

Planning Justification Report
Proposed Draft Plans of Subdivision and
Common Element Condominium
and Amendment to Township Zoning By-law 81-19
Township of Uxbridge, Regional Municipality of York
(2452595 Ontario Ltd. o/a Venetian Group)

April, 2018

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1. Introduction

The Venetian Group is proposing to develop lands at 231 to 249 Reach Street for medium density/townhouse units (See Figure 1). The existing five lots currently are for low density residential purposes (i.e. 5 single detached dwellings). All existing buildings are to be demolished. The proposed development is to be municipally serviced.

This *Planning Justification Report* examines whether the proposed draft plans of subdivision and common element condominium, and amendment to Zoning By-law 81-19 submitted by 2452595 Ontario Ltd. (o/a the Venetian Group) (i) are consistent with the Provincial Policy Statement, 2014; (ii) conform to the Growth Plan for the Greater Golden Horseshoe, 2017; (iii) conform to the Lake Simcoe Protection Plan, 2009; (iv) conform to the Region of Durham Official Plan, 2017 Consolidation; (v) conform to the Township of Uxbridge Official Plan, 2014 Consolidation; (vi) comply with the Town's Zoning By-law No. 81-19; and, (vii) meet general principles of good planning.

2 Retainer

Michael Smith Planning Consultants; Development Coordinators Ltd. was retained by 2452595 Ontario Ltd. (o/a the Venetian Group) in February 2017 to assist with the planning process for approvals of draft plans of subdivision and common element condominium and an amendment to the Township Zoning By-law 81-19. The preparation of a *Planning Justification Report* is required to facilitate the proposed development.

3. General Description of Property and Proposed Development

The Subject Lands are comprised of six existing lots described as Parts of Lot 28, Concession 7 in the Township of Uxbridge and more particularly described as Parts 2 to 7, inclusive on Deposited Reference Plan 40R-7095 and Part 1 on Reference Plan 40R-28244 (*being part of Block 45 on Registered Plan 40M-2410*). Part 7 on Reference Plan 40R-7095 is further described as Parts 1 and 2 on Reference Plan 40R-14520

The municipal addresses are 231 to 249 Reach Street. 241 Reach Street was the subject of a separate planning approval, discussed in Section 4 below, but now forms part of the larger development being proposed.

The Subject Lands are located on the north side of Reach Street, east of Coral Creek Crescent, in the community of Uxbridge, in the Township of Uxbridge.

Surrounding land uses include residential lands to the north and west; residential and rural lands to the east; and Reach Street and a golf course located to the south. The site is generally located close to other urban amenities (retail stores, schools, parks, etc.).

The Subject Lands are approximately 3.6 ha (8.9 ac) and contain 6 single detached dwellings which are serviced with septic systems and wells. The combined frontage on Reach Street is approximately 243.5 metres (799 feet).

The development plan prepared by Hunt Design (See Figure 2) provides for:

29 Type `A` – 11.0 metre bungalow townhouses (1 1/2 storey)

32 Type `E` – 7.6 metre rear lane townhouses (1 1/2 storey).

Two wooded area blocks are approximately 0.95 ha (2.34 ac) in size. The net residential area is 2.64 ha (6.52 acres).

Each townhouse unit contains a two-car garage. Two additional parking spaces are provided for within the driveways of the Type A – Bungalow Dwelling lot. The Type E – Rear Lane Townhouse dwelling lots do not have driveways. Figures 5(a) and 5(b) are elevation drawings of Type A and Type E dwelling types, respectively.

Thirty-one visitor parking spaces are provided, including the two spaces in the Type A driveways, and 16 on-street parking spaces.

Two private roadways are proposed providing ingress and egress to Reach Street. The private roads are 7.5 metres in width, except where on-street parking is provided, and these roads are 8.5 metres.

A municipal servicing route is provided through Part 1, Reference Plan 14520 to the intersection of Village Green Lane/Nelkydd Lane.

It is proposed that the development would be implemented by means of a plan of subdivision, in combination with a common element condominium (See Figures 3 and 4). As suggested by its name, a common element condominium includes only those areas of common interest including the private roads, private wooded areas, visitor parking, and servicing easement block. The townhouses would be located on freehold blocks which are described as parcels of tied land (POTL's) and therefore do not appear on the condominium plan as blocks. These townhouse blocks would be subsequently divided into individual townhouse lots by part lot control exemption pursuant to the Planning Act.



