

Planning Justification Report

**Proposed Residential Development
23 & 37 Trowbridge Street East, Meaford**

May 2021

Prepared for:

The Municipality of Meaford

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1. Introduction and Overview

1.1 *Qualifications and Expertise*

MB1 Development Consulting Inc. is a unique and highly specialized land use planning services firm with experience in all aspects of land use planning and development. MB1 focuses on the following practice areas:

- Land Use Planning Reports and Analysis;
- Planning and Development Approval Management; and
- Appeal Support and Representation.

I am the founder and President of MB1, a Registered Professional Planner (RPP) and full member of the Ontario Professional Planners Institute (OPPI). My experience includes over 20 years of real estate development management experience across Ontario and Canada and experience in all land use planning and development matters for residential, commercial, mixed use, institutional and industrial projects. This experience includes numerous infill and intensification proposals within an existing urban setting. Many of these projects have included retrofitting and adaptive reuse of existing structures, including those with heritage attributes and designations and in communities focused on transit-oriented development initiatives. I have previously been qualified by the Local Planning Appeal Tribunal (LPAT) and Ontario Municipal Board (OMB), as well as the Toronto Local Appeal Body (TLAB), as an Expert in Land Use Planning.

1.2 *Retainer*

MB1 Development Consulting Inc. (“MB1”) has been retained by the owner of 23 & 37 Trowbridge Street East in the Municipality of Meaford (the “subject property”) to provide expert land use planning services with respect to the proposal to construct a residential condominium building. This Planning Justification Report has been prepared to address the land use planning merits of this proposal and to support the required development applications.

1.3 *Background and Overview*

The subject property is located in the downtown core area and Primary Settlement Area of the Municipality of Meaford. However, given the close proximity of the site to Bighead River and its floodplain, the property is largely designated as Hazard Lands and Environmental Protection Area under the Grey County Official Plan, Meaford Official Plan and Meaford Zoning By-Law. As a result, it is required that the Municipality be satisfied that any development proposal will not adversely result the natural functions of these lands and that appropriate measures be implemented to mitigate flood damage and risk to public health.

The development proposal for the subject property includes a five-storey residential condominium building fronting onto Trowbridge Street East. The required on-site parking supply will be provided in a two-level below grade parking structure. The development applications submitted to the Municipality include technical studies that establish the appropriate measures for flood control and management of the hazard lands. These measures have been incorporated into the proposed building design, including the elevation of the ground floor relative to the below grade parking structure. The evidence in this Planning Justification Report demonstrates that the development proposal appropriately balances municipal objectives for growth and intensification with the applicable environmental and hazard lands management policies.

The following land use planning applications are required to facilitate the development proposal:

- Amendment to the Meaford Official Plan to amend the Two-Zone Floodplain Policy on the subject property to permit the proposed residential development and extend the Downtown Core Commercial designation to the entirety of the property; and
- Amendment to Meaford Zoning By-Law 60-2009 to change the zoning designation from Commercial (C1) and Environmental Protection (EP) to Downtown Commercial (C1) with site specific provisions, including to permit ground floor residential units and establish maximum building height.

1.4 Land Use Planning Opinion

It is my opinion that the development proposal represents appropriate infill residential intensification of a vacant and under-utilized property in the downtown core and Primary Settlement Area that will increase the range and variety of housing available in the community and support transit and active modes of transportation. The proposal and required development applications:

- *Are consistent with and/or do not conflict with the applicable policies of PPS 2020 on the following basis:*
 - The proposal represents intensification of an under-utilized property in the downtown core and Primary Settlement Area, rather than a greenfield or new community;
 - The density, intensity and efficiency of land use on the subject property will be increased in a manner that is compatible with the character of the surrounding community and is consistent with objectives for transit-supportive development and active transportation;
 - The proposal will make more efficient use of existing municipal infrastructure, including water and sewer services, transit and cycling infrastructure, without requiring additional municipal investment in this infrastructure;
 - The Municipality will incur no costs to provide the required services and infrastructure to support the development;

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- The proposed residential building will increase the range of housing options available in the community in terms of form, variety and tenure;
 - The proposed parking ratio aligns with objectives for reduced transportation reliance on private automobile through modal shift to transit, cycling and walking;
 - The development proposal significantly intensifies and increases the number of people living in the community and provides a parking ratio that balances demand against these objectives for development that supports transit and active transportation;
 - Principles of sustainable development and environmental protection, enhancement and preservation will be supported through the proposed building and site design, including protection of the existing Hazard Lands on and adjacent to the subject property; and
 - While the subject property is located on and adjacent to Hazard Lands and along a floodway, the Municipality has applied a Two-Zone Approach and determined that the area within which the development proposal is situated is appropriate for development and the risk to public safety is minimal.
- *Conform to the applicable policies of the County of Grey Official Plan on the following basis:*
 - Increasing the range of housing options available in the community in terms of type, size and tenure to support the demographic range from young families, youth and newcomers to the aging population, to ensure residents of all ages are able to remain in the community;
 - Supporting and making more efficient use of existing municipal services and infrastructure;
 - The proposal represents an increase in the number and variety of residential dwelling units in the community, in particular the downtown core area that is supported by shopping, services, sidewalks and other pedestrian infrastructure;
 - The increase in density on the property aligns with County objectives for development that supports transit and active modes of transportation;
 - The proposed density and form of use is appropriate given the location of the subject property in the downtown core area and its context within the Primary Settlement Area;
 - The proposal will increase the number of residents living in close proximity to the economic and business centre of the community, which will support objectives for growth and revitalization of this area;
 - Balancing growth and development with protection of the adjacent natural heritage features and the location of the subject property within Hazard Lands and an Inlet Protection Zone;
 - A considerable level of attention has been given to ensuring the proposed building incorporates a high level of design and aesthetics, as well as sustainable building elements;
 - The development proposal will be compatible with the surrounding land uses through a combination of the following:
 - High quality architectural design that respects and reinforces the existing community character;

- Buffers provided by natural environmental features and physical separation from lower density uses;
 - Uses surrounding the property are predominantly commercial or mixed use rather than low density residential;
 - Screening of on-site parking and vehicular circulation areas from the public realm.
 - The development proposal will significantly increase the number of people living in the downtown core area with residential density and a level of parking that encourages reduced reliance on private automobiles. This increased density will support objectives for transit-supportive development and active modes of transportation;
 - The proposal incorporates parking in a below grade parking structure to make most efficient use of the lands and mitigate the adverse impacts of surface parking on drainage, natural areas and urban design;
 - The development proposal will support the County's residential growth targets through redevelopment and intensification of an under-utilized property in the Primary Settlement Area; and
 - The proposed residential development will make more efficient use of land, municipal services and infrastructure while supporting municipal financial stability.
 - The Two-Zone Concept has been implemented on the subject property;
 - Development of the property will incorporate appropriate measures to mitigate flood damage associated Regional storm flooding and the site alteration associated with the development proposal;
 - The required approvals will be obtained from the Conservation Authority, County and Municipality to ensure that development of the subject property does not adversely impact the Hazard Lands before any site alteration occurs;
 - The subject property is located within a prominent location in the downtown core and a Primary Settlement Area and is an appropriate site to be developed within the context of these Hazards Lands; and
 - The proposal includes residential uses and does not include any of the more sensitive uses flagged as inappropriate for Hazard Lands and adjacent properties.
- *Conform to the general intent and relevant policies of the Grey County Official Plan for the following reasons:*
 - The subject property is located within the downtown core area and a Primary Settlement Area with access to municipal services and infrastructure;
 - The residential intensification will increase efficiency of the use of these municipal services and provide incremental increases in property tax revenue to support the Municipality's financial base;

- The proposed density will increase the number of residents living in the downtown core area that will be able to walk and use other active modes of transportation as an alternative to private automobiles;
- The range of housing options in the community will be increased in terms of form, size, density and tenure;
- The proposal represents development of a vacant property within the important downtown core area of Meaford;
- The site and building design incorporate measures to preserve and protect the Hazard Lands that are located on and adjacent to the subject property; and
- The proposed 5-storey building height is mitigated by the separation and natural buffer provided by the Hazard Lands on the property and the lands to the east and south; the proposed building height is also mitigated by the presence of commercial and mixed use buildings in the area as opposed to low density residential uses.

