



SHAPING GREAT COMMUNITIES

January 21, 2022

File No. 20199

Municipality of Meaford
Planning Department
21 Trowbridge Street West
Meaford, ON
N4L 1A1

Attention: Rob Voigt, MCIP, RPP
Director, Development Services

Margaret Potter, MCIP, RPP
Senior Planner

Dear Mr. Voigt and Ms. Potter

**Re: Skydevco
Municipality of Meaford - Responses to Second Submission ZBA Comments
Zoning By-law Amendment (Z04-21)
Fuller Street and Boucher Street East Redevelopment**

This letter and attached table are being provided as a comprehensive response to the correspondence received from the Municipality of Meaford on the Second Submission of the Zoning By-law Amendment Application (Z04-21) by Skydevco. Included with the Meaford correspondence was a matrix of 150 comments, and a joint County of Grey and Meaford response to seven (7) questions posed by Imagine Meaford. The following table provides the responses to the comments received from the Municipality of Meaford, Grey County, and the various commenting agencies and peer review consultants.

In addition, various documents have been revised and prepared in response to these comments, a full list of which is provided in the covering letter of this submission package. A number of comments will be suitably addressed in the future Site Plan Approval application and are noted as such. A collection of graphics and visuals have been prepared, which are located after the following response table.

We look forward to your continued review of this comprehensive third submission in support of the Zoning By-law Amendment application.

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If there are responses that require further clarification, we would be pleased to meet to discuss with you or your review team.

Sincerely,

A handwritten signature in black ink that reads "Chris Pidgeon". The signature is written in a cursive style with a large initial "C" and "P".

Chris Pidgeon, MCIP, RPP
President

Enclosures

No.	Reference	Tatham Engineering Comment	Consultant's Response
Site Plan prepared by SRM Architects Inc., dated September 2, 2021.			
1		Consultant is to verify turning movements for emergency vehicles, refuse removal vehicles etc. in the site plan as part of future engineering submissions.	The necessary 12 metre centreline radius required for emergency vehicle, deliver and waste vehicles will be provided for in the Detailed Site Plan Application.
2		Please indicate waste storage locations on the drawing.	Deferred to SPA.
3		Please indicate snow storage locations on the drawing.	Deferred to SPA.
4		A 5 m wide easement is labelled on the drawing. Please show the easement limits on the drawing.	Limits of Watermain easement have been added to drawing.
Functional Servicing and Stormwater Management Report prepared by WalterFedy, dated February 10, 2021			
5	Section 3.0	This section states the equivalent dwelling units were derived from the design guidelines of surrounding municipalities. Please be more specific and elaborate on which guidelines were used.	The section has been updated to reference the City of Barrie's design guidelines for equivalent population densities. The calculated equivalent dwelling units were used to verify average PPU counts and populations based on 2016 Census Profile for Meaford. This verification is provided in Appendix A to the revised Functional Servicing Report.
6	Section 3.0 Table II	Please clarify what assumption was used in the persons per equivalent dwelling unit for the Harmon peaking factor calculations.	Per Meaford WWTP Servicing Allocation, a single dwelling unit is noted to be equivalent to 2.4 ppu. The remainder of population is calculated based on equivalencies noted above. The calculation is provided in Appendix A to the revised Functional Servicing Report.
7	Section 4.2	The text should be revised to indicate the peaking factors are found in Table 3-1 of the MECP Design Guidelines for Drinking Water Systems.	Noted. The text has been updated accordingly.
8	Section 4.3 Table IV	Clarify the OBC proposed fire demand calculation in Table IV is intended to correspond to the three waterfront condominium townhouse buildings. If so, modify the building area and volume calculations to correspond to the values presented in the Building Data chart on Drawing SD0.1 prepared by SRM Architects, dated September 2, 2021.	The calculations have been updated to match statistics in the Building Data Chart prepared by SRM
9	Appendix B	Modify the floor areas in the fire flow calculations to correspond with the values presented in the Building Data chart on Drawing SD0.1 prepared by SRM Architects, dated September 2, 2021.	The calculations have been updated to match statistics in the Building Data Chart prepared by SRM

10	Section 4.4 Appendix B	Service sizing calculations have not been provided in Appendix B as indicated in Section 4.4. Please include these calculations in subsequent submissions.	Service sizing has been provided in Appendix B to the Functional Servicing Report.
11	Section 4.4	Individual townhouse units should be serviced with 19 mm diameter services in accordance with Municipality of Meaford Engineering Standards.	Noted. The text has been updated accordingly.
12		It is recommended the Developer be required by the Municipality to conduct flow testing in the vicinity of the development area to establish existing water supply pressures and flows. [clarification - This water flow testing is anticipated at the design stage as it relates to detailed watermain design and, in particular, determining if there are sufficient fire fighting pressures available]	It is recommended that hydrant flow testing be conducted after the offsite upgrades have been completed.
13	Section 5.1	The GSCA refers to the Grey Sauble Conservation Authority. This is to be revised in Section 5.1.	Noted. The text has been updated accordingly.
14	Section 5.1 Appendix C	The Municipality of Meaford Engineering Standards indicate Owen Sound IDF equations or curves are to be used as the design storm for estimating runoff. Confirm the source for Chicago storm IDF coefficients used in rational method calculations.	The Owen Sound IDF parameters have been used for the calculations. These were derived from the 2016 issuance of the design standards.
15	Section 5.1	Calculations and modeling are not provided as noted for the 24 SCS Type II design storm.	SWM modelling has been updated using MIDUSS NET for both the 3-hour Chicago and SCS Type II storms
16	Section 5.2 Appendix C	Minor storms are to be stored underground. Provide calculations demonstrating the required storage volume for minor storms.	The stormwater management design was modified to illustrate that rate control objectives can be met simply with control flow drains. As noted in the revised SWM report, the catchment characteristics used for the modelling over-estimate the proposed imperviousness and under estimate the existing imperviousness to build in flexibility for future programming and further development of the amenity areas and demonstrate feasibility of providing SWM. No surface or subsurface storage is required for the site.
17	Section 5.2	It is understood surface ponding in the parking areas will be used to control the major storm. Please clarify the location of control devices. It appears a control device is being used on the E inlet of CBMH7; however, the label is not visible on Drawing C3-1.	See response to 16, above.
18	Section 5.3	Please confirm the proposed OGS unit can provide at least 80% TSS removal.	OGS Sizing has been included in Appendix C to the revised SWM report.
19	Section 5.3	Provide the appropriate specifications and sizing calculations for the 2400 mm diameter OGS unit on Drawing C3-1.	OGS Sizing has been included in Appendix C to the revised SWM report.
20	Section 5.4	The capacity of the existing box culvert at the terminus of Boucher Street will need to be reviewed to demonstrate surcharge and subsequent flooding will not occur.	Please refer to Section 5.5 in the report for an analysis of the culvert capacity.
21	Section 5.4	A flood hazard study will be required to demonstrate the development is outside the floodplain and that adequate floodproofing is provided. Detailed grading designs in subsequent submissions should address floodproofing of buildings.	The buildings, including all associated structured parking are located above the wave uprush elevation of 179.20, which is significantly higher than the flood hazard elevation of 177.90m, net 1.3m. Also refer to Section 5.5.
22	Appendix C	Provide calculations to demonstrate how runoff coefficients were derived, including appropriate adjustments for increasing runoff coefficients at higher return period storms.	See response to 21 above.

23	Appendix C	Provide modified rational method calculations to properly determine storage volumes. The calculations provided use the rational method, not the modified rational method.	See response to 21 above.
24	Figure 2 Figure 3	Figure 2 shows overland flow from catchment 104 (Bridge Street) traveling through the development site to Georgian Bay while Figure 3 shows the overland flow from catchment 206 (Bridge Street) traveling down Fuller Street and not through the development site. Recognizing Fuller Street does not have a drainage system, demonstrate how the overland flow will be redirected to Fuller Street and how the overland flow will be safely conveyed where no drainage system exists.	Major overland flow from Catchment 104 is to be diverted down Fuller Street, and then towards the Bay, just north of this site. A catchbasin exists at the intersection of Fuller and Bridge Street, and an additional catchbasin exists on Fuller Street, at the location of the proposed entrance to the Hotel. A minor drainage system therefore does appear to exist on portions of the right-of-ways that will require further investigation during detailed design. For major overland flow, based on the topographic survey, the flow that enters the site is further directed north to where the major drainage is proposed in the ultimate conditions. As such, only a small section of Fuller Street will be experiencing major overland flows that were not previously accounted for. The grading of Fuller Street and surrounding landscaped areas is such that not more than 150mm of ponding can occur on the street before the major flows spill to the Bay.
25	Section 7.0	A detailed siltation and erosion control plan will be required for subsequent submissions to illustrate the discussion in the report.	A detailed ESC plan will be prepared for the SPA submission.
26	Section 8.0	This section states the sanitary sewer servicing the development is to be sloped as low as 0.6% while Section 3.0 states the sewer is to be sloped as low as 0.5%. Confirm which minimum slope will be used for the sanitary sewer.	Text has been revised to note 0.5% as the minimum, as required by OBC.
27		Figure 3 is to be included in subsequent submissions to illustrate the post-development catchment areas.	Refer to section 5.2 in the revised Stormwater Management Report. The proposed conditions were modelled to be more impervious than shown in the site plan to allow for flexibility in the programming of the amenity area. Figure 3 has not been relied upon.
28		A sanitary sewer design sheet shall be included in subsequent submissions to demonstrate pipe sizes are sufficient and flow velocities are within acceptable limits.	A sanitary sewer design sheet has been included in the appendix of the revised Functional Servicing Report.
29		A storm sewer design sheet shall be included in subsequent submissions to demonstrate pipes do not surcharge under the minor storm event and flow velocities are within acceptable limits.	A storm sewer design sheet has been included in the appendix of the revised Functional Servicing Report.
Functional Grading Drawing C2-1 prepared by WalterFedy, stamped September 1, 2021			
30		A north arrow must be included on Drawing C2-1.	Noted, drawing has been updated
31		A 5 m wide easement is labelled on the drawing. Please show the easement limits on the drawing to ensure all required infrastructure is located within the easement.	Noted, drawing has been updated
32		Please indicate the elevation of the underground parking garage for the Hotel and Spa building. Borehole BH20-2 has a groundwater elevation of 179.40 m and there are concerns the footings for the Hotel and Spa building will not be 0.3 m above the SHGWE in accordance with Municipality standards.	The elevation of the parking level is noted to be approximately 179.50. Borehole BH20-2 would be located within the parking area not the building area. More representatively, BH 20-6 was dry at the time of drilling and the Phase Two ESA shows a gradient to the Bay, with a groundwater contour of approximately 178.50 in the vicinity of the proposed hotel.