Figure 1 – Location Map: 231-249 Reach Street

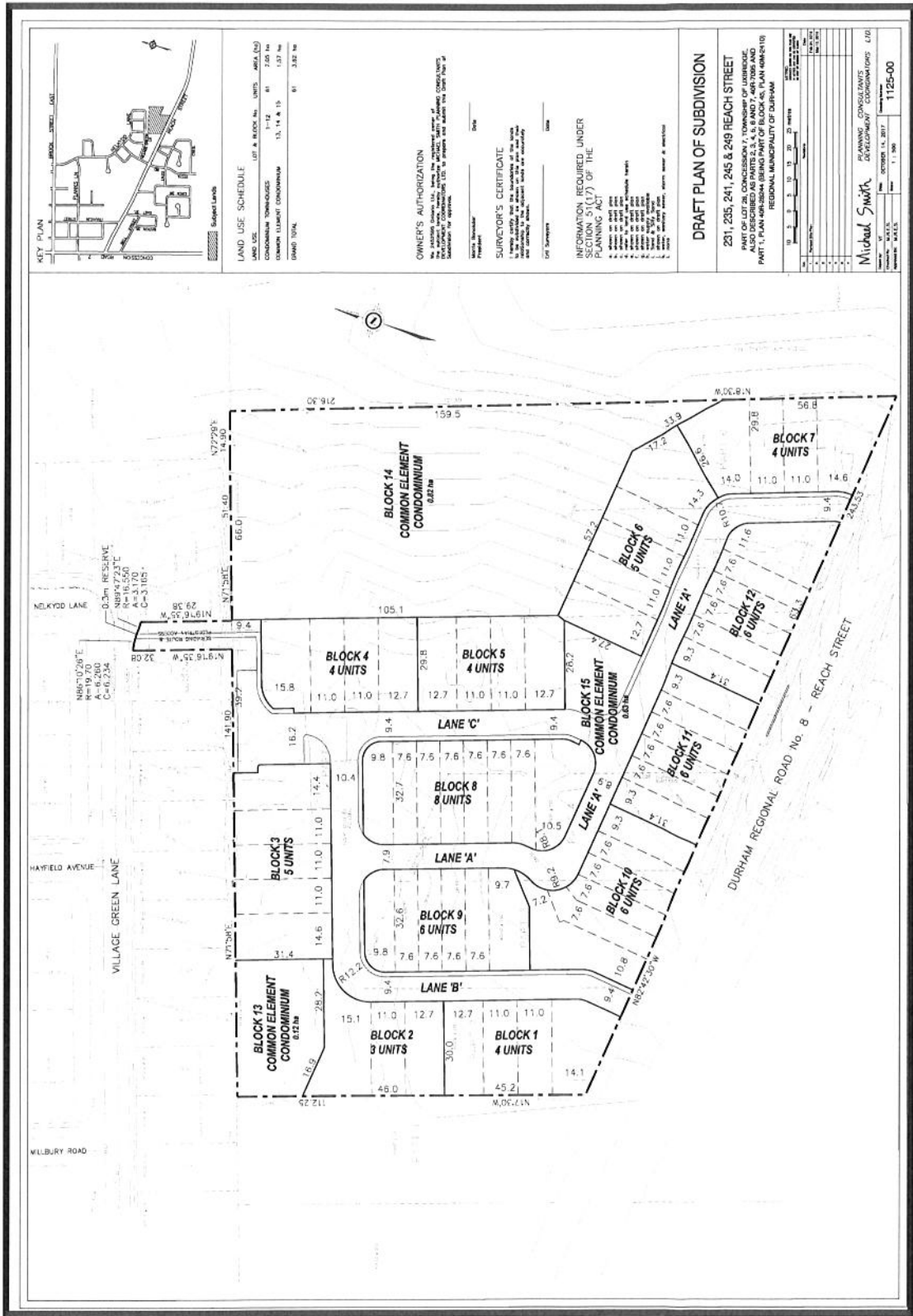


Figure 3 – Draft Plan of Subdivision

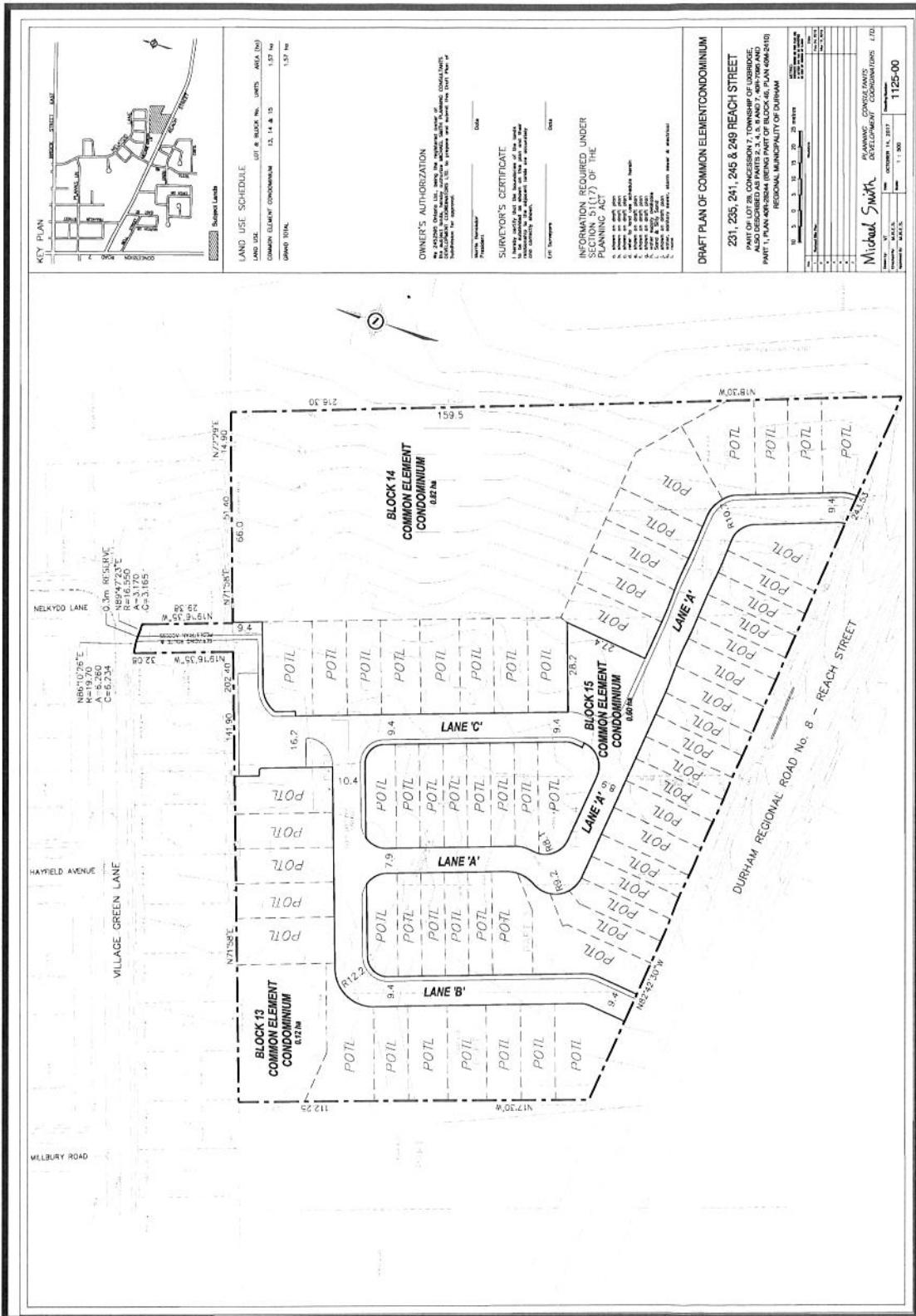


Figure 4 – Draft Plan of Common Element Condominium



Figure 5A – Type ‘A’ Elevation Drawing



Figure 5B – Type ‘E’ Elevation Drawing

4. Previous Planning Approvals for Portion of Subject Lands

Robert and Donna Kennedy and Sally Thomas had previously obtained draft plan approval of a plan of subdivision (S-U-2015-01) and common element condominium (C-U-2015-01) for Part 7, Plan 40R-7095, Part 1, on Plan 40R-28244 and Part 40R-14520 (owned by Sally Thomas). Draft plan of subdivision and condominium approvals were granted by the Region on April 28, 2017. Zoning By-law 2017-023 was approved by Township Council on February 13, 2017 as is in force and effect. The applications for draft plan approval and zoning amendment which are the subject of this report will replace the previous draft plan approvals and zoning by-law approved for the Kennedy/Thomas site.