1.5 Recommendations

Based on the evidence provided in this report, I offer the following recommendations:

- That the Meaford Official Plan be amended to facilitate the development proposal through extension of the Downtown Core Commercial designation to the portion of the property identified as the Flood Fringe within the Two-Zone Floodplain Policy;
- That Meaford Zoning By-Law 60-2009 be amended to change the zoning designation on the subject property from Commercial (C1) and Environmental Protection (EP) to Downtown Commercial (C1) with site specific provisions;
- That the Owner of the subject property enter into an agreement with the Municipality of Meaford with respect to the proposed height per the bonus zoning provisions of Section E1.1 of the Meaford Official Plan; and
- That the development proposal proceed to Site Plan Approval.

2. Existing Conditions and Context

2.1 Site Location and Existing Conditions

The subject property is located within the downtown core area of Meaford, on the southwest corner of the intersection of Trowbridge Street East and Bayfield Street, as illustrated in **Figure 1**. **Figure 2** is an aerial view of the subject property and surrounding area. **Figure 3** provides a street view of the subject property from Trowbridge Street East.

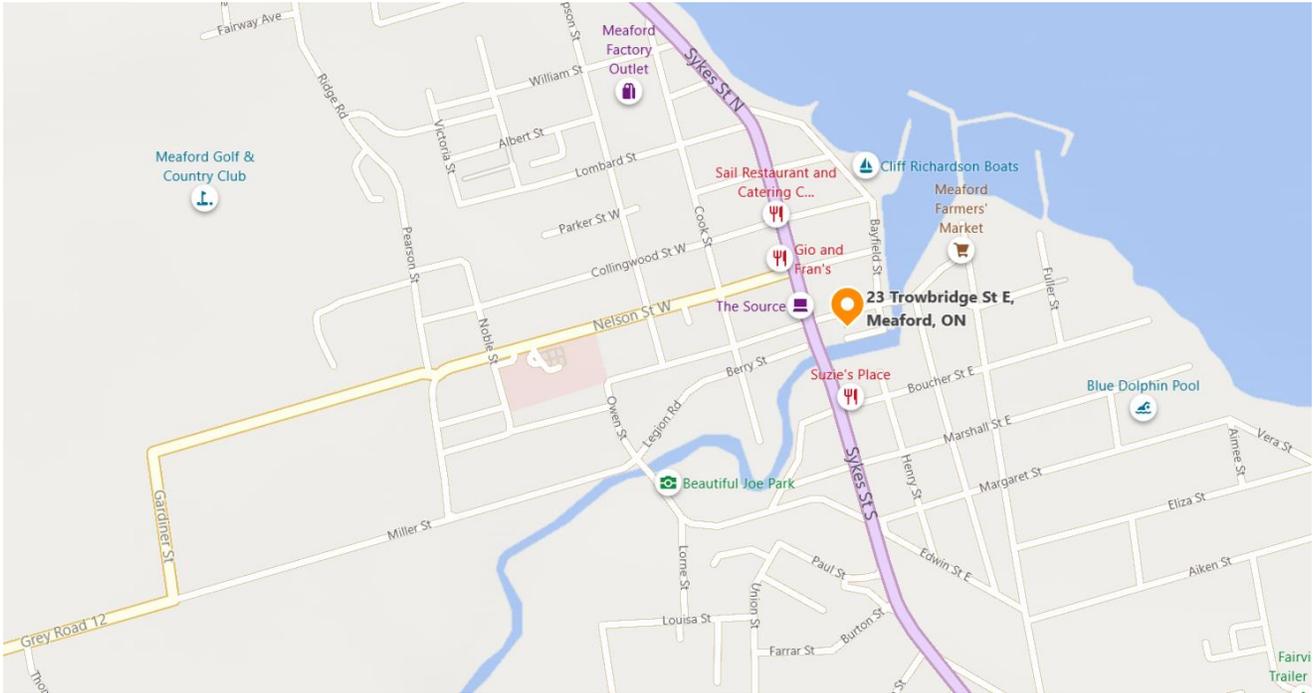


Figure 1 – Site Location

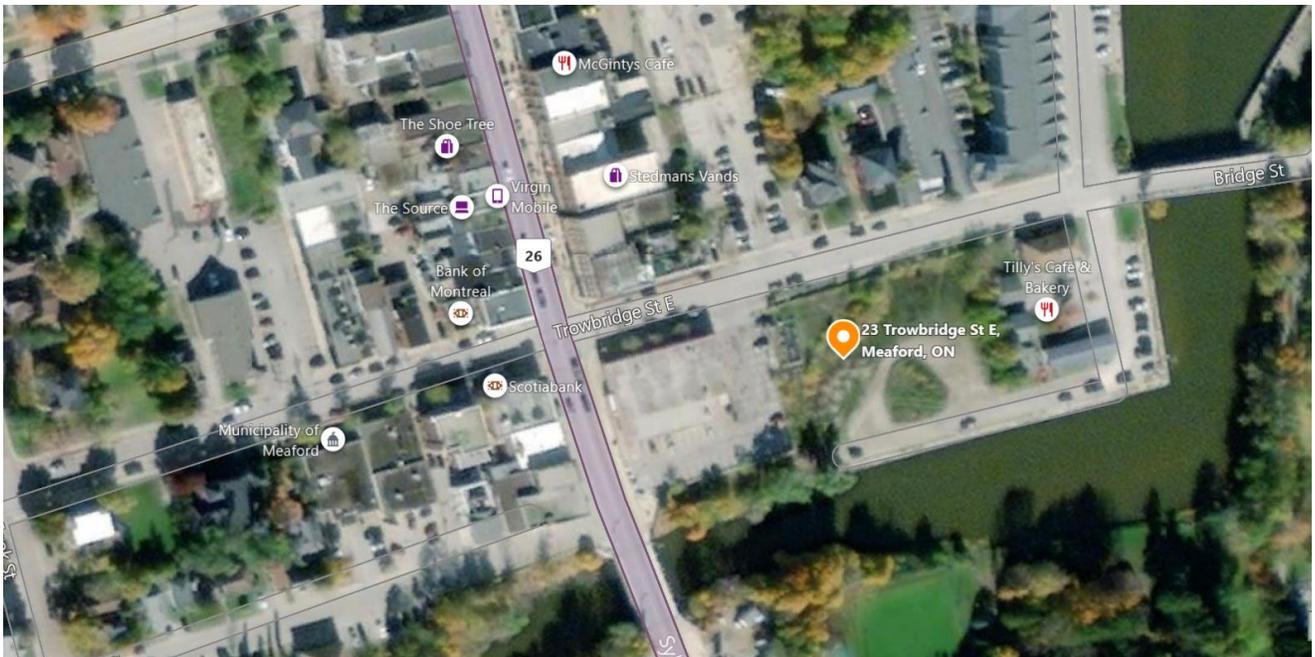


Figure 2 – Aerial View of Subject Property



Figure 3 – Street View of Subject Property (looking south)

2.2 Surrounding Uses and Built Form

Figure 4 provides an aerial view of the properties abutting the subject property, including the following:

- To the north: Low density mixed use buildings (**Figure 5**);
- To the south: Bighead River; (**Figure 6**);
- To the east: Commercial building on southwest corner of Bridge Street/Bayfield Street intersection (**Figure 7**); and
- To the west: Grocery store and surface parking area (**Figure 8**).



Figure 4 – Aerial View of Surrounding Land Uses



Figure 5 – Low Density Mixed Use Buildings to North of Subject Property



Figure 6 – Bighead River to South of Subject Property



Figure 7 – Commerical Building to East of Subject Property



Figure 8 – Grocery Store to West of Subject Property

2.3 Current Land Use Designations

2.3.1 Grey County Official Plan

The following designations apply to the subject property under the Grey County Official Plan:

- Primary Settlement Area (northwest corner only) and Hazard Lands (Schedule A – Map 1);
- Primary Settlement Area (northwest corner only) and Hazard Lands (Secondary Schedule Map 1n – Meaford), an excerpt of which is included in **Figure 9**; and
- Intake Protection Zone 1 (Appendix A – Map 1).

Appendix D of the Official Plan designates North Sykes Street as a *Provincial Highway Connecting Link* and Nelson Street as a *County Arterial*. Thus, the subject property is located within close proximity of important transportation corridors and regional links.



Figure 9 – Excerpt from Secondary Schedule Map 1n

2.3.2 Municipality of Meaford Official Plan

The subject property is designated *Downtown Core Commercial* (northwest corner only) and *Environmental Protection (EP_Amend)* within the Two-Zone Policy overlay, as illustrated in the excerpt from Official Plan Schedule A-1 in **Figure 10**.

