

Staff Report

Report To: City Council

Report From: Dave Aston, MHBC

Meeting Date: September 12th, 2016

Report Code: CS-16-125

Subject: TECHNICAL REPORT – Former RCA Lands
ZBA 19 /DRAFT PLAN OF SUBDIVISION 42T-16501

Recommendations:

That City Council receives Staff Report CS-16-125 from the Community Planner respecting proposed Zoning By-law Amendment No. 19 and Draft Plan of Subdivision 42T-16501; and

That City Council direct the City Clerk to prepare for a public meeting on September 26, 2016 in accordance with the requirements of the Planning Act, RSO 1990, to consider Zoning By-law Amendment No. 19 and Draft Plan of Subdivision 42T-16501 and that following the public meeting, City staff bring forward a recommendation report to Council.

Strategic Initiative:

4.1 Grow the tax base by attracting a broad range of new housing types (singles, semis, etc.)

5. Attract new and retain existing residents

15. Ensure the responsible management of natural resources

Background:

Application for: Zoning By-law Amendment (ZBA 19)

Draft Plan of Subdivision (42T-16501)

Applicant: Northridge Property Management c/o Trevor Heathers

The purpose of this report is to:

- Provide Council with a description of the Zoning By-law Amendment and Plan of Subdivision applications;
- Summarize the process to date;
- Outline the policy framework - This report includes a description of the applications and supporting documentation, and highlights applicable Provincial, County and City planning policy; and,
- Identify the Public Consultation Process and Next Steps.

Subject Lands:

The subject lands are located along the eastern shore of Georgian Bay at 3195 East Bayshore Road, the former RCA site, and are legally described as Plan 838, Lot 53 & 54, Part Lot 7. The site is 15.5 ha (38.3 ac) in size within the northeast corner of the City of Owen Sound. The site is currently occupied by a former manufacturing building and its associated parking lots, which are in the process of being demolished.



Figure 1: Subject Property

Portions of the site include trees and open space. A communication tower in the southeast corner of the property is proposed to be removed prior to residential development of the lands. Photos of the site are included below.



The lands are located on the east side of East Bayshore Road, on the east side of the bay, and at the north end of the City. Driveway access exists off of East Bayshore Road and 32nd Street East.

There are currently no sidewalks for the entire length of East Bayshore Road; the nearest sidewalk ends at 3rd Ave East just north of 24th Street. The nearest bus transit route loops north on 3rd Ave East and continues onto 28th Street East, and back south on 9th Ave East.

East Bayshore Road is classified as a County road, and is also known as Grey Road 15.

Surrounding land uses include:

- North: Former Veyance Technologies (a.k.a. Goodyear), a residential neighbourhood, and farther north Hibou Conservation Area,
- East: Bayside Storage, McArthur Tire retreading facility, Rural and Agricultural lands, Kiwanis Soccer Fields
- South: Hobart Food Equipment, Open space / Kenny Drain, urban residential, Grey County CP Rail Trail
- West: Open Space, Georgian Bay

The property is not within the Niagara Escarpment Plan Area.

The property is designated in the Official Plan as Residential and zoned Low Density Residential (R3) with a holding provision and special provision 14.55. A small portion of the lands in the southeast and southwest corners of the property are zoned Hazard Lands.

Description of the Proposal:

The purpose of the Zoning By-law Amendment and Plan of Subdivision applications is to permit residential development with a mix of housing forms including single detached, street townhouses and apartment dwellings. The proposed Zoning By-law amendment represents an owner-initiated change to the previous zoning to permit the uses proposed with the Plan of Subdivision.

Both the Draft Plan of Subdivision (Draft Plan) and Development Concept are attached as **Attachments A & B** respectively and summarized below:

Current Applications:

- 1) **Draft Plan of Subdivision 42T-16501** will provide for approximately 372 residential units, depending on lot size and multi-unit housing forms. The Draft Plan of Subdivision illustrates:

- Blocks 1-20 - 141-179 single detached/semi detached dwellings are proposed and represent the predominant use of the property;
- Blocks 21-24 - 47-74 street townhouses are proposed along the north end of the property on 32nd Street East;
- Block 25 - 100-150 apartment units located in the northwestern portion of the site on the corner of East Bayshore Road and 32nd Street East;
- Block 26 - neighbourhood park;
- Block 27 - trails and open space;
- Blocks 28-30 - walkway which connects the street blocks with the park;
- Block 31 - drainage/access (the Kenny Drain);
- Block 32 - road widening along East Bayshore Road; and,
- Additional lands owned by the applicant are shown but are not part of this application.

The Development Concept provides a preliminary site layout for Block 25 to illustrate building locations, parking and site access for the Block. Final details will be determined through future site plan approval for the Block.

The subdivision is to be developed in six phases.

Residential Block(s) are anticipated to be further divided in future through part lot control or with defined lots at the time of plan registration.