Of particular note, is that the area land within the Kennedy/Thomas plan was 2.07 hectares and yielded 55 townhouse dwelling unit; whereas, the proposed development is 3.64 hectares and yields 61 townhouse dwelling units. Further the number of dwelling units interfacing with the existing subdivision to the north is 6 (5 in Block 3 and one in Block 4). The Kennedy/Thomas plan proposed 12 units abutting the existing residential to the north. Finally, the Kennedy/Thomas plan proposed three storey dwelling units whereas the proposed development is 1 1/2 storeys (i.e. second floor is built within the roof structure). Overall, the proposed development is more compatible with the neighbouring residential area to the north than the Kennedy/Thomas plan.

5. Supporting Documentation

A preconsultation meeting was held on August 29, 2017 at which time representatives from the Region LSRCA, Township, AECOM, and Venetian Group ownership and consulting team were present. Arising from that meeting, the Region, on September 13, 2017, issued a preconsultation checklist of studies required in support of the planning applications. These reports collectively demonstrate that the proposed development conforms to applicable policy, discussed in more detail in Section 6, and is appropriate and desirable. A summary of each supporting report is summarized below.

A. Reports

5.1 Stage 1 and 2 Archaeological Assessment, November 2017, prepared by Earthworks Archaeological Services Inc.

Based on the results of the Stage 1 background investigation and the subsequent Stage 2 test pit survey, the study area is considered to be free of archaeological material. Therefore, no additional archaeological assessments are recommended.

The Ministry of Tourism, Culture and Sport (MTCS) has been requested to review and provide a letter indicating its satisfaction that the fieldwork and reporting for this archaeological assessment are consistent with the Ministry's 2011 Standards and

Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences and to enter this report into the Ontario Public Register of Archaeological Reports.

5.2 Transportation Study, January 2018, prepared by Nexttrans Consulting Engineers

(i) Traffic Analysis

The proposed development is anticipated to generate 35 two-way trips (6 inbound and 29 outbound) during the AM peak hours and 40 two-way trips (27 inbound and 13 outbound) during the PM peak hours. The intersection capacity analysis results (based on the methodology and procedures outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study area intersections and proposed access are expected to operate with acceptable levels of service.

(ii) Access/Parking Review

To ensure safe traffic operation in the area, it is recommended that a STOP sign (Ra-1) and STOP bar be installed at both egress driveways from the subject site onto Reach Street as well as throughout the internal road network. The two full movement access points are feasible and do not cause any complications to traffic flow. Based on the Township of Uxbridge Zoning By-law 2017-061, a total of 153 parking spaces will be required for the proposed residential development. The preliminary site plan provides for a total of 196 parking spaces, which results in a surplus of 43 parking spaces. This surplus is on account of two (2) visitor spaces being provided on the driveway of the "Type A - Bungalow Townhouse" units. On this basis, the future parking demand with the proposed redevelopment is completely satisfied with the proposed parking provision.

5.3 Noise Feasibility Analysis, February 2018, prepared by HGC Engineering

The results of this study indicate that with suitable noise control measures integrated into the design of buildings, it is feasible to achieve the indoor MOECC guideline sound levels. Physical mitigation in the form of acoustic barriers will be required for the closest flanking rear yards to Reach Street.

Forced air ventilation with ductwork sized for the future installation of central conditioning by the occupant will be required for the units flanking onto Reach Street and units fronting onto Reach Street. Building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the indoor spaces for all units in the development.

Warning clauses are also recommended to inform future owners and tenants of the road traffic noise impacts.

5.4 Addendum Environmental Impact Study, February 2018, prepared by Beacon Environmental

This addendum report builds upon the report undertaken in 2012 for the previous development proposal at 241 Reach Street. The report concludes that given that the impacts of the proposed development on the natural environment will be limited to the removal of common, cultural communities and a small plantation, the net effects to natural heritage functions and features as a direct result of the proposed development are expected to be minimal. Standard, best practice mitigation measures, as discussed in Section 7 of the report should be applied to limit potential effects on the woodlands that are being retained.

An acoustical bat study is to be undertaken in June 2018.

5.5 Hydrogeological Assessment, April 2018, prepared by Palmer Environmental Consulting Group

This report concludes as follows:

- The proposed development at 231, 235, 237, 241, 245 and 249 Durham Road No. 8 (Reach Street) in Uxbridge, Ontario is approximately 3.59 ha in size, and consists of 12 townhome blocks built with one (1) level of basement, one roadway, and park area.
- Based on the Sirati & Partners Consultants Ltd (SPCL) geotechnical investigation, the soil conditions at the site generally consist of native sand and sandy silt underlying sand to silty sand textured fill materials. The fill material was identified to approximately 1.8 mbgs. The bottom of the native sand unit was not penetrated during the drilling investigation.
- Based on a search of the MOECC Water Well Records, fifty-one (51) water well records are present within a 500 m radius of the site. Of these wells, thirty-seven (37) are described as water supply (domestic) wells, and the remaining fourteen (14) water well records consisted of test holes, observation and monitoring wells or were abandonment records. Municipal water supply is available to all residents of Uxbridge through three (3) municipal water supply wells, MW5, MW6, and MW7. Municipal wells MW5 and MW7 are located approximately 550 m from the site, and MW6 is approximately 2 km away.
- Groundwater levels were investigated at the three (3) monitoring wells installed by SPCL in February 2018. No water was encountered during the site visit, indicating that the water table is lower than 6.7 mbgs. MOECC well records

from the site indicate a water table depth of between approximately 9.75 mbgs and 11.58 mbgs.

- Hydraulic conductivity of the sand was calculated using the Hazen method on grain size distribution curves by SPCL, as Single Well Response Tests (SWRTs) were not possible due to insufficient water in the monitoring wells. The geometric mean K value calculated using this method is 5.2×10^{-6} m/sec, which corresponds to an infiltration rate of 72 mm/hr.
- The deep water table and presence of high permeability soils at surface make this site ideal to implement infiltration-based LID mitigation measures.
- Under pre-development conditions, infiltration volumes at the site are approximately 10,365 m³/year, and runoff is approximately 3,066 m³/year. Without mitigation techniques in place, in the post-development scenario, infiltration rates will decrease by 53% to 4,821 m³/year, and runoff will increase by 437% to 16,467 m³/year. The use of LID mitigation techniques to balance pre-to post infiltration rates are therefore recommended.
- By implementing the proposed LID mitigation strategies (SKA, 2018), it is expected that infiltration will increase by 1% from pre-development to 10,464 m³/year. The proposed LID strategies are therefore sufficient to balance infiltration pre-to-post development.
- The proposed foundation base levels are more than 5 m above the water table and therefore construction dewatering will not be required. Maintenance pumping should be expected from perched water within the upper granular layers and from precipitation.
- Based on a comparison of pre-development and post-development phosphorus loads and in consideration of construction phase loading, the MOE phosphorus budgeting tool suggests that since the phosphorus load can be fully met in a post development scenario to achieve the net zero phosphorus, the developer would not be required to provide phosphorus offsetting.

