sightlines should be used as basic design elements.

The pending recommendation report will assess if the proposal conforms to the policies of the City's OP and if conditions of approval respecting City OP conformity should be applied.

D: City of Owen Sound Zoning By-law

The subject property is zoned 'Rural' (RUR) and 'Hazard' (ZH) in the City's Zoning By-law (2010-078, as amended).

The proposed zoning by-law amendment seeks to rezone the 'Rural' zoned portion of the property to the 'Institutional' (I) zone. The application may also result in the refinement of the existing Hazard (ZH) zone boundaries to reflect the findings of site-specific studies completed in support of the rezoning.

The pending recommendation report will assess if the proposal meets the requirements of the City's Zoning By-law and if conditions of approval respecting zoning conformity should be applied.

E: Site Plan Control Matters

The proposed development is subject to Site Plan Control in accordance with Section 41 of the *Planning Act* and City By-law 2019-185.

As legislated, site plan approval is now a staff-delegated process. Site Plan and servicing agreements will be required as part of the Site Plan Approval process. A preliminary site plan was provided; however, more information and details are required for a future site plan to ensure zoning regulations are addressed on the site plan. The applicant is encouraged to provide a more detailed site plan related to the zoning request. The site plan should provide further clarification related to parking calculations, bicycle parking, parking setbacks, building height, lot coverage, floor space index and a detailed zoning matrix.

A separate recommendation report will assess how the proposal meets the requirements of the City's Official Plan and Zoning By-law and which conditions of approval will be applied through the Site Plan Approval process.

Next Steps:

In accordance with the *Planning Act* and City protocols for processing Planning Act Applications, the following outlines the next steps in the process:

Anticipated Date	Step	Days
June 3, 2025	Notice of Public Meeting Given	4
June 23, 2025	Public Meeting & Technical Report	28
July 21, 2025 (Tentative)	Recommendation Report to Council & Enacting By-laws to Council	55

Financial Implications:

Application fees were collected as part of the ZBA in the amount of \$4,600.00 for a major Zoning By-law Amendment application and \$383.00 for City Engineering Review. A GSCA fee of \$830.00 and Grey County review fee of \$50.00 was also collected.

Through site plan approval, the application will be responsible for all studies and costs associated with required road improvements and the extension of municipal services to the subject lands. These requirements were detailed in more detail through the previous consent approval [CS-24-066](#).

Site plan and servicing agreements will be required at the time of site plan approval.

The project will be subject to the collection of development charges in effect at the time of issuance of the building permits.

Communication Strategy:

Notice of Complete Application and Public Meeting was given in accordance with the *Planning Act*.

Consultation:

In addition to the public notice, the Planning Division also sent a request for comments to the City's Development Team and external commenting agencies further detailing the nature of the applications.

All comments will be considered as part of the Staff Recommendation Report.

Attachments:

Schedule 'A': Orthophoto

Schedule 'B': Official Plan and Zoning Map
Schedule 'C': Property Details
Schedule 'D': Site Plan
Schedule 'E': Pre-Grading Plan

Recommended by:

David Aston, MSc, MCIP, RPP, MHBC Planning (Consulting Planner for City)
Aleah Clarke, BES, MCIP, RPP, MHBC Planning (Consulting Planner for City)
Pam Coulter, BA, MCIP, RPP, Director of Community Services

Submission approved by:

Tim Simmonds, City Manager

For more information on this report, please contact Sabine Robart, Manager of Planning & Heritage at srobart@owensound.ca or 519-376-4440 ext. 1236.