2) **Zoning By-law Amendment No. 19** – The owner has proposed modifications to the development concept since the original Zoning By-law Amendment, thus a further amendment to the Zoning By-law is required. The amendment proposes the following:

- Rezone a small portion of the lands in the southeast corner of the property from ZH to “Low Rise Residential Three Zone with Special Provision 14.55 and a Holding” ((H) R3 14.55)” in order to permit residential development.
- Rezone a portion of the property from R3 to Multiple Residential Zone (MR) to permit multi-unit apartment buildings (4-5 storey).
- At this time the applicant has not requested the removal of the Holding Provision.

Previous Applications (Approved by Council):

- 1) **Official Plan Amendment No 5** - The lands were designated "Industrial Transitional" by the 5-year Official Plan update in 2012. An Official Plan Amendment was required in order to permit the residential development proposal. Official Plan Amendment No 5 re-designated the lands from "Industrial Transitional" to "Residential" is in effect.
- 2) **Zoning By-law Amendment No. 10** - The lands were rezoned from "General Industrial Special Provision 14.55" (M1) to "Low Density Residential Three Zone with Special Provision 14.55 and a Holding" ((H) R3 14.55) and "Hazard Lands" (ZH). The holding provision required certain matters to be resolved, including completion of a land use compatibility study, an urban design brief, an archaeology study, compliance with the Environmental Protection Act and its regulations, and that Servicing Studies completed and agreements entered into with respect to upgrades. With respect to the lands in the southwest corner of the property, the holding provision shall not be removed until such time as the flooding hazard has been removed through re-grading.

Through the pre-consultation process, a number of studies and information items were requested as part of a "complete application" package in accordance with Section 8.4 of the Official Plan and Sections 34 (10.4), and 51 (19.1) of the Planning Act. The following information was submitted by the applicant in support of the applications:

- Cover Letter
- Application Forms & Fees
- Draft Plan
- Concept Plan
- Apartment Development Concept
- Industrial Land Impact Study
- Planning Justification Report (GSP Group)
- Functional Servicing & Stormwater Management Report, including Kenny Drain Floodline Review (Burnside & Associates Ltd.)
- Traffic Impact Study (Burnside & Associates Ltd.)
- Compatible Use Odour, Dust, and Noise Assessment (Burnside & Associates Ltd.)
- Archaeological Assessment (Archaeologist's Inc.)
- Urban Design Brief (GSP Group)

It should be noted that the Development Concept is illustrative only, and further refinement is anticipated through the draft plan of subdivision process or future site plan approval process.

All of the submitted documents are posted online at:

<http://www.owensound.ca/planning/whats-new>

Process to Date:

The following is a summary of the process to date:

- Pre-consultation was completed and comments provided to the applicant describing the requirements of a “complete application” (October 8, 2015)
- An initial submission package was submitted (January 25, 2016)
- Notice that the application was incomplete with comments was provided (February 25, 2016)
- A conference call was held to review the City comments
- A follow-up submission was made to the City (June 6, 2016)
- Notice of Complete Application was sent to the applicant (July 14, 2016)
- Notice of Complete Application and Public Meeting was given July 26, 2016 being within 15 days of the confirmation given to the applicant
- The applicant requested a later public meeting date and a revised Notice of Complete Application and Public meeting was given September 2, 2016, in accordance with the Planning Act
- Technical report to Council (this report)

Analysis:

The following sections provide a summary of Provincial, County and City land use policies to be considered as it relates to the ZBA and Plan of Subdivision applications and provides comment on the information and technical studies submitted with the applications:

Provincial Policy Statement 2014 (PPS):

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and came into effect on April 30, 2014. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The PPS contains policies dealing with four principle policy areas:

1. Building Strong Healthy Communities
2. Wise Use and Management of Resources
3. Protecting Public Health and Safety
4. Implementation

Settlement Area

The PPS Vision for the long-term prosperity and social well-being of Ontario focuses growth and development within settlement areas and recognizes that land use must be carefully managed. For the purposes of the PPS the City of Owen Sound in its entirety is considered a Settlement Area.

Land Use

With respect to Section 1.0 - The PPS focuses growth in Settlement Areas and promotes densities and a mix of land uses which efficiently use infrastructure and public service facilities which are planned or available, minimize negative impacts, support active transportation, and are transit supportive. Land use patterns are also to be based on an array of uses and opportunities for intensification where this can be accommodated. Development standards that facilitate intensification and compact form are to be promoted. New development should occur adjacent to the existing built up area and shall have a compact form, mix of uses and densities.

Housing

The housing policies of the PPS promote all forms of housing types and densities to meet projected requirements of current and future residents and direct new housing to locations with appropriate levels of infrastructure and where public service facilities are or will be available and that support the use of active transportation and transit. Development standards which minimize the cost of housing and facilitate compact form are also encouraged.

Healthy communities are promoted by planning for safe streets that facilitate active transportation and consider access to recreation and open spaces.

Infrastructure

The PPS provides lengthy discussion on infrastructure, and in particular, planning for sewage and water services.

In this case, connecting to the existing infrastructure will provide municipal water services. Sanitary collection will be via a reconstructed Sewage Pumping Station.

In accordance with the PPS, municipal water and sanitary services as well as appropriate stormwater management are the most appropriate form of servicing for any development in a settlement area.

Planning for stormwater shall minimize contaminant loads and changes in water balance and erosion, maximize vegetative and pervious surfaces and promote best management practices while not increasing risk to health, safety or property.