5.6 Preliminary Geotechnical Report, April 2018, prepared by Sirati & Partners Consultants

The purpose of this preliminary geotechnical investigation was to obtain information about the subsurface conditions at borehole locations and from the findings in the boreholes to make preliminary recommendations pertaining to the geotechnical design of underground utilities, subdivision roads and to comment on the foundation conditions for general house construction.

Detailed findings and recommendations are set forth in the report.

5.7 Phase 1 Environmental Site Assessment, February 2018, prepared by Sirati & Partners Consultants

The Phase 1 Environmental Site Assessment prepared by Sirati & Partners Consultants indicates that:

“Based on the results of the Phase I ESA, including the records review, site visit, information provided by the client and pending receipt, no significant potential or actual sources of contamination were identified to be associated with the Property.

Based on the findings of the Phase I ESA, no further environmental assessment (i.e. Phase II ESA) is required to be completed.”

A Phase 1 Environmental Site Assessment Interview Questions form has also been provided by the proponent.

5.8 Functional Servicing and Stormwater Management Report, April 2018, prepared by Sabourin Kimble & Associates

The engineering report prepared by Sabourin Kimble concludes that:

- *The subject lands should be developed as townhouse residential land use.*
- *The style of development requires specific grading that may be accommodated on this site.*
- *There is sufficient capacity in the downstream sanitary sewers and water supply to adequately service the proposed development.*
- *The proposed infiltration works and the existing soil characteristics provide sufficient capacity to retain and infiltrate the runoff volume from a 25mm design storm over the contributing impervious area.*
- *The water quantity storage system provided will control post development flows to specific flow targets at the site outlet.”*

B. Plans

5.9 Coloured Elevation Plans, January 2018 and Site Plan, April 2018, prepared by Hunt Design.

5.10 Landscape and Open Space Plan, ???, 2018, prepared by Cosburn Nauboris

6. Planning Act RSO, 1990, c.P.13 - Review

Section (5) Policy Statements and provincial plans provides that a decision by an approval authority shall be consistent with the Provincial policy statements and conform to Provincial plans or shall not conflict with them. The discussion in Section 6, relative to Provincial policy, confirms that the proposed plan is both consistent with the

Provincial Policy Statement and conforms to the applicable Provincial plans (Growth Plan, Greenbelt Plan, and Lake Simcoe Protection Plan).

Section 24 of the Planning Act provides that In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

This is addressed in Section 7 below.

(b) whether the proposed subdivision is premature or in the public interest;

The proposed development is not premature given that the property is designated in the Official Plan for development, is within the “built boundary”, and municipal services are available. It is in the public interest to increase the supply of housing in the Uxbridge settlement area and to provide alternative forms and design of housing as is proposed with this development.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The proposed development conforms to the Region and Township Official Plans and conforms with adjacent plans of subdivision to the extent that it does not conflict with the plan of subdivision to the north and provides pedestrian and servicing connectivity through to the subdivision.

(d) the suitability of the land for the purposes for which it is to be subdivided;
The site is suitable for the intended purpose. Those lands of environmental significance have been identified and protected.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

Affordable housing units are not being proposed. A comprehensive municipal affordable housing policy is not in place at this time. The proposed development is of a lower density and high-quality form of housing which complements the municipal housing stock.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The proposed development is to be served with private condominium roads designed to the appropriate standard. These roads access to Reach Street which is a Region of Durham road. No road widenings are required to Reach Street.

(f) the dimensions and shapes of the proposed lots;

The dimensions and shape of the proposed lots are appropriate for the housing form and general layout of the development as proposed.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

There are no easements proposed on the subject lands. The property will be zoned appropriately to implement the draft plan of subdivision/common element condominium.

(h) conservation of natural resources and flood control;

The woodlands on the site have been delineated and will be protected (buffers, zoning) and enhanced (additional plantings in buffers).

(i) the adequacy of utilities and municipal services;

The subject lands are within the settlement area of Uxbridge and within the servicing area. Servicing capacity is available for the proposed development subject to allocation of services by Council.

(j) the adequacy of school sites;

A school site is not required on this property.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

No portion of the property is to be conveyed or dedicated for public purposes unless the Town requests the conveyance of the woodland blocks for its purposes.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

The units are designed to the latest Energy efficiency packages outlined in the Ontario Building Code. The following are a few efficiencies the builder can incorporate.

- Drain Water Heat recovery – DWHR units recover the thermal energy from the hot water that goes down the drain.
- High efficiency natural gas heat system – 96% efficient
- Attic insulation – R60
- Insulated garage ceiling – spray foam
- All ductwork joints sealed to ensure the maximize the energy efficiency of the heating and cooling systems.
- Heat Recovery Ventilators – 75% efficient.
- Windows – with a min U-value of 1.6

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed development is not subject to site plan approval. Development standards will be addressed through the subdivision agreement.

7. Policy Review

7.1 Provincial Policy Documents

Collectively, the Provincial policies - *Provincial Policy Statement (PPS)*, 2014; the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)*, 2017; the *Greenbelt Plan*, 2017; and the *Lake Simcoe Protection Plan*, 2009; direct growth to urban areas on municipal water and sewer servicing promotes compact form and active transportation; and contributes to the broad mix of housing form in the community. Such development is to have regard for environmental features and constraints and promote the ecological health of Lake Simcoe and its Watershed.

The proposed development: (i) is within an urban area; (ii) will be developed on municipal services; (iii) is compact in form; (iv) contributes to the range of housing form; and (iv), and has regard to the applicable environmental requirements. In summary, the proposed subdivision is consistent with the PPS, and conforms to the other Provincial policies noted. Below is a more detailed sectional analysis of Provincial policy.

(i) **Provincial Policy Statement, 2014**

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest related to land use planning and development. In addition, the *PPS* provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment.

(i) **Section 1.0 Building Strong Communities**

According to the *PPS*, “Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”

The proposed development demonstrates efficient land use and a development pattern that will protect the environment and support the growth of Uxbridge as a strong, liveable and healthy community.

