

PLANNING JUSTIFICATION **REPORT**

DRAFT PLAN OF SUBDIVISION

Glenelg Phase 3

Dundalk, Township of Southgate, County of Grey

Date:

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Prepared for:

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Dundalk Village Two Inc. (the “Owner”), to review the planning merits of a Draft Plan of Subdivision application for the lands known as Part of Lots 225 and 226, Concession 2, Southwest of the Toronto and Sydenham Road, Geographic Township of Proton, Township of Southgate, County of Grey (the “Site”).

The draft plan of subdivision proposes a mix of single detached, semi-detached and townhouse dwellings, as well as parkland, a stormwater management pond, and a network of trails and open space (the “Proposed Draft Plan”). The Proposed Draft Plan is the third phase of the Flato Carriage House subdivision. Glenelg Phase 1 received draft plan approval in December 2019, and was registered in 2022 and is currently under construction. Flato has also received draft approval for Glenelg Phase 2 on June 9th, 2022 and is working towards registration.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The Site is located adjacent to the Grey Country CP Rail Trail, just northeast of the built-up portion of the community of Dundalk in the Township of Southgate. The Site is approximately 33.27 hectares in size and access to the Site is proposed through the extension of two (2) unnamed municipal roads (Street A and Street B) within the adjacent Glenelg Phase 2 subdivision, as well as the extension of Bradley Street to the south. A future connection is also planned to the approved FLATO development lands to the east of the Site

The development envelope is approximately 26.33 ha in gross area. The “active” development area on the Site is approximately 24.1 ha and includes the proposed residential and parkland uses; the balance of the developable area is proposed to be reserved for stormwater management and open space uses. The portion of the Site subject to the Proposed Development is generally flat and has historically been farmed. There is little to no vegetation on the portion of the Site proposed to be developed.

The Site is within walking distance of the services and amenities within the downtown area, the location of the future Medical Centre, schools, and recreational areas including the rail trail, among others.

Adjacent and nearby uses to the Site are as follows:

North: Rural lands

East: Adjacent lands also owned by the Owner that have planning permissions for future residential development, which extend over to Highway 10.

South: Future residential lands within the Dundalk Settlement Area.

West: Residential lands (Glenelg Phases 1 & 2)

The Site and its surrounding context are shown in **Figure 1**.

2.1 File History

The Site was recently subject to a Minister's Zoning Order (MZO) through Ontario Regulation 165/22 (O. Reg. 165/22), which was approved by the Minister on March 4, 2022. In effect, the MZO zoned the lands for a variety of uses including, but not limited to:

- Apartments;
- Townhouse dwellings;
- Townhouses with additional residential units;
- Semi-detached dwellings;
- Single detached dwellings;
- Various commercial uses;
- Various institutional uses;
- Dwellings above a permitted non-residential use;
- Open space and community park uses;
- Public uses; and,
- Various environmental protection uses such as conservation in the EP zoned areas.

Further to the above, we note that only the following uses are included within the proposed draft plan for the Site:

- Townhouse dwellings;
- Semi-detached dwellings;
- Single detached dwellings;
- Open space and community park uses;
- Public uses; and,
- Various environmental protection uses such as conservation in the EP zoned areas.

Each of the above-noted uses have generally prescribed locations which are reflective of the approved zone map which accompanied the MZO. The proposed draft plan is respectful of the approved uses and their locations on the Site.

3.0 PROPOSAL

The Site is proposed to be developed for a total of 459 residential units, comprising 369 single detached dwellings, 18 semi-detached dwellings, 72 townhouse dwelling units, a stormwater management block, parkland, and associated trail connections. Access to the Site is proposed through two (2) internal connections to the Phase 3 lands via the extension of unnamed municipal roads (Street A and Street B) within the adjacent Glenelg Phase 2 subdivision, as well as the extension of Bradley Street to the south.

The street network of the Site follows a modified grid pattern with Street 'A' and Street 'B' extending from the Phase 2 lands through the Site towards two (2) open space blocks at the eastern terminus of the Site, which have a total area of 6.94 hectares. A future ROW has been shown on the Proposed Draft Plan, which would extend Street 'A' through the open space block to adjacent lands with future development permissions also owned by the Owner of the Site. A second future ROW has also been shown on the Proposed Draft Plan, which would further extend Bradley Street through to the lands to the north, which are currently not within the Dundalk Settlement Area.

A 1.37-hectare park block is provided in the northeast portion of the developable area of the Site. Trail connections are provided via walkway/drainage blocks that are proposed from the proposed park block, through the proposed stormwater management block, to the existing CP Trail to the west. These trails and walkways will act as an extension of the interconnected parks, trails and walkways that loop around the Glenelg Phase 1 & 2 development on the west side of the CP Trail enhancing the overall trail and active transportation network in this area of Dundalk.

Single detached dwelling lots have been incorporated into the design at 10.1 metres. The singles have been generally sited around the perimeter of the Site, as well as various areas internal to the Site. The 8.1-metre frontage semi-detached lots are located in the southern portion of the Site along the north side of Street 'B' and the townhouse lots are located within central blocks in the eastern and southern portions of the Site. The frontages for each of the townhouse units are proposed to be 6.1 metres

A unit composition is provided in **Table 1** below, which includes the proposed lot frontages and the number of units for each lot/unit type.

Table 1: Proposed Draft Plan Unit Comparison

Lot/Unit Type	Number of Lots/Units
10.1 Metre Single Detached Dwelling Unit	369
8.1 Metre Semi-Detached Dwelling Unit	18
6.5 Metre Townhouse Dwelling Unit	72
TOTAL	459

The Proposed Draft Plan is included in **Appendix A**.

4.0 PLANNING ANALYSIS

The following is a review of the land use policy framework related to the subject lands and the potential implications for the Site.

As discussed, the Site was subject to a Minister's Zoning Order (MZO), which zoned the Site for residential, commercial, park, open space, environmental protection and infrastructure uses. The Proposed Draft Plan reflects the MZO. The MZO was supported by Township Council via resolution and was approved by the Minister of Municipal Affairs and Housing on March 4, 2022.

The Site is located adjacent to the Settlement Area of Dundalk on lands which are designated "Rural" with some portions of the Site designated "Hazard Lands". Notwithstanding this, the planning report which reviewed the merits of the MZO was reviewed in the context of the Planning Act, Provincial Policy Statement (PPS), County of Grey Official Plan and the Township of Southgate Official Plan including the growth management policies, servicing policies, agricultural policies, and natural heritage policies, among others.

It is the opinion of the undersigned that the MZO governs the policy context for the Site and thus, is the starting point for development on the lands. The development control policies shall be reviewed in the context of the proposed draft plan application.

4.1 Planning Act

The *Planning Act* sets out the foundation for land use planning in Ontario and describes how land uses may be controlled.

Concerning Draft Plans of Subdivision, Section 51 (24) of the *Planning Act* outlines specific criteria to be considered by an approval authority including:

(a) *The effect of the development of the proposed subdivision on matters of provincial interest, as referred to in section 2.*

The Proposed Draft Plan will have no detrimental effect on matters of Provincial Interest as outlined in Section 2 of the Planning Act and will in fact be implementing land uses that were directly approved by the Province.

(b) *Whether the proposed subdivision is premature or in the public interest.*

The Site is a logical expansion of the draft approved Glenelg Phase 1 and 2 subdivisions. The Site directly abuts the Dundalk settlement boundary. The Proposed Draft Plan conforms to Provincial Policy, has appropriate access, and is within walking distance of a school, as well as other community amenities including the downtown area and the forthcoming South East Grey Community Health Centre. It is the opinion of the undersigned that for these reasons, as well as others, the proposal is not premature and is in the public interest.

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

A detailed analysis of the Proposed Draft Plan's alignment with the Official Plan is contained in **Section 4.4** of this Report. The Proposed Draft Plan has been designed to connect to the Glenelg Phase 2 draft approved subdivision to the west as well as the subdivision to the south and will function as a natural extension of that existing approved development. Additionally, future ROW blocks have been provided to allow for potential future development to the north and east of the Site.

(d) *The suitability of the land for the purposes for which it is to be subdivided*

The Site can properly accommodate the Proposed Draft Plan due to its configuration, topography, and access to existing and proposed road connections and infrastructure networks.

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

No affordable units are proposed through the subject subdivision application.

(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 existing and proposed road network provides appropriate access to the Site. A Traffic Impact Study has been completed for the property, which supports the proposed configuration of the Proposed Draft Plan. This study is reviewed in **Section 5.2** of this Report.

(f) *The dimensions and shapes of the proposed lots*

The proposed lots and blocks are appropriate in size and shape to accommodate the intended uses and were zoned appropriately through the approved MZO for the Site.

(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 known restrictions affecting the developable portion of the Site. The wetland to the east, including a 10-metre recommended buffer, is proposed to remain within the County's "Hazard Lands" designation, the Township's "Hazard Lands" designation and the Township's "Environmental Protection" (EP) zone.

(h) *Conservation of natural resources and flood control*

A Functional Servicing and Stormwater Management Report, and Environmental Impact Assessment have been completed in support of the subject application, which addresses potential flooding matters on and off the Site and natural resources respectively. The identified natural features and the associated recommended buffer have been restrictively zoned within the Township's "Environmental Protection" (EP) zone, as per the approved MZO for the Site.

(i) The adequacy of utilities and municipal services

The Proposed Draft Plan can be serviced by the various local utility providers and can be serviced with both municipal sanitary and water services, subject to the planned expansions to the municipal sanitary and water systems as confirmed within the Functional Servicing Report prepared by C.F Crozier and Associates.

(j) The adequacy of school sites

A school is not currently proposed as part of the Proposed Draft Plan; however, we note that the Bluewater District School Board (BDSB) will be circulated on the applications and any comments received will be addressed. It is anticipated that the School Board will be provided with the ability to comment through the application process.

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

The net percentage of parkland to be dedicated for public purposes on the Site is 5.2%. The parkland abuts one of the open space blocks and also a drainage/walkway block that connects to the stormwater management block, which further connects to the Grey County CP Rail Trail on the west side of the Site as well as the park and trail network within the Glenelg Phase 1 and 2 developments on the west side of the CP Rail Trail.

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

The Site provides for an efficient modified grid road pattern, as well as additional development within walking distance of many amenities and provides for higher density development in the form of smaller frontage single detached, semi-detached and townhouse units.

(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)

It is not expected that any site plan control will be required on the subject lands.

The Planning Act also requires that the subdivision have regard for the health, safety, convenience and accessibility for persons with disabilities, and the welfare of the present and future inhabitants of the municipality.

It is the opinion of the undersigned that all of these matters were properly addressed in the design of the Proposed Draft Plan and specifics respecting these matters are outlined throughout this Report and within the other supporting material provided.

4.2 Provincial Policy Statement (2020)

From a development control perspective, the PPS identifies that land use patterns shall be based on densities and mix of land uses which:

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight-supportive

The proposal is for the development of 459 residential units with associated park and open space uses on approximately 24.1 ha of developable land. Excluding the open space blocks, the residential density on the Site is approximately 19.73 units per net hectare.