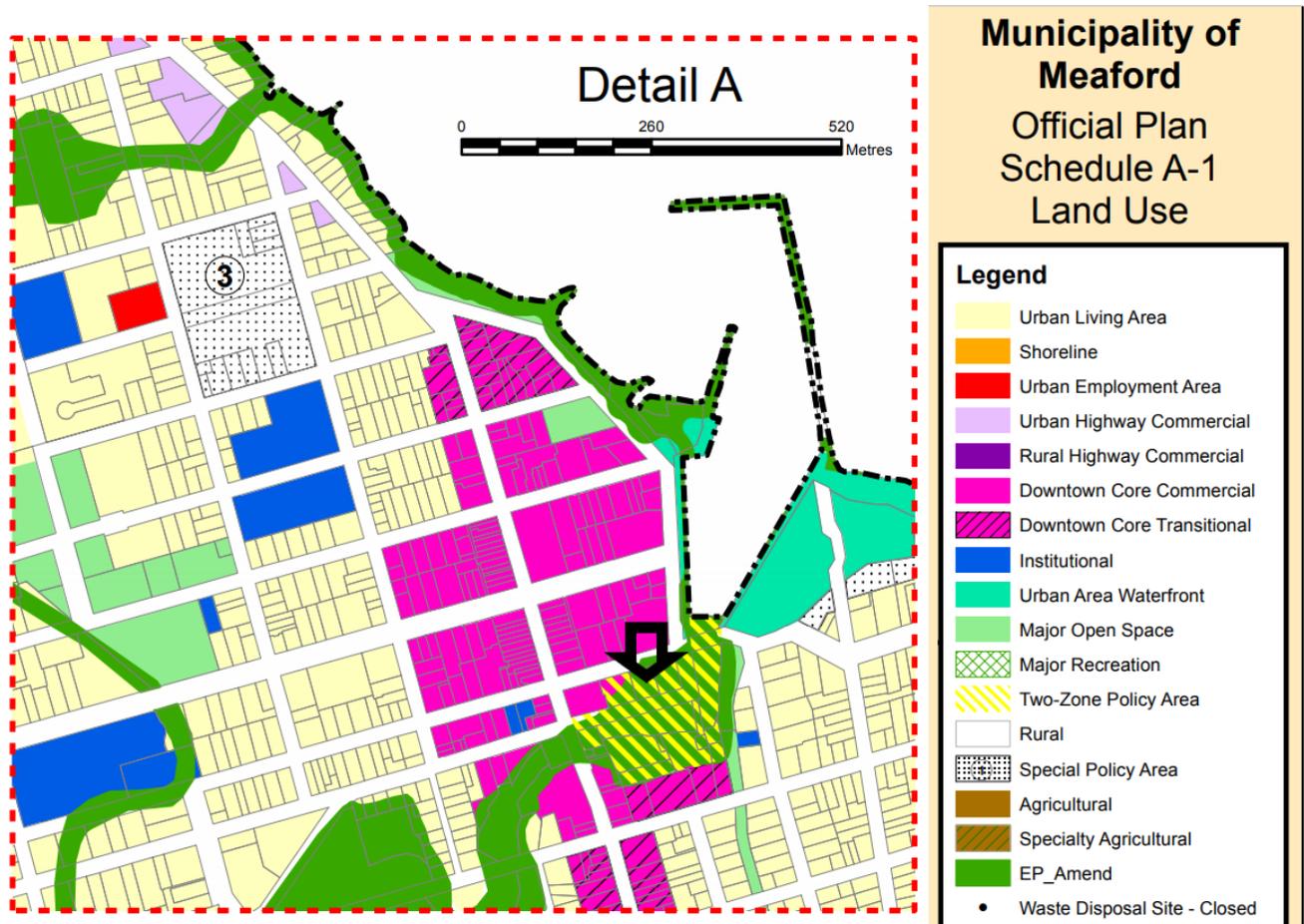


Figure 10 – Municipality of Meaford Schedule A-1 (Excerpt)

2.3.3 Municipality of Meaford Zoning By-Law 60-2009

As illustrated in **Figure 11**, the subject property is *Commercial (C1)* and *Environmental Protection (EP)* under the Zoning By-Law 60-2009. The subject property is also in Events Based Policy Area (EBA-2000) under Schedule C of the Zoning By-Law.

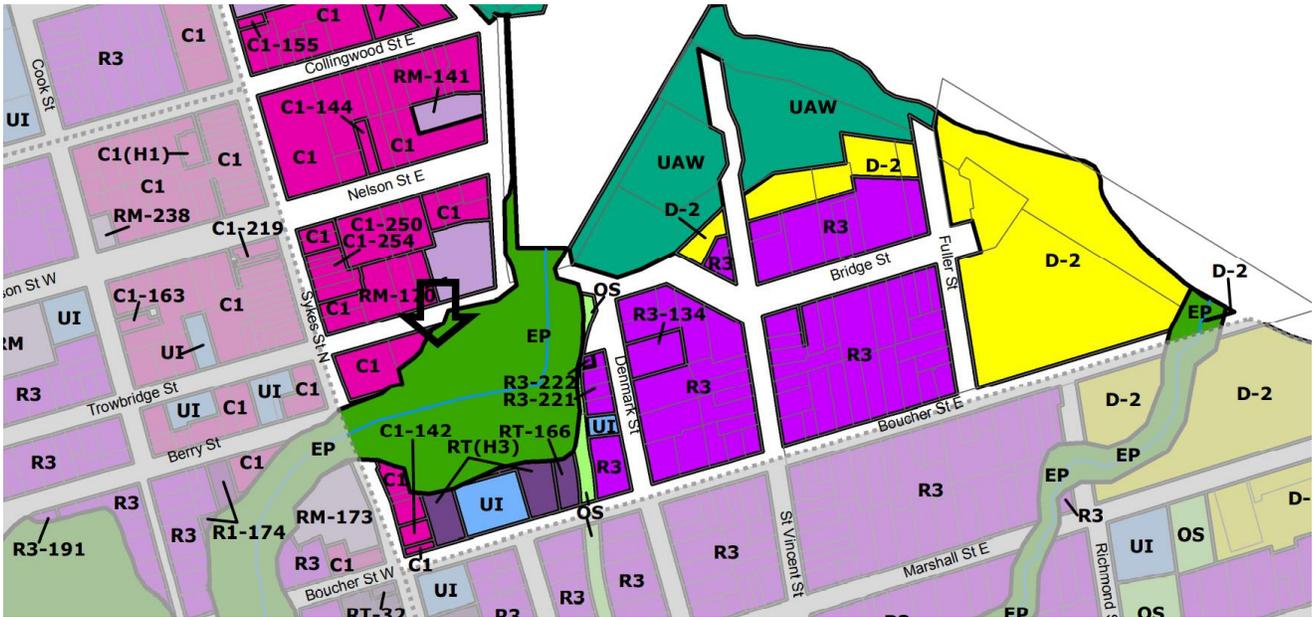


Figure 11 – Zoning By-Law 60-2009 Schedule B Map 9 (Excerpt)

2.4 Transportation and Parking

The subject property is accessed from Trowbridge Street East, which is a two-lane local municipal road. As illustrated in **Figure 12**, on-street parking is currently available. There are also sidewalks on both sides of the street across the frontage of the subject property.



Figure 12 – Existing Road Configuration

3. Development Proposal

The development proposal has been prepared on the basis of the subject property being located within the flood fringe of the Two-Zone Floodplain Concept. This approach involves the incorporation of an appropriate level of flood proofing to satisfy the standards of Grey Sauble Conservation Authority, Grey County and Municipality of Meaford. This approach is consistent with the polices of section 3.1 of PPS 2020.

The development proposal involves the construction of a five-storey residential condominium building with a two-level below grade parking structure. The site plan, cross-section and ground floor plan from the architectural drawing set are included in **Appendix A**. The following are the key site statistics for the proposal:

- 13,371.55 m² (143,930 ft²) total gross floor area (GFA);
- 103 residential dwelling units;
- 131 parking spaces;
- Maximum building height: 19.85 metres;
- Lot coverage: 43.1%.

It is important to note that the proposed maximum building height is significantly impacted by the proposed floodproofing measures, which result in the ground floor elevation being situated above street level. This is

illustrated in the cross-section provided in the drawing package. It is possible that this elevation and building height may be modified through the development approvals process as the design details are finalized.