(ii) **Section 1.1.3 Settlement Areas**

The *PPS* provides that Settlement Areas shall be the focus of growth. The Subject Lands are within the boundaries of the Uxbridge urban area which is a considered a Settlement Area.

The *PPS (Section 1.1.3.3)* provides that planning authorities shall promote intensification and development standards that facilitate intensification. The proposed development promotes intensification in so far as the proposed medium density form is greater in density when compared to other subdivision development within immediate area. The suggested zoning provisions are referred to in Section 8 of this report.

According to the *PPS (Section 1.1.3.6)*, new development within growth areas should occur adjacent to existing built-up areas and shall have a compact form that allows for the efficient use of land, infrastructure and public service facilities. As noted above, the development is of a compact form in comparison to subdivisions within the area. The proposed development abuts the south boundary of a developed plan of subdivision. Servicing for the subject lands will be extended from the abutting subdivision. Therefore, the development will efficiently use municipal infrastructure.

(iii) Section 1.4 Housing

The PPS (Section 1.4.3) states that “*Planning Authorities shall provide for an appropriate range and mix of housing types and densities to meet project requirements of the current and future residents of the regional market area.*”

The proposed development adds to the range of housing types within the Township of Uxbridge, in general, and the community of Uxbridge specifically.

(iv) Section 1.5 Public Spaces, Parks and Open Space

The development proposes to protect two open space blocks as environmental protection areas. A connection through to the subdivision to the north provides an appropriate pedestrian connection.

(v) Section 1.6 Infrastructure and Public Service Facilities

Within this section of the PPS, it states that existing infrastructure should be optimized. By extending the existing water and sanitary sewer as proposed within the Functional Servicing Plan (FSP), prepared by Sabourin Kimble, the development is optimizing existing infrastructure.

The Sabourin Kimble report addresses storm water quality and quantity management by employing LID facilities for storm water management quality and appropriate measures for storm water quantity and addressing water balance and erosion control consistent with the PPS (Section 1.6.6.7).

(vi) Section 2.1 Natural Heritage

The PPS (Section 6.0 Definitions) identifies natural heritage features that are to be protected for the long term. They include significant woodlands and habitat of endangered species.

The Environmental Impact Statement (EIS), prepared by Beacon Environmental details policy conformity at Section 7.1. I concur with its findings.

(vii) Section 2.2 Water Quality and Quantity

The Palmer hydrogeological report and FSR by Saborin Kimble address the matters to be considered in Section 2.2 of the PPS.

(viii) Section 2.6 Cultural Heritage and Archaeology

The *PPS* provides that significant built heritage resources and significant heritage landscapes shall be conserved. In this regard, a Stage 1 and 2 archaeological study was undertaken (See summary in Section 5.1 herein). On February 26, 2018, the MTCS confirmed that: “Based on the results of the Stage 1 background investigation and the subsequent Stage 2 test pit survey, the study area is considered to be free of archaeological material. Therefore, no additional archaeological assessments are recommended.”

(ix) Section 3.1 Natural Hazards

In this section of the *PPS*, it provides that development should not occur within hazardous lands, flooding hazards, dynamic beach hazards, erosion hazards or hazardous sites. As identified in the *EIS* prepared by Beacon Environmental, the proposed development will not occur within any hazard lands, flooding hazards, dynamic beach hazards, erosion hazards or hazardous sites.

The proposed development is consistent with the *PPS*.

(ii) Greenbelt Plan (GBP), 2017

According to Schedule 1 of the Provincial *GBP*, the subject lands are identified as being within a Town/Village. According to Section 1.4.3 of the *GBP*, if land is within a Town/Village, one is to refer to the respective municipal official plan. In that regard, the remaining policies of the *GBP* do not apply with the exception of the external connections policy at Section 3.2.6 of the *GBP*. This is addressed in the Beacon Environmental addendum report at Section 7.3. I concur with its findings.

The proposed development is in conformity with the *GBP*.

(iii) Growth Plan for the Greater Golden Horseshoe (GP), 2017

According to the *GP*, population growth will be accommodated by directing development to settlement areas.

The *GP* further provides that growth will be accommodated by: 1) building compact, transit-supportive communities; 2) encouraging settlement areas to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open spaces and easy access to local stores and

services; and, 3) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services (*Section 2.2*)

In regards to the above policies, the proposed development is of a compact transit supportive design. The development assists the municipality in creating a complete community by adding to the mix of residential land uses and providing high quality public open spaces. Lastly, the development will take place on municipal water and wastewater services.

Further, the *GP provides* that new development will not negatively impact key natural heritage features (KNHF) or key hydraulic features (KHF) or their functions. Connectivity between KNHF or KHF is to be maintained or enhanced.

The Beacon Environmental report concludes that the net effects to natural heritage functions and features as a direct result of the proposed development are expected to be minimal

The proposed development is in conformity with the *GP*.

(iv) Lake Simcoe Protection Plan (LSPP), 2009

The subject lands are within the Lake Simcoe watershed and therefore the policies of the *LSPP* are applicable.

Policy 4.8DP of the *LSPP* requires that a storm water management plan (*SWM plan*) be submitted which demonstrates conformity to policy 4.8DP a - e. A *SWM plan* forms part of the Functional Servicing and Stormwater Management Report prepared by Sabourin Kimble

Policy 4.9 of the *LSPP* requires that any storm water management works established to serve new major development must be designed to the enhanced protection level specified in Chapter 3 of the MOE's 2003 design manual. In Section 3.1 of the *FSP*, it states that the stormwater will be treated to the Enhanced Level 1 Protection as required. This is addressed in the Sabourin Kimble report.

The *LSPP* has separate requirements depending on whether the proposed development is located within an existing settlement area or outside an existing settlement area. The subject lands are located within an existing settlement area and are therefore subject to the following policies under the Act:

Section 6.32-DP Policies 6.32 - 6.34 apply to existing settlement areas and areas of Lake Simcoe adjacent to these lands, including the littoral zone, and these areas are not subject to policies 6.1 – 6.3, 6.5, 6.11 and policies 6.20 - 6.29.

The Beacon Environmental addendum report addresses policies 6.32 to 6.34 in detail and I concur with its findings.

The proposed development is in conformity with the *LSPP*.

(v) South Georgian Bay/Lake Simcoe Source Protection Area Plan, 2015

The Hydrogeological Assessment prepared by Palmer Environmental Consulting Group confirms that the Subject Land is within the Well Head Protection Area (WHPA) Q1/Q2. Section 5 Hydrogeological Considerations for Construction and Appendix D discuss this matter. The report states:

The Source Water Protection Plan identifies three main regulatory factors under the Clean Water Act (2006) relating to local hydrogeology to consider for site development: Significant Groundwater Recharge Areas (SGRAs), Highly Vulnerable Aquifers (HVAs), and Wellhead Protection Areas (WHPAs).