The built-form housing policies of the PPS provide for, among other matters, facilitating all housing options required to meet the social, health, economic and well-being of current and future residents including special needs requirements and needs arising from demographic changes and employment opportunities; promotion of densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed; providing for development which minimizes the cost of housing and facilitates compact form. The Proposed Draft Plan will provide for various housing options including single detached, semi-detached, and townhouses. The Proposed Draft Plan also provides for densities which efficiently use the land while providing plenty of opportunity for active recreational uses in the hierarchy of parks and open spaces while at the same time expanding the existing active transportation network in the immediate area providing direct connections to the neighbourhoods to the west and south as well as direct access to the CP Rail Trail abutting the site to the west

The community building and development policies of the PPS speak to providing a mix of land uses, settlement areas will be the focus of growth and development, wisely using infrastructure, and, although not overtly, economies of scale, including but not limited to, efficiently using land and resources wisely, using and optimizing the use of infrastructure, transit-supportive densities, utilization of active transportation, intensification, compact form, a mix of uses and densities that allow for efficient use of land, provision of a variety of housing including affordable housing etc. The Proposed Draft Plan assists in preserving what is valuable such as natural heritage areas, provides the opportunity to support local or small businesses by providing additional future residents within walking distance of Dundalk's downtown and is more economically efficient from a municipal service delivery perspective by providing a higher concentration of people than was traditionally provided in Dundalk in a well-planned and safe environment through efficiently providing a variety

of housing options and mix of uses in strategic locations that are contiguous to the existing Dundalk settlement.

The housing policies of the PPS are municipal and/or county-wide policies which speak to providing an appropriate range and mix of housing types and densities, and maintaining the ability to accommodate residential growth for a minimum of 15 years through intensification and redevelopment and maintaining servicing capacity for at least three years. In addition, the PPS contains policies which address establishing targets for affordable to low and moderate-income households, facilitating residential intensification, directing development where there is existing or planned infrastructure and public service facilities and promoting densities which efficiently use land and resources. The Proposed Draft Plan assists the Township in achieving these policy initiatives in that a range and mix of residential units are provided within the Proposed Draft Plan, all of the unit types being provided are of a smaller frontage size which assists in providing a more affordable alternative for homeownership than traditional larger lot and unit sizes, and there is planned infrastructure to service the Proposed Draft Plan.

The Parks and Open Space policies of the PPS, in part, encourage the planning of streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity and provide for a full range and equitable distribution of publicly accessible built and natural settings for recreation including parklands, public spaces, open space areas, trails and linkages (and where practical, water-base resources). The Proposed Draft Plan has provided for a park location, an open space network, a street pattern and width that will provide for active transportation opportunities and active transportation linkages to adjacent neighbourhoods as well as the CP Rail Trail.

Planning for sewage, water and stormwater in the context of the PPS policies promote development that deals with sewage, water and stormwater in an efficient manner. New development on municipal sewage and municipal water services is the preferred form of development within settlement areas, as is the case with the Proposed Development. Additionally, stormwater management shall, among others, maximize the extent and function of vegetative and pervious surfaces, as well as promotes stormwater management best practices including stormwater attenuation and reuse. The storm facilities have been designed in this manner and the area surrounding the stormwater management pond within the stormwater management pond block will be landscaped in a manner that will also function as an additional amenity space for future residents.

The transportation policies speak to providing transportation systems that are safe, energy-efficient, and facilitate the movement of people and goods and density, mix of uses and land use patterns should be promoted which minimize the length and number of vehicle trips and support the use of transit and active transportation. The Proposed Draft Plan provides for an efficient modified grid road pattern and trail network with opportunities for active transportation for residents throughout Dundalk either on the boundary road network or through the local walking trail network which also ties into the abutting CP rail trail.

The developable area of the Proposed Draft Plan is currently used for Agriculture, is not on or located near an aggregate resource, hosts no known hazards on or near the Site and possesses no significant natural features of interest. The eastern portion of the Proposed Draft Plan is not proposed for development and hosts a woodlot and unevaluated wetland, which is proposed to remain within the County and Township "Hazard Lands" designation and was restrictively zoned Environmental Protection (EP) zone through the approved MZO.

Concerning cultural heritage and archaeology, the PPS identifies that significant built heritage resources and significant cultural heritage landscapes shall be conserved and development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. A Stage 2 Archaeological Assessment has been scheduled for the fall of 2022, and it is acknowledged that the assessment will need to be cleared as part of the development process.

Policies relating to energy conservation, air quality and climate change direct planning authorities to, among other items, promote compact forms of development and maximize vegetation within settlement areas, where feasible which the Proposed Draft Plan achieves.

Based on the above analysis, it is the opinion of the undersigned the Proposed Draft Plan is consistent with the Provincial Policy Statement.

4.3 County of Grey Official Plan – Recolour Grey (2018)

The County of Grey Official Plan (County OP) is the upper-tier planning document that guides planning policy and development on a County-wide basis. The County OP provides for various goals and objectives relating to the County's role in upper-tier planning, including respecting the role and minimizing any adverse impact on the natural environment, providing for a desirable and efficient land use pattern, and ensuring sufficient lands are available for development to provide for employment and a mix of housing, among other matters.

The County OP includes a variety of goals, including minimizing adverse impacts on the natural environment and environmental features, protecting water quality, protecting archeological sites, and providing the most desirable, orderly, and efficient land use patterns. The goals of the County OP are to ensure that sufficient lands have been identified for development to accommodate a variety of mixed housing and employment opportunities to meet current and future needs.

The County OP includes direction on managing growth. The growth management policies of the County OP allocate growth projections to the lower-tier municipalities with consideration of designating additional lands to accommodate growth, determine housing needs, and identify priority areas for municipal infrastructure. The projections are intended to inform decision-making in regards to determining whether additional lands are required to be identified as a Settlement Area Land use type to accommodate growth.

The County is in the process of updating the 2018 OP to include the revised growth projections through County OPA 11. It is noted that since the County completed its revised growth projections the Township of Southgate has experienced its highest calendar year of new residential units in the 2021 calendar year and is expected to almost double that amount in 2022.

Additionally, the County has acknowledged within the Growth Management policies of both its current OP as well as County OPA 11 as currently drafted that:

"There are however, specific settlement areas that are either currently or may experience land shortage in the near future e.g. Hanover, Dundalk, Markdale and others. On-going monitoring and consideration needs to be given to addressing these issues."

Through support from Township Council and the Provincial approval of the MZO on the Site as well as the balance of the MZO lands that were approved around the Dundalk Settlement Area, it was recognized that additional greenfield lands were required in order to accommodate the increasing growth within Dundalk.

The Proposed Draft Plan is the first of the approved MZO sites to move forward to the Draft Plan Approval stage and will provide 459 additional residential units for the community of Dundalk in a strategic location that ties into the existing neighbourhoods and infrastructure to the immediate west and south.

Section 3.3 of the County OP introduces the various Settlement Area Land Use Types. This section states that the majority of growth will be directed to Settlement Areas and that development in these areas will occur on full municipal services. The County OP establishes five main land use types for areas of concentrated development, including Primary Settlement Areas. Primary Settlement Areas are larger settlements with full municipal servicing and a wide range of uses, services, and amenities. While the Site is not currently within the Dundalk Settlement Area it is noted that County OPA 11 is currently proposing to incorporate the Glenelg Phase 3 lands as well as the other lands subject to recent MZO approvals into the Dundalk Settlement Area. Through discussions with County staff, it is understood that County OPA 11 is targeted to be considered by County Council in the Fall of 2022.

Although the Proposed Draft Plan is not currently within the Settlement area, the settlement policies were reviewed in the context of design. The policies also position Settlement Areas as the focus of new urban growth and encourage development that does not negatively impact natural resources, and is compatible in nature with surrounding land uses. It is submitted the Proposed Draft Plan is consistent with the intent of the Primary Settlement Area designation. The Proposed Development will not negatively impact natural resources and is compatible in nature with the surrounding land uses.

General policies affecting settlement areas are contained in Section 3.4 of the County OP. Generally, the policies prescribe Plans of Subdivision that provide orderly street patterns, make efficient use of services, and a variety of housing opportunities. The Proposed Development incorporates an efficient modified grid street pattern, providing for safe travel for motorists, cyclists and pedestrians, including access to the recreational facilities provided within the Site as well as the services and amenities provided within the community of Dundalk. It also provides a variety of housing unit types and sizes in a compact manner, contributing to the efficient use of services.

The County OP establishes a minimum density of 20 units per net hectare for new development in Primary Settlement Areas. The County OP defines 'net hectare' as it applies to residential density as:

"the total number of residential units per hectare of land excluding roads, school sites, parks, places of worship sites, commercial sites, stormwater management ponds, and lands designated Hazard lands, or otherwise undevelopable for environmental protection reasons."

Therefore, excluding the proposed open space blocks associated with the woodland and wetland, roads, the stormwater management pond and drainage/walkway blocks, and the park block, the proposed net density of the Site is 29.08 units per net residential hectare (459 units / 15.78 ha). It is submitted the proposed density of 29.08 units per net residential hectare contributes to achieving the prescribed overall density target for Dundalk.

Section 4.1 of the County OP provides the housing policies for the County. The housing policies of the OP encourage a wide variety of housing by type, size, and tenure to meet the needs of current and future residents of the County. Intensification and redevelopment are encouraged, as well as housing accessible to lower and moderate-income households. The Proposed Draft Plan provides a range and mix of housing types in a compact urban form. The inclusion of smaller freehold unit types such as the smaller frontage single detached, semi-detached and townhome dwellings that are proposed will contribute to a more affordable freehold housing product being provided within the County.

The Natural Grey policies of the County OP identify the Natural Environment land use designations include Hazard Lands and Provincially Significant Wetlands (PSW) and Significant Coastal Wetlands and that new development shall be protected from natural hazards and will generally be directed outside of natural features within these areas. The Proposed Draft Plan contains residential lots either wholly or partially located within the current extent of the County's "Hazard Lands" designation. It is noted the mapping of the County's "Hazard Lands" designation is generally consistent with the Township's Official Plan's "Hazard Lands" designation; however, the Township's "Hazard Lands" designation is slightly more overstated with some additional proposed residential lots either wholly or partially located within it. There are no Provincially Significant Wetlands identified on or within 120 metres of the Site.

The County OP's Hazard Lands policies identify that the Hazard Lands designation identifies those lands having inherent environmental hazards such as flood susceptibility, erosion susceptibility, dynamic beach hazards, and hazardous sites that exhibit instability, or poor drainage, or any other physical condition which is severe enough to pose a risk for the occupant, property damage or social disruption if developed. Within the Hazard Lands designation, new development will only be considered if all of a series of criteria can be satisfied which include: the hazards can be safely addressed and new hazards are not created or existing ones aggravated, no adverse environmental impacts will result and the County, in consultation with the Conservation Authority, may require an Environmental Impact Study to be prepared.

The Interpretation policies of the County OP also contain policies that allow for minor redefining of the Hazard Lands designation without an amendment to the County OP. It appears that the Hazard Lands do not include flooding susceptibility, erosion or a dynamic beach, as they are more accurately defined as "natural heritage" lands. The lack of hazardous lands is confirmed by the FSR/SWM Report which is discussed further in **Section 5.1** of this Report. Further, the delineation of the natural heritage features requiring protection, including any required buffer, was completed through a combined Natural Heritage Features Screening and Delineation, prepared by SLR Consulting and in support of the MZO, which formed the basis for the Environmental Protection zoning that currently existing on the Site today.