This is an infill residential intensification of a vacant property that harmoniously balances the objectives of its site context within the downtown core and Primary Settlement Area with the objectives of protecting and preserving the adjacent Hazard Lands and Bighead River.

The development proposal requires the following land use planning applications:

- Amendment to the Meaford Official Plan to amend the Two-Zone Floodplain Policy to permit the development proposal; and
- Amendment to Meaford Zoning By-Law 60-2009 to designate the subject property Downtown Commercial (C1), to permit ground floor residential uses, and to establish the maximum building height.

4. Land Use Planning Policy Analysis

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement is issued under the authority of section 3 of the Planning Act and came into effect on May 1, 2020. The following statements are provided in Part II of the PPS: *In respect of the exercise of any authority that affects a planning matter, section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government “shall be consistent with” this Provincial Policy Statement.*

The following are key principles set out in the Preamble (Part I):

- The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.
- Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.
- Municipal official plans are the most important vehicle for implementation of this Provincial Policy Statement and for achieving comprehensive, integrated and long-term planning. Official plans shall identify provincial interests and set out appropriate land use designations and policies.

- Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement.

Figure 13 includes a policy matrix of the summarizing the relevant policies of PPS 2020.

Figure 13 – PPS 2020 Policy Matrix

Policy Section	Policy Details
Definitions (Section 6.0)	<p>Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.</p> <p>Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.</p>
The Vision for Ontario’s Land Use Planning System (Part IV of PPS 2020)	<ul style="list-style-type: none"> • Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. • Efficient development patterns optimize the use of land, resources, public investment in infrastructure and public service facilities. • Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change. • Strong communities, a clean and healthy environment and a strong economy are inextricably linked. Long-term prosperity, human and environmental health and social well-being should take precedence over short-term considerations.
1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns	<p>1.1.1 Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient

	<p>expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>
<p>1.1.3 Settlement Areas</p>	<p>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> 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. <p>1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>
<p>1.4 Housing</p>	<p>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities; b) permitting and facilitating: <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

	<p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting 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;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>
<p>1.6.7 Transportation Systems</p>	<p>1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>
<p>1.8 Energy Conservation, Air Quality and Climate Change</p>	<p>1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</p> <p>c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;</p> <p>d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;</p> <p>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</p> <p>g) maximize vegetation within settlement areas, where feasible.</p>
<p>3.0 Protecting Public Health and Safety</p>	<p>3.1 Natural Hazards</p> <p>3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:</p> <p>a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;</p> <p>b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and</p> <p>c) hazardous sites.</p> <p>3.1.2 Development and site alteration shall not be permitted within:</p> <p>a) the dynamic beach hazard;</p>

	<p>b) defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);</p> <p>c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and</p> <p>d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.</p> <p>3.1.4 Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:</p> <p>a) in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications;</p> <p>or</p> <p>b) where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.</p> <p>3.1.6 Where the two zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry.</p> <p>3.1.7 Further to policy 3.1.6, and except as prohibited in policies 3.1.2 and 3.1.5, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:</p> <p>a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;</p> <p>b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;</p> <p>c) new hazards are not created and existing hazards are not aggravated; and</p> <p>d) no adverse environmental impacts will result.</p>
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It is my opinion that the development proposal and required development applications are consistent with and/or do not conflict with the applicable policies of PPS 2020 on the following basis:

- The proposal represents intensification of an under-utilized property in the downtown core and Primary Settlement Area, rather than a greenfield or new community;

- The density, intensity and efficiency of land use on the subject property will be increased in a manner that is compatible with the character of the surrounding community and is consistent with objectives for transit-supportive development and active transportation;
- The proposal will make more efficient use of existing municipal infrastructure, including water and sewer services, transit and cycling infrastructure, without requiring additional municipal investment in this infrastructure;
- The Municipality will incur no costs to provide the required services and infrastructure to support the development;
- The proposed residential building will increase the range of housing options available in the community in terms of form, variety and tenure;
- The proposed parking ratio aligns with objectives for reduced transportation reliance on private automobile through modal shift to transit, cycling and walking;
- The development proposal significantly intensifies and increases the number of people living in the community and provides a parking ratio that balances demand against these objectives for development that supports transit and active transportation;
- Principles of sustainable development and environmental protection, enhancement and preservation will be supported through the proposed building and site design, including protection of the existing Hazard Lands on and adjacent to the subject property; and
- While the subject property is located on and adjacent to Hazard Lands and along a floodway, the Municipality has applied a Two-Zone Approach and determined that the area within which the development proposal is situated is designated *flood fringe* and is appropriate for development and the risk to public safety is minimal, with the appropriate form and level of flood proofing.

4.2 Grey County Official Plan

Figure 14 summarizes the relevant policies of the Grey County Official Plan that guide development and land use on the subject property. The Meaford Official Plan provides more detailed policies for land use and development, but must conform with the upper tier policies of the Grey County Official Plan.

Figure 14 - Grey Plan Official Plan Policy Matrix

Policy Section	Policy Details
9.18 Definitions	INTENSIFICATION: means the development of a property, site or area at a higher density than currently exists through: 1) Redevelopment, including the reuse of brownfield sites; 2) The development of vacant and/or underutilized lots within previously developed areas; 3) Infill development; and 4) The expansion or conversion of existing buildings.
1.4.1 Our Opportunities:	1) Aging Demographics - The population of Grey County is growing. One of the more prominent demographic trends in the area is population aging. When compared to provincial statistics, the median age within Grey County is older. This represents a

	<p>planning opportunity for the community, where the County needs to consider an age-friendly approach to development, design, and decision-making.</p> <p>2) Supporting Young Families, Youth and Newcomers - We need to consider the reasons why we have fairly high out-migration of youth and the implications this may have on our community in the future. The needs of our youth and young families must be valued to ensure we improve population retention. Newcomer attraction will be key in addressing our workforce needs. It will be important to consider how we can accommodate the needs of those who migrate to Grey County in the future. A few of these needs include attainable housing, recreation, and childcare. Our planning approach intends to be inclusive, with the hopes of better informing how we build environments that provide for youth, young families, and newcomers to the area.</p> <p>7) Challenges of Affordability - Housing prices are an ongoing challenge in most communities in Ontario, as they continue to fluctuate and generally increase. Policy makers, government officials, developers and other stakeholders in community development need to prioritize housing affordability in Grey County. Some of the opportunities to do so include housing intensification, secondary dwelling units in existing homes and mixed use development.</p> <p>8) Complete Communities - It is important to design and build our communities to support people’s needs by providing equitable and convenient access to an appropriate range of services, infrastructure and facilities. Complete communities are about providing:</p> <ul style="list-style-type: none"> • A mix of employment opportunities • Local services • A full range of housing • Access to public transportation and active transportation opportunities, and • Community infrastructure such as affordable housing, schools, recreation and open space for our residents. <p>It is about creating complete communities to support people’s daily needs for all age groups. Complete communities encompasses place-making that creates livable communities by providing an identifiable character, a sense of place and a high quality of life.</p> <p>10) Natural Environment and Cultural Heritage - The natural and cultural environments are important aspects to Grey County and are reasons why many people value this area. We need to protect our natural and cultural environments to benefit future generations, as they serve as important components to the County’s rich biodiversity and culture. It is necessary to promote activities and development that work well with the landscape and support the tourist industry.</p>
<p>3.3 Settlement Area Land Use Types</p>	<ul style="list-style-type: none"> • Growth within the County needs to be managed to minimize adverse effects on the natural heritage system, heritage resource features, and agriculture and be phased to coincide with the availability of appropriate types and levels of services. • The protection of existing investments in infrastructure by maximizing their use, where possible, is desired. This is why the polices of this Plan position settlement areas as the focus of urban growth and encourage appropriate development in all municipalities.