33		The stacked Townhouse Condo 4 building has FF=183.00 and FF=180.00. Confirm if the 180.00 elevation is meant to refer to the elevation of the underground parking garage and if so, indicate this on the drawing accordingly. Drawing SD1.3 prepared by SRM Architects suggests the parking garage will have an elevation of 180.70 m while the finished floor will be at an elevation of 183.70 m.	The stacked waterfront townhouse condo buildings have a communal ug parking garage at FF=180.00. The main residential level is at FF=183.00. The end suites of townhouse 1-4 have floor area at the level of the ug parking garage. Townhouse condos 4 has additional suites to the east that are outside the extents of the underground parking and are at the 180.00 FFE level.
34		Please indicate additional elevations for each proposed building (underside of footing, basement slab, top of foundation wall, etc.). Note the underside of footing is to be a minimum of 0.3 m above the SHGWE in accordance with Municipality standards.	The grading and servicing drawings included with this submission are intended to illustrate feasibility at a functional level and not provide the level of detail that has been requested. The requested details will be developed at the Site Plan level, at a time when building massing and details are further confirmed. The buildings on the plan are illustrative to show compliance with the proposed zoning.
35		Please clarify how stormwater will be collected at the entrance to the Hotel and Spa underground parking garage. The grade as shown slopes at 3.3% into the parking garage.	Stormwater to be collected by an area drain or a trench drain. This drain is to be pumped internally and discharge to the storm sewer. The catchment area draining to the bottom of the ramp will be limited and detailed as part of the SPA.
36		The 180.14 m edge of pavement elevation at the south entrance to the site on Drawing C2-1 is 0.15 m higher than the existing road centreline elevation. Please indicate how this will be resolved.	This elevation has been corrected and grading at the entrance revised. The 0.15m higher elevation appears to be top of an existing concrete pad.
37		More proposed grading detail is required on Drawing C2-1 including, but not limited to, the following: elevations at building corners, match in grades along property lines, match in grades to existing/proposed asphalt on Fuller Street and Boucher Street East, driveway slopes for Condo Townhouse buildings, slopes to catch basins in parking lot and rear yards, grades at top and bottom of retaining walls and curbs (especially for underground parking garage entrances), grades along proposed sidewalks and intersections at ramps, etc.	The grading and servicing drawings included with this submission are intended to illustrate feasibility at a functional level and not provide the level of detail that has been requested. The requested details will be developed at the Site Plan level, at a time when building massing and details are further confirmed. The buildings on the plan are illustrative to show compliance with the proposed zoning and may or may not be what is eventually constructed on this site.
38		Please indicate the location of tactile walking surface indicator plates on the drawings in accordance with the AODA.	Deferred to SPA
39		It doesn't appear the overland flow route indicated on Drawing C2-1 will in fact drain to the pedestrian esplanade. The grading in the parking lot areas seem to direct stormwater towards the west entrance to the site north of the Condo Townhouse 6 building and spill uncontrolled onto Fuller Street. This is not consistent with the approach described in the FSR & SWM Report.	As noted on the grading plan, the spill elevation at the esplanade is 182.64 and the high point elevation north of Block 6 is 183.36. Overland flow will not spill uncontrolled onto Fuller Street.
40		Please indicate overland flow routes on the surrounding residential streets (Bridge Street, Fuller Street and Boucher Street East) on Drawing C2-1.	Overland flow arrows have been added to the two abutting streets: Fuller and Boucher.
Functional Servicing Drawing C3-1 prepared by WalterFedy, stamped September 1, 2021			
41		A north arrow must be included on Drawing C3-1.	Noted, drawing has been updated
42		A 5 m wide easement is labelled on the drawing. Please show the easement limits on the drawing to ensure all required infrastructure is located within the easement.	Noted, drawing has been updated
43	Sanitary Sewer	A note shall be provided on Drawing C3-1 to indicate benching for EX MH4A is to be adjusted in accordance with OPSD 701.021 to accommodate the proposed sanitary connection.	Construction details, including benching, connections to existing infrastructure etc. will be detailed as part of the detailed engineering submission for SPA.

44	Sanitary Sewer	The sanitary maintenance hole adjacent to the proposed Hotel and Spa building is to be labelled on all drawings including a rim elevation.	Noted, the designed has changed and a plug has replaced the MH.
45	Sanitary Sewer	Provide the size of the sanitary discharge pipe for the proposed Hotel and Spa building.	The current design utilizes a 200mm sanitary service. Once the Hotel design is complete calculations can be completed to confirm capacity. (At SPA)
46	Sanitary Sewer	The SE invert of MH2A shall be a minimum of 0.03 m higher than the NW invert to provide adequate flow velocity through the maintenance hole benching.	Noted, drawing has been updated
47	Sanitary Sewer	The NE invert of MH2A shall be a minimum of 0.08 m higher than the NW invert as the NE invert is at an angle of approximately 90 degrees to the outlet pipe.	Noted, drawing has been updated
48	Sanitary Sewer	The SE invert of MH3A shall be a minimum of 0.05 m higher than the W invert as the SE invert is at an angle of approximately 45 degrees to the outlet pipe.	Noted, drawing has been updated
49	Sanitary Sewer	Please clarify the sanitary discharge strategy for the Apartment 5 building. It is understood the sanitary sewage will be pumped internally; however, it is unclear if the pumped sewage will outlet to the 200 mm diameter gravity pipe connected to the building or if a forcemain will be provided to MH1A. If the sewage is to outlet to the gravity sewer connected to the building, a maintenance hole must be provided at the forcemain discharge point.	A forcemain will outlet to the sanitary sewer and a MH has been added at this location.
50	Sanitary Sewer	Sanitary services for the townhouse blocks fronting Fuller Street and Boucher Street East are to be terminated at the property line complete with cleanouts. This is to be shown on Drawing C3-1.	Noted, will add these specifics at SPA
51	Watermain	Isolation valves are to be provided for each hydrant.	Noted, will add these specifics at SPA
52	Watermain	Gate valves are to be shown on Drawing C3-1 for all proposed watermains.	Noted, will add these specifics at SPA
53	Watermain	Further detail is required on Drawing C3-1 with respect to connecting proposed watermains to existing watermains (i.e. method of connection, valve locations, etc.).	Noted, will add these specifics at SPA
54	Watermain	Watermains and services are to be connected at 90 degree angles. This is to be shown on Drawing C3-1 with standard sized bends as required, most notable for the domestic and fire services to the Apartment 5 building.	Noted, will add these specifics at SPA
55	Watermain	Water services for the townhouse blocks fronting Fuller Street and Boucher Street East are to be terminated at the property line complete with curb stop valves. This is to be shown on Drawing C3-1.	Noted, will add these specifics at SPA

56	Watermain	Where watermain is being replaced on Fuller Street, service replacements are to be shown on Drawing C3-1 for existing residential properties on the west side of Fuller Street.	Noted, will add these specifics at SPA
57	Watermain	Please clarify the location and type of backflow prevention devices for all condominium watermains and services.	Noted, will add these specifics at SPA
58	Watermain	At the west entrance to the site, an additional watermain leg is shown off the internal 200 mm diameter watermain north of the Townhouse 8 building. Please clarify the intent of this tee.	The watermain tee in this location has been removed.
59	Storm Sewer	There are concerns with several storm structures which have angles less than 90 degrees between inlet and outlet pipes. In particular, this occurs in CBMH1, CBMH4, CBMH5, CBMH6, CBMH7 and CBMH10.	The storm sewer network has been reworked to accommodate connections at 90 degrees or greater.
60	Storm Sewer	Please demonstrate sufficient storage is available on site for the major storm event. Furthermore, demonstrate the maximum ponding depth does not exceed the limits specified in the Municipality Engineering Standards.	Roof top storage will be provided for major storm events and we will not need to meet maximum surface ponding level in parking lots of 200mm.
61	Storm Sewer	There is a dark green dashed line from the Apartment 5 building to the storm main SE of CBMH7. Please clarify the intent of this line.	This line indicates the storm service to be connected internally to the controlled roof drains.
62	Storm Sewer	The pipe between CBMH7 and MH8 is in conflict with the underground parking garage for the stacked Townhouse Condo buildings. This conflict needs to be corrected.	The storm sewer location has been shifted.
Geotechnical Investigation Report prepared by Golder Associates Ltd., dated November 20, 2020			
63		The report indicates shallow groundwater and bedrock presence throughout the development site. The detailed design must address how these geotechnical constraints will be accommodated with the proposed underground parking structures.	Noted, will be addressed at SPA
64		The Developer, their Consultants and ultimately their Contractors' attention should be directed to the various types of soils described in this report to ensure they adhere to the Ontario Health and Safety Act Regulations.	Noted.
65		The Developer, their Consultants and ultimately their Contractors' attention should be directed to the potential groundwater conditions described in this report to ensure they adhere to the applicable provincial regulations and standards.	Noted.
66		The Developer shall provide a Soil Management Plan in accordance with O. Reg. 406/19, including the completion of chemical testing of the existing soils to verify the characteristics before any soil is removed from the property to ensure they adhere to the applicable provincial regulations and standards.	Deferred to SPA.