The Environmental Impact Study (EIS) prepared by SLR Consulting in support of the Proposed Draft Plan assessed the Hazard Lands designation and the corresponding Environmental Protection zone and further supports the refined boundary that was implemented via the approved MZO. The EIS indicates that further fieldwork is required to determine the appropriate development setbacks from the natural features on the Subject Lands. As the boundary delineation of natural features has not yet been verified, development setbacks from the current limits of the features are variable and range from 0 metres to 9 metres. Following the verification of the boundaries in the field with the Grand River Conservation Authority (GRCA), the application of buffers required through applicable municipal, GRCA and Saugeen Valley Conservation Authority (SVCA) policy frameworks will occur, with updates to be provided at the next stage of the application process. Based on policy direction,

the dripline setback will be 10 metres, but the wetland buffer can be 30 metres or less with rationale and no negative impacts. Further details concerning the EIS are provided in **Section 5.3** of this Report.

Additionally, The FSR/SWM Report submitted in support of this application also concluded that Natural hazard constraints (floodplain) do not exist within the developable area of the Proposed Draft Plan

Significant Woodlands and Other Identified Wetlands are identified on Appendix B of the County OP. The County OP identifies that for the purposes of the OP, 'adjacent lands' shall be considered to be 50 metres from Significant Woodlands and 30 metres from Other Identified Wetlands. It is noted that while Appendix B does not identify any Significant Woodlands on the Site, a portion of an Other Identified Wetland is identified on the northeast area of the Site. The EIS prepared by SLR Consulting demonstrated that there will be no negative impacts on the natural features or ecological functions of the Other Identified Wetland from the Proposed Draft Plan.

The Other Wetlands and Significant Woodlands policies of the County OP prescribe that no development or site alteration may occur within Other Wetlands, Significant Woodlands, or their adjacent lands unless it has been demonstrated through an EIS that there will be no negative impacts on the natural features or their ecological functions. The Site is not within 50 metres of an identified Significant Woodland on Appendix B and is, therefore, not considered to be within the adjacent lands. The Site contains a portion of an Other Identified Wetland; however, the EIS prepared by SLR Consulting in support of the Proposed Draft Plan indicates that there will be no negative impact on the Other Identified Wetland contained on the Site provided all applicable mitigation measures, including appropriate setbacks are implemented.

The Natural Function policies of the County OP identify that no development or site alteration shall be permitted within areas of significant threatened and endangered species as identified by the Ministry of Natural Resources and that no development or site alteration may occur within the adjacent lands to areas of significant threatened and endangered species unless it has been demonstrated through an EIS that there will be no negative impacts on the natural features or their ecological functions. The policies of the Ministry, however, do permit development within these areas in certain circumstances. The EIS prepared indicates that to date, three species at risk (SAR) have been detected, which consist of Eastern Wood-pewee, Barn Swallow, and Western Chorus Frog. The EIS also indicates that there is a likelihood for SAR bats to occur, and that foraging habitat for Monarch is present in meadow and meadow-marsh communities on site and any removals can be restored within the setbacks of the protected natural features. Concerning the three SAR identified, the EIS provides that setbacks from wetland habitat for Western Chorus frog, as well as habitat for Eastern Wood-pewee, and removal of the outbuilding providing Barn Swallow nesting habitat is not proposed. Therefore, impacts to these species or their habitat are not anticipated. The verification of feature boundaries with review agencies, and subsequent updates to setbacks (if required) will ensure adequate protection for these species and their habitat.

The County OP contains Heritage Policies and recognizes the importance of its cultural heritage resources and managing them in a responsible manner. The County OP prescribes that a Stage 1 Archaeological Assessment done in accordance with the Ministry of Culture Guidelines is required for proposed Plans of Subdivision. A Stage 1 Archaeological Assessment has been completed for the Site. It is summarized in **Section 5.4** of this Report and concludes that further assessment is required. We note that a Stage 2 Archaeological Assessment is scheduled to be completed in the fall of 2022.

The Transportation policies of the County OP contain provisions related to County Roads and Provincial Highways. We note that the Site does not front onto or is within the regulation distance of either a County Road or a Provincial Highway. Notwithstanding that the County OP Transportation policies do not address development which fronts onto land other than a County/Provincial road, the TIS prepared by C.F. Crozier Associates has identified that the Proposed Draft Plan can be supported from a transportation operations and safety perspective with the noted recommendations in the TIS. Further details regarding the TIS can be found under **Section 5.2** of this Report.

The servicing policies of the County OP detail the servicing options that are preferred within the County. Municipal sewage and water systems are the preferred form of servicing for Settlement Areas. The policies require all new subdivisions to incorporate surface water management systems to prevent on or off-site flooding or erosion and to prevent the deterioration of environmentally sensitive watercourses. A Functional Servicing and Stormwater Management (FSR/SWM) Report which demonstrates the feasibility of the planned expansion of municipal services and the proposed SWM techniques has been prepared in support of the Proposed Development by C.F. Crozier and Associates and is summarized in **Section 5.1** of this Report.

The Significant Threats policies of the County OP identify that Wellhead Protection Areas (WHPAs) and Intake Protection Zones (IPZs) are included within Appendix A and prescribe that any Planning Act applications proposed within the Municipal WHPAs or IPZs will be subject to a review by the County and the local municipality to assess the risks of such uses to potentially contaminate groundwater or surface water. The southern portion of the Site is partially within wellhead protection area zone D as identified on Appendix A of the County OP. It is the opinion of the undersigned that the proposed low-density residential land use is not expected to pose any significant threat to drinking water.

The County of Grey is the approval authority for the proposed Draft Plan as the upper-tier planning authority. The Plan of Subdivision and Condominium Policies of the County OP have been reviewed. It is submitted that the design provides access to the existing CP Rail Trail, promotes walkability throughout the plan by providing open space and park areas suitable for trail development, sidewalks will be provided as per municipal standards, and the street pattern fits within the existing road network and utilizes an efficient modified grid pattern, impact on the natural environment has been assessed and taken into consideration, a parkland block has been provided, the lots and road network have been designed to consider snow removal and emergency vehicle access, a range of housing types, densities and affordability are provided across the Site, and the proposal is consistent with the PPS and the Township's Official Plan, as proposed to be amended.

4.4 County Official Plan Amendment No. 11

Grey County has initiated an amendment to their County Official Plan (OP) to update their residential and employment growth forecasts, as well as other housekeeping matters. Mapping and text changes are proposed to the Plan through Official Plan Amendment (OPA) No. 11. We note that through OPA No. 11, the County is proposing to add the Site, including the balance of the MZO lands, into the Dundalk Settlement Area boundary and designate them Primary Settlement Area.

Under the Primary Settlement Area designation, residential development is permitted. The following is a summary of the proposed changes via County OPA No. 11 as they relate to the Primary Settlement Area designation:

- Additional clarity is provided under Section 3.5 of the County OP concerning minimal residential development densities;
- Additional flexibility under Section 3.5(5) of the County OP to encourage local municipalities to assess their settlement area development patterns and identify certain locations that may be suitable for high-density development types, and others for lower density development types;
- Additional clarity under Sections 3.5(7), (8), and (9) of the County OP which speaks to higher density residential development and the ability for municipalities to distinguish between greenfield and infill development as they related to residential development densities; and,
- Additional flexibility under Section 4.2.10 of the County OP for the consideration of employee housing.

The Proposed Draft Plan meets and/or does not offend the proposed policy updates that are proposed via County OPA No. 11.

Further, it is noted that as of the date of writing this Report, a staff report will be presented to the County Committee of the Whole on September 8th, 2022, recommending approval of County OPA No. 11. Should the County Committee of the Whole support the staff recommendation, County OPA No. 11 will proceed to County Council on September 22nd, 2022, for approval.

4.5 Township of Southgate Official Plan (2006)

The Township of Southgate Official Plan (“Township OP”) is the applicable lower-tier policy document guiding development on the Site. The Township OP identifies the broad vision of the Township as a vibrant, progressive community that is an attractive place to live, work, and invest. To achieve these objectives, the Township will support a mix of residential development to enhance its existing quality of life and rural charm; and strive for diversity within the agricultural, commercial, industrial, recreation and tourism sectors to enhance growth opportunities.

The Growth Principles of the Township OP include providing efficient and cost-effective development strategies, including directing growth to existing settlement areas and ensuring a safe and healthy, living and working environment. Although the Proposed Draft Plan is not within the Settlement area, the settlement policies were reviewed in the context of design, and the efficient layout and design of the Site will contribute to ensuring a safe and healthy living environment.

Section 3.2 of the Township OP provides the goals and objectives of the Settlement, Housing and Employment Areas. Goals include promoting Settlement Areas as the focus of growth for the Municipality and providing for an appropriate range of housing types and densities required to meet current and future residents’ needs within the regional market area.

Objectives include directing major forms of new residential growth to the Urban Community (Dundalk), where full municipal services and other community facilities exist, promoting limited development within the Village Communities, to generally not permitting the further expansion of the Village Communities beyond the existing boundaries, and to ensure that new development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and appropriate densities.

Based on these goals and objectives of the Township OP, it is clear that the priority for new growth moving forward is within the Urban Community or Primary Settlement Area of Dundalk and that growth in the smaller Village Community settlement areas be limited to within their existing boundaries.

Further, Section D of the Township OP outlines the Land Use Policy for the Township, including the various designations across the Township. This section is intended to provide the basis for future development within the Township.

The Site is currently designated Rural and Hazard Lands and is just outside of the existing Settlement Area as per the Township OP. Although the Proposed Draft Plan is not within the Settlement area, the lands are approved for residential development by way of the approved MZO and as discussed in Section 4.4 are in the process of being added to the Dundalk Settlement Area through County OPA 11 and therefore the “Neighbourhood Area” and “Hazard Lands” designation policies were reviewed in the context of the Proposed Draft Plan.

Section 4.1 of the Township OP introduces the Neighbourhood Area designation. The Neighbourhood Area designation is intended for lands within the Urban Community which are primarily residential in nature, while also incorporating other compatible uses, such as open space uses. The Neighbourhood Area designation includes areas of existing and planned residential development.

Permitted uses in the Neighbourhood Area designation include low and medium-density residential dwellings, and public uses, among other uses. The Township OP contains a policy specific to townhouse and multiple dwelling uses in the Neighbourhood Area designation. In considering Zoning By-law Amendments and Site Plan to permit townhouse dwellings, Council needs to be satisfied that the use is compatible with surrounding lands in terms of scale and visual impact, potential traffic impacts have been addressed, adequate parking, open space, and buffering have been incorporated, the use is serviced by municipal and sanitary services, and the lots can be adequately serviced by community facilities.

The Proposed Draft Plan locates the proposed townhouses within relatively central blocks internal to the Site and fronting onto local roads, providing a buffer from any adjacent property, reducing the number of driveways fronting onto collector roads and following a consistent built form and streetscape as the draft plans approved for Glenelg Phase 1 and 2 subdivisions. The use will not create traffic hazards or unacceptable congestion as is detailed in **Section 5.2** of this Report.

The proposed park space has been designed to take advantage of the local trail network and the townhouses have been sited in close proximity to the park. The Site can be adequately serviced with municipal services subject to planned expansions to the municipal water and sanitary systems as detailed in **Section 5.1** of this Report.

Further, there are adequate community facilities in proximity to the Site and many are within walking distance, which provides for active transportation opportunities, and there are appropriate stormwater management solutions for the Site as outlined in **Section 5.1** of this Report.

Public Spaces are addressed in Section 3.9 of the Township Official Plan. This section includes policies relating to parkland dedication through *Planning Act* applications, as well as locating public open spaces in a way which benefits the greatest number of people when it is a new development.

A park block is included in the Proposed Draft Plan, as well as trail connections to the CP Rail Trail and the existing trail network to the west. The park block is 1.37 hectares in area, representing 5.2% of the Site area, excluding the undevelopable environmental protection areas.