Based on the MOECC Source Protection Information mapping, the proposed development is outside of the delineated WHPAs for the Uxbridge municipal supply wells, and is approximately 125 m west of the WHPA-D for the supply wells MW5 and MW7. The study area does fall within WHPA-Q1 and WHPA-Q2, and is therefore subject to the recharge management policy. This policy states that a hydrogeological assessment and water balance must be completed to ensure pre-development infiltration volumes at the site are maintained post-development.

*The majority of the site is situated within a Significant Groundwater Recharge Area and has been assigned a vulnerability score of 6 (**Appendix D**). As the potential for recharge is high, consideration should be given to maintaining infiltration in this region. The site area is additionally situated within a HVA.*

In these areas, the risk of groundwater contamination is greater due to highly permeable materials at surface. As the study area has been assigned a SWPP vulnerability score of 6, no significant threat is expected which would require stormwater management and/or water balance restrictions.

Given the above, it is our opinion that the proposed development conforms to the South Georgian Bay/Lake Simcoe Source Protection Area Plan.

7.2 Region of Durham Official Plan (DOP) (May 1, 2017 Consolidation)

The subject lands are located within the *Living Area* designation in the *DOP*. The *DOP* provides it is a goal to promote distinct, compact Urban Areas, which support development of healthy, complete, sustainable communities. (*Section 7.1.6*). It is a policy that the Region and area municipalities, including Township of Uxbridge will investigate opportunities to increase densities in new residential development and redevelopment in urban areas (*Section 7.3.11*). This policy is further advanced in *Section 8.1.5* which states that it is a goal of the Township to promote compact, efficient and accessible Urban Areas comprised of mixed uses.

The proposed development is consistent with the Township's direction to support intensification. The development will make use of existing municipal services to the extent possible, thereby cost-effective and efficient, and will contribute to the broad range of housing form within the community.

Two woodland blocks are to be protected as shown on the draft plan which is consistent with the Township's goals at *Section 8.1.6* and *8.1.7*.

The *DOP* further states that:

Urban Areas shall be planned to achieve the following growth management objectives on a Region-wide basis:

- a) by 2015, and each year thereafter, accommodate a minimum of 40% of all residential development occurring annually through intensification within the built-up areas in accordance with Schedule 'E' – Table 'E9'.

Schedule 'E' – Table 'E9' the community of Uxbridge is expected to achieve 1,042 units through intensification.

As noted in *Section 6(iii)* of this report, the subject lands are within the *Built Boundary* of the *GP*. The proposed development, consisting of townhouses, will contribute to the 40% intensification target.

The proposed development conforms to the Region of Durham Official Plan.

7.3 Township of Uxbridge Official Plan (UOP), January 2014 Consolidation

The subject lands are designated *Residential Area* and *Environmental Constraint Area* in the *UOP*. The site is within the Urban Area boundary, outside of the Oak Ridges

Moraine, and is identified as a Special Policy Area 2.3.3.6.1. Reach Street is a Type B Arterial/Regional Transit Spine on Schedule "A" – Land Use and Transportation Plan.

Schedule "B" of the *UOP* identifies the subject lands as *Gateway Area* and Schedule "D" shows the properties to be within the *Uxbridge Built Boundary* (i.e. as per Provincial Growth Plan) and in *Phase 1* of the municipal servicing scheme.

The *UOP* provides that servicing allocation is prioritized with Phase 1 lands, which includes the subject lands, and Major Vacant Development sites, being the first to be allocated servicing. (*Section 2.2.7.2*). (*Note: While the subject land is not shown on Schedule C as a Major Vacant Development Site, these assembled lands are comparable in size to landholdings B and F on Appendix C.*) All new development is to be on municipal water supply and sewage services (*Sections 2.2.5.2 (i) and 2.2.6.2 (i)*).

A portion of the subject land is identified as an Environmental Constraint Area which are areas identified by the Lake Simcoe Region Conservation Authority as being critical components of the Lake Simcoe Natural Heritage System (*Section 2.3.3.2*). Blocks 13 and 14 on the draft plan contain the natural heritage features on the subject lands.

Beacon Environmental with direction of the LSRCA has staked the limits of the environmental constraint area encompassed by Blocks 13 and 14.

Minor boundary refinements to the Environmental Constraint Area designation do not require an amendment to the Plan subject to the approval by the Township, in consultation with the LSRCA (*Section 2.3.3.5*).

A special policy provision has been provided in the *UOP* regarding 241 Reach Street (*Section 2.3.3.6.1*). This policy provision would extend to the new development proposal which encompasses 241 Reach Street.

The policy provides that:

Notwithstanding the foregoing, development and site alteration shall be permitted on the lands in the Environmental Constraint Area designation on Schedules "A" and "B" described as 241 Reach Street, in accordance with the policies of the Residential Area designation, provided it is demonstrated through an environmental impact study that there will be no negative impacts on the natural features or their ecological functions. Where impacts cannot be avoided, mitigation of negative impacts on the natural features or their ecological functions may include creation, enhancement or restoration on or off site to the approval of the Township, in consultation with the Conservation Authority. In addition, the Conservation Authority shall be satisfied with respect to its own legislative and regulatory powers.

Beacon Environmental's addendum report states:

This EIS has demonstrated that the proposed draft plan of subdivision for the Reach Street lands will not result in a negative impact on the Environmental Conservation Area and that as a condition of the development, the removal trees will be compensated through the development of an Ecological Offsetting Plan that will be developed in consultation with the LSRCA.

The Township is known as the "Trail Capital of Canada", and has developed an extensive system of pedestrian/bicycle trails. The Township encourages connectivity throughout the urban area where the opportunities arise. (Sections 2.3.12.2, 2.4.2.3, 2.2.4.9). In this regard, the servicing block serves as a pedestrian/cycling connection between the subject land and the existing subdivision to the north.

The streetscape policies provide that buildings and structures are oriented to the street; at intersections buildings shall be massed toward the intersection; and, there is no reverse lotting (Section 2.4.2.4).

As noted above, the subject lands are within the *Gateway Area* designation. There are five *Gateway Area* locations including the Reach Street Gateway Area in the south-east part of the community (Section 2.4.4.2).