Transportation Impact and Parking Study prepared by Paradigm Transportation Solutions Limited, dated August 2021			
67	Section 1.2	While we acknowledge the pre-consultation with the Municipality, as per MTO and ITE traffic impact study guidelines (which are considered typical industry standards and often employed when a municipality does not have its own guidelines), a traffic impact study should consider the year of full build-out and future horizon years of +5 and +10 years. Intermediate horizons may also be required depending on the size and phasing of the development.	Full build-out and +10 horizons added to updated report.
68	Section 1.2	It is likely that St. Vincent Street will be utilized for traffic destined to/from the east via Highway 26 given its direct and relatively unimpeded access to the development site (only 1 stop sign between Highway 26 and Boucher Street). As such, the intersection of St. Vincent Street and Highway 26 should be included in the analysis.	Additional intersection included in updated report
69	Section 1.2	It is noted that Sykes Street is referred to as Sykes Street North and Sykes Street South (not North Sykes Street and South Sykes Street as is labelled on Google Maps and employed in the study).	Revised in updated report
70	Section 2.2	<p>The report acknowledges the significant impact on travel demands and travel patterns through the study area as a result of Covid-19. As the traffic counts completed in January 2021 were typically greater than 2019 and 2020 volumes as provided by the Municipality, they have been employed. In mid January 2021, a Declaration of Emergency was issued in Ontario with additional stay-at-home orders implemented. Notwithstanding that the traffic volumes as counted were greater than historic levels, they were likely impacted by the noted measures and hence may not be reflective of typical conditions. Additional consideration should be given to adjustments/factors to reflect typical conditions.</p> <p>In addition, given that the counts were completed in the winter period, the need for further adjustments to reflect summer conditions should also be addressed.</p> <p>It is acknowledged that the volumes on Trowbridge Street, Boucher Street and the remaining local roads are not significant and thus further adjustments may not have bearing on the analysis and reported results. Additional sensitivity analysis could be undertaken to confirm this, and review operations at the Sykes Street intersections.</p>	Comprehensive summer analysis included within report (August 2021). Further information is presented in the updated report with the 10 year horizon.
71	Section 2.5.1	The midblock analysis employs a capacity of 700 vehicles per hour per lane for all of the study area roads. While such may be considered appropriate for Sykes Street, a reduced capacity should be considered for the remaining roads given their local nature. A capacity of 400 to 450 vphpl is typical for local roads. Given the traffic volumes on the local roads, a reduction in capacity will not have any bearing on the v/c ratios - all roads operate well below the noted capacity levels.	As noted Boucher & Fuller are operating below the 400-450 vphpl threshold.
72	Section 3.2	Title should be Site Access Review (vs Sight Access Review)	Noted. This is reflected in updated report.
73	Section 3.2.1	Clarification is required on the 11 m corner clearance as referenced in the TAC manual (assuming 9m radius at the intersection + 2m separation as per Figure 8.9.2).	Should read between driveways, not corner clearance. 15 m between municipal intersection (stop control, local) & private driveway and 11 m between 2 private driveways. TAC Fig 8.8.2. All minimum requirements are met.
74	Section 3.3	For the hotel use, the application of the trip rates for "occupied rooms" (which reflects a likely scenario whereby the hotel is 100% occupied) yields 48 trips during the AM peak hour and 57 trips during the PM peak hour. These estimates are greater than the estimates indicated in Table 3.1 and thus should be considered.	Clarified in the updated report.
75	Section 3.3	Table 3.2 indicates approximately 50% of the site traffic will be destined to/from St. Vincent Street. This reinforces the previous comment on the need to include the intersection of St. Vincent Street with Highway 26 in the analysis.	Noted. Reflected in updated report.

76	Section 3.3	<p>Figure 3.2 indicates 3 to 6 vehicles entering/exiting the site via Site A. As per the site plan, this appears to be an access to a loading space, which should not generate such volumes.</p> <p>It appears the traffic volumes associated with the townhouses with direct driveway frontage have been assigned to one of the 3 access points; this is a reasonable approach.</p>	Trips will be redistributed in updated report. Not expected to have an impact on operations given low volumes.
77	Chapter 4	As per the previous comment, analysis should be provided for background and total traffic volumes corresponding to the year of full build-out, +5 years and +10 years.	Noted. Reflect in updated report.
78	Section 4.2.1 Section 4.3.1	Refer to the previous comment re: mid-block analysis and assumed capacity.	Noted. Reflect in updated report.
79	Section 5.1	Section 3.1 indicates that 310 spaces are to be proposed whereas Section 5.1 and Table 5.1 indicate 293. Section 6 notes 335 spaces are proposed.	Reflected in updated report.
80	Section 5.2	<p>As per the Municipal parking requirements, the hotel will require 93 spaces (78 for the rooms + 15 for the spa). The report notes that the parking supply required for the spa has not been considered in that the spa will require parking during the day, whereas the hotel will require parking overnight. Given check-out times typically extend to 10:00 to 11:00 AM and check-in could be as early as 12:00 or 13:00, some overlap between spa parking and hotel parking is expected. In this regard, this assumption is not supported.</p> <p>Figure 5.1 further details the parking demand to be realized by the hotel through the course of a typical weekday assuming a parking supply of 70 spaces and hourly distributions as reported in the Parking Generation Manual. The corresponding demands range from 45 to 67 spaces over the course of the day with 45 to 66 spaces required during the day (10:00 to 18:00, which is the assumed hours of the operation for the spa). The day demands correspond to 64 to 94% utilization. In considering an additional 15 spaces required for the spa, the total parking requirement amounts to 66 + 15 = 81 spaces, whereas only 70 are proposed. In this regard, there is insufficient parking to accommodate the spa use during the day.</p> <p>If a parking supply of 90 spaces is assumed for the hotel (1 space per room), the maximum parking demand during the day is estimated at 85 spaces (90 spaces x 94% utilization). Providing an additional 15 spaces for the spa amounts to a total parking requirement of 100 spaces. If the spa is expected to cater to both hotel guests and outside visitors, the associated parking could likely be reduced. Suffice to say however, that the 70 parking spaces as proposed are not considered sufficient (particularly in context of Meaford where most, if not all hotel visitors, are likely to arrive by personal vehicle).</p>	Further details regarding hotel related parking are included in updated report.
81	Section 5.3.1	While Table 5.3 indicates that 7% of trips are made by non-auto modes, there is no direct correlation to parking requirements. Furthermore, these statistics pertain only to commuting characteristics and thus would not be applicable to the hotel use.	Noted.
81	Section 5.3.2	The auto ownership information provided in Tables 5.4 and 5.5 would support reduced parking demands for the residential uses.	Noted.
82	Section 5.3.3	The proxy sites do provide relevant information, but as noted in the report, they are from larger population centres which likely have improved transit service and walkability.	Noted.

83	Section 5.3.4	<p>The report should clarify whether the ITE parking demand base rates as referenced are average rates or peak rates.</p> <p>As the hotel and residential parking lots will be separate, the suitability of each must be considered on its own (ie. no sharing of parking is expected nor recommended between hotel visitors and residents).</p>	Clarified in the updated report.
84	Section 5.3.5	<p>The report notes "As noted in Table 5.7, the maximum ITE parking demand for the hotel is 90 spaces."</p> <p>Figure 5.1 is premised on a maximum demand for 67 spaces; a similar figure should be provided based on the requirement of 90 spaces.</p>	Included in updated report
85	Section 5.3.6 Section 5.4	<p>Consideration for walking and TDM measures (coupled with the proxy survey results) is valid for the residential parking and the notion to reduce the parking requirement from 1.5 to 1.25 spaces per unit (and perhaps even less for the apartment units). As suggested, spaces can be unbundled from the residential units and offered separately (which would require spaces to be appropriately allocated/designated to the corresponding units and thus not available for shared use).</p> <p>The sharing of parking between the hotel and residential uses is not recommended in that the peak demands of both occur during the overnight period. In this regard, parking for the hotel should be separate; consideration for walking and TDM for the hotel use is not appropriate. Additional justification and rationale is required to support a reduction to 70 parking spaces to support 78 rooms plus the spa facility. As a minimum, we recommend 1 space per room + additional parking for the spa. Consideration could then be given to hourly demands and opportunity for shared parking, and source of spa patrons (ie. hotel patrons who would not require additional parking or outside visitors who would require additional parking) to yield the total parking requirement.</p>	It is likely that visitors to the spa who are not staying at the hotel would peak outside of the residential & hotel peak hours and offers an opportunity for shared parking. Further to this, inclusion of a spa in the hotel is to be determined. It is included here for a conservative analysis. Further information regarding shared parking opportunities are included in the updated report.
86	Section 6.0	<p>The 1st bullet under the Parking Study incorrectly references the proposed parking for the stacked towns (should be 148 as per Table 5.1).</p> <p>In the 2nd bullet, those units with driveway access to the boundary streets cannot be grouped with the remaining units (they require 1.5 spaces and will provide 2.0 spaces each; the surplus parking is not available to other uses).</p> <p>The hotel parking needs should be considered separate from those of the stacked towns and apartments. Additional parking for the hotel is required as per the information provided, considering the parking demands of the rooms and spa. There is support for reduced parking requirements for the stacked towns and apts.</p>	Understood re: street-fronting townhouses. This is updated in the report. Further information regarding the spa and shared parking opportunities is also included in the updated report.
87	Overall	Traffic: The above comments should be addressed including consideration for adjustments to account for Covid-19 and summer traffic volumes, and horizon years corresponding to full build-out, +5 years and +20 years, and the intersection of St. Vincent Street and Highway 26.	See 70 above.
88	Overall	<p>Parking: While sufficient rationale and justification has been provided to justify a reduced parking rate applicable to the residential townhouses and apartments, such has not been provided for the hotel use.</p> <p>Confirmation of the parking supply allocated to each use and the suitability of such is required (with consideration for reduced parking residential rates as may be appropriate).</p>	Parking rate justification has been provided in the updated report.
General Comments			
89		Provide legal survey plan referenced on the Site Plan drawing.	Deferred to SPA.