	<ul style="list-style-type: none"> • Development that does not negatively impact natural resources and is compatible with surrounding land uses is promoted. • Policies of this Plan will promote development forms and patterns which minimize land consumption and servicing costs. This will help ensure development is compact in form and promotes the efficient use of land and provision of water, sewer and transportation, and other services. • It will be important to encourage the development of mixed use settlements and to create healthy, sustainable communities.
<p>3.4 General Policies Affecting Settlement Area Land Use Types</p>	<p>1) In order to support achieving the growth allocation targets established in Table 2, this Plan sets an overall intensification target for new growth at 15%. Table 6 establishes residential intensification targets for Primary and Secondary Settlement areas within local municipalities. Intensification is defined in Section 9.18 of this Plan.</p> <p>4) Local official plans and/or secondary plans should allocate land use types or sufficient land area to accommodate development potential for a minimum of ten years to a maximum of 20 years.</p> <p>6) Development within growth areas should occur adjacent to the existing built-up area and will have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities.</p> <p>14) It is a policy of this Plan that development of communities occur with a wide range of housing types, including detached, semi-detached, townhouse, and apartment units, be provided, along with a mix of affordable housing, including second units and special needs housing, range of alternative locations, forms and densities of housing, and price ranges to meet a variety of housing needs. Targets in relation to this objective are stated in Section 4.1 of this Plan. Local municipal official plans and zoning bylaws must facilitate the provision of a range of housing types and affordable housing.</p> <p>15) Development within the built-up areas may be of higher density to achieve the policy directives of this Plan but should be compatible with adjacent residential areas. The local municipalities may explore means to ensure compatibility through measures such as transitional densities, built form, and land uses.</p> <p>16) Settlement form and building design must consider conservation in energy, water and wastewater management, the current use or eventual introduction of public transit, the integration of paths and trails, bicycle routes, a compact and convenient design which encourages walking, the incorporation of natural heritage features and areas, public safety including the impact on crime prevention, and the preservation of public access to shorelines.</p> <p>17) Local municipalities are encouraged to preserve and revitalize traditional main streets, downtowns, and commercial areas. Renewed investment is encouraged in downtowns to support retention and development of retail, personal service, office, entertainment, tourism and specialty shopping activities to meet local, regional, and tourist needs. The viability of the downtown should be reinforced through continued efforts that provide a mix of residential, institutional, and community activities, and the development of riverfront, or Bay front and downtown as a tourist destination.</p> <p>20) To accommodate growth within settlement areas, intensification (Section 3.4.1) should be considered prior to considering comprehensive reviews (Section 3.4.2) and municipal boundary restructuring (Section 3.4.3).</p>
<p>3.5 Primary Settlement Areas</p>	<p>Primary Settlement Areas are areas suitable for high intensification targets, public</p>

	<p>transit services, and have full municipal services. Municipalities with primary settlement areas will, in their official plans, identify and plan for intensification within these areas.</p> <p>The development of high quality urban form and open public spaces within these areas is also encouraged through site design, and urban design standards, to create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive.</p> <p>5) For the City of Owen Sound and the Town of Hanover, it is recommended that a minimum development density of 25 units per net hectare will be achieved for 36 new development. For all other Primary Settlement areas, a minimum development density of 20 units per net hectare will be achieved for new development. The County encourages new development to be of a form and density which is supportive of future transit needs in accordance with the Province’s Transit Supportive Guidelines, or to develop similar municipal guidelines that achieve the same objective</p> <p>6) Intensification opportunities are strongly encouraged within Primary Settlement Areas. Municipalities must develop and adopt intensification strategies to ensure that the residential intensification targets identified in Section 3.4.1 of the Official Plan are met. Intensification strategies in Primary Settlement Areas shall enable:</p> <ul style="list-style-type: none"> a) Brownfield redevelopment; b) ‘As-of-right’ permissions in official plans and zoning by-laws for second units (see Section 4.2.5); c) The development of vacant and/or underutilized lots within previously developed areas; d) The expansion or conversion of existing buildings. <p>New construction through intensification should occur in a manner that takes into account the existing built and physical environment and is compatible with the surrounding land uses.</p>
<p>4.1 Housing Policy</p>	<p><u>Supply</u></p> <p>The County will ensure that residential growth can be accommodated for a minimum of 10 years through residential intensification, redevelopment and if necessary, lands which are designated and available for new residential development.</p> <p>Municipalities must maintain land with servicing capacity sufficient to provide at least a three year supply of residential units available through: lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</p> <p><u>Variety</u></p> <p>The County will aim to provide a variety of housing types to satisfy the present and future social, health, safety, and well-being requirements of residents. In doing so, we</p>

	<p>want to prioritize housing accessibility and affordability.</p> <p>This plan encourages housing opportunities that address the needs of seniors and persons with physical, sensory, and mental health disabilities. We want people to be able to remain in a neighbourhood as housing needs change over time. It will be important to consider experimental housing types (i.e. life lease, cooperative housing, or “life-style” communities). These neighborhoods and facilities should be oriented as being age-friendly and encouraged within urban settings with appropriate services.</p> <p>New residential developments will be promoted at densities which efficiently use available servicing (subject to Section 8.9) and are appropriate to site conditions and existing patterns of development.</p> <p><u>Residential Intensification</u></p> <p>This Plan contains policies encouraging intensification mainly in Primary Settlement Areas but also, to a lesser extent to Secondary Settlement Areas. The strategic approach to intensification intends to retain small town character and revitalize downtown areas through:</p> <ol style="list-style-type: none"> 1) Supporting increased densities in newly developing areas with a broad mix of housing types and integrated mixed-use developments, accessible housing and integrated services, and housing forms; 2) Facilitating intensification in all areas within settlement areas including adaptive re-use or redevelopment of sites that previously had development and underutilized lands; 6) Encouraging intensification which results in new rental accommodation; 9) Directing development to be cost effective, environmentally sound, sustainable, and compatible with existing uses; 10) Ensuring adequate infrastructure is, or will be, established to serve the anticipated development.
<p>7.2 Hazard Lands</p>	<p>Hazard Lands include floodplains, steep or erosion prone slopes, organic or unstable soils, poorly drained areas, and lands along the Georgian Bay shoreline. These lands can be impacted by flooding, erosion, and/or dynamic beach hazards or have poor drainage, or any other physical condition that is severe enough to pose a risk for the occupant, property damage, or social disruption if developed. While these lands are intended to be regulated so as to avoid natural hazards, they also contribute to the natural environment within the County. New development shall generally be directed away from Hazard lands.</p> <ol style="list-style-type: none"> 4) Development and site alteration is not permitted within the floodway portion of the floodplain or defined portion of the dynamic beach. The floodway is the entire floodplain, unless the Two-Zone Concept is in use. 5) Implementation of the existing Two-Zone Concept or Floodplain Special Policy Area is subject to the following: <ol style="list-style-type: none"> a) The Two-Zone Concept shall continue to be used for the Saugeen River floodplain on Lot 56 to 59 inclusive, Concession 2 E.G.R., (Glennelg Township)

	<p>Municipality of West Grey, with the floodway being the 100 Year floodplain and the flood fringe being the outer portions of the Regional Storm floodplain. Appropriate development may be permitted in the flood fringe provided suitable flood damage reduction measures are undertaken to protect against Regional Storm flooding. Development and site alteration within the floodway, flood fringe or Regulated Area requires the approval of the conservation authority, in addition to any other applicable approvals.</p> <p>b) Implementation of a new two-zone concept will be done through a municipal official plan amendment</p> <p>6) Placing, removing, or re-grading fill material of any kind, whether originating on the site or elsewhere, is not permitted without written approval of the appropriate conservation authority in Hazard Lands.</p> <p>7) Certain public or private works which, by their nature, must locate within Hazard Lands shall be permitted to do so. These works include flood and erosion control, drainage, water works, those directly required for the management or maintenance of the natural environment, and other necessary works of approved design.</p> <p>8) Replacement of existing buildings or structures may be permitted if the hazard risk does not increase from the original condition, and the feasibility of re-locating the buildings or structures outside of the hazard areas has been assessed.</p> <p>9) In the Hazard Lands land use type development and site alterations will only be considered if all of the following can be satisfied:</p> <ul style="list-style-type: none"> a) The hazards can be safely addressed and new hazards are not created or existing ones aggravated; b) No adverse environmental impacts will result. The County, in consultation with the conservation authority, may require an environmental impact study to be prepared at the proponent’s expense, in accordance with this Plan; c) Vehicles and people have a way of safely entering and exiting at all times; d) The development does not include: <ul style="list-style-type: none"> i. Institutional uses including hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of flood proofing measures or protection works, or erosion; or ii. Emergency services such as that provided by fire, police, and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of flood proofing measures and/or protection works, and/or erosion; or iii. Involve hazardous substances, and their disposal, manufacture, treatment or storage of. e) The advice or approval where required, of the appropriate conservation authority shall be obtained. The County and the conservation authority will consider the mitigation of effects on vegetation, wildlife and fishery resources, and the natural features of the site. f) There is no feasible location for the development outside of the Hazard Lands land use type
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It is my opinion that the development proposal meets the definition of *intensification* in that it represents development of a vacant and underutilized lot in the downtown core and Primary Settlement Area. The proposal also represents infill development that makes more efficient use of land and existing municipal services and infrastructure. The proposal will balance intensification and growth with the Hazard Lands and Environmental Protection policies of the Grey County Official Plan by ensuring that the proposed site alteration does not result in adverse impacts to the Hazard Lands on and adjacent to the subject property, and appropriate flood mitigation measures are implemented. Specifically, the development proposal and required land use planning applications conform to the applicable policies of the County of Grey Official Plan on the following basis:

- Increasing the range of housing options available in the community in terms of type, size and tenure to support the demographic range from young families, youth and newcomers to the aging population, to ensure residents of all ages are able to remain in the community;
- Supporting and making more efficient use of existing municipal services and infrastructure;
- The proposal represents an increase in the number and variety of residential dwelling units in the community, in particular the downtown core area that is supported by shopping, services, sidewalks and other pedestrian infrastructure;
- The increase in density on the property aligns with County objectives for development that supports transit and active modes of transportation;
- The proposed density and form of use is appropriate given the location of the subject property in the downtown core area and its context within the Primary Settlement Area;
- The proposal will increase the number of residents living in close proximity to the economic and business centre of the community, which will support objectives for growth and revitalization of this area;
- Balancing growth and development with protection of the adjacent natural heritage features and the location of the subject property within Hazard Lands and an Inlet Protection Zone;
- A considerable level of attention has been given to ensuring the proposed building incorporates a high level of design and aesthetics, as well as sustainable building elements;
- The development proposal will be compatible with the surrounding land uses through a combination of the following:
 - High quality architectural design that respects and reinforces the existing community character;
 - Buffers provided by natural environmental features and physical separation from lower density uses;
 - Uses surrounding the property are predominantly commercial or mixed use rather than low density residential;
 - Screening of on-site parking and vehicular circulation areas from the public realm.

- The development proposal will significantly increase the number of people living in the downtown core area with residential density and a level of parking that encourages reduced reliance on private automobiles. This increased density will support objectives for transit-supportive development and active modes of transportation;
- The proposal incorporates parking in a below grade parking structure to make most efficient use of the lands and mitigate the adverse impacts of surface parking on drainage, natural areas and urban design;
- The development proposal will support the County’s residential growth targets through redevelopment and intensification of an under-utilized property in the Primary Settlement Area; and
- The proposed residential development will make more efficient use of land, municipal services and infrastructure while supporting municipal financial stability.

A substantial portion of the subject property, as well as the surrounding area, is designated Hazard Lands due to its proximity to the floodplain for Bighead River. However, the development proposal is appropriate for the subject property under this section of the Grey County Official Plan for the following reasons:

- The Two-Zone Concept has been implemented on the subject property and the limits of the development proposal are generally within the identified *flood fringe*;
- Development of the property will incorporate appropriate measures to mitigate flood damage associated with Regional storm flooding and the site alteration associated with the development proposal;
- The required approvals will be obtained from the Conservation Authority, County and Municipality to ensure that development of the subject property does not adversely impact the Hazard Lands before any site alteration occurs; and
- The subject property is located within a prominent location in the downtown core and a Primary Settlement Area and is an appropriate site to be developed within the context of these Hazards Lands.

4.3 Municipality of Meaford Official Plan

Figure 15 includes a matrix analyzing the proposal against the applicable policies of the Meaford Official Plan.

Figure 15 - Meaford Official Plan Policy Matrix

Policy Section	Policy Analysis
<p>A2.1 The Natural Environment</p> <p>. A2.1.1 Goal</p> <p>It is a goal of this Plan to protect and enhance significant natural</p>	<p>The development proposal conforms to these policies on the following basis:</p> <ul style="list-style-type: none"> • The Environmental Protection and Hazard Land areas on and surrounding the subject property will be

<p>heritage features and functions in the Municipality and to support the rehabilitation of those that have become degraded.</p> <p>A2.1.2 Strategic Objectives</p> <ol style="list-style-type: none"> 1. To ensure that the protection of significant environmental features and their associated ecological functions takes precedence over the development of such lands. 2. To ensure that an understanding of the natural environment, including the values, opportunities, limits and constraints that it provides, guides land use decision-making in the Municipality. 3. To make planning decisions that contribute to the protection, conservation and enhancement of water and related resources on an integrated watershed management basis with particular focus on the protection of ground water recharge areas, cold water streams, lakes and other surface waters for their habitat, recreational, ecological and drinking water benefits. 4. To make planning decisions which discourage the loss or fragmentation of significant woodland features and the habitats and ecological functions they provide. 5. To prohibit changes to the water quality and hydrological and hydrogeological characteristics of watercourses, lakes, aquifers and wetlands and to restrict development that will negatively impact the critical functions and processes of these features. 6. To make planning decisions which aim to prevent the loss or fragmentation of Provincially Significant Wetlands and Areas of Natural and Scientific Interest and the habitats and ecological functions they provide. 7. To discourage further large-scale development serviced by private sewage disposal systems. 8. To encourage the establishment of an open space system that links environmental and recreational resources both within and beyond the boundaries of the Municipality as part of the development of a Natural Heritage/Recreational Strategy. 9. To make planning decisions that contribute to the protection of air quality and the minimization of air-born contaminants. 	<p>appropriately managed through the development approvals process, including demonstrating to the satisfaction of the Municipality of Meaford and Grey Sauble Conservation Authority, that the development proposal can be accommodated;</p> <ul style="list-style-type: none"> • The development approvals will include approval of the Two-Zone Concept to ensure appropriate flood damage mitigation measures are implemented as part of the proposal. Moreover, the development limits generally fall within the <i>flood fringe</i> of the Two Zone Floodplain Area.
<p>A2.2 Growth and Settlement</p> <p>A2.2.1 Goal</p> <p>It is a goal of this Plan to direct most forms of development to the urban area where full sewer and water services are available.</p> <p>A2.2.2 Strategic Objectives</p> <ol style="list-style-type: none"> 1. To direct the majority of new residential and employment 	<ul style="list-style-type: none"> • The subject property is located within the downtown core area within a Primary Settlement Area. • The proposal will make more efficient use of existing municipal services and infrastructure, including sidewalks and pedestrian amenities. • The increase in population density will support transit objectives and active modes of transportation. • The infill residential development will increase the range of housing options in the community, particularly the Primary Settlement Area intended to accommodate a significant portion of growth and

<p>growth to the urban area, where full municipal services and other community facilities exist.</p> <p>9. To encourage development having location, density and connectivity that supports and enhances active and alternative modes of transportation.</p> <p>10. To encourage the maintenance of integrated affordable housing in the Municipality, ensuring there are a range of alternative locations, forms and densities of housing and price ranges for all residents.</p>	<p>development in the Municipality.</p>
<p>A2.2.4 Intensification Targets</p> <p>Intensification means the development of a property, site or area at a higher density than currently exists. It is achieved through redevelopment, including the reuse of brownfield sites; the development of vacant and/or underutilized lots within previously developed areas; infill development; and, the expansion or conversion of existing buildings. Generally, new construction through intensification should occur in a manner that takes into account the existing built and physical environment and be sympathetic in form.</p> <p>Primary Settlement Area (Urban Area of Meaford):</p> <p>In order to support achieving the growth targets identified in A2.2.3, this Plan establishes that as a minimum target, 10% of new growth in the primary settlement area of Meaford is to be achieved through intensification. Further, an overall average development density of 20 units per hectare shall be achieved for new development within the Urban Area.</p> <p>Based on the existing form of the Urban area, opportunities for intensification vary. In the Downtown Core Commercial Area it is anticipated that infill and redevelopment will provide for medium to high density residential intensification by way of mixed-use proposals. In the Urban Special Policy Areas it is anticipated that intensification will occur by way of comprehensive redevelopment of the lands in accordance with Section B1.8 of this Plan.</p>	<p>The development proposal represents infill residential intensification of a vacant/under-utilized property within the Downtown Core Area and the Primary Settlement Area. The proposal will support the Municipality in achieving its intensification objectives for the overall Urban Area.</p>
<p>A2.2.5 Housing</p> <p>It is a policy of the Municipality of Meaford to encourage a wide variety of housing by type, size and tenure to meet projected demographic and market requirements of current and future residents of the Municipality. The Municipality generally supports:</p> <ul style="list-style-type: none"> • Intensification and redevelopment, primarily within 	<p>The development proposal conforms to the Official Plan objectives for housing on the following basis:</p> <ul style="list-style-type: none"> • The variety of housing options in the area will be increased, including the type, size and tenure of units; • The development will intensify an existing property within the Primary Settlement Area that already benefits of existing municipal services and infrastructure;