Section 2.4.4.3 states that:

New development in the Gateway Areas designated on Schedule "B" shall generally conform to the following guidelines:

- i) buildings and structures shall incorporate architectural, landscaping, and/or other features which emphasize the uniqueness of the Uxbridge Urban Area, particularly its natural and cultural heritage character;*
- ii) parking areas shall be well landscaped and located to the side or rear of buildings in such a manner as to limit unattractive views of the parking areas;*
- iii) heritage buildings should be preserved whenever possible or incorporated into new development. (Section 2.4.4.3).*

These design considerations have been incorporated into the proposed development plan and will be refined through the project's architectural design guidelines as a condition of draft plan approval. There are no heritage buildings on-site.

It is intended that development within the Reach Street South-east Entrance *Gateway Area* will be primarily residential in character and shall be designed with enhanced

landscaping as a transition from the adjacent open space and rural area (*Section 2.4.4.4*).

The subject lands are designated Residential Area and as such are considered part of the established residential area and provides that new development shall generally be compatible with existing development. Further new residential areas are permitted. (*Section 2.5.5.1*). Within the Residential Area designation townhouses are a permitted form of housing (*Section 2.5.5.2 (ii)*).

Section 2.5.5.3.2 *New Residential Areas* states that:

In new residential areas or significant redevelopment areas, applications for development shall be evaluated based on their conformity with the policies of the Plan, particularly Section 2.4, Community Design Strategy, and the following criteria:

- i) the development incorporates the Urban Area's Natural Heritage System as designated on Schedules "A" and "B", and additional parkland where there are no significant Environmental Constraint Areas, as a focal point for the residential development, and a structural element which defines the character of the area, including the provision of significant view corridors into lands which form part of the System, and where possible direct public access;*
- ii) medium density residential uses are:*
 - a) intermixed with low density development in small groups;*
 - b) primarily street oriented in design; and,*
 - c) located adjacent to collector and arterial roads, park and open space areas, community facilities and/or commercial areas.*

The proposed development incorporates the Natural Heritage System features in Blocks 13 and 14. These blocks are to the rear of the development but can be viewed at different points within the development.

The medium density townhouses are a mix of two types of townhouse form. Type A having 11.0 m frontages which is akin to low density residential frontages, and Type E which are 7.6 metres and wider than typical townhouse units (i.e. 6 metres or less). This form of housing blends well with the low density single detached housing to the north. The site is located on Reach Street, a regional road, and Type B arterial.

The subject lands are within an Established Residential Area as set forth in Section 2.5.5.3.1. This section provides that applications for new development shall be evaluated based on an assessment of whether the proposal can generally maintain or enhance the following elements of the structure and character of the surrounding residential area:

- i) *Scale of development with respect to height, massing and density of adjacent buildings and structures;*

The proposed dwellings adjacent to the existing subdivision to the north are referred to as “bungalow townhouses” or 1^{1/2} storey townhouses, where the second floor is within the roof structure. This is an appropriate height and massing as an interface with the existing residential homes. Density is discussed further below.

- ii) *Nature of the streetscape as defined by such elements as landscaped areas, and the relationship between the public street, front yards and primary entrances to dwelling units;*

The proposed development will include a common element condominium component (in addition to freehold lots). A site plan prepared by Hunt Design and landscape plan prepared by Cosburn Nauboris collectively address the nature of the streetscape, both the public realm (Reach Street) and private realm (internal condominium roads).

- iii) *Relationship between the rear wall of buildings and rear yard open spaces;*

All dwelling units will have access to rear yard open spaces on each freehold lot.

- iv) *Siting of buildings in relation to abutting properties ensures that there will be no significant adverse impacts with respect to loss of privacy and shadowing, and that appropriate buffering can be provided;*

As noted the proposed dwellings on lots along the north side of the subject lands, adjacent to the existing subdivision are bungalow form townhouses and will not have an adverse impact on the adjacent single-family lots. The dwelling units abutting the existing residential subdivision are proposed to be 9 metres from the rear lot lines. The combination of lower height and rear yard setback will ensure that there are no significant adverse impacts to privacy or shadow casting and the rear yard setback ensures a reasonable buffer.

- v) *Generally respects the residential lotting pattern in the immediate surrounding area;*

The proposed lotting pattern along the northerly limit of the development area will back onto the rear yards of the existing residential lots. This respects the existing residential lotting pattern.

- vi) *Proposed grading and stormwater management is satisfactory to the Township and, in particular, there is no impact related to these factors on adjacent properties;*

The Functional Servicing Report prepared by Saborin Kimble addresses grading and stormwater management.

- vii) *Development is on a public or condominium road;*

Development will be on a common element condominium road which does not intersect with Village Green Lane in the existing residential subdivision to the north. All vehicular access will be directed to Reach Street.

- viii) *Any proposed roads are adequate to accommodate all relevant public services including emergency services and garbage collection;*

The traffic impact study prepared by Nextrans confirms that the two full movement access points on Reach Street are feasible and do not cause any complications to traffic flow. The site plan prepared by Hunt Design takes into account the required turning radii to accommodate fire and garbage truck turning movements within the proposed development.

- ix) *Protection of trees and other natural features identified as significant by the Township, in consultation with the Conservation Authority;*

The woodland areas have been staked with the assistance of the LSRCA. The Environmental Impact Report prepared by Beacon Environmental concludes that there is not significant impact on the natural heritage areas. However, compensation will be required.

- x) *Does not restrict or prevent the orderly development of adjacent properties; and,*

The proposed development is to be self-contained. Lands to the north are developed and lands to the east are within an Environmental Constraint area. Development opportunities to the west are not restricted.

- xi) *Design of the development conforms to the policies of Section 2.4, Community Design and enhances the immediate surrounding area.*

The development pattern proposed, and housing form, is consistent with the Community Design policies. Architectural control will be addressed by draft plan condition.

The UOP provides that limited areas of medium development shall be permitted with a minimum density of 25 units per net hectare (10 units per net acre) to a maximum density of 35 units per net hectare (14 units per net acre). Net density is defined as *the area of the site and one half the area of any abutting local road. (Deferral #6) (Section 2.5.5.3.3)*. On this basis the net residential density is 15.3 units per net hectare. (61 units divided by 3.99 hectares {3.59 ha, plus half of Reach Street across frontage 0.4 ha}). The density is in the range of low density residential and is compatible with the neighbouring low density residential area.

The townhouses are proposed to be 1^{1/2} storey and will not exceed the maximum height of three storeys (*Section 2.5.5.3.4*).

The proposed development conforms to the Township of Uxbridge Official Plan.