Natural Hazards

More restrictive language is found in sections 2.0 and 3.0 of the PPS where natural hazards are discussed. Development and site alteration are directed away from hazardous areas and flood plains to locations where any risks to public safety are minor and mitigated and no adverse environmental impacts will result. In regards to this development, the "Holding" provision shall not be removed until such time as the flooding hazard of the Kenny Drain in the southeast corner of the property has been removed through the re-grading of the site.

The Grey Sauble Conservation Authority provides comment to the City with respect to natural heritage and natural hazard policies of the PPS and their comments will be important considerations in any future recommendation report.

Archaeology

Development and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. A Stage 1 and 2 Archaeological Assessment of the site has been completed. The Stage 1 Study concluded that the site exhibited potential for the recovery of archaeological resources, but the Stage 2 assessment did not result in the identification of archaeological resources. The Archaeological Assessment Report recommends that no further archaeological assessment of the property is required.

Transportation

Land use patterns within settlement areas shall be based on densities and a mix of land uses which support active transportation and are transit-supportive. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Land use patterns, density and mix

of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The Planning Act requires the applicant to submit a statement of whether the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision are consistent with the PPS. The applicant has submitted a Planning Justification Report by a professional planner indicating that they consider each of the applications to be consistent with the PPS.

County of Grey Official Plan:

Settlement Area

The County of Grey designates the subject lands “Primary Settlement Area”

In 2015 the County of Grey undertook an update to their growth management plan, which is anticipated to be incorporated into the County of Grey Official Plan during a future amendment. Owen Sound is the largest fully serviced settlement area in Grey County and has a high potential to accommodate new growth with both designated lands and servicing capacity.

The County Official Plan recognizes both the efficiencies and environmental benefits of compact development, and urban growth is encouraged to locate in existing settlement areas. The settlement areas are divided into Primary, Secondary and Tertiary Settlement Areas based on servicing capabilities, population and function. As previously mentioned, the subject property is within a Primary Settlement Area, and therefore an ideal location for residential development.

Housing

It is also a policy of the County to encourage a wide variety of housing types, size, and tenure to meet the current and projected demographic and market requirements. County policy supports intensification and redevelopment primarily within settlement areas where an appropriate level of services are available. It is also in support of affordable housing in the form of accessory apartments, semi-detached, duplex, townhouse and low rise apartments. The Plan of Subdivision considers the County policies through the inclusion of street townhomes and multi-unit apartment buildings.

Transportation

As mentioned, East Bayshore Road is a County Road (15), and where a development application is likely to generate a significant increase in traffic volumes, a Traffic Impact Study will be required by the County. Comments received from the County Transportation Services department during pre-

consultation noted that only one entrance off of East Bayshore Road would be permitted. Any access for Block 20 will be a matter to be reviewed as it relates to access on a County Road.

Owen Sound Official Plan:

The Owen Sound Official Plan was amended (OPA) on May 12, 2014 to re-designate the subject lands from “Industrial Transition Area” to “Residential” in order to provide for the development of a residential neighbourhood.

The City’s Official Plan provides policies, goals and objectives to guide development in the City in a manner that promotes the health, safety and quality of life for residents. The goals and objectives of the Official Plan relate to: environmental integrity; economic vitality; managing growth; quality of life; equity, diversity and accessibility; urban design; and, infrastructure.

The Official Plan is meant to be read in its entirety and can be found online at: <http://www.owensound.ca/planning/applications-and-documents>.

The subject lands are designated “Residential” on Schedule ‘A’ of the Official Plan (OPA 5). The subject lands are within the East Waterfront Study Area as shown on Schedule ‘B’ of the Official Plan, which are described as ‘the former industrial lands and areas of limited residential and commercial development north of 20th Street East’. At this time there is no secondary plan applicable to the East Waterfront study area.

Residential Use (Sections 4.1.2.2 & 4.1.2.11)

The general Residential policies of the Official Plan are found in Section 4.1. The designation is intended to permit residential uses in a variety of forms and tenures. OPA 5 added site specific policies to the subject lands (See Section 4.1.2.11).

Any Zoning By-law Amendment to increase the density and/or change the form of development permitted will need to address policies specific to density and compatibility including:

“4.1.2.2 Density shall be allocated in residential areas in accordance with the following:

- a) Lands shall have access to hard services at sufficient capacity for the intended density;*
- b) Adequate soft services such as parks, schools, emergency services, transit and similar shall be available as required to support the intended density;*

- c) *Lands intended for medium and high-density uses should have access to collector or arterial roads and proximity to compatible land uses including but not limited to local institutional and neighbourhood commercial uses.*"

The density policies are considered through the applications, technical reports and plan of subdivision and final recommendation will relate to these policies and conditions of approval may be imposed as it relates to the timing and phasing of the plan related to services.