<p>Settlement Areas, and within other areas where an appropriate level of physical and social services are available.</p>	<ul style="list-style-type: none"> The proposed dwelling units are located in an area with convenient access to shopping, services and amenities of the downtown core area.
<p>A2.3 Urban Character</p> <p>A2.3.1 Goal</p> <p>It is a goal of this Plan to protect and enhance the character of the existing urban area.</p> <p>A2.3.2 Strategic Objectives</p> <ol style="list-style-type: none"> To maintain and enhance the urban area as a diverse, livable, healthy, clean, safe, thriving and attractive community. To protect and enhance the 19th century character of the urban area wherever possible. To respect the character of existing development and ensure that all applications for development are compatible, in terms of built form, with the character, size and massing of adjacent buildings and the adjacent neighbourhood. To encourage the intensification and use of the lands within the downtown core and to make every effort to improve the economic health of the core by encouraging redevelopment and the broadest mix of compatible uses. To maintain and enhance the character and stability of existing and well established residential neighbourhoods by ensuring that development and redevelopment is compatible with the scale and density of existing development. To ensure that all urban streets in the Downtown area are defined by buildings and public spaces wherever possible and appropriate. To ensure that new development areas are integrated into the fabric of the existing community. To encourage the development of neighbourhoods which are compact, pedestrian-friendly and provide a mix of housing types, community facilities, small-scale commercial centres and open spaces. To provide community facilities that are safe, visible and accessible to residents in each neighbourhood. To foster a sense of civic identity through a high standard of urban design in all future development that considers: <ul style="list-style-type: none"> the appropriate integration of the design of public and private spaces; a high degree of visual diversity and aesthetic quality; a well-defined public realm, including an interconnected open space network; the sensitive integration of new development with 	<p>The development proposal will enhance the character of the existing urban area in the downtown core in the following ways:</p> <ul style="list-style-type: none"> Revitalizing a vacant/under-utilized property through infill residential intensification; The increased height and density of the residential development will be buffered from surrounding land uses by physical separation and natural environmental features; Increasing the number of residents living within walking distance of the downtown core in order support and enhance the economic vitality of this important area; The proposed building will be oriented toward Trowbridge Street and all parking will be located below grade and screened from the public realm; The proposal will increase the overall population density of the downtown core and overall community to support transit and active modes of transportation.

<p>existing development; and,</p> <ul style="list-style-type: none"> • a pedestrian oriented development pattern. <p>11. To properly plan the entrances along Highway 26 into the Meaford urban area to ensure that they serve as desirable gateways into the urban area.</p>	
<p>A2.9 Sustainable Development</p> <p>A2.9.1 Goal</p> <p>It is the goal of this Plan to promote and encourage sustainable forms of land use and development.</p> <p>A2.9.2 Strategic Objectives</p> <ol style="list-style-type: none"> 1. To minimize Meaford’s ecological footprint and the impacts of growth by ensuring that all new development is based on the principles of sustainable development. 2. To promote the use of leading edge sustainable development and energy conservation policies designed to reduce greenhouse gas emissions. 3. To provide human and social services, that are within the Municipality’s scope of responsibility, and which support Meaford as a complete community where people of all ages, backgrounds and capabilities can meet their needs throughout the various stages of their lives. 4. To reduce the per-capita consumption of energy, water, land and other non-renewable resources. 5. To promote practices which conserve water, and protect or enhance water quality. 6. To promote a compact urban form and develop an energy-efficient mix of land uses, where appropriate, to provide liveable, healthy communities. 7. To encourage reductions in the use of private automobiles by promoting active transportation and the use of Transportation Demand Management measures, such as public transit, cycling and walking. 8. To encourage efficient site design, and building design and construction techniques that minimize space heating and cooling energy consumption, and encourage the upgrading/retrofitting of existing buildings and facilities. 9. To support land use and development patterns that minimize adverse impacts on air quality. 	<p>The development proposal will conform to these objectives on the following basis:</p> <ul style="list-style-type: none"> • The proposal will make more efficient use of existing land in the urban area and available municipal services and infrastructure; • The number of residents living within walking distance of the downtown core will be increased, which will support active modes of transportation and less reliance on the private automobile; • The proposal makes efficient use of the developable area of the subject property by incorporating parking into a below grade structure rather than through surface areas; • The Hazard Lands and Environmental Protection Areas will be preserved and protected to ensure their functions are maintained by restricting development to the <i>flood fringe</i> of the two-zone floodplain concept; • The overall increase in population density supports objectives for future transit growth and reduction in reliance on private automobiles.
<p>B1.3 Downtown Core Commercial</p> <p>B1.3.1 Objectives</p> <p>It is the intent of this Plan to:</p>	<p>The development proposal conforms to the policies and objectives of the Downtown Core Commercial area in the following ways:</p> <ul style="list-style-type: none"> • Supporting the downtown core as a focus of growth

- maintain and promote Downtown Meaford as the focal point for commerce and hospitality in the Municipality;
- encourage the development of a mix of uses to enhance the character of the Downtown;
- encourage streetscape and façade improvements that revitalize the cultural and historic character of the Downtown;
- further enhance the Downtown so it continues to be a source of pride in the region;
- improve visual, economic and pedestrian connections between the Downtown and the Meaford Harbour to create a unified central area.

B1.3.3 Permitted Uses

Permitted uses in the Downtown Core Commercial designation include:

- **Residential uses (except single detached, semi-detached and duplex dwellings);**

B1.3.4 The Vision for the Downtown Core Commercial Area

It is the intent of this Plan that the Downtown continue to function as the focal point for commerce and hospitality in the Municipality, accommodating a diverse mix of commercial, residential, cultural and social uses and opportunities. It is a policy of this Plan that the scale and location of new development in the Downtown maintain and/or enhance the existing character of the Downtown. This will be accomplished by encouraging:

- a) the development of diverse, compatible land uses in close proximity to each other;
- b) the maximum use of existing buildings in the Downtown to accommodate a wide range of uses, with an emphasis on using upper level space for offices, residential and accommodation uses;
- c) the establishment and maintenance of a streetscape that is geared to the pedestrian;
- d) the preservation and enhancement of the cultural and historic features that exist in the Downtown; and,
- e) partnerships and collaboration between the Municipality and service delivery groups such as the Downtown BIA, the Chamber of Commerce and/or a Local Architectural Conservation Advisory Committee.

and intensification, including increasing the number of residents living within walking distance of existing businesses and services;

- The built form character on the subject property will be improved by bringing high quality building façade to the street edge to frame Trowbridge Street and provide a quality pedestrian environment;
- Enhancing quality and character of built form between the downtown core and the harbour;
- The proposed residential building is a permitted use that will be compatible with the surrounding mixed use and commercial buildings and will have no impact on low density residential or other sensitive areas;
- The proposed parking supply will be located in a below grade parking structure that screens the parking area from public view while providing convenient access to Trowbridge Street.

<p>B1.3.5.4 Residential Uses on Side Streets</p> <p>New free-standing multiple unit buildings, apartments as well as small-scale inns and bed and breakfast establishments are permitted at street level on side streets within the Downtown Core Commercial designation, however, ground floor commercial uses are strongly encouraged along Nelson Street east of Sykes Street and along Bayfield Street between Trowbridge and Parker Streets. Such uses are permitted, subject to a rezoning and site plan approval, provided Council is satisfied that:</p> <ul style="list-style-type: none"> a) the proposed use will enhance urban life; b) parking areas for the use are generally not located at the front of the building; c) the proposed use is pedestrian in scale; d) the building is designed to blend in and complement adjacent buildings; and, e) the use does not undermine the objectives of the Urban Area Waterfront designation. <p>B1.3.5.5 Parking</p> <p>Where a new use cannot accommodate the Municipality's parking requirement, the Municipality may accept cash-in-lieu where the parking can be reasonably accommodated on the street or off-site.</p>	
<p>Part C – Environmental and Groundwater Management Policies</p> <p>C1 Objectives</p> <p>It is the intent of this Plan to:</p> <ul style="list-style-type: none"> • recognize and protect all significant rivers and streams and other bodies of water in the Municipality from development that may have an impact on their function as an important component of the natural heritage system; • ensure that development does not occur on lands that are unstable or susceptible to flooding; • ensure that development does not occur on hazardous slopes; • protect the quality of water available for drinking water purposes. • ensure that the integrity of the municipality's watersheds are maintained or enhanced; • identify what is required to support an application for development in an area that is considered to be environmentally sensitive; and, 	<ul style="list-style-type: none"> • The development proposal has been prepared to reflect and respect the existing Hazard Lands and Environmental Protection Areas on and surrounding the subject property. • Appropriate flood proofing measures are proposed to mitigate flood damage and risk to public health. • The subject property is located within the flood fringe of the Two-Zone Concept Area. • The development approvals process will confirm that the level of flood protection to the flood fringe is provided.