90		The disturbance and restoration limits on Fuller Street and Boucher Street East shall be shown on the drawings. More specifically, proposed grading and typical cross sections (showing road composition) are required for these streets.	Details on restoration and typical cross section will be prepared for the SPA submission.
91		The Consultant is to provide a Composite Utility Plan as part of future detailed engineering submissions showing all existing and proposed utilities and servicing as per Municipality standards.	Deferred to SPA.
92		A drawing is to be provided in subsequent submissions containing details, notes, and relevant specifications.	Deferred to SPA.
		GSCA Comment	
		<p>1. GSCA has reviewed the application through our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement.</p> <p>The natural hazards identified on the property include flooding and erosion hazards associated with Meaford Creek and Georgian Bay. We have provided comments on the policies which apply to the site.</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>	
93		<p>GSCA Comment: The flooding hazard for Georgian Bay is based on the 100-year flood level of 177.9 metres Geodetic Survey of Canada (G.S.C.) plus a 15-metre allowance for wave uprush and other water related hazards. Further to the 15-metre hazard setback, the Grey Sauble Shoreline Management Plan (SMP) has calculated the wave uprush elevations for individual reaches of the Georgian Bay/Lake Huron Shoreline, based on shoreline characteristics, design water levels, and wave climate. The subject site falls within reach G13, with an estimated wave uprush elevation of 179.2 metres G.S.C. As per the provided site plan, development is located outside of the identified hazard area associated with Georgian Bay. As per the Grey Sauble SMP, it is recommended that no structures are located below 179.2 metres G.S.C.</p> <p>The flooding hazard for Meaford Creek is defined as the regulatory flood, which is the larger of the 100-year storm event and the Timmins storm event. In the absence of detailed floodplain mapping for this watercourse, we recommend that a minimum development setback of 30-metres is maintained from the watercourse. This setback appears to be met through the current proposal, and it has been adequately addressed in the proposed zoning.</p> <p>It was recommended through GSCA's pre-consultation review that, as part of the Stormwater Management Plan, the capacity of the existing box culvert under Boucher Street and potential impacts of overtopping should be assessed; and if it was determined that overtopping occurs and overland flows cross the subject property, any grading and/or development within this overland flow route must consider potential impacts to neighbouring properties. In our offices review of the preliminary stormwater management plan, the report noted that the review of the capacity of this culvert was beyond the scope of the report, however in the absence of hydraulic modelling of the culvert, a 30-metre setback from the top of bank of the Meaford Creek was incorporated into the development. Further review will be required as more details are provided related to the</p>	<p>Culvert capacity calculations are provided in Section 5.5 of the SWM report. It was determined that the culvert can sufficiently convey the flood flows without overtopping.</p> <p>The boardwalk on the site plan is conceptual and is located on Meaford municipally owned land. Will be subject to Meaford's design and application process to GSCA, not a part of this ZBA application.</p>

		<p>stormwater management approach and the proposed grading on the site.</p> <p>It is our understanding that the block of land between the subject property and Georgian Bay is owned by the Municipality of Meaford. Any works completed within this block must be located above the 100-year flood level; in reviewing the current proposal there appears to be a boardwalk proposed along the shoreline, within this block of land. Works completed within this block have the potential to impact protections currently provided to the proposed structures. Advice from a coastal engineer may be warranted to ensure the Municipality has appropriate direction on potential development within this block.</p>	
		<p>2. GSCA has reviewed the application as per our responsibilities as a regulatory authority under Ontario Regulation 151/06. This regulation, made under Section 28 of the Conservation Authorities Act, enables conservation authorities to regulate development in or adjacent to river or stream valleys, Great Lakes and inland lake shorelines, watercourses, hazardous lands and wetlands. Development taking place on these lands may require permission from the conservation authority to confirm that the control of flooding, erosion, dynamic beaches, pollution or the conservation of land are not affected. GSCA also regulates the alteration to or interference in any way with a watercourse or wetland.</p>	
94		<p>Portions of the subject site are regulated under Ontario Regulation 151/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses administered by the GSCA. The regulated area associated with Georgian Bay includes the area below the 100-year flood level of 177.9 metres G.S.C, a 15-metre setback from the 100-year flood level for wave uprush and other water related hazards, plus an additional 15 metre regulated allowance, for a total regulated allowance of 30 metres. The regulated area associated Meaford Creek includes the estimated floodplain and long-term meander belt of the watercourse, plus a 15-meter regulated allowance.</p> <p>The regulated areas are generally indicated on the attached map.</p>	Noted.
		<p>3. GSCA has reviewed the application through our responsibilities as a service provider to the Municipality of Grey Highlands in that we provide comment on natural heritage features under Section 2.1 of the Provincial Policy Statement and on water under Section 2.2 of the Provincial Policy Statement through a MOA.</p>	
95		<p>2.1 Natural Heritage</p> <p>2.1.1 Natural features and areas shall be protected for the long term.</p> <p>GSCA Comment: The significant natural heritage features identified on the subject lands include fish habitat associated with the adjacent Meaford Creek and Georgian Bay.</p> <p>It was noted through our pre-consultation review that a small maple woodlot approximately 0.25 hectares in size is located within the north portion of the subject property. The woodlot is not currently identified as significant woodlands in the County of Grey Official Plan and no features were identified that would classify the woodlot as such. With that said, it is recommended that this woodlot be retained to the extent possible, and that additional plantings occur throughout the site to offset the loss of benefits provided by this woodlot (e.g. air quality improvement benefits). This recommendation was supported through the EIS that was submitted along with this application, and it appears that this intent is being met through the current proposal. GSCA recommends that a tree preservation/management plan be implemented to ensure that this feature is maintained, and that the best management practices as noted in section 8.3 of the EIS. When detailed plans related to sediment and erosion control and overall site grading are submitted we recommend that the forested features that are to be maintained on the site and adjacent to the site are clearly identified and protected during construction activities on the site.</p>	The 0.25 ha woodlot is required to be removed to remediate the site to obtain an RSC. The location of some of the known contaminant is within the soil below the woodlot.

96	<p>2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p> <p>GSCA Comment: The property was previously developed and is currently vacant, with the majority consisting of a regenerating field. While the property itself provides minimal connectivity, the municipally owned waterfront lot is largely treed and provides some shoreline habitat. It is recommended that vegetation within this area is maintained.</p>	The treed area of the Meaford waterfront will be retained.
97	<p>2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.</p> <p>GSCA Comment: No natural heritage systems are currently identified on the subject property.</p>	Noted.
98	<p>2.1.4 Development and site alteration shall not be permitted in:</p> <p>a) significant wetlands in Ecoregions 5E, 6E and 7E1; and b) significant coastal wetlands.</p> <p>GSCA Comment: None of the above noted features are currently identified on the subject site.</p>	Thank you for the confirmation.
99	<p>2.1.5 Development and site alteration shall not be permitted in:</p> <p>a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1; b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹; c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹; d) significant wildlife habitat; e) significant areas of natural and scientific interest; and f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</p> <p>¹Ecoregions 5E, 6E and 7E are shown on Figure 1 in the Provincial Policy Statement, 2014</p> <p>GSCA Comment: None of the above noted features are currently identified on the subject site.</p>	Thank you for the confirmation.
100	<p>2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.</p> <p>GSCA Comment: Georgian Bay provides important habitat to a variety of fish species, while Rainbow Trout and Chinook Salmon have been previously identified in Meaford Creek, a coldwater stream. GSCA notes that as a result of the current proposal, no development or site alteration appears to be proposed within fish habitat.</p>	Thank you for the confirmation.
101	<p>2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</p> <p>GSCA Comment: No endangered or threatened species were noted on the subject site.</p>	Thank you for the confirmation.

102		<p>2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p> <p>GSCA Comment: The adjacent land width for fish habitat is defined as 120 metres in the County of Grey Official Plan. A portion of the subject property and proposed development is captured within this adjacent land width. Concerns associated with impacts to fish habitat for development within the adjacent lands include increased nutrient inputs, sediment discharge, and increased impermeable surface areas. These impacts can largely be addressed through site grading and water quality controls implemented as part of the Stormwater Management Plan. In addition, it is recommended that development generally maintain a minimum setback of 30 metres from Georgian Bay and Meaford Creek to further prevent impacts. Vegetation within these setbacks should be maintained and/or established to provide a riparian buffer. A detailed erosion and sediment control plan should be prepared to address short-term impacts associated with construction. We note that Section 8.4 of the EIS outlines measures to mitigate potential impacts to Meaford Creek and Georgian Bay and we recommend that these measures be followed.</p>	Deferred to SPA.
103		<p>2.1.9 Nothing in policy 2.1 is intended to limit the ability of agricultural uses to continue.</p> <p>GSCA Comment: The subject property is not currently utilized for agricultural purposes.</p>	Noted.
104		<p>2.2 Water</p> <p>2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:</p> <ul style="list-style-type: none"> a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development; b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts; c) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed; d) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas; e) implementing necessary restrictions on development and site alteration to: <ul style="list-style-type: none"> 1. protect all municipal drinking water supplies and designated vulnerable areas; and 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions; f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; g) ensuring consideration of environmental lake capacity, where applicable; and h) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces. <p>2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.</p>	Deferred to SPA.

105		<p>GSCA Comment: The subject site is immediately adjacent to a parcel of Municipal property that fronts directly onto the Georgian Bay shoreline. This property is largely vegetated, with this vegetation providing both ecological and hydrological benefits to Georgian Bay. It is recommended that this vegetation is maintained.</p> <p>The proposed development will significantly increase impervious areas on the subject property and this would result in increased stormwater runoff. It is recommended that the subject site provide a high level of water quality treatment for stormwater runoff, while maximizing the extent of vegetative and pervious surfaces on the property.</p> <p>In reviewing the preliminary stormwater management plan for the subject lands, the current approach appears to be maintaining the post-development runoff to pre-development volumes, and an OGS unit is proposed to address water quality. As per comments provided by our office through pre-consultation, it is encouraged that thermal mitigation measures are utilized to reduce temperature of stormwater runoff. Both water quality treatment and thermal mitigation measures may be achieved by employing an integrated approach to stormwater management, including infiltration features, grassed swales, and a reduction in impervious area. We note that thermal impacts will need to be addressed in more detail and it is anticipated that further details regarding the stormwater management approach will be provided as detailed design for the subject lands progresses.</p>	Deferred to SPA.
		<p>4. GSCA has reviewed the application in terms of the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan, prepared under the Clean Water Act, 2006. The Source Protection Plan came into effect on July 1st, 2016 and contains policies to protect sources of municipal drinking water from existing and future land use activities.</p>	
		<p>The subject property is located within an area that is subject to the local Source Protection Plan where applicable policies may apply.</p>	
106		<p>Summary</p> <p>Given the above comments, it is the opinion of the GSCA that:</p> <ol style="list-style-type: none"> 1. Consistency with Section 3.1 of the PPS has been demonstrated; 2. Ontario Regulation 151/06 does apply to the subject site. A permit from GSCA may be required prior to any development or site alteration taking place; 3. GSCA is of the opinion that consistency with Section 2.1 and Section 2.2 of the PPS has been generally demonstrated; 4. The subject site is located within an area that is subject to the policies contained in the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan. 	Noted.
107		<p>Recommendations:</p> <p>GSCA generally has no objection to the above-noted applications. At this time, we recommend the following draft plan conditions for your consideration:</p> <ol style="list-style-type: none"> 1. That a stormwater management plan be prepared and implemented through the agreement to the satisfaction of the GSCA. Taking into consideration the comments within this letter. 2. A vegetation management and Tree Protection Plan is to be prepared for the development and implemented through the agreement to the satisfaction of the GSCA. 3. Further, the agreement is to include a clause indicating that portions of the lands are subject to Ontario Regulation 151/06 administered by the Grey Sauble Conservation Authority and a permit is required from the GSCA prior to site alteration or development in the affected areas. 	Deferred to SPA.
		<p>Meaford Planning Comments</p>	