The general lot creation policies of the Township OP identify that Council shall only recommend approval of plans that comply with the policies of the OP, and can be supplied with adequate water and wastewater services, as well as public services such as roads, schools, fire, and police. Additionally, plans of subdivision shall only occur by an amendment to the ZBA and must satisfy Council that a need for the proposed form of housing and development exists and that the form of housing will not detrimentally alter the character of the community. We note that the Proposed Draft Plan is subject to an approved MZO, which received support from Council via a resolution.

The Proposed Draft Plan has regard for the general lot creation policies as the development can be adequately serviced by existing or planned infrastructure. The Proposed Draft Plan is also in character with the existing surrounding land uses, has been designed as a natural extension of the Draft Plan Approved Glenelg Phase 2 subdivision and is not anticipated to detrimentally alter the character of the community.

The development is contiguous and compatible with the existing development pattern of the area, including the Draft Plan Approved Glenelg Phase 1 and 2 subdivisions to the west and the existing residential neighbourhood to the south. The proposed residential, stormwater and parkland uses are compatible with existing and permitted land uses on adjacent lands, the Site will be fully serviced, no limited sight lines will be created, the soil is suitable for development, and no Hazard Lands exist on the developable portion of the Site and the natural wetland feature identified on the east side of the property has been designated/zoned to be protected, including a recommended 10-metre buffer.

Section 8 of the Township OP contains the municipal servicing policies. This section of the Official Plan identifies that all development requires a safe system of water supply and sanitary disposal and that existing and planned infrastructure should be efficiently used. It also identifies that full municipal services are the preferred form of service from a hierarchical perspective and that all water and sanitary services shall comply with the standards and regulations of the Ministry of Environment, Conservation and Parks, and the Township of Southgate.

The Site is proposed to be fully serviced on existing and planned services and will be designed to meet all applicable requirements, as identified in the Functional Servicing Report prepared by C.F. Crozier and Associates. More information is included in **Section 5.1** of this Report.

The Stormwater Management policies of the Township OP require new plans of subdivision to submit a Stormwater Management Report, demonstrating adequate stormwater management techniques are to be implemented on Site. The Proposed Draft Plan provides for an on-site stormwater management block that meets current Provincial and Township standards and requirements. Stormwater management is proposed to be treated via the proposed stormwater management pond located at the north end of the Proposed Draft Plan. As identified, a summary of the Functional Servicing and Stormwater Management Report prepared for the Site can be found in **Section 5.1**.

The Transportation policies of the Township OP seek to ensure vehicles and pedestrians can move safely and efficiently within a rational system of routes. The Site has been designed with a 20-metre wide modified grid road network that will allow safe and efficient passage for both vehicles and

pedestrians. A trail system has been provided, which provides access from the abutting rail trail to the west, and connections to the stormwater management pond block, and the park block. These active transportation connections extend beyond the Proposed Draft Plan and connections are provided to the Draft Plan Approved Glenelg Phase 2 subdivision to the west, as well as the services and amenities that can be found in the downtown area of Dundalk.

Further, the TIS prepared by C.F. Crozier Associates has identified that the Proposed Draft Plan can be supported from a transportation operations and safety perspective with the noted recommendations in the TIS. Further details regarding the TIS can be found under **Section 5.2** of this Report.

The eastern portion of the Site is designated “Hazard Lands” within the Township OP. The Natural Heritage policies of the Township OP identify the “Hazard Lands” designation identifies lands having inherent environmental hazards including floodplains, steep slopes organic or unstable soils, poorly drained areas with seasonal or permanent high groundwater table and evaluated non-provincially significant wetlands.

The Environmental Impact Study (EIS) prepared by SLR Consulting in support of the Proposed Draft Plan assessed the “Hazard Lands” designation and the corresponding Environmental Protection zone and further supports the refined boundary that was implemented via the approved MZO. The EIS further indicates that further fieldwork is required to determine the appropriate development setbacks from the natural features on the Subject Lands. As the boundary delineation of natural features has not yet been verified, development setbacks from the current limits of the features are variable and range from 0 metres to 9 metres. Following the verification of the boundaries in the field with the Grand River Conservation Authority (GRCA), the application of buffers required through applicable municipal, GRCA and Saugeen Valley Conservation Authority (SVCA) policy frameworks will occur, with updates to be provided at the next stage of the application process. Based on policy direction, the dripline setback will be 10 metres, but the wetland buffer can be 30 metres or less with rationale and no negative impacts.

The FSR/SWM Report submitted in support of this application also concluded that Natural hazard constraints (floodplain) do not exist within the developable area of the Proposed Draft Plan.

The Natural Heritage policies of the Township OP also identify policies regarding the protection of Areas of Natural and Scientific Interest, Threatened and Endangered Species Habitat and Significant Wildlife Habitat. The EIS prepared indicates that to date, three species at risk (SAR) have been detected, which consist of Eastern Wood-pewee, Barn Swallow, and Western Chorus Frog. The EIS also indicates that there is a likelihood for SAR bats to occur, and that foraging habitat for Monarch is present in meadow and meadow-marsh communities on site and any removals can be restored within the setbacks of the protected natural features. Concerning the three SAR identified, the EIS provides that setbacks from wetland habitat for Western Chorus frog, as well as habitat for Eastern Wood-pewee, and removal of the outbuilding providing Barn Swallow nesting habitat is not proposed. Therefore, impacts to these species or their habitat are not anticipated. The verification of feature boundaries with review agencies, and subsequent updates to setbacks (if required) will ensure adequate protection for these species and their habitat.

Section 7.6 of the Township OP identifies the Archaeological Conservation policies, which identify that the consideration of major new private development proposals be preceded by an archaeological assessment. A Stage 1 Archaeological Assessment has been conducted for the Site by AMICK Consultants Limited and a Stage 2 Archaeological Assessment is scheduled for the fall of

2022. It is acknowledged that the assessment will need to be cleared as part of the development process.

4.6 Township of Southgate New Official Plan (2022)

On May 4th, 2022, Township Council approved and adopted the new Township of Southgate Official Plan (OP). The new Township of Southgate OP is currently awaiting for approval by the County of Grey. We note that the new Southgate OP recognizes the approved MZO for the Site and identifies the lands in a special policy area, acknowledging that these lands are anticipated to be added to the Dundalk Settlement Area through the County OPA No. 11. The Site within the context of the land use schedule for the new Township OP has been included as **Figure 6**.

Policies concerning the special policy area for the Site are found under Section 5.6.8 of the new Township OP. Section 5.6.8 of the new Township OP indicates that the policies of the Neighbourhood Area and Hazard Land designations apply to the Site. Compliance with the applicable Neighbourhood Area and Hazard Land designations within the context of the Proposed Draft Plan are reviewed in **Section 4.5** of this Report.

Section 5.6.8 of the new Township OP also acknowledges there are a wide range of uses permitted and the intent for these lands is to be comprehensively planned through the Draft Plan of Subdivision process.

4.7 Township of Southgate Zoning By-law (2002)

The Comprehensive Zoning By-law for the Township of Southgate (the “Township ZBL”) applies to the Site. As previously stated, the Site was previously subject to an approved MZO, which re-zoned the entire identified developable area as the site-specific R7-515 zone. The identified natural heritage features were zoned the Environmental Protection (EP) zone.

The R7-515 zone includes the uses and provisions permitted as-of-right within the Township’s R1 zone (single detached dwellings) and R3 zone (semi-detached and townhouse dwellings). The site-specific provisions for these dwelling types that FLATO has previously approved on their other developments within Dundalk have been carried forward for the Proposed Draft Plan. The lots within the Proposed Draft Plan have been properly designed to allow for these site-specific zone provisions to be adhered to.

Additionally and as mentioned previously, parks, stormwater management ponds and walkways have been added as permitted uses within the R7-515 Zone, and public uses, public infrastructure and pedestrian and bicycle trails have been identified as permitted uses within all zones subject to the approved MZO.

The table provided below outlines the applicable zone provisions for each of the proposed dwelling unit types.

Table 2: Zoning Provisions by Dwelling Unit Type

Zone Provision	Single Detached Dwelling Unit	Semi-Detached Dwelling Unit	Townhouse Dwelling Unit
Minimum Lot Frontage	9.75 m	7.25 m	5.75 m
Minimum Lot Area	300 m ²	225 m ²	180 m ²
Maximum Lot Coverage	40%	40%	40%
Maximum Number of Dwelling Units	N/A	N/A	N/A – Applies to each dwelling unit
Minimum Front Yard	6 m	6 m	6 m
Minimum Interior Side Yard	1.2 m on one side and 0.6 m on the other side	1.5 m end wall 0 m common wall	1.5 m end wall 0 m common wall
Minimum Exterior Side Yard	4 m	4 m	4 m
Minimum Rear Yard	7.6 m	7.6 m	7.6 m
Minimum Floor Area	1 storey: 90 m ² 1.5 storey: 105 m ² 2, 2.5 or 3 storey: 130 m ²	79 m ²	Bachelor: 41 m ² 1 Bed: 55 m ² 2 Bed: 70 m ² 3 Bed: 83 m ² 3+ Bed: 83 m ² + 10 m ² per additional bedroom
Maximum Height	3 storeys	3 storeys	3 storeys
Minimum Play Space	N/A	Nil	Nil

5.0 SUPPORTING DOCUMENTS

5.1 Functional Servicing Report/Stormwater Management Report

A Functional Servicing and Stormwater Management Report was completed by C.F. Crozier and Associates Inc. in support of the Proposed Draft Plan. The Report details the servicing and stormwater management strategy for the Site, including an overview of the existing conditions, existing and proposed sanitary and potable water infrastructure, and utilities.

The Functional Servicing and Stormwater Management Report indicates that the Proposed Draft Plan can be adequately serviced and in summary, the Report also indicates the following:

- Access to the Proposed Draft Plan will be provided by two entrances from the Glenelg Phase 2 development and one entrance through Bradley Street. The internal roadways will meet Township Standards and provide access for emergency vehicles;
- Gravity sanitary services for the Proposed Draft Plan will be provided via three connections, one to the White Rose Phase 3 development and two to the Glenelg Phase 2 development. Further refinement of the sanitary design through the detailed design process may be required to reduce overall site fill requirements;
- The internal watermain will be a looped system and will be provided through two connections at the Glenelg Phase 2 development and one connection at White Rose Phase 3 development;
- The Proposed Draft Plan will be fully serviced by hydro, natural gas, cable, and telecommunications;
- The proposed low-impact development (LID) measures and the Stormwater Management (SWM) Facility will provide quality control for the Proposed Draft Plan. The proposed LID measures and SWM Facility are adequately sized to provide 'enhanced protection' level treatment. Quantity control is met for the Proposed Draft Plan by controlling post-development flows to pre-development levels for all storms up to the 100-year storm event. The SWM facility will incorporate a minimum 24-hour retention of the 25mm event to provide erosion control;
- Due to site constraints, the runoff draining to outlet #2 in post-development conditions increased by 243% (by volume) compared to pre-development conditions. Due to the expected increase of runoff volume in post-development conditions, additional studies by a geomorphologist will be explored to analyze the receiving capacity of the northeast wetland;
- Natural hazard constraints (floodplain) do not exist within the developable area of the Proposed Draft Plan; and,

- Further study of the impacts to the downstream drainage features including ecological and geomorphological investigations are underway to confirm SWM Facility outfall design.