- identify what information is required to support an application that may have an impact on the hydrogeological resources of the Municipality.

C3 Floodplain Planning

It is the intent of this Plan that no development or site alteration be permitted within the floodplain of a river or stream system in accordance with the one-zone concept. Most floodplains are contained within an Environmental Protection Zone in the implementing Zoning By-law. The intent of this policy is to minimize and eliminate any risks to life and property resulting from flooding. New development on vacant lots within the floodplain will not generally be permitted.

The following policies shall apply to development proposed on lands susceptible to flooding under regulatory flood conditions:

- a) Additions to existing buildings may be permitted subject to the approval of the Grey Sauble Conservation Authority, provided the addition will not cause a measurable reduction in flood conveyance capability and/or storage capacity or cumulatively affect the control of flooding, pollution or conservation of land. Further, the addition must not increase the risk to public safety or susceptibility to natural hazards and safe access must be available;
- b) Replacement of buildings or structures, other than those destroyed by flooding, may be permitted subject to approval by the appropriate authorities however the reconstruction of buildings or structures in areas of significant risk within a floodplain is not permitted; and,
- c) The construction of above grade parking lots and access roads may be permitted, subject to the approval of the appropriate conservation authority, provided safe access requirements can be met.

In order to implement the objectives of this Plan, all lands within an identified floodplain shall be included within an Environmental Zone in the implementing zoning by-law and an EIS is required for any development proposal in the Environmental Protection Zone.

C3.1 Two-Zone Floodway – Flood Fringe Concept

Notwithstanding the foregoing, a Two-Zone Floodway – Flood Fringe Concept may be applied to those lands located adjacent to the Bighead River from the Sykes Street Bridge to the inner harbour downstream of the Trowbridge Street Bridge and

<p>shown on Schedule A-1. Prior to approval of development or site alteration within the Flood Fringe, the applicant shall demonstrate that appropriate technical study has been undertaken - to the satisfaction of the Municipality, Conservation Authority and Ministry of Natural Resources – such study having been completed in accordance with all applicable guidelines and regulations and concluding that development of the lands meets the criteria of Policy 3.1.3 of the Provincial Policy Statement, as amended.</p>	
<p>D5 Height</p> <p>a. It is the intent of the Plan that high rise buildings shall not be considered conducive to the general character of development within the Urban Area of Meaford. The maximum height for buildings and structures in the municipality shall generally be eleven (11) meters, except for those structures which by their nature, such as barns, silos, antennae, water towers, require a greater height.</p> <p>b. Residential, commercial and industrial buildings shall generally not exceed three storeys.</p> <p>c. It is intended that a variety of building heights be encouraged in order to improve the visual effect, variety and community identify within the Urban Area. The height limitations specified under the Plan shall be considered maximum provisions however, the implementing Zoning By-law may provide for a range of lower height restrictions to establish the desired diversity for various zoning categories based on the indeed principle of development for neighbourhoods, commercial districts and industrial areas.</p> <p>d. In some cases the bonus zoning provisions of Section E1.1.1 may be considered to permit increased building heights under strict control. These provisions shall generally be applied in the Urban Area where Council deems a greater height is necessary and appropriate to accommodate a proposed development which maintains the general intent of this Plan. Bonus height provisions shall generally be restricted to a maximum of 15.5 meters and/or five (5) storeys.</p> <p>e. Along the Sykes Street corridor within the downtown core, the preferred height of new infill buildings is two to three (2-3) storeys to a maximum of four (4). The fourth storey shall be accommodated by stepping back the fourth floor exterior wall or sloping the roof with dormers. Developments that propose an additional fourth storey shall be reviewed on a case by case basis subject to compatibility and the bonus zoning provisions of Section E1.1.1.</p>	<p>The development proposal is for 5 storeys to balance density and efficiency of land use with land use compatibility and community character. The total building height is a function of the 5-storey design plus the floodproofing measures incorporated into the design that elevate the ground floor relative to street level. Therefore, the intent is to balance the objectives of residential intensification in the downtown core with appropriate floodplain and hazard land protection.</p> <p>The proposal will seek to implement the bonusing provisions of the Official Plan to achieve 5 storeys and 15.5 metres in height. However, this additional height will be compatible with the surrounding area for the following reasons:</p> <ul style="list-style-type: none"> • The building is located at Bighead River and will provide the greatest height in the downtown core, which represents the importance of intensification in this area of the Municipality; • The existing 3-storey buildings on the north side of Trowbridge Street will provide transition from the proposed development into the downtown core; • The building will step back above the fourth floor to mitigate the impact of the additional height on the surrounding area; • The surrounding land uses are predominantly commercial and mixed use in nature, which are less sensitive to the proposed height than low density residential.
<p>E1.1.1. Bonus Zoning</p>	<p>The development proposal will support the growth and intensification objectives of the Official Plan while mitigating</p>

<p>a. Council may pass a by-law in accordance with Section 37 of the Planning Act to authorize increases in the height of development otherwise not permitted in return for the provision of facilities, services or matters of public benefit as are set out in the by-law. It is the intent of the Plan that such Bonus Zoning will enable Council to achieve objectives for development above and beyond those that would otherwise be required by providing incentives to the developer.</p> <p>b. The developer may either develop to the standard zoning provisions or receive the height bonus for providing the additional identified matters, facilities or services that represent enhanced public benefit as stated in this Plan.</p> <p>c. The extent of the increase permitted under Bonus Zoning should be compatible with the scale and general amenity of the surrounding area. Any Bonus Zoning increase shall not exceed the limits imposed under this Plan, except as may be provided under paragraph (e). Specific provisions for height increases shall be restricted to those situations described in Section D5.</p>	<p>adverse environmental impacts associated with the Floodplain and Hazard Lands. The owner seeks to achieve the height of five storeys through these bonusing provisions.</p>
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4.4 Municipality of Meaford Zoning By-Law

It is recommended that Zoning By-Law 60-2009 be amended to change the zoning designation on the subject property from Commercial (C1) and Environmental Protection (EP) to Downtown Commercial (C1) on the entirety of the subject property. The C1 zone is appropriate given that it applies to the majority of lands in Downtown Meaford. The permitted uses include a wide range of retail and service-oriented uses and the zone standards are reduced to allow for the full build-out of properties in order to retain and encourage a compact urban form. However, apartment dwelling units are not permitted on the ground floor of the building.

Due to the location of the C1 zone in the downtown core area, the zoning regulations do not include standards for minimum lot frontage, minimum lot area, or front, rear and side yard setbacks. The applicable regulations to the development proposal include Maximum Height of 11.0 m (19.85 m proposed) and Minimum Required Parking of 1.25 spaces per unit (129 spaces); 131 spaces will be provided.

The proposed site plan shows that the required parking space and drive aisle dimensions will be provided in the below grade parking structure. Therefore, the Zoning By-Law Amendment is required for the following purposes:

- To apply the Downtown Commercial (C1) zoning to the limits of the development proposal;
- To modify the C1 zoning to permit a maximum height of 15.5 metres; and
- To permit ground floor residential units in the apartment building.

5. Conclusions

It is my opinion that the development proposal and required development approvals are appropriate for the subject property on the following basis:

- Consistency and/or lack of conflict with the applicable policies of the Provincial Policy Statement, 2020;
- Conformity to the applicable Grey County Official Plan objectives and policies; and
- Conformity to the applicable Meaford Official Plan objectives and policies.

Regards,



Michael Barton, RPP
President

Appendix A

Architectural Drawings