In addition, the subject lands are subject to the policies of Section 8.1.2 "Holding Provisions", and in order to remove the "H" provision, the submission and approval of the following is required:

- a) The completion of land use compatibility studies, such as stationary noise, dust and odour studies at the time of any future site plan or plan of subdivision application to understand the need for specific mitigation measures, as may be required (a Compatible Use Odour, Dust and Noise Assessment has been Completed and Submitted);
- b) That any future plan of subdivision or site plan application include the submission and approval of an urban design brief to address: overall plan design and layout; land use compatibility considerations such as implementation of recommended mitigation measures from approved noise/dust/odour study; lot/building orientation and interface with existing industrial uses, built form and location of driveways; architectural design and control; and, pedestrian connections (an Urban Design Brief has been submitted);
- c) Compliance with the Environmental Protection Act and its regulations;
- d) Archaeological Study (Stage 1 & 2 Assessment has been completed and submitted);
- e) Servicing Studies and entering into agreements with the City with respect to the implementation of these upgrades;
- f) That those portions of the subject property located in the southwest quadrant, subject to periodic flooding, and as shown in the attached Schedule are subject to a holding provision. The City of Owen Sound shall not remove the "Holding" provision until such a time as the flooding hazard has been removed through re-grading of the site. These works will be carried out

with appropriate permits to the satisfaction of the City of Owen Sound and the Grey Sauble Conservation Authority.

Section 7.6.2.2 relates to housing intensification, infill development, conversion of non-residential building to a residential use is supported subject to the following policies:

- a) *The proposed development meets locational and other criteria of this Plan;*
- b) *The type, size and scale of the proposed development is compatible with adjacent development;*
- c) *The existing hard infrastructure, including sewer and water services, can support additional development;*
- d) *The existing community and recreational facilities, such as schools and parks are adequate to meet the additional demand;*
- e) *Required parking can be accommodated;*
- f) *The local road network can accommodate any additional traffic.*

Economic Vitality Objective 3.2.2.8 states that new residential development should achieve an overall density of 25 units per hectare. Currently, the plan of subdivision provides for a density of 26 units/ha. This policy will be addressed in detail at the time of the recommendation report when the plan has been thoroughly reviewed.

Managing Growth Objective 3.3.2.6: accommodate and encourage a broad range and mix of housing in terms of dwelling types, densities, tenure and cost for a diverse community. The proposal includes a mixture of apartment buildings, townhouse units and single detached homes.

Objective 3.3.2.7: Identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. This development proposal represents an intensification/redevelopment project.

To encourage “Healthy Communities” as Objective 3.4.2.8 states, this proposal includes sidewalks park space, pedestrian pathways connecting the blocks, and trails. The plan proposes parks, pedestrian connections and trails. Details may be determined through further design or conditions of approval.

Section 4.1.2.10 of the Official Plan indicates that lands designated Residential shall be developed at maximum heights as established in the

Zoning By-law (15 m). The applicant has proposed apartment buildings in the Multiple Residential (MR) Zone (Block 25) of 5-storeys in height, as shown on the concept plan. There is no height increase requested by the applicant at this time.

Section 7.8 of the Official Plan contains Urban Design policies which promote a high standard of design in both the public and private realms to create an appealing, comfortable and safe living and working environment. Urban Design Guidelines were developed by GSP Group for this proposal as statements of intent for this development. The Urban Design Guidelines will be reviewed in detail as part of the overall comprehensive review of the application.

The zoning, layout and function of the proposed development overall will be assessed against these policies and the entire Official Plan.

Transportation (Section 6.1)

Where development is proposed the City may require a comprehensive traffic analysis to assess impacts on the area and may require the developer to execute an agreement to provide for any improvements necessary to support development. A Traffic Impact Study was completed by Burnside & Associates Ltd. in December of 2015 on the property. A recommendation was made to consider a right turn taper, 60 metres in length, at the intersection of East Bayshore Road and Street C in order to improve traffic operations. The Traffic Impact Study was completed based on a preliminary development concept of low density residential units and found that if a modest increase in the amount of residential units were to be proposed, the increase could easily be accommodated with an acceptable Level of Service and no further required road improvements. The spacing between the proposed subdivision access road (Street C) and the existing access at 32nd Street East meets the County guidelines and is acceptable.

East Bayshore Road is Grey County Road 15. Access from abutting properties to County roads requires the approval of the County. 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.

There are four accesses shown on the draft plan into the property from existing roads; one off of East Bayshore Road (Street C), one off of 32nd Street East (Street A), and two off of 9th Avenue East (Streets B & D), and will be considered as local streets and designed with a typical 20 metre wide right-of-way. An additional access into Block 20 will be needed. It is unclear

from the information provided to date how exactly the applicant proposes to access lots in Block 20 and more information will be required prior to draft plan approval to understand the impact to the surrounding road network.

Street C is designed to be a landscaped entrance into the neighbourhood from East Bayshore Road. The street splits into a one-way pair, which frames a wide park median of 20 m in width. The park median will include trails, sitting areas and trees to form a central part of the community and clear views to Georgian Bay. This is a design detail that will be reviewed by the City Engineering Department as it relates to function and maintenance.