8. Township of Uxbridge Zoning By-law 81-19, as amended

An application has been submitted to amend zoning by-law 81-19 to implement the proposed development. Provisions in the zoning by-law will address the required standards appropriate to this form of development. Regard has been given to Zoning By-law No. 2017-023 approved by Council for the Township of Uxbridge for the Kennedy/Thomas property.

The subject lands are zoned *Holding Residential First Density Exception No. 38 (H)RI-38*; *Residential Cluster (RC)*; *Holding Residential Multiple Density Exception No.21 (H)RM-21*; and, *Environmental Protection Exemption No. 70 (EP-70)* on Schedule A1 & A2 of the Zoning By-law, as amended.

The residential component of the draft plan is to be rezoned to *Holding Residential Multiple Density No.? (H) RM-?* and the environmental blocks are to remain as *Environmental Protection Exemption No. 70 (EP-70)*, though the boundary of the EP-70 zoning may be modified to address the minor boundary to the woodland blocks.

As shown on the Hunt Design site plan there are two types of residential units: Type 'A' (29 units) and Type 'B' (32 units) for a total of 61 units.

Type 'A' units are proposed around the west, north and east perimeter of the development where the plan abuts existing lots. Type 'B' units front on Reach Street and also the internal roads. Garages for the Type 'A' units form part of the front of the main dwelling, whereas garages for Type 'B' units are to the rear of the main part of the dwelling. Blocks 8 -12, containing the Type 'B' units may be described as through lots having frontage on two streets

(i) Lot Area

The total site area is 3.62 hectares (2.87 hectares development area and 0.95 hectares environmental lands)

(ii) Lot Frontage (Reach Street)

The total site frontage along Reach Street is 243.53 metres.

(iii) Front Yards:

Type 'A' units have front yards 6 metres for garages, with the main wall of the dwelling being 4.5 metres, approximately. A porch would encroach into the front yard approximately 1.5 metres.

Type 'B' units have 3.0 metre front and rear yard. A porch would encroach into the front yard approximately 1.5 metres.

(iv) Interior Side Yards/Separation Distance Between Units:

Between blocks of townhouses the minimum interior side yard provision is 1.5 metres. End units have a side yard minimum of 3.0 metres, except for the end units abutting the common element park area, where these units have 1.5 metre side yards.

(v) Rear Yards:

Rear yard setbacks vary from 9 metres on the north limit abutting the existing subdivision, to 7.5 metres for all other lots.

(vi) Dwelling Widths:

The Type 'A' dwelling widths are approximately 10.9 metres and the Type 'B' units have widths of approximately 7.6 metres.

(vii) Height:

The proposed dwellings are all two storeys in height. However, the second floor of the Type 'A' units ("bungaloft") is built into the roof structure, thereby reducing the visual impact on neighbouring properties. The height for both is 9.5 metres to the mean of the roof.

The zoning amendment for the Kennedy development at 241 Reach Street permitted 3 storey dwellings. The proposed dwellings would have less of an impact, in terms of scale, on neighbouring properties.

(viii) Parking

The Type 'A' units have two parking spaces in the garage and two in the driveway. The Type 'B' units have 2 spaces in the garage.

(ix) Visitor Parking

Sixteen visitor parking spaces are provided for on the street – some parallel and other perpendicular to the street.

9. **Zoning By-law 2017-061("the Residential Parking By-law")**

Township Zoning By-law 2017-061 came into force and effect on May 8, 2017. It amends Zoning By-law 81-19. The two by-laws should be read in conjunction with each other. The purpose of the amending by-law is to regulate residential parking standards.

The residential parking by-law provides that:

2 parking spaces per dwelling unit and 0.5 parking spaces per row house dwelling unit shall be required. Such spaces shall not be located in a private garage but shall be located in a driveway or other parking area on the same lot as the dwelling unit or in the case of the visitor parking area for row houses on the same lot or other lands controlled by the related condominium corporation.

It should be noted that this by-law did not apply to the development approved for 241 Reach Street (Kennedy) which had received zoning by-law approval on February 13, 2017 (Zoning By-law 2017-023), three months before the parking by-law came into force and effect.

In the table below, I have provided a comparison between the parking proposed and the parking required as per Zoning By-law 2017-061.

Parking Space Requirement Comparison

Proposed Parking					
Unit Type	No. of Units	2-Car Garage	Driveway	Visitor	Total
11.0 metre	29	58	58	0	116
7.6 metre	32	64	0	16	80
Total	61	122	58	16	196
Required Parking as Per Zoning By-law 2017-061					
11.0 metre	29	0	58	15	73
7.9 metre	32	0	64	16	80
Total	61	0	122	31	153
<i>Difference Proposed to Required</i>		+ 122	-64	-15	+43

Note: It is not clear if garage parking exclusion in the zoning by-law 2017-061 was intended in the case of townhouses with two car garages.

In summary, the table shows that the total parking provided for the proposed development is 196 parking spaces or 3.2 spaces per unit, whereas Zoning By-law 2017-061 would require 153 parking spaces or 2.5 spaces per unit, excluding garage parking.

I note that Sections 1.116 PARKING AREA and 1.118 of Zoning By-law 81-19 do provide that a parking area may include a private garage. Further, Zoning By-law 2017-061 (the Kennedy By-law) provides that:

Minimum Number of Parking Spaces per dwelling unit: provided that where a required space is provided in a garage the parking space shall be maintained.

(Note: Section 5(iv) of Zoning By-law 81-19 required 1 parking space per townhouse)

The Kennedy development was approved for 51 townhouses in February 2017 pursuant to the provisions of Zoning By-law 81-19. The proposed development expands upon the Kennedy plan with a total of 61 units or 10 additional units. Given that Council recently approved the Kennedy development (i.e. still within the 3 year draft plan approval period), the lands of which form part of the proposed development, at the

lesser standard, we would ask that the lesser standard apply to the proposed development, though noting that there is sufficient parking for the anticipated demand..

Therefore, a parking exception provision is requested in the amending by-law allowing for the parking as proposed.


10. Conclusion

The applications for Regional draft plan of subdivision and common element condominium approval and an amendment to the Township's Zoning By-law are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, *Lake Simcoe Protection Plan*, *Region of Durham Official Plan*, and *Township Official Plan*.

The proposed zoning amendment will implement the draft plans and is appropriate to that purpose. The proposed application modifies and is similar to, but improves upon, the zoning amendment provisions put in place for the Kennedy subdivision on 241 Reach Street, the lands of which now form a component of the subject land.

It is our opinion that the submitted applications represent good planning and are in the public interest.

Prepared by:


Michael Smith, RPP.
Principal


Date