108	Note	These comments are a staff response to the second submission review. These comments are not a specific response to the public comments received to date as it is understood that the applicant team will be addressing public comments separately. There may at times be alignment between some public comments and policy or staff observations. It is important to note that staff continue to consult with colleagues, review documents and comments as they come in, and consider new information. Additional comments may be forthcoming as new information arises.	Noted.
109	Public Comments	Public Comments continue to come in and will be shared with the applicant. Please provide a comment response matrix (suggested columns might include: issue/response/municipal comment/stage will be fully addressed)	Comment matrix prepared.
110	Process/Order of Operations	The approvals necessary for a development of this nature are numerous. Some may be concurrent and the some by necessity or choice are sequential. Staff cannot speak to the choices being made by the applicant team. Please provide a description of how you see the necessary applications proceeding (an accompanying visual may be helpful) including but not limited to: o Planning Act applications o Land acquisition and disposal o Brownfield Remediation o Mechanisms to ensure infrastructure, public access, shared private access and parking, landscaping, maintenance o How hotel site will be able to function as a stand alone site and how it will be phased to support the OP requirements (including how you foresee that being secured through approval conditions/requirements/Holding provisions etc.) o Provide detailed information about the relationships between public, private, and publicly accessible areas (for example: ownership; management; maintenance; easements; ensuring functionality throughout development phases; restrictions; etc.) o What items will need easement or transfer in favour of public/municipality etc. o Any information on how impacts to the waterfront will be mitigated would be helpful including consideration of any staged construction on access to and enjoyment of the public realm and any idea of how long full build out is anticipated to take (years).	Timeline of approvals processes prepared and submitted under separate cover to illustrate the interrelationship of the various processes.
111	Official Plan	The application at this time is first and foremost a request for a zone change. Staff must assess the uses requested against the policy framework and if the uses are supported, what standards shall be applied to ensure the policy framework is implemented, how impacts are considered and mitigated, and what matters are better addressed at future stages of the approval process.	Believe the Draft Amending Zoning Bylaw and the Community Benefits letter (both under separate cover) provide assurances to the Municipality of Meaford to meet expectations by Skydevco.
112		The policies for Special Policy Area #1 support a mix of uses. The Planning Justification Report references many policies of the Official Plan demonstrating a strong understanding of the policy framework with a notably shorter justification section. Given the concerns raised with Official Plan conformity, a more detailed response to the Official Plan policies is warranted. Staff would like to give the applicant an opportunity to respond before a staff report is completed and would recommend at minimum a paragraph by paragraph response to Section B1.8 regarding Special Policy Area #1.	The following response provides a policy-by-policy analysis of the Section B1.8 of the OP. <i>B1.8.1.1 Vision for Special Policy Area #1</i> <i>Special Policy Area #1 is a contiguous area of land that was previously designated for industrial uses and which is still occupied by existing and former industrial uses and buildings. It is the intent of this Plan to encourage the redevelopment of this area into a pedestrian oriented, mixed-use area.</i> <i>The lands identified in Special Policy Area #1 are considered to be integral to this objective, given their location on the urban waterfront and immediately east of the Meaford Harbour area.</i> <u>Response:</u> The Site as it exists today is vacant, with all of the buildings now having been demolished to allow for a detailed understanding of the brownfield status, necessary for remediation. Due to the contamination of the soils, brownfield remediation is necessary for development of any kind to begin on the Site. This remediation is considered to be a significant community benefit, as otherwise the large Site, in proximity to both the downtown and waterfront, would remain vacant. The vacancy of the Site does not allow for public use through the Site, but only around the perimeter. The Proposed Development contributes several connections across the Site that do not exist and would only be feasibly implemented through the redevelopment of the Site. The Proposed Development implements the vision for the Special Policy Area #1 (SPA#1). The proposed hotel and residential uses provide the desired mix of uses, and the introduction of several pathway connections including the public pedestrian promenade contribute to the pedestrian-oriented nature of the Proposed Development. The perimeter streets, Fuller and Boucher, are currently unimproved. The streetscape will be enhanced through reconstruction of an urban cross-section that includes curbs, sidewalks, and street trees planted to contribute to the public realm, with details that will be confirmed through the Site Plan Approval process. Please see the below "Waterfront Strategy / Special Policy Area #1 Implementation" graphic as an indication of how the Site contributes to the overall waterfront improvements. This graphic has been appended separately for your use.



B1.8.1.2 Development Principles

The following principles shall guide the redevelopment of the Special Policy Area #1 lands:

- a) *The lands will be planned and redeveloped in their entirety as opposed to being developed in an ad-hoc or piecemeal basis.*
- b) *The lands will be used for a suitable mix of residential, open space and commercial uses related primarily to the hospitality, tourism and service sectors.*
- c) *The development will be compatible with surrounding residential uses.*
- d) *The development will create and improve linkages to existing open space and harbour lands and will maintain public access to the waterfront.*
- e) *The development will provide pedestrian space and access to the waterfront and will minimize the amount of space use for parking cars.*
- f) *The development will support the objectives of the Urban Area Waterfront designation and the Waterfront Strategy and Master Plan, as may be amended from time to time.*

Response: A response to each of policies a) through f) are provided below. It is noted that the objectives of the Waterfront Strategy and Master Plan are the same as those found in the OP:

a) The Proposed Development proposes the full build of the Subject Site, which is a substantial area of the Meaford SPA #1 waterfront area occupying approximately 45% of the developable SPA#1 lands. The Meaford Creek tributary in combination with the EP lands at the southeast of the Subject Site form a natural physical divide between the site and the additional Special Policy Area lands to the south/east. It is anticipated that the rest of the Special Policy lands would have access and be serviced from Marshall Street. Due to the EP lands dividing the Special Policy area, connectivity between the subject site and the remainder of the area would not be possible other than the existing Richmond Street right of way. The remainder of the Special Policy area is located at the end of Boucher Street East and Marshall Street and consists of an existing industrial property that is anticipated to be redeveloped. As these lands redevelop, it is anticipated that there will be sufficient area for further waterfront animation and community amenities to be introduced by the Municipality. The attached graphic illustrates the potential use of the balance of the SPA #1 lands and the interconnectivity to the community.

Additionally, there is an unopened road allowance for Richmond Street between Boucher and Marshall that would facilitate a further connection between the waterfront, and the active community park facilities, including tennis, baseball, and aquatics facilities. The Proposed Development readies this future connection through the pedestrian pathway network, providing opportunities for pedestrian and cyclist use.

b) The Proposed Development provides a mix of hospitality/tourism and residential uses that will compliment Downtown Meaford and the harbour. The inclusion of a hotel will provide tourists and boaters the opportunity to visit and stay in Meaford, to support the commercial uses in the core, support the boating community, and make financial contributions to the community. The Proposed Development facilitates increased connections to the public open spaces along the waterfront available for all visitors of the hospitality/tourism use.

c) The Proposed Development organizes buildings to transition appropriately and be compatible with the surrounding residential uses. The two-storey street townhouse units face both Fuller and Boucher Streets, opposite single-detached houses. The proposed street townhouses are a similar scale to these residential buildings in scale and height, providing a compatible transition between the existing and proposed dwellings. The apartment building has been reoriented along Boucher Street East, further away from existing residential uses. This placement is considerate of and mitigates the impact on existing residential uses in the area. A 45 degree angular plane is a widely accepted urban design principle that achieves a comfort level for pedestrians in seeing sky views, and demonstrated in the Angular Plane figure, is well within this accepted standard.

d) There is currently no public access through the Site, only around the perimeter in an unimproved state, and the existing condition of the Site and the Meaford-owned waterfront are not well defined. The Proposed Development will create public access through the Site, with construction of a public promenade, and between the waterfront townhouses. Public accessibility will be improved through streetscape improvements to Boucher and Fuller Streets, which will include curbs and sidewalks.

The Proposed Development will also define the Meaford-owned waterfront lands, and through the Developer's payment of required parkland dedication fees the Town can make the waterfront improvements. Based on the Municipality of Meaford's Waterfront Strategy, those public waterfront lands are anticipated to be improved through careful tree inventory, culling and planting of native tree plantings, and the construction of a waterfront boardwalk for pedestrians and cyclists along with passive recreational amenities such as seating and gardens. A clear delineation of public versus private lands will be implemented through the Site Plan Approval process and the development of the Site.

e) The Proposed Development provides several pedestrian linkages to the waterfront, including a public promenade that aligns with Bridge Street and provides direct public connection to the waterfront. Four additional connections will be provided; three connections between the waterfront townhouse buildings, and a fourth along the Boucher Street frontage ultimately connecting to the Town's proposed waterfront boardwalk.