The Official Plan generally provides direction on road network design as follows:

- All new residential subdivisions should be designed with a curvilinear or modified grid system;
- Intersections should be adequately spaced to provide proper traffic flow;
- New roads should be designed consistent with accepted engineering standards to provide: satisfactory gradients; safe vehicle movement; in ground and above ground services; proper access to adjacent lands; emergency and transit vehicle access; pedestrian and bicycle access; safe intersections; and discourage double fronting lots; and,
- All new development is required to provide adequate off-street parking.
- Active transportation and accessibility for all people should be considered and well-connected and maintained streets can promote sustainable, healthy, active living (Section 6.1.5). The City will support integration of pedestrian and cycling facilities into new development areas.

Based on a preliminary review of the application, the following have been considered:

- The proposed street pattern is a modified grid system, with no cul-de-sacs.
- Intersections appear to be adequately located, however confirmation on City standards will occur through the detailed review.
- City Engineering standards will be addressed through the detailed design review and/or also imposed for further detailed review as condition(s) of approval.

- Pedestrian walkways are also being proposed, connecting Streets A and E with the Linear Park on Street C. Sidewalks are proposed to be provided on both sides of the local streets to promote walking.
- Consideration of transit, and active transportation may be considered further as the detailed design of the subdivisions and cross sections for the new streets are reviewed.

Greater population densities are encouraged along and in the vicinity of transit routes. Through review and approval of development applications the City may require dedication of land or request financial resources for installation of transit infrastructure (Section 6.1.6.6).

Comments from the County of Grey Transportation Department will be important to determine if the intersections proposed with East Bayshore Road, 32nd Street East, and 9th Avenue East are acceptable and Engineering Services will review the internal streets with respect to City standards. Also, County comments will be required as it relates to any access for proposed residential Block 20 to the County Road system.

Servicing (Sections 5.2 & 6.2)

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

Section 6.2.3 discusses servicing capacity and indicates that draft approved plans of subdivision may only proceed to registration if sufficient servicing capacity exists.

A Functional Servicing and Stormwater Management Report has been provided and demonstrates the following servicing findings:

- The site will be primarily accessed from East Bayshore Road, with a single entrance off 32nd Street East and two entrances of 9th Avenue East with full Municipal internal roads with a 20 m right-of-way;
- The site will provide approximately 372 residential units in a mix of single family residential, townhouse units and apartments;
- The site will be serviced in accordance with the City of Owen Sound, GSCA and MOECC design criteria;

- The proposed residential development can be developed using municipal sanitary and water services;
- Municipal water service will be provided by connecting the existing Industrial and Municipal Pressure Zones;
- Sanitary collection will be via gravity sewer to the reconstructed Goodyear Sewage Pumping Station which will discharge via forcemain to the gravity system at 28th Street, as upgraded by the City of Owen Sound.

The City is undertaking a Municipal Class Environmental Assessment (Class EA) Study for the upgrade or replacement of the Goodyear Sanitary Pump Station (located on the corner of 32nd St E. and East Bayshore Road/Grey Rd. 15, Owen Sound). The Goodyear Sanitary Pump Station is part of a system that services a collection area of approximately 80 hectares, including the RCA lands. The Class EA will identify and recommend a preferred alternative solution for the future of the Goodyear Sanitary Pump Station. The results of the Class EA will be discussed in the recommendation report and conditions of draft approval may be imposed to ensure appropriate timing of development based on the provision of the necessary infrastructure.

Hazard Lands (Section 4.12)

Hazard Lands are intended primarily for the preservation and conservation of lands in their natural state. It is a policy of the plan that Hazard Lands be set aside for environmental protection purposes. Hazard Lands will not be considered part of any required parkland dedication.

Through Zoning By-law Amendment No. 10, a portion of the property in the southeast corner was zoned Hazard Lands due to the Kenny Drain. In conjunction with the Plan of Subdivision application that is currently being submitted, a further Zoning By-law Amendment is being sought (No. 19) in part to rezone these hazard lands to residential.

Comments from the Grey Sauble Conservation Authority will be considered in any recommendation report.

The applicant has included a Flood Hazards Study as part of the Functional Servicing and Stormwater Management Report. Based on these studies no development is proposed within the regional storm event and development controls are proposed to reduce impact and control erosion during construction. Comments from the Grey Sauble Conservation Authority and

Engineering Services on these studies will be considered in any recommendation report.

Stormwater Management (Sections 6.2.4 & 5.2.5.2)

The City shall apply best management practices in dealing with stormwater management. Facilities shall be designed to manage stormwater quality and quantity and integration of natural vegetative features is encouraged. Long-term maintenance and safety requirements are to be considered in design.

The Official Plan requires new developments to have a stormwater management plan in place prior to construction to address: physical characteristics of the site; pre and post development runoff based on guidelines by the City and/or Grey Sauble Conservation Authority; quantity and quality control; and methods to control runoff and erosion during and after construction. Design shall also be in accordance with any Ministry design manuals, approved City standards, subwatershed management plans or other approved master plans. The City policies are addressed through reports submitted with the application and as conditions of approval requiring final detailed plans prior to plan registration.