5.2 Traffic Impact Study

A Traffic Impact Study was completed by C.F. Crozier and Associates Inc. in support of the Proposed Draft Plan. The Study detailed existing conditions, the Proposed Draft Plan and a discussion of the road network and impacts to surrounding areas, as well as future conditions based on increased trip generations to a horizon of 2032. In summary, the Study concludes the following:

- Intersection analysis of the existing traffic volumes indicates that all study intersections are operating at a Level of Service (LOS) "B" or better during the weekday a.m. and p.m. peak hours. The study intersections have the capacity for increases in traffic volumes;
- Several background developments have been considered for the assessment of the background conditions. These developments include the Glenelg Phase 1, Glenelg Phase 2, unoccupied Edgewood Greens units, and the White Rose Phase 3 development. Consideration was also given to the development of the industrial lands surrounding the proposed Eco Parkway extension in a scenario, in which the findings are summarized later in the conclusions;
- Intersection analysis of the 2032 future background traffic volumes indicates the following:
 - The southbound movement at the Dundalk Street and Main Street intersection is forecast to operate with a LOS "E" during the weekday a.m. and p.m. peak hours;
 - A maximum volume-to-capacity ratio of 0.70 (SB) and control delay of 37.4 seconds are forecast; and,
 - The remaining study intersections are forecast to operate at a LOS "C" or better;
- The Proposed Draft Plan is estimated to generate 285 and 389 total two-way primary trips during the weekday a.m. and p.m. peak hours, respectively;
- Intersection analysis of the 2032 future total traffic volumes indicates the following:
 - The study intersections are forecast to continue operating with a LOS "B" or better in the weekday a.m. and p.m. peak hours under 2032 future background traffic volume conditions, except for the intersections of Dundalk Street and Main Street, Osprey Street and Main Street, and Owen Sound Street and Main Street. The intersection of Dundalk Street and Main Street is forecast to operate with an LOS "E" or better in the weekday a.m. and p.m. peak periods, respectively. A maximum control delay of 40.0 seconds, and a maximum volume-to-capacity ratio of 0.73 (SB);
 - When compared to 2032 future background operations, an increase in control delay of 2.6 seconds and the volume to capacity ratio is forecast to increase by 0.03;
 - The intersection of Osprey Street and Main Street is forecast to operate with an LOS "D" in the weekday a.m. and p.m. peak periods, respectively. A maximum control delay of 34.8 seconds, and a maximum volume-to-capacity ratio of 0.52 (SB);
 - When compared to 2032 future background operations, an increase in control delay of 9.6 seconds and a maximum change of 0.22 in the volumeto-capacity ratio is forecast;

- The intersection of Owen Sound Street and Main Street is forecast to operate with an LOS "E" or better in the weekday a.m. and p.m. peak periods, respectively. A maximum control delay of 35.2 seconds and a maximum volume-to-capacity ratio of 0.55 (SB) are forecast;
 - When compared to 2032 future background operations, an increase in control delay of 14.0 seconds and a maximum change of 0.31 in the volumeto-capacity ratio is forecast;
- As requested in the Terms of reference a scenario analyzing the impacts of the Proposed Draft Plan with both the Eco Parkway extension and the development of surrounding industrial lands was completed. The Scenario with the Eco Parkway extension and the proposed industrial development lands are estimated to produce 1376 and 1266 external two-way trips in the a.m. and p.m. peak hours, respectively. The Eco Parkway extension is also anticipated to reroute 30% of volumes on Main Street around downtown Dundalk;
- In the scenario with the Eco Parkway extension that excludes the Glenelg Expansion Land site generated traffic:
 - The study intersections are forecast to operate at a LOS "E" or better except for the northbound movement at the Ida Street and Main Street intersection;
 - The northbound movement intersection of Ida Street and Main Street is forecast to operate with a LOS "F", 177.0 seconds of delay, and a volume to capacity ratio of 1.28;
- With the addition of the Glenelg Phase 3 traffic to the Eco Parkway Scenario:
 - The intersection of Ida Street and Main Street is forecast to operate with 254.7 seconds of delay and a volume to capacity ratio of 1.46;
 - Signalization is not warranted based on the future total volumes;
 - If the Road Authority decides to implement signalization, the intersection is forecast to operate at LOS "B" with a v/c ratio of less than 0.79 for all movements under future total conditions. In the signalized Eco Parkway scenario, there is no change in the critical volume-to-capacity ratio with the addition of the Glenelg Phase 3 site generated traffic;
 - Consideration was given to implementing a roundabout, it is forecast that a roundabout would operate at LOS "A" with a 95th percentile queue length of 1 vehicle or less under the Eco Parkway future total volumes; and,
- The Proposed Draft Plan can be supported from a transportation operations and safety perspective with the noted recommendations in the TIS.

5.3 Environmental Impact Study

An Environmental Impact Study (EIS) was completed for the Proposed Draft Plan by SLR Consulting Ltd. and dated September 9th, 2022. The conclusions and recommendations of the EIS are as follows:

- As per the Provincial Policy Statements, no features of provincial interest identified on the site and no adjacent lands will be negatively affected should mitigation recommendations be implemented;
- Concerning the County of Grey Official Plan, the EIS confirms there are no significant natural heritage features that will be negatively affected by the Proposed Draft Plan;
- The Proposed Draft Plan is set back from the features identified under Section 6 of the Township Official Plan such that negative impacts are not anticipated should mitigation recommendations be implemented;
- Any tree removals will be subject to the appropriate municipal by-law;
- The Proposed Draft Plan contains a minor encroachment into wetland features. The wetland feature boundaries require field verification by the applicable conservation authority in order to determine appropriate setbacks and mitigation;
- Alteration to a mapped watercourse and regulated area is proposed to accommodate the Proposed Draft Plan;
- There is a potential for species at risk (SAR) bats to occur. Should it be deemed necessary, consultation with the Ministry of Environment, Conservation, and Parks (MECP) regarding any impacts will be coordinated during subsequent phases of development;
- Vegetation clearing will not occur within the breeding bird period provided under Environment Canada guidance for the periods of highest nesting probability (April 1st to August 31st) and may be extended to September 30th, in consultation with the MECP for mitigation of interference with SAR bats;
- No fish habitat has been identified on site;
- Recommendations will be deferred until the natural feature boundaries are verified in the field with the applicable conservation authority, in which appropriate setbacks will be determined. This will allow for a more accurate determination of impacts which will inform the proper mitigation measures and recommendations;
- To date, field investigations and analysis have determined that the site of the proposed DPOS is primarily agricultural lands, with principal constraints consisting of large areas of wetland present within the northeast portion of the site as well as adjacent to the north boundary of the site; and,
- A headwater drainage feature located in the center of the proposed plan will be removed to accommodate the development, although flow input to downstream features will be maintained through stormwater outlet.

5.4 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Background Study Report was completed for the Site by AMICK Consultants Limited on March 8th, 2022 alongside Six Nations of the Grand. The Stage 1 Archaeological Assessment indicates the following recommendations:

- Further archaeological assessment is required to address the Provincial interest in archaeological resources concerning the proposed undertaking;

- The study area has potential for archaeological resources and a Stage 2 Archaeological Property Assessment is recommended;
- No soil disturbances or removal of vegetation shall take place within the study area prior to a report being entered into the Provincial Registry of Archaeological Reports by MHSTCI which recommends that all archaeological concerns for the study area have been addressed and that no further archaeological studies are warranted;

In consideration of the above and as previously indicated, a Stage 2 Archaeological Study has been scheduled to be completed by AMICK Consultants Limited in the fall of 2022.

5.5 Hydrogeological Assessment

A preliminary Hydrogeological Assessment was completed for the Proposed Draft Plan by SLR Consulting Ltd. and dated September 9th, 2022. The purpose of the preliminary Hydrogeological Assessment was to identify any hydrogeological constraints concerning the Proposed Draft Plan. The preliminary Hydrogeological Assessment presents the following conclusions, subject to confirmation through ongoing monitoring and supplementary analysis:

- The Site is underlain by surficial sand to silty sand deposits up to 2 metres thick. Underneath the surficial aquifer deposits is a sandy silt to silty sand till. The upper unweathered portion of the till unit has an estimated average hydraulic conductivity of 5.7×10^{-8} m/s;
- The Site lies along a watershed drainage divide that runs through the centre of the Site in a north-south direction;
- Groundwater is interpreted to flow primarily in a southwesterly direction along the western portion of the Site and a southeasterly direction along the eastern portion of the Site;
- It is recognized that the Site is located within a Wellhead Protection Area (WHPA) and a Significant Groundwater Recharge Area (SGRA);
- Municipal well D4 is located approximately 460 metres southeast of the Site. In addition, municipal wells D3 and D5 are located approximately 1,020 metres and 1,225 metres, respectively, southeast of the Site. There are no anticipated hydrogeological impacts due to the proximal distance of the municipal wells to the proposed development area;
- There are several surrounding individual residential private wells that tap into the dolostone bedrock and overburden aquifer unit. The residential water wells are a relatively low draw on the groundwater and given the thickness of the overlying clay aquitard, it is not expected to be affected by the proposed development provided groundwater recharge is maintained;
- A Site-wide water balance will be completed by Crozier to inform any potential mitigation needed to balance post-development recharge with pre-development recharge; and,
- At this stage, and based on the information and data received and analyzed to date, it would appear the Proposed Draft Plan is feasible from a hydrogeologic perspective subject to the completion of ongoing monitoring and the completion of a future detailed Hydrogeological Assessment Report.

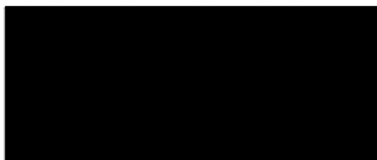
6.0 SUMMARY & FINDINGS

Based on the analysis outlined throughout this Report, the conclusions of the other technical studies, and assuming the final versions of the supporting studies to be completed at a later date do not materially change, it is the opinion of the undersigned that the proposed Draft Plan of Subdivision is in the public interest and represents good planning for the following reasons:

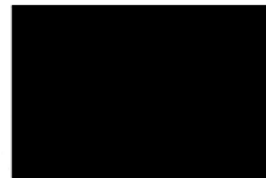
1. The Proposed Draft Plan meets many of the Provincial, County and Town planning policies, notwithstanding that the Site is located outside of a Settlement Area;
2. Further to the above, the Site is proposed to be included within the Dundalk Settlement Area via County OPA No. 11 and the new Township of Southgate Official Plan;
3. The Proposed Draft Plan will utilize planned and available infrastructure and provides for a mix of uses in a compact form;
4. The Proposed Draft Plan conforms to the applicable settlement area and residential policies of the Township Official Plan, as well as other applicable policies such as design and parkland; and,
5. The Proposed Draft Plan is highly and appropriately designed, is well planned, and is supportable from a stormwater, transportation, site servicing, and natural heritage perspective.