Surface parking is minimized where possible, with the revised concept locating a significant amount of parking below grade. The result is the creation of a significant centralized landscaped open space area, comprising approximately 15% of the overall Site area.

f) The Proposed Development is supportive of the objectives of the Urban Waterfront Area designation as well as the Waterfront Strategy and Master Plan. The Urban Waterfront Area objectives are:

			<ul style="list-style-type: none"> • <i>Recognize the Waterfront for its tourism and recreation opportunities;</i> <p>The Proposed Development includes a hotel and residential uses. These uses will be supportive of the Downtown and the harbour, providing accommodation and may include ancillary uses such as a restaurant to attract tourism investment in the community. The development of these lands will include improvements to Fuller and Boucher streets which will aid in accessibility to the waterfront areas.</p> <ul style="list-style-type: none"> • <i>Develop a balanced mix of uses, including recreation, harbour, commercial, natural heritage, open space and harbour support;</i> <p>The Proposed Development includes a mix of uses, including a hotel, associated commercial, and residential uses; creates public accesses and views through the Site to the waterfront; conserves and transfers the “environmental protection” lands to the municipality; and creates numerous landscaped open spaces through the Site. In addition, the parkland dedication fees collected from the Proposed Development will contribute financially to the waterfront improvements, anticipated to be improved with landscape areas and a waterfront boardwalk.</p> <ul style="list-style-type: none"> • <i>Maintain boat access to boat services and fuel operations in the Old Harbour, as feasible;</i> <p>Access to boat services and fuel operations are not impacted by the Proposed Development.</p> <ul style="list-style-type: none"> • <i>Improve the layout and operations of the New Harbour;</i> <p>The Proposed Development does not affect the layout or operation of the New Harbour.</p> <ul style="list-style-type: none"> • <i>Attract businesses to Meaford’s Waterfront at the Harbour Village;</i> <p>The inclusion of a hotel, associated commercial and residential uses will support the Harbour Village and the reimagining of the Old Harbour, as well as improving the movement of people from Downtown to the waterfront through the implementation of public connections.</p> <ul style="list-style-type: none"> • <i>Improve connectivity between the Waterfront, Downtown, and the Georgian Trail;</i> <p>The Proposed Development provides five pedestrian connections across the Site, including the promenade directly linking the intersection of Bridge/Fuller to the waterfront. The other important connection is adjacent to the “environmental protection” lands along Boucher Street, to be conveyed to the Municipality, that will create a pedestrian/cyclist loop once the waterfront boardwalk is constructed. All of these connections improve connectivity between the Waterfront, Downtown and Georgian Trail.</p> <ul style="list-style-type: none"> • <i>Improve aquatic and terrestrial habitats of the Georgian Bay Shoreline and Bighead River mouth; and,</i> <p>As indicated in the Environmental Impact Study, a portion of the Site is proposed to be conserved as “environmental protection” lands and be conveyed to the Municipality of Meaford. This parcel was created to achieve a 30 metre setback from the Meaford Creek, in accordance with the Grey Sauble Conservation Authority Regulatory requirements.</p> <ul style="list-style-type: none"> • <i>Implement the recommendations of the Municipality of Meaford Waterfront Strategy & Master Plan, as may be amended from time to time.</i> <p>The Waterfront Strategy & Master Plan provides a variety of recommendations that apply to the entirety of the waterfront area of Meaford. The Site is one relatively large property immediately adjacent to the Meaford-owned waterfront lands, the harbour and Downtown, and the Proposed Development will act as a catalyst to contribute to the overall objectives of the Master Plan by:</p> <ol style="list-style-type: none"> Providing for commercial tourism and residential uses that will support the Downtown and harbour through provision of accommodation and ancillary commercial uses, such as a restaurant and spa, and an overall investment in tourism businesses;
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			<ul style="list-style-type: none"> ii. Providing public connections through and around the Site for safe and well-designed pedestrian and cyclist connections, creating public loops and networks to the broader community commercial and recreational facilities; iii. Conserving the Environmental Protection portion of the Site as defined by GSCA and conveying those lands to the Municipality; iv. Defining the public and private limits to delineate the waterfront lands for public access; and v. Payment of Parkland Dedication Fees for Meaford to implement an expansion to the public waterfront amenity. <p>B1.8.1.3 Conditions to Develop</p> <p><i>Prior to any development occurring within Special Policy Area #1, a Zoning Bylaw Amendment shall be approved and site plan agreement will be entered into between the landowners and the Municipality. Prior to considering an amendment to rezone the subject lands, the following information shall be provided to the Municipality:</i></p> <ul style="list-style-type: none"> a) A land use plan that incorporates a mix of uses which incorporates active transportation linkages to the Downtown Core; b) An Environmental Impact Study prepared in accordance with Section C6 of this Plan; c) A Geotechnical Assessment of soil conditions to ensure that the lands can sustain the physical nature of development proposed; d) A Functional Servicing Report which will provide recommendations with respect to a preferred form of sewer, water and stormwater servicing; e) A Traffic Impact Assessment which assesses the effect of increased traffic and provides recommendations with respect to managing the impacts of increased traffic volumes on existing streets and residential uses; f) A Phase 1 and 2 Archaeology Assessment prepared in accordance with Provincial regulations and additional related study where indicated; and, g) An Economic/Market Impact Study regarding any proposed commercial uses to ensure that such uses do not detract from this Plan's intent to maintain Downtown Meaford as the focal point for commerce and hospitality in the Municipality. Proposed commercial uses should be complementary, not competitive with the Downtown Core Commercial or Harbour Village area. <p><u>Response:</u> Each of the required technical reports have been provided through the Zoning By-law Amendment application and each study supports the Proposed Development.</p> <p>The Draft Amending Zoning By-law permits commercial uses on the Site to accommodate the future commercial uses within the hotel building. The wording of the ZBA is to give flexibility to the future commercial hotel operator to implement ancillary uses. It is anticipated that only a restaurant and spa will be the ancillary commercial uses to avoid competition with Downtown commercial uses. This would preclude, for example, commercial retail uses from locating within the hotel that would otherwise compete with Downtown commerce. A hotel with restaurant and spa as ancillary uses, are considered to be complementary to the Downtown and harbour.</p> <p>B1.8.1.4 Existing Uses</p> <p><i>The creation of the Special Policy Area #1 designation is intended to facilitate the potential redevelopment of the subject lands by the establishment of a policy basis that is supportive of future development. It is not the intent of this policy to discourage the operation of existing industrial uses. It is the intent of this Plan to enable existing industrial uses to relocate within Meaford as part of an overall strategy to generate economic opportunities in the Municipality.</i></p> <p><u>Response:</u> The Proposed Development is the redevelopment of the former industrial site, which is now vacant. The introduction of a hotel to the Site generates and supports economic opportunities, and the redevelopment of the Site implements the intention of the Special Policy Area #1, as noted above.</p>
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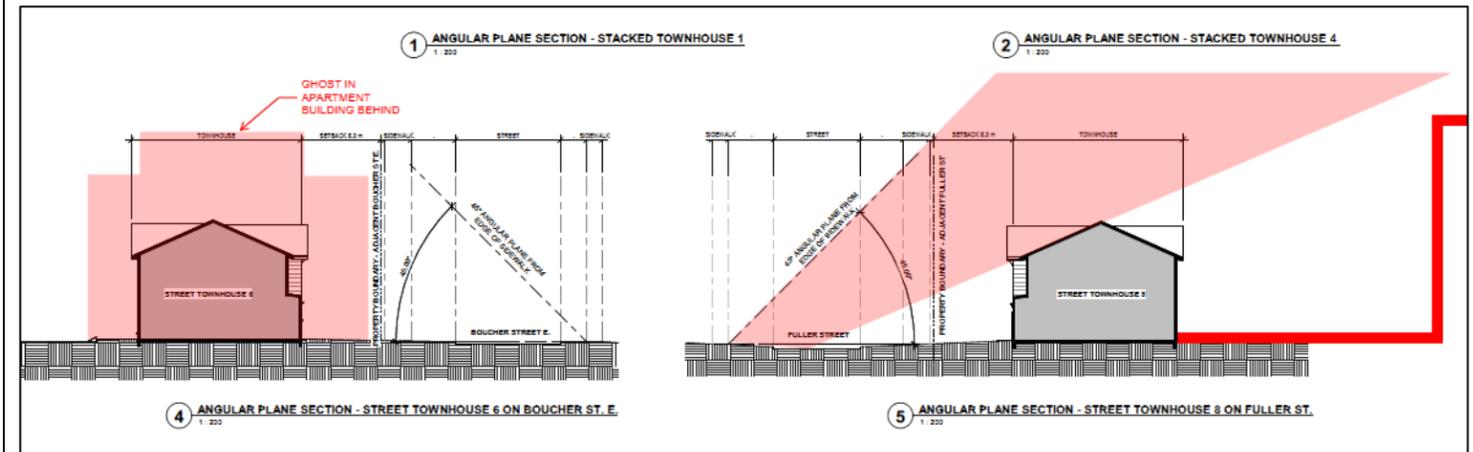
			<p>B1.8.1.5 Zoning By-law Implementation</p> <p><i>Special Policy Area #1 will be zoned in an appropriate exception to recognize and permit all existing legal land uses. When Special Policy Area #1 is approved for redevelopment, it will be placed in a Mixed-Use Residential Zone. The municipality may also use a Holding symbol in conjunction with the zoning of Special Policy Area #1 to require conditions of development, such as entering into agreement(s), to be fulfilled prior to development.</i></p> <p><u>Response:</u> The Zoning By-law Amendment proposes to re-zone the property to the RM zone with commercial use permissions, effectively implementing a mixed-use residential zone where the Zoning By-law does not provide one. Holding provisions are proposed to be applied to ensure the hospitality use is committed to, in conjunction with the Residential uses proceeding</p>
113	Heritage	It has been brought to our attention that the most northwest portion of this site, though none of the proposed buildings, appears to be within 50m of Meaford's Heritage Conservation District. In accordance with the PPS a Heritage Conservation District is a protected heritage property and as such Official Plan Policy D3.2.1.1 regarding cultural heritage impact requires consideration and response.	A scoped Cultural Heritage Impact Study has been prepared to address heritage concerns.
114	Function and Relationship	Thinking about the public spaces that surround the site, it is important to consider the impacts of the proposal on how these spaces function in addition to how the site itself will function.	Noted.
115		<p>§ The Official Plan and Waterfront Plan articulate the need to plan and redevelop the Special Policy Area #1 lands in their entirety rather than in an ad-hoc or piecemeal basis. The Planning Justification Report provides a response to this that identifies what sets this site apart from the rest of the area and speaks to the access points through the site. Consideration and justification that relates to the form and function of the project should be provided, addressing items such as the following:</p> <ul style="list-style-type: none"> • the overall relationship of the built form of this site and the other areas of the SPA #1 and how cohesive development pattern is not precluded, and what elements of the built form and landscape provide cohesion; • how movement around the Project and through the project supports integration into the existing land use fabric and neighbourhood (and areas of future implementation of the Waterfront Plan); • how the main pedestrian ways through and across the site will be designed and managed to create a welcoming and safe public realm throughout daily and seasonal cycles; how street design elements will specifically address traffic calming; • the streetscape design conditions created with the residential units along the perimeter streets and how they are fitting in terms of building mass, streetscape landscape design, sidewalks/walkways; • how the easterly edge condition of the Project and streetscape design will integrate well with the SPA#1 lands to the east; • the relationship between the public waterfront and the Project's northern edge, in terms of views, public / private transitions and interface, views and buffers etc.; • How would you suggest that these characteristics will best be guaranteed beyond the rezoning process and through the various approval processes to follow. 	<ul style="list-style-type: none"> • <i>the overall relationship of the built form of this site and the other areas of the SPA #1 and how cohesive development pattern is not precluded, and what elements of the built form and landscape provide cohesion;</i> <p><u>Response:</u> The other areas of the SPA #1 designation are located to the southeast of the Site and are currently occupied by industrial uses, similar to the previous condition of the Site. The portion of the adjacent property that shares a frontage along Boucher Street East is a mix of environmentally protected area, where development cannot occur, and development zoned areas. Due to this condition, the Subject Site is not directly adjacent the southeastern property where significant development can occur as the environmentally protected area creates a segmented lot condition. As such, the Proposed Development is not anticipated to have a direct built form or massing impact on the adjacent site, but rather act as a catalyst for the balance of the SPA #1 redevelopment. A linkage to the waterfront can be included in the portion of the Site designated as an Environmental Protection area, which is being transferred to the Municipality. This can be further connected through construction of a trail along the unopened road allowance for Richmond Street, connecting to the active recreational uses at Meaford Community Park along Marshall and Margaret Streets. The attached connectivity figure illustrates how this could be achieved.</p> <ul style="list-style-type: none"> • <i>how movement around the Project and through the project supports integration into the existing land use fabric and neighbourhood (and areas of future implementation of the Waterfront Plan);</i> <p><u>Response:</u> Multiple vehicular and pedestrian access points to and through the Site are located along both Boucher Street East and Fuller Street, including the addition of the pedestrian promenade at the Fuller Street and Bridge Street intersection. These access points are designed to integrate into the existing road network. The pedestrian promenade is aligned with Bridge Street, a primary walking and cycling route between the Downtown and the waterfront. The Boucher Street East access aligns with the unopened road allowance on Richmond Street, as well as the adjacent SPA#1 lands for future connections.</p> <ul style="list-style-type: none"> • <i>how the main pedestrian ways through and across the site will be designed and managed to create a welcoming and safe public realm throughout daily and seasonal cycles; how street design elements will specifically address traffic calming;</i> <p><u>Response:</u> The pedestrian pathways across the site are intended to be well lit and landscaped with decorative lighting, continually maintained by the property owner and/or management company, and be constructed of high quality, durable and low maintenance commercial-grade materials. Lighting will not permit light pollution to bleed off of the pathways, but provide attractive ambient light levels.</p> <p>Access to underground parking for both the apartment building and waterfront townhouses, will effectively provide for traffic calming through the Site. The majority of parking is underground, whereby 132 spaces are proposed on surface, predominantly for visitors, and over 200 are below grade. Driveways will include appropriate calming measures, including chicanes and speed humps as necessary. Further details of the design of the walkways and driveways will be confirmed through the Site Plan Approval process.</p>