The applicant has provided a Functional Servicing and Stormwater Management Report, which found that no on-site stormwater quantity controls are proposed, however quality control to an enhanced level will be provided. It is proposed that an internal storm sewer system for the site will be sized to convey the 5-year storm event with three main discharge points (one to 32nd Street East, to East Bayshore Road, and to East Bayshore Road at Kenny Drain). Overland flow routes will discharge to the right-of-way on East Bayshore Road and on 32nd Street East. The southwest corner of the site will require a 100-year storm pipe between the internal road network and the bioretention swale discharging to East Bayshore Road. Oil grit separator units (2 units) are proposed external to the site at the intersection of 32nd Street East and East Bayshore Road and on East Bayshore Road just north of the Kenny Drain.

Comments from Engineering Services and Grey Sauble Conservation Authority will be important to consider in making any recommendation with respect to stormwater management. Approved plans shall be required to be implemented through the development process.

Environmental Site Assessment (Section 8.1.2.3 & 8.4.2)

The development or redevelopment of potentially contaminated and waste management sites shall be assessed and remediated in a manner consistent with the relevant Ministry of the Environment guidelines and procedures.

A Record of Site Condition has been acknowledged by the Ministry of the Environment for the subject lands finding they are suitable for residential use.

Resources of Archaeological Value (Section 7.2.5)

The Official Plan policies respecting archaeological studies reflect those of the PPS. A Stage 1 and 2 Archaeological Assessment was completed in July of 2015 for 3195 East Bayshore Road. The Stage 1 background study found that the subject property exhibited potential for the recovery of archaeological resources of cultural heritage value, and concluded that the property required a Stage 2 assessment. The Stage 2 assessment did not result in the identification of archaeological resources. The report recommends that no further archaeological assessment of the property is required.

Parks and Recreation (Sections 5.2.3 & 7.5)

The City may require a park dedication of 5% of the land proposed for new residential purposes or in place of the dedication of land the City may require a payment in lieu of land at a rate appropriate to the value of the required land. The current plan proposes to dedicate 0.45 hectares (2.8%) as a Linear Park on Street C. The remaining parkland requirement is proposed to be provided as cash-in-lieu. Consideration will be given to the adequacy of the proposed parkland approach and the design of parkland as part of the detailed review.

Urban Design (Section 7.8)

In accordance with the urban design policies of the Official Plan new residential development adjacent to natural areas should consider:

- Protection of natural features adjacent to development with suitable setbacks, access points, and visibility;
- Provision of a comfortable, human scale environment that supports social interaction and addresses issues of year round use;
- View corridors;

- New residential development creating identifiable areas with simple street patterns; coherent built form; well connected and safe pedestrian system and accessible to local amenities;
- Relatively consistent streetscapes with street trees;
- In new comprehensively designed residential developments building setbacks and lot sizes may vary from surroundings where appropriate to the proposed form in accordance with accepted design guidelines;
- Responsible lighting;
- Crime Prevention Through Environmental Design principles.

The East Bayshore Road Neighbourhood Urban Design Brief and Guidelines were submitted to address the policies and will be reviewed in detail.

Land Use Compatibility (Section 4.8.2.8)

A Compatible Use Noise, Dust, and Odour Study was prepared by Burnside and Associates Ltd., and reviewed the potential noise, dust, and odour impact on the existing industrial uses and vacant industrial lands in relation to the proposed residential subdivision. Potential sources of noise, dust, and odour identified and assessed included vehicle traffic on East Bayshore Road to the west, tenants in the commercial mall to the north, the McArthur Tire Retread facility to the east, and the Hobart Manufacturing facility to the south.

The study concluded:

- The tenants in the existing commercial mall are not expected to have any significant impacts;
- The McArthur tire re-tread facility could have noise impacts that need mitigation, but no significant dust or odour impacts. Noise impact from the dust collector may be audible and slightly above criteria; a noise impact study should be completed to more accurately assess the impact of the dust collector on the potential residents. The best mitigation options are likely the installations of a silencer on the source, or an agreement to limit operations, or noise barriers;
- The Hobart Facility is not expected to have any significant noise, dust or odour impacts;
- The Alpha Precast facility is also not expected to have any significant noise, dust or odour impacts;
- The traffic noise impact from East Bayshore Road was within MOE guidelines at all locations 30 m from the road. A further noise impact

study should be completed to confirm the assumptions made in this assessment as part of the detailed design. Noise statements could be included in the purchase agreement as a condition of approval;

- The noise impacts from most facilities are expected to be minimal. There is not expected to be any significant odour or dust impacts from local roads or industry.

Considerations of these findings and any required conditions of approval will be included in a future recommendation report.

Draft Plan of Subdivision Approval (Section 8.3.3)

The subdivision approval process is to be used to ensure logical and orderly development in accordance with the intent of the Official Plan and the maintenance of a sound financial position for the City. The provisions of the Planning Act shall be used, including subdivision agreements, to ensure land use designations and policies of the Official Plan are complied with and a high standard of design is maintained.

Plans of subdivision shall be appropriately phased and be subject to a development agreement for such matters as parkland dedication, road development, sidewalk construction, service installation, land reserves, administration fees, lot levies and other appropriate requirements.

Through the review process it is anticipated that conditions of approval will be identified. These conditions will be detailed and form part of the future report to Council and Subdivision Agreement.