Respectfully submitted,

MHBC

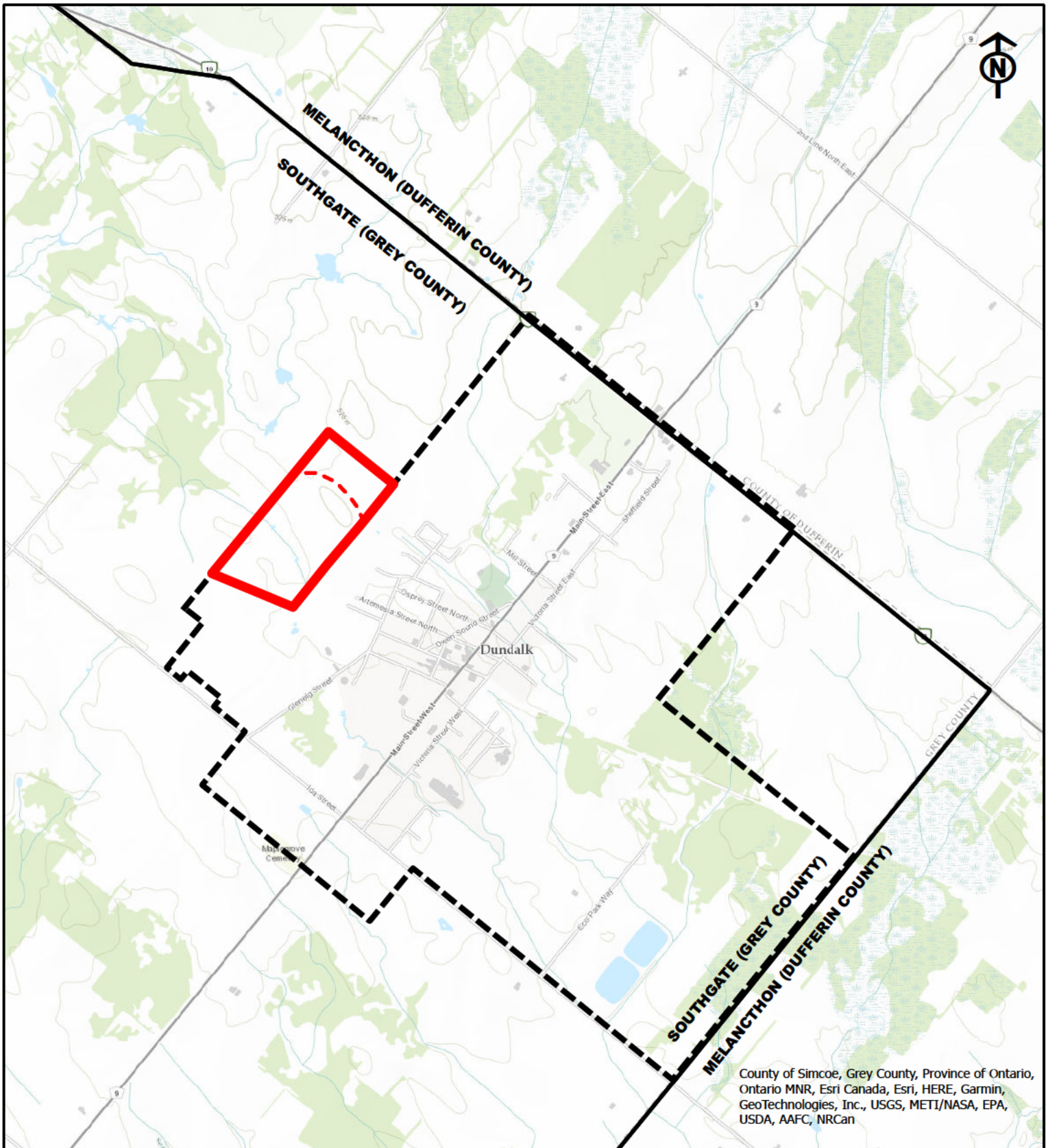


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FIGURES



County of Simcoe, Grey County, Province of Ontario, Ontario MNR, Esri Canada, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA, EPA, USDA, AAFC, NRCan

**FIGURE 1
SITE LOCATION**

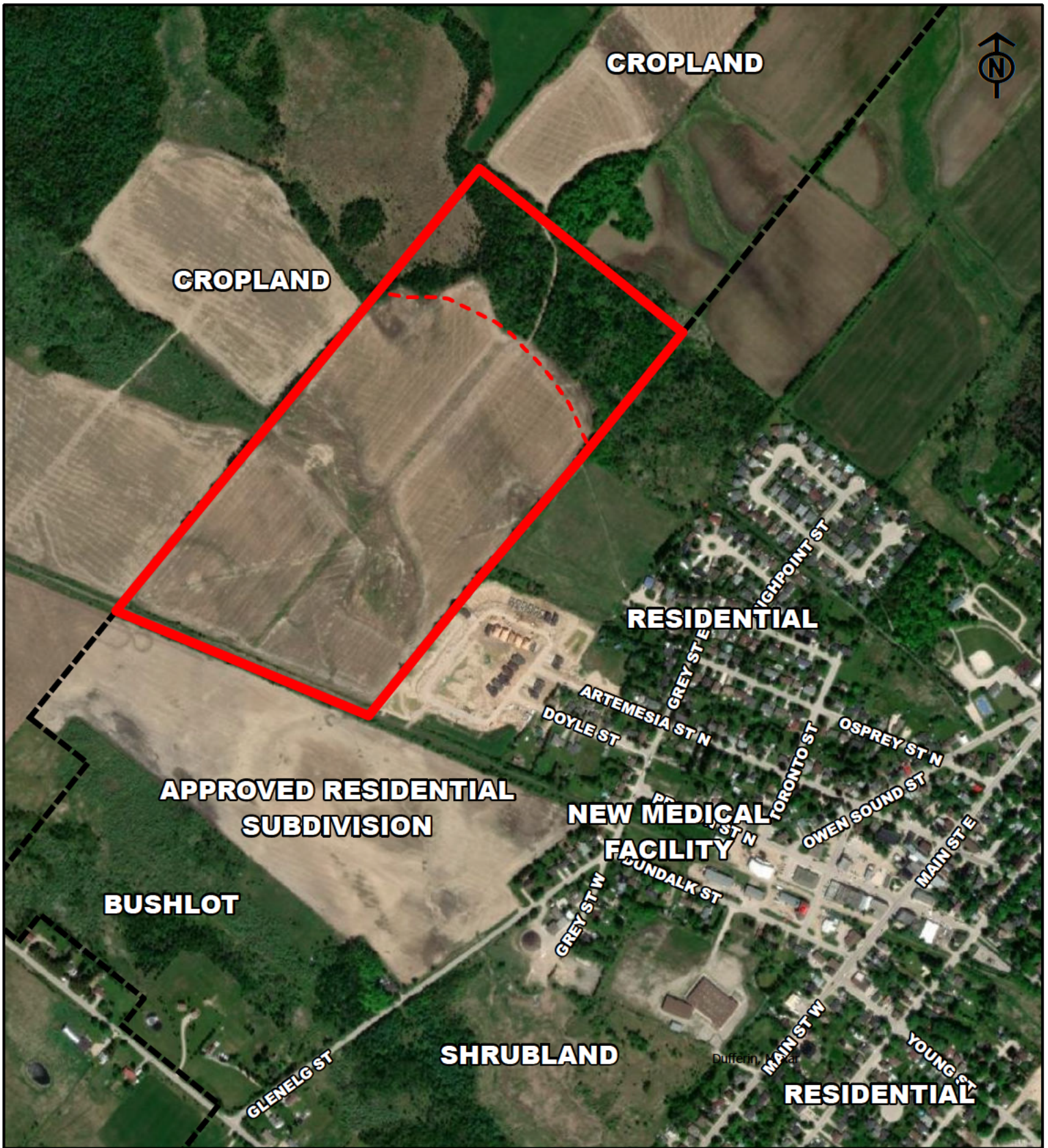
GLENELG PHASE 3
Part of Lots 225 & 226
Concession 2
Township of Southgate

- LEGEND**
- Site Boundary
 - Developable Boundary
 - Settlement Boundary

DATE	Sep. 7, 2022
SOURCES	ESRI

15184AT - Report Figures

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



**FIGURE 2
SITE LOCATION**

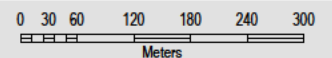
GLENELG PHASE 3
Part of Lots 225 & 226
Concession 2
Township of Southgate

LEGEND

- Site Boundary
- Developable Boundary
- Settlement Boundary

DATE Sep. 7, 2022

SOURCES ESRI



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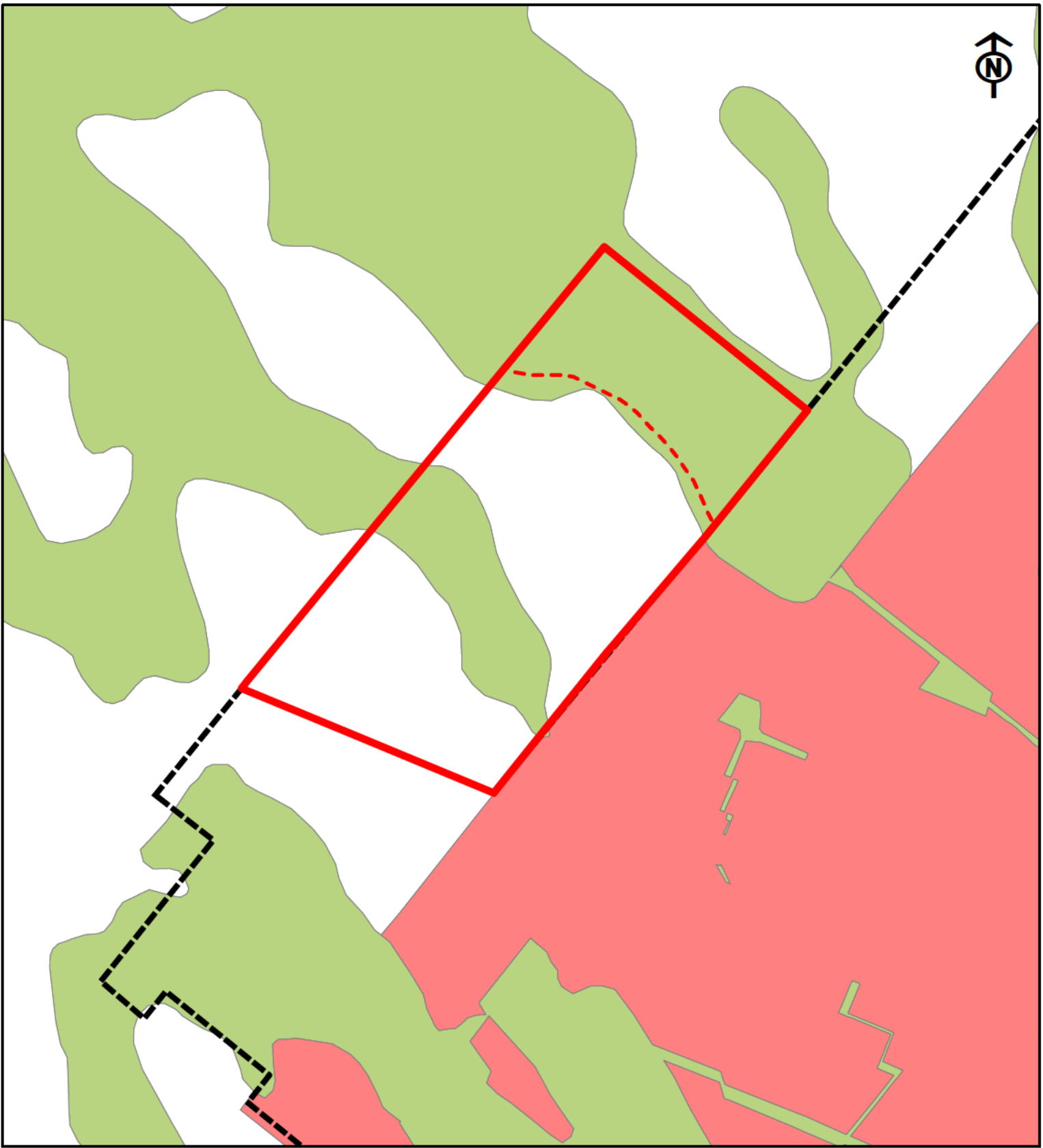