- the streetscape design conditions created with the residential units along the perimeter streets and how they are fitting in terms of building mass, streetscape landscape design, sidewalks/walkways;

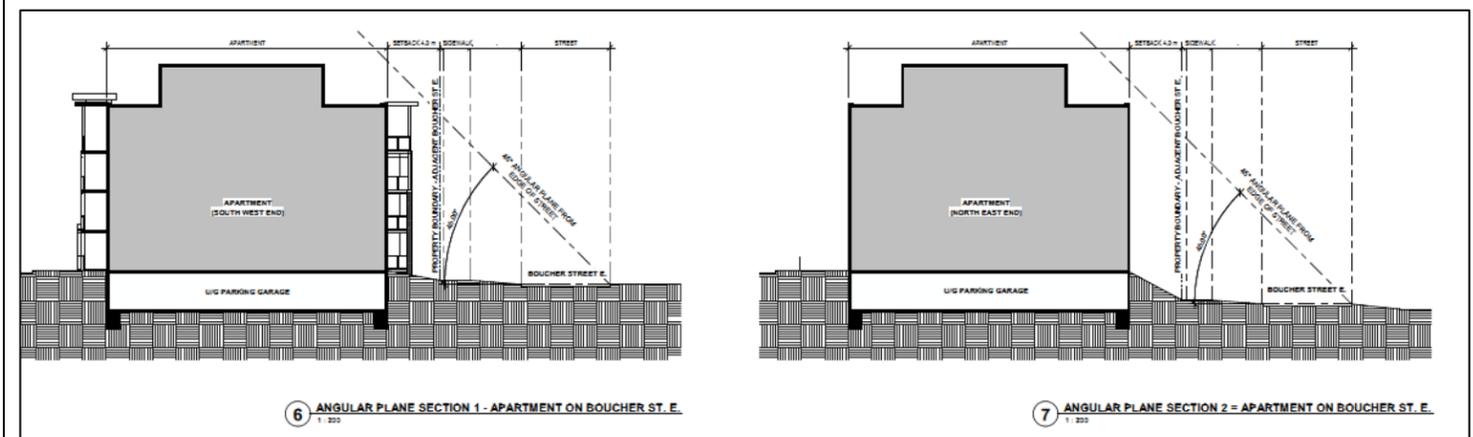
Response: The massing of the existing residential dwellings opposite the site on Fuller are single-detached houses. The two-storey street townhouse dwellings proposed on this site are located facing the existing houses on Fuller and Boucher, providing a similarly scaled built form transition to the Site. Sidewalks and streetscape design including landscaping along Fuller and Boucher Streets will meet Meaford standards for full urban cross-sections providing broad concrete walks, streetlights and street trees within boulevards in addition to on-site. The below cross-section graphics demonstrate what a pedestrian would see walking along the east side of improved Boucher Street and the south side of Fuller Street looking towards the street-fronting townhouses and apartment building.

A 45 degree angular plane is a widely accepted urban design principle used to establish maximum building heights. The principle establishes a "comfort level" for pedestrians walking along the opposite side of a street, wherein they will be able to see open skyviews above a building. Graphic 1 shows that both the street-fronting townhouses and, more importantly, the apartment building will be well below a 45 degree angular plane, providing skyviews above both buildings.

Graphic 2 also confirms that pedestrians walking along the south side of Fuller Street will only be able to see the street-fronting townhouses, whereby the apartment building (depicted by the heavy red line) would be below the viewshed.



Graphics 6 & 7 illustrate the angular plane along Boucher Street across the frontage of the apartment building. Again, the pedestrian would have skyviews above the apartment building, acceptable from an angular plane design perspective.



			<ul style="list-style-type: none"> • <i>how the easterly edge condition of the Project and streetscape design will integrate well with the SPA#1 lands to the east;</i> <p><u>Response:</u> The redevelopment of the Site will provide the opportunity to integrate an improved public waterfront by providing public connections through and around the Site, on properly designed, public accessible pathways, creating a series of loops through and around the Site. The Proposed Development could be the catalyst for a continued Waterfront Master Plan implementation and integration, and to integrate with a community trail connection along the Richmond Street unopened road allowance to Meaford Community Park recreational facilities.</p> <ul style="list-style-type: none"> • <i>the relationship between the public waterfront and the Project's northern edge, in terms of views, public / private transitions and interface, views and buffers etc.;</i> <p><u>Response:</u> Based on community feedback, the waterfront townhouse units have been oriented perpendicular to the waterfront to allow for wide views approximately 12 metres (40 ft.) wide. In addition, these views between buildings will include pathways and public and private landscaped areas to provide breaks in the massing. Multiple access points to the waterfront are planned as well as vegetation along this northern edge to create an aesthetically pleasing and pedestrian-friendly interface. Refinement of these details will be completed during the Site Plan Approval process.</p> <ul style="list-style-type: none"> • <i>How would you suggest that these characteristics will best be guaranteed beyond the rezoning process and through the various approval processes to follow.</i> <p><u>Response:</u> These characteristics can be guaranteed through the Zoning By-law Amendment and Site Plan Control application. The commitment to these features can be ensured through the implementation of a Holding provision in the Amending Zoning By-law, whereby the Owner agrees to the lifting of the Holding provision subject to:</p> <ul style="list-style-type: none"> • Providing for a Hotelier commitment; and • Site Plan approval by the Director of Planning, to be presented for information purposes to Meaford Council and the public.
116		<p>§ Staff note that the pedestrian access points at the south end of the site, for example at the end of Richmond Street Road allowance do not offer a clear pathway to the waterfront and appear to be designed to primarily accommodate residents of the site. The design does not orient itself to the rest of the Special Policy Area in a way that invites connectivity through the site to the water or to the harbour nor does it invite relationship to the properties to the south. The Applicant should consider the design characteristics of the following elements to better address these urban design concerns: streetscapes and street designs; movement patterns in terms of a connected network; wayfinding of the site for pedestrians traversing through the public realm (publicly and privately owned); legibility of the site in terms of public, semi-public, and private lands; etc.</p>	<p>A video has been prepared that demonstrates the legibility of and traversal of the various connections through the site. As demonstrated, wayfinding is intuitive and can be further legible with signage. Additional connectivity can be incorporated along the waterfront, furthering the relationship with the south.</p>
117		<p>§ This site being the closest to the harbour of all properties in the Special Policy Area could be argued to have the most potential for vibrant public engagement with the existing urban waterfront area</p> <ul style="list-style-type: none"> • How do these lands support the objectives of the Urban Area Waterfront designation and Waterfront Plan AND not preclude the other lands in the Special Policy Area from also meeting the objectives of the plans (B1.8.1.2(f)). The design should consider how this site, which will be the "bridge" between the redeveloped lands to the west and east, creates patterns of movement, landscape, and built form that will define a cohesive and interrelated sense of place and character for the area as envisioned in the SPA#1 and Waterfront Plan. • How has compatibility, access, and synergy with both the harbour AND the rest of the Special Policy Area been considered (B1.5.5 (e))? 	<p>The UWA land use designation applies to the municipally owned properties along the waterfront, including the marina. As noted above, the Proposed Development is supportive of the objectives of the UWA designation. B1.5.5(e) is a guiding principle of the Urban Area Waterfront land use designation, contemplating how the UWA designation interacts with the adjacent SPA#1 lands. As demonstrated on the attached connectivity figure, the Proposed Development increases the connectivity of the Site to the waterfront, while not impacting the accessibility of the UWA area or precluding the guiding principle from being met.</p>
118	Visuals	<p>Provide visuals sufficient to assist in describing the relationships (visual, massing, separation, scale of public realm, etc) of different components of the Project to each other and to the surrounding public and private spaces (visually respond to OP policies including B1.8.1.2(c), D5, Waterfront Plan principles):</p>	<p>Visuals have been prepared to illustrate what residents will be able to see upon full build out, including grading accurate imagery.</p>
119	Cross Sections	<p>§ Cross Sections (to include expected finished grade and existing grade noting elevation):</p> <ul style="list-style-type: none"> • From waters edge (beach area) to and showing the front wall of the hotel • From waters edge to and showing the front wall of condominium 	<p>Cross sections may not effectively convey the Proposed Development. The visuals above, such as the video, achieve the goal of cross sections and provide more information.</p>