Preconsultation and Development Applications (Sections 8.4 & 8.5)

Pre-consultation was completed and the supporting studies and information requested in order to deem the subject applications complete was provided by applicant. Notice of Complete Application for ZBA 19 and Plan of Subdivision 42T-16501 provided to the applicant on July 14, 2016.

Public Works & Capital Forecast (Section 8.8)

There is an ongoing class Environmental Assessment for the Goodyear Pumping Station. This infrastructure is required for the development of the lands. The Environment Assessment process is happening separate from the Plan of Subdivision however is related to development of the lands, as discussed previously.

Zoning By-law Considerations:

Existing Zoning:

Holding Low Density Residential (R3) and Hazard Lands (ZH) with Special Provision 14.55. Special Provision 14.55 was applied to the entire subject property through ZBA No. 10 and states the following:

Notwithstanding the provisions of the Low Density Residential Three (R3), and for lands shown on Schedule A, Zoning Map 10: General Industrial (M1) Zone and for lands shown on Schedule A, Zoning Map 10:

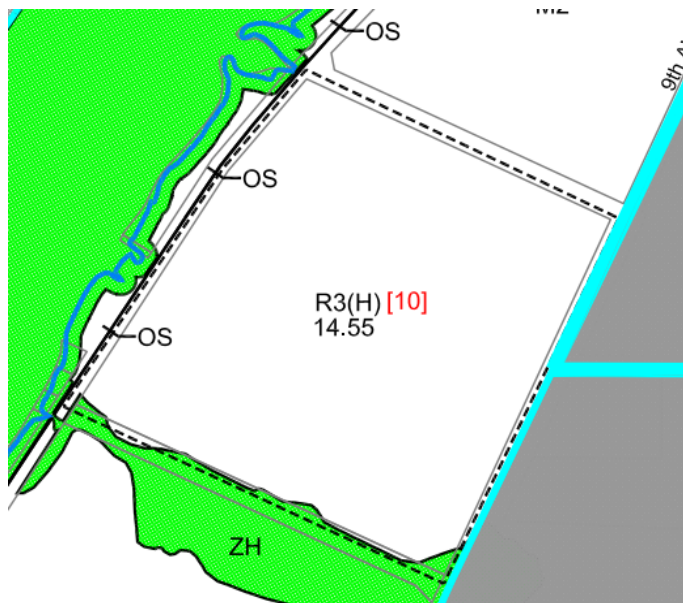


Figure 2: Existing Zoning

(a) The permitted uses, site and building regulations of the General Industrial (M1) Special Provision (14.55) shall continue to apply to any use of the buildings which exist on the effective date of this By-law provided that the height and gross floor area are not increased so long as the "Holding (H)" symbol is affixed to the R3(14.55) lands.

(b) The City of Owen Sound shall not remove the "Holding" provision until such time as certain matters are satisfied and, notwithstanding the provisions of the Residential Three Special Provision (R3 14.55). The applicant has not requested removed of the "Holding (H)" Provision.

(c) At the time when the "Holding (H)" Symbol is removed by the City and notwithstanding the provision of the Residential Three Zone (R3), for any permitted use, the following special provisions shall apply:

Low Density Residential Zone Regulations (Single Detached)

- (i) Minimum Front Yard Setback: 6.0 m to the garage and 5.5 m to the habitable portion*
- (ii) Maximum Lot Coverage: 50 %*

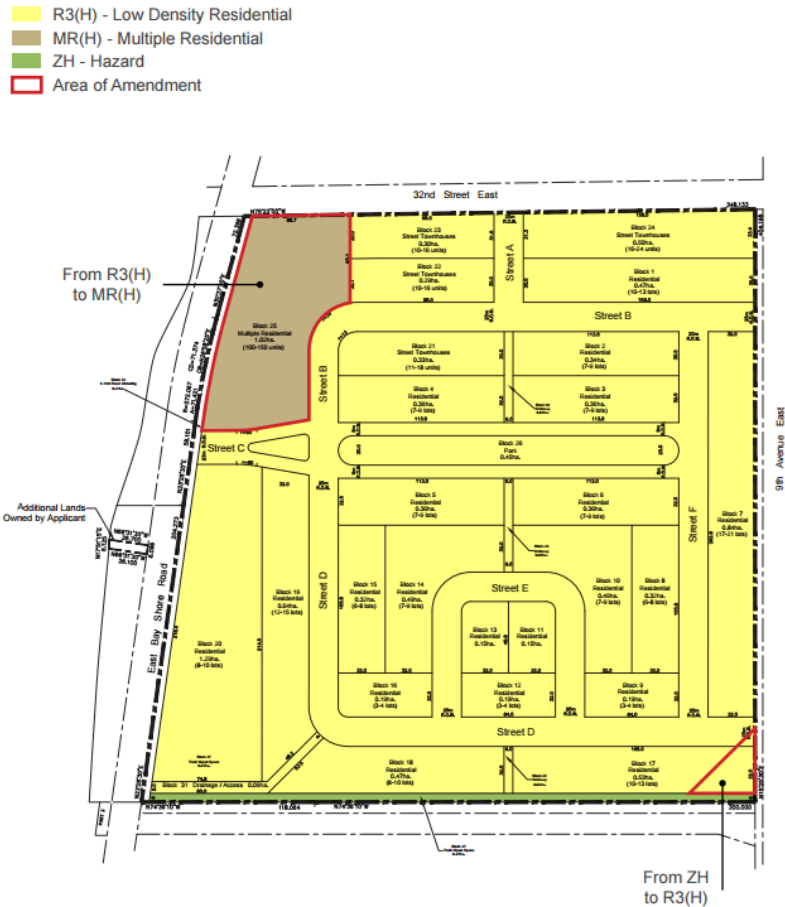
Low Density Residential Zone Regulations (Townhouse)