FIGURE 3
COUNTY LAND USE
 COUNTY OF GREY
 OFFICIAL PLAN - SCHEDULE A

GLENELG PHASE 3
 Part of Lots 225 & 226
 Concession 2
 Township of Southgate

LEGEND

- Site Boundary
- Developable Boundary
- Settlement Boundary
- Primary Settlement Area
- Hazard Lands
- Rural

DATE: Sep. 7, 2022

SOURCES: ESRI, County of Grey

0 30 60 120 180 240 300
 Meters

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 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE



FIGURE 4
COUNTY OPA No.11
LAND USE
 COUNTY OF GREY
 OPA No. 11 - SCHEDULE A-49
GLENELG PHASE 3
 Part of Lots 225 & 226
 Concession 2
 Township of Southgate

- LEGEND**
- Site Boundary
 - Developable Boundary
 - Settlement Boundary
 - Primary Settlement Area
 - Hazard Lands
 - Rural

DATE	Sep. 7, 2022
SOURCES	ESRI County of Grey
15184AT - Report Figures	
PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE	

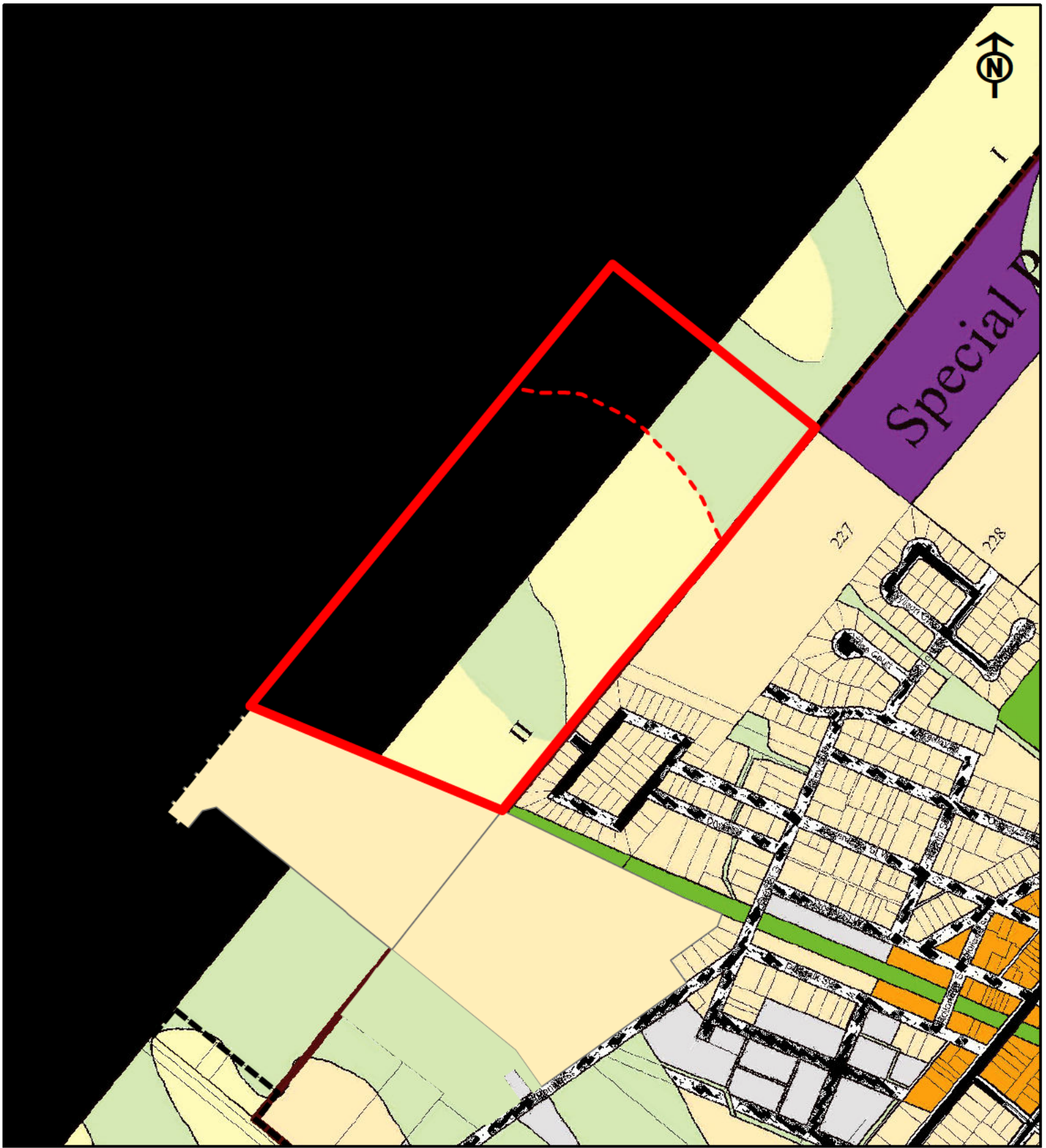


FIGURE 5
TOWNSHIP LAND USE
 TOWNSHIP OF SOUTHGATE
 OFFICIAL PLAN - SCHEDULE A

GLENELG PHASE 3
 Part of Lots 225 & 226
 Concession 2
 Township of Southgate

LEGEND

- Site Boundary
- Developable Boundary
- Settlement Boundary
- Hazard Land
- Industrial
- Neighbourhood Area
- Public Space
- Rural
- Special Policy Area
- Downtown Commercial

DATE: Sep. 7, 2022

SOURCES: ESRI
Township of Southgate

0 30 60 120 180 240 300
Meters

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& LANDSCAPE
ARCHITECTURE

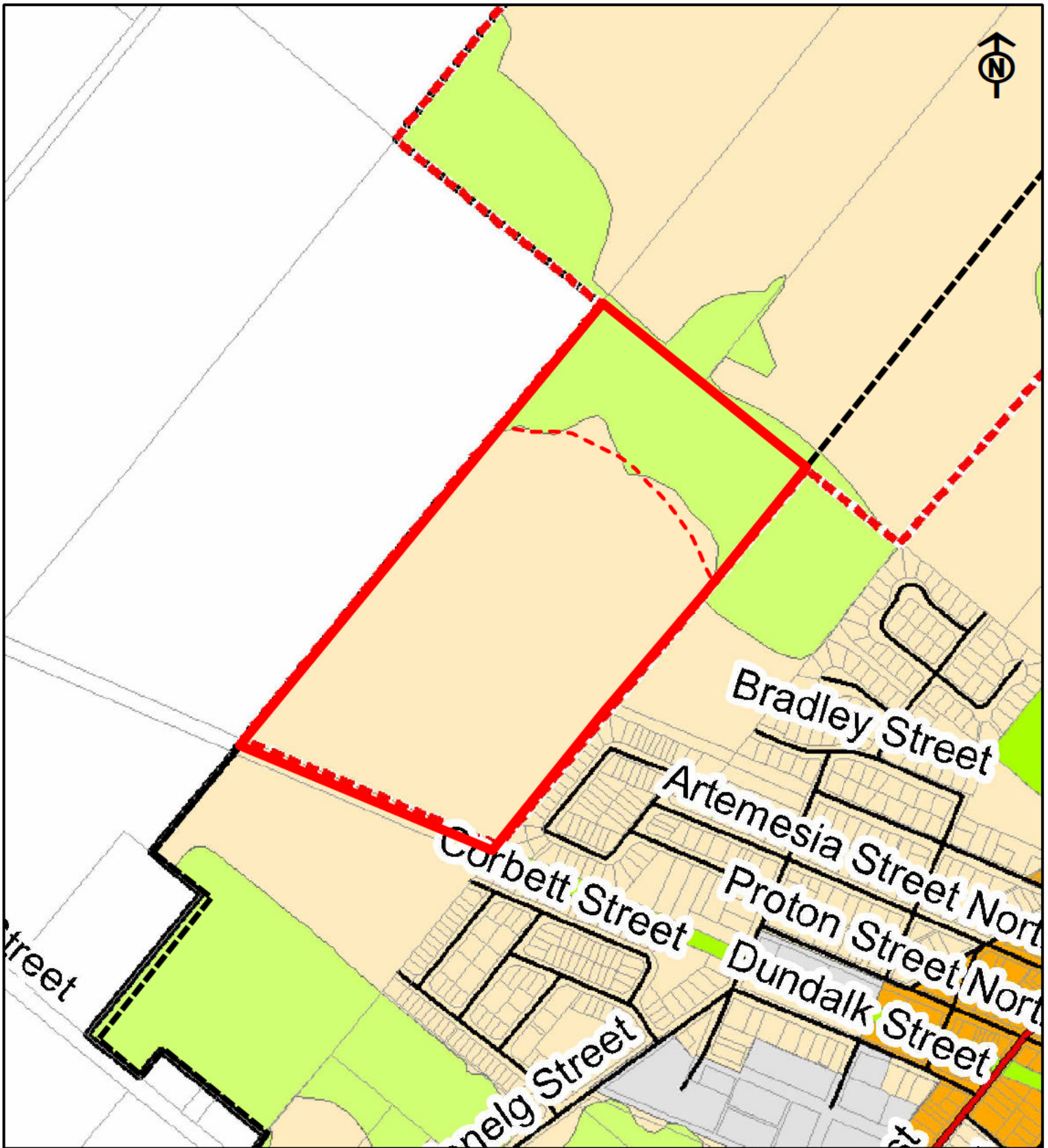


FIGURE 6
TOWNSHIP
NEW LAND USE
 TOWNSHIP OF SOUTHGATE
 OFFICIAL PLAN
 SCHEDULE A, MAP 2
GLENELG PHASE 3
 Part of Lots 225 & 226
 Concession 2
 Township of Southgate

LEGEND

- Site Boundary
- Developable Boundary
- Settlement Boundary
- Public Space
- Hazard Land
- Industrial
- Neighbourhood Area
- Downtown Commercial