- (i) *Minimum Front Yard Setback: 6.0 m to garage and 5.5 m to habitable portion*
- (ii) *Maximum Lot Coverage: 50%*
- (iii) *Minimum Rear Yard Setback: 6.0 m*

Proposed Zoning:

The applicant is proposing to re-zone the southeast portion of the subject lands, currently zoned Hazard Lands, to Low Density Residential “H(R3)”, and re-zone Block 25 from Low Density Residential (R3) to Multiple-Residential (MR) in order to provide medium density multi-unit housing. No change is requested to Blocks 1-24 and 26-32.

The requested zoning by-law amendment is based on applicant changes to the development and new information with regard to the Hazard Zone area. The proposed zoning amendments will be fully assessed in consideration of the PPS and Official Plan policies and consideration of public and agency comments.



Financial/Budget Implications: Not applicable.

Communication Strategy:

Notice of Complete Application and Public Meeting for the proposed Zoning By-law Amendment and Draft Plan of Subdivision was published in the Owen Sound Sun Times newspaper.

Notice was also circulated to persons, departments and agencies likely to have an interest in the applications, as legislated. As a courtesy, the notice

was also sent via First Class Mail to the assessed owners within 120m of the subject properties.

Notice was provided well over 20 days in advance of the Public Meeting in accordance with the provisions of the Planning Act, R.S.O. 1990, Chapter P.13, as amended.

Consultation and Next Steps:

The public meeting is scheduled for September 26th, 2016.

Members of the public are welcome to attend and make oral submissions at the public meeting, or submit comments in writing prior to the public meeting either in support or against the application.

In addition to the public notice, the Planning Division also sent a request for comments to the development team and other agencies based on the nature of the applications. Due to the substantial content of the submission items some key agencies requested additional time to review the applications. All comments will be reviewed before any recommendation report to Council.

Next steps will include:

- o Formal written comments from the public and commenting agencies are being received on an ongoing basis.
- o A public meeting is scheduled for September 26, 2016.
- o Following the public meeting all comments received will be considered. If necessary, the applicant may be requested to provide additional information or clarification. All comments received and any additional information will be summarized and the applications will be assessed in a future recommendation report to Council.

Attachments:

- A. Draft Plan of Subdivision (as submitted with application)
- B. Development Concept (as submitted with application)

Prepared By:	Dave Aston	<u>Signature on file</u>
Reviewed By:	Margaret Potter	<u>Signature on file</u>
Supported By:	Pam Coulter	<u>Signature on file</u>
Submitted By:	Wayne Ritchie	<u>Signature on file</u>



DRAFT PLAN OF SUBDIVISION

Part of Lots 7, 53 and 54
Registered Plan No. 8338
City of Owen Sound
County of Grey

LAND USE SCHEDULE

DESCRIPTION	LOTS/BLKS	UNITS	AREA (sq.)
Residential (single / semi detached)	1-20	141-179	8.51
Street Townhouses	21-24	47-74	1.42
Multiple Residential	25	100-150	1.02
Park	26		0.45
Trail / Open Space	27		0.25
Walkway	28-30		0.08
Drainage / Access Block	31		0.09
5.16m Road Widening	32		0.21
Roads			3.55
Total		Approx. 289-403	13.58sq.

- Single / Semi-Detached
- Street Townhouse
- Multiple Residential

ADDITIONAL INFORMATION
(ORDER SECTION 41(1) OF THE PLANNING ACT)
INFORMATION REQUIRED BY CLAUSES 4.0.1.1(a) AND 4.0.1.2(a) IS SHOWN ON DRAFT PLAN
1) Multiple water supply
2) Survey 40.00 undertaken by met. scale
3) All sanitary and storm sewers as required.

OWNER'S CERTIFICATE
I, THE UNDERSIGNED, THE GSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF OWEN SOUND.
C. Hill Jan 18 2016
DATE

SURVEYOR'S CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.
Neil C. McNeil Jan 18 2016
DATE

GSP group
PLANNING & LANDSCAPE ARCHITECTURE
gspgroup.ca

REVISIONS

NO.	DESCRIPTION	DATE





DEVELOPMENT CONCEPT
3195 East Bayshore Rd

Northridge Property Management Inc. | April 7, 2016

Apartments	
Lot Area	1.02ha
Number of Units	100
Density	98 units/ha
Lot Coverage	21.6% (2,200.0m ²)
Landscaped Open Space	43.1% (4,415m ²)
Parking	121 spaces

Scale 1:600 | Project No.: 12092 | Drawn By J.H.