DATE	Sep. 7, 2022
SOURCES	ESRI Township of Southgate
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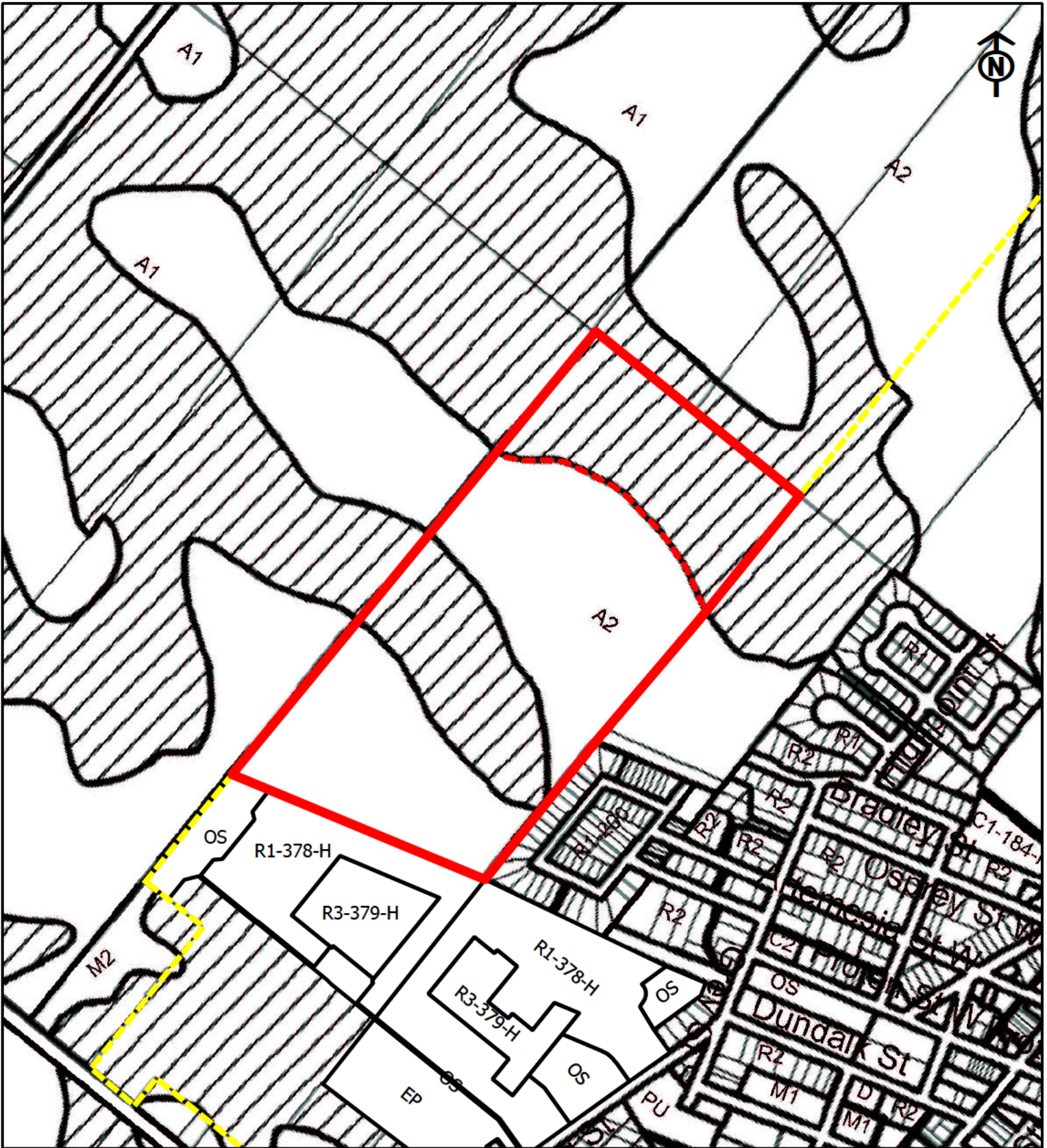


FIGURE 7
TOWNSHIP ZONING

TOWNSHIP OF SOUTHGATE
ZONING BY-LAW - SCHEDULE 17

GLENELG PHASE 3

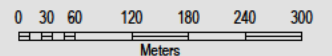
Part of Lots 225 & 226
Concession 2
Township of Southgate

LEGEND

- Site Boundary
- Developable Boundary
- Settlement Boundary
- Zone Boundary
- Environmental Protection

DATE Sep. 7, 2022

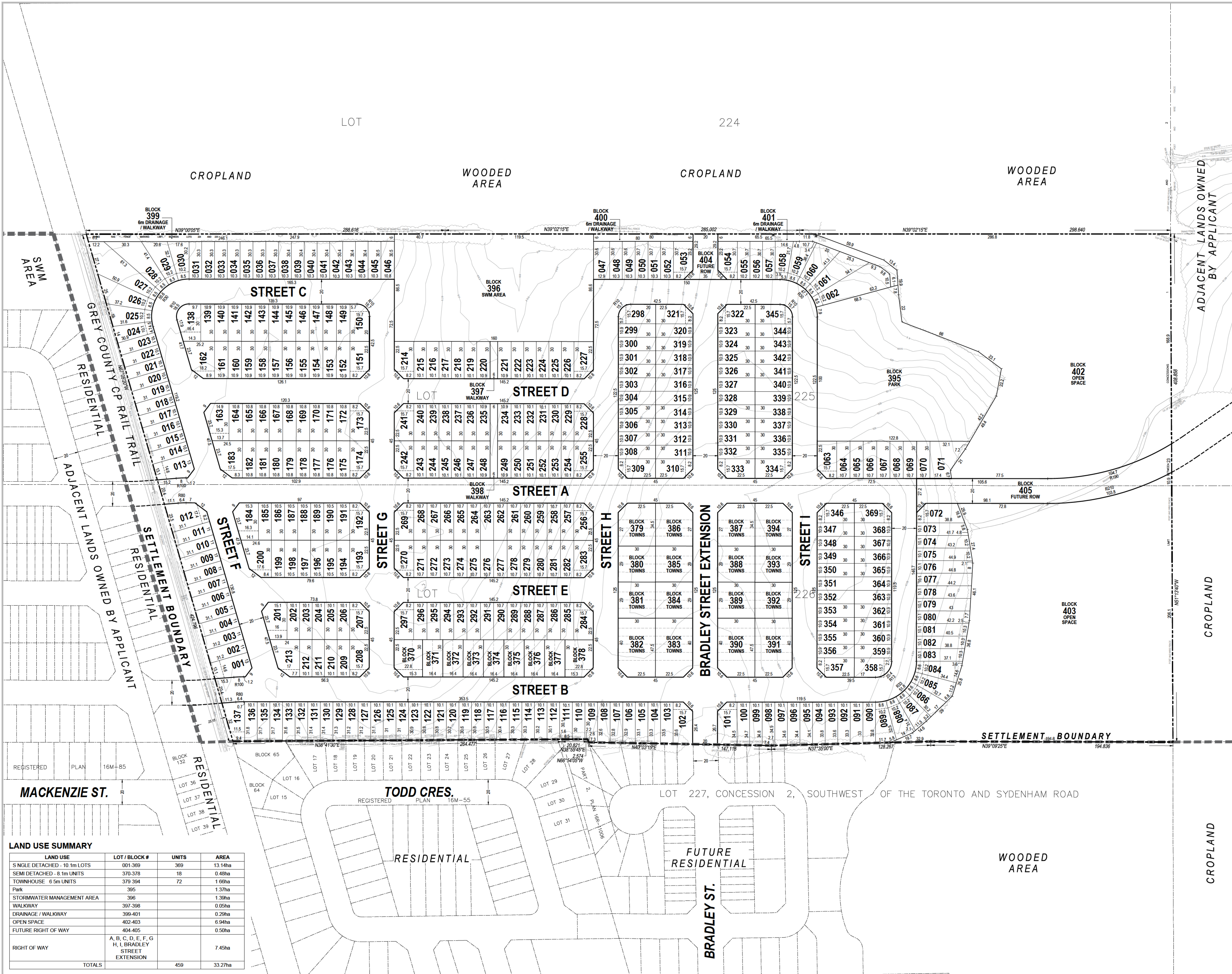
SOURCES
ESRI
Township of Southgate



15184AT - Report Figures

APPENDICES

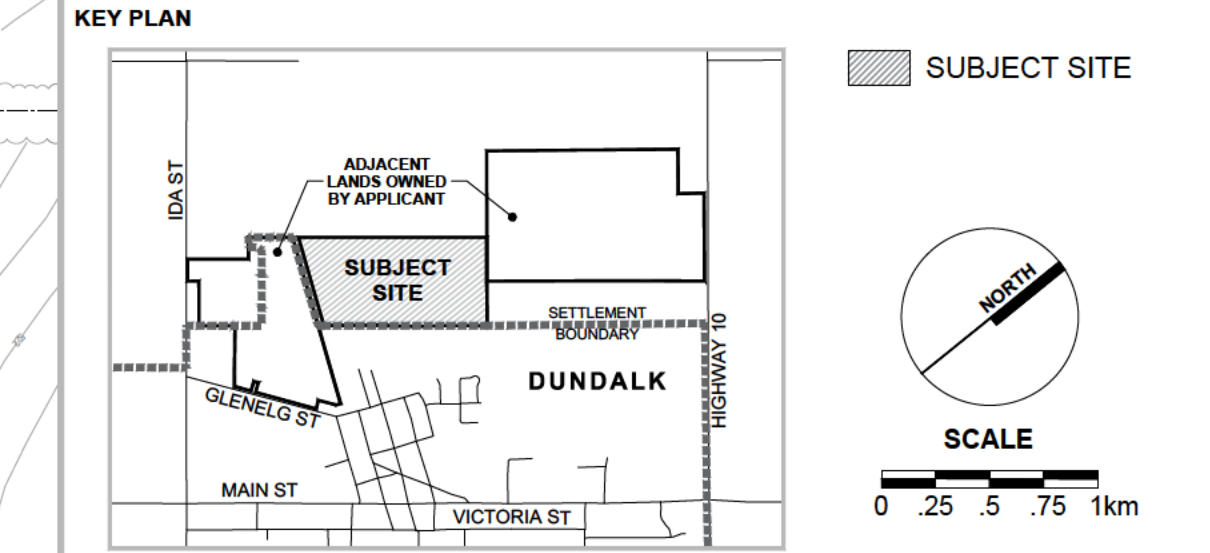
APPENDIX A - GLENELG PHASE 3 DRAFT PLAN



LEGAL DESCRIPTION
 PART OF LOTS 225 AND 226
 CONCESSION 2, SOUTHWEST OF THE TORONTO AND SYDENHAM ROAD
 GEOGRAPHIC TOWNSHIP OF PROTON
 TOWNSHIP OF SOUTHGATE
 COUNTY OF GREY

OWNER'S CERTIFICATE
 I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.
 DATE: AUGUST 18, 2022
 SHAKIR REHMATULLAH - PRESIDENT
 DUNDALK VILLAGE TWO INC.

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.
 DATE: AUGUST 18, 2022
 DAN DZALDOV - O.L.S.
 SCHAEFFER DZALDOV BENNETT LTD.



LEGEND

- PROJECT BOUNDARY LINE
- RIGHT OF WAY LINE
- BLOCK LINE
- LOT LINE
- PARCEL FABRIC

REVISION No.	DATE	ISSUED / REVISION	BY
ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P. 13 AS AMENDED			
A. AS SHOWN	E. AS SHOWN	J. AS SHOWN	
B. AS SHOWN	F. AS SHOWN	K. ALL SERVICES AS REQUIRED	
C. AS SHOWN	G. AS SHOWN	(WATER, SANITARY, STORMWATER, HYDRO)	
D. 369 S NGLS, 18 SEMIS, & 72 TOWNHOUSES	H. MUNICIPAL WATER SUPPLY & LOAMS LT LOAM	L. AS SHOWN	

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
MHBC PLANNING
 113 COLLIER STREET
 BARRIE, ON L4M 1H2
 P: 705 728 0045 F: 705 728 2010
 WWW.MHBCPLAN.COM

STAMP

DATE	AUG. 18, 2022
FILE No.	15184AT
SCALE	1:1,400 (ARCH D)
DRAWN BY	M.M.
CHECKED BY	K.C.
OTHER	

PROJECT
GLENELG PHASE 3
 DUNDALK VILLAGE TWO INC.
 3621 HIGHWAY 7 EAST, SUITE 503
 MARKHAM, ON L3R 0G6
 P:(905) 479-9292 F:(905) 429-9165
 WWW.FLATOGROUP.COM

FILE NAME
DRAFT PLAN OF SUBDIVISION

DWG No.
1 of 1

SCALE BAR
 0 7 14 21 28 35 52.5 70 105 140m
 MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

N:\Southgate\15184AT\Drawings\Draft_Plan\CAD\