		<ul style="list-style-type: none"> • Across the pedestrian esplanade including any landscaping/amenities provided on either side of the hard surfaced area • Through the site from waters edge through waterfront buildings, outdoor amenity area, townhouse, public street, to and including front wall of existing single detached home(s) • Cross-sections for both perimeter streets including both new and existing built form on either side. 	
120	Views and Vistas	<p>§ Views</p> <ul style="list-style-type: none"> • The former buildings can be seen on Google Streetview. This tool could be used to show views through the site when the former industrial buildings were in place. • Please provide conceptual modelled views from the street at eye-level of: <ul style="list-style-type: none"> o Future Boucher Street from Fuller intersection facing the shoreline o Future Esplanade from Bridge/Fuller intersection facing the shoreline (will you be able to see between all buildings at this point) o Future north end of Fuller being the gateway to the public harbour lands facing the site (project east) • If including landscaping in the views, please indicate the anticipated year after build out (i.e. how many years before the trees look like this) 	Video and/or still images of viewsheds/vistas to be prepared to illustrate what residents will be able to see upon full build out, including grading accurate imagery.
121	Plan View	<p>§ Plan</p> <ul style="list-style-type: none"> • Site Plan overlay that identifies all open space and linkages to the waterfront that will be publicly accessible over the long term via public ownership or easement. • Plan view of Special Policy Area #1 with colour blocks of the private vs. public land holdings in the area and which are held or intended to be held by SkyDevCo. 	The following graphic has been prepared to demonstrate the various linkages through and around the site.
122	Height/Sections	The building sections provided, although stepped back, show potentially 6 storeys for the townhouse with up to 18 m of height (shore side) and 5 storeys for the apartment with 17m in height. Indoor amenity space is calculated as floor space. As noted below, consideration of zoning definitions and specific standards will be key to getting the language of the by-law correct. Also a numerical metric limit on height should be anticipated. The Official Plan indicates this shall generally be 15.5m. Please ensure that building sections are provided for all forms of construction to which a height request is applicable (exceed 11m) and ensure that all sections are labelled in a manner that is clearly related to the Zoning By-law definitions and standards. Sections should include expected finished grade and existing grade noting elevation.	Building sections have been prepared as part of an angular plan demonstration. The Zoning By-law Amendment has been revised to include definitions of building height.
123	Bonus Zoning	There is no community benefit by-law approved in Meaford.	Noted.
124		Council recently approved up to 16.57 m in height at 1 Legion Road with a bonus provision. This was a single building site with quite different geography, neighbourhood context, and scale; please do not interpret any comparison in terms of what the bonus provision might specify. However, you may find the staff report informative in terms of the timeline for which bonus provisions continue to apply as well as how they have been incorporated with other Holding Provision requirements. Staff report DEV2021-34 regarding a zoning amendment for 1 Legion Road can be found online at:	Noted.
125		https://meaford.civicweb.net/document/120946/DEV2021-34%20-%201%20Legion%20Road%20-%20Z09-2020.pdf?handle=F8E1093462694E2EA3121F07350FDFA9	Noted.
126		<p>D5 of the Official Plan indicates that bonus provisions may be considered “to permit increased building heights under strict control”. Please describe:</p> <ul style="list-style-type: none"> • Why greater height is necessary and appropriate (per D5 d) • What community facing and public benefit/interest objectives beyond those that would otherwise be required will be achieved by the development? • If the items identified in the PJR are to be considered of public benefit, HOW do you propose that they be incorporated in to the approvals process to ENSURE they are part of the final project and continue to provide benefit over the long term? (through tools and requirements such as: Holding provisions; urban design brief(s); easements; agreements; etc.) • In some parts of the PJR the on-site outdoor amenity area is indicated as a “public open space” (particularly first paragraph of page 44). Please clarify if you intend it to be for the condominium or open to the full community, and what design elements will be used to express this in the built environment, beyond just signage. • Have any additional public benefits been considered after hearing/reading the public comments? 	<ul style="list-style-type: none"> • <i>Why greater height is necessary and appropriate (per D5 d)</i> <p><u>Response:</u> The PPS promotes efficient development and land use patterns, which is furthered by the Grey County and Meaford Official Plans directing for compact built forms, and densities that allow for the efficient use of land. In order to meet these objectives, heights of four and five storeys are necessary. By building upwards, less ground area is consumed, facilitating the several waterfront connections through and permeability of the Site. The height of the apartment building has been reduced from five to four storeys in response to public feedback. The size of the Site is conducive to, and one of the few areas in the municipality, capable of accommodating higher density development, which is also necessary to contribute to the range of housing options available. Further reductions to building height would not only be an inefficient use of the Site, but also detract from the overall development potential of the municipality.</p> <ul style="list-style-type: none"> • <i>What community facing and public benefit/interest objectives beyond those that would otherwise be required will be achieved by the development?</i>

			<p><u>Response:</u> Public benefits are fully addressed in the letter in response to comment 127 (see below).</p> <ul style="list-style-type: none"> <i>If the items identified in the PJR are to be considered of public benefit, HOW do you propose that they be incorporated into the approvals process to ENSURE they are part of the final project and continue to provide benefit over the long term? (through tools and requirements such as: Holding provisions; urban design brief(s); easements; agreements; etc.)</i> <p><u>Response:</u> A combination of holding provisions and the details of the Zoning By-law Amendment will ensure that the public benefits are integrated in the Site Plan Approval application.</p> <ul style="list-style-type: none"> <i>In some parts of the PJR the on-site outdoor amenity area is indicated as a “public open space” (particularly first paragraph of page 44). Please clarify if you intend it to be for the condominium or open to the full community, and what design elements will be used to express this in the built environment, beyond just signage.</i> <p><u>Response:</u> The central open space in the Proposed Development is planned to be a private open space for future residents of the development.</p> <ul style="list-style-type: none"> <i>Have any additional public benefits been considered after hearing/reading the public comments?</i> <p><u>Response:</u> Public benefits are fully addressed in the letter in response to comment 127.</p>
127	Letter	For other applications, once the developer has decided on the specific public benefit(s) a stand alone letter has been provided that specifies the benefit being offered so that this can be considered by Council specifically. Staff recommends that the developer provide a letter outlining the details of the specific benefits you wish Council to consider and what specific height per building is requested in return.	A Community Benefit Letter has been prepared.
128	Zoning By-law	To ensure that the site specific zoning by-law amendment responds to the needs of the proposed development and satisfies the policy framework it is important to consider the specific standards. A fulsome zoning review needs to be completed and all areas of relief or mitigating standards be identified.	Revised draft Zoning By-law Amendments prepared and appended.
129		<p>Please provide an updated Draft Zoning By-law Amendment with consideration of:</p> <ul style="list-style-type: none"> o How the proposed building forms are defined by the Meaford Zoning By-law (site statistics and site plans should use defined terms instead of marketing terms) o Will existing definitions provide for the uses proposed (if not, propose definitions that align with the Official Plan) o Are the uses as defined permitted in the requested zones? o Definitions that relate to building standards, including but not limited to: <ul style="list-style-type: none"> • Height • Storey • Main wall o If stepbacks are key to consideration of height and storeys how these should be incorporated o All zoning requirements including general provisions, parking and zone standards as they will apply to all levels of construction. o Requested 4m setback is too small to provide parking in the individual driveways of the street fronting townhouses and plan demonstrates around 6m provided. o Lack of frontage on a public street for potential future blocks. o Relationship between setbacks/excavations and flood hazard/tree dripline. o See peer review comments with respect to parking. o address the requirements for mixed-use and mechanisms to ensure that the commercial elements of the site will be constructed 	Revised draft Zoning By-law Amendments prepared and appended.
130		An Economic/Market Impact Study was not required at the time of preliminary consultation as there were no full-service hotels in the downtown nor any lands specifically earmarked for such a use. However, the requested zoning by-law amendment requests permission for all uses permitted in the C1 zone to be allowed. Please describe in the Planning Justification Report how the potential outcomes of this request will be complimentary and not competitive with the Downtown Core Commercial and Harbour Village area. What development standards are proposed to demonstrate that an Economic/Market Impact Study is not warranted by the requested zoning? If the intent is for this to apply to only the hotel site how is this ensured? If	As part of this revision, the ZBA now permits commercial uses only within the hotel building. The number of commercial units in this building will be limited, and are anticipated to be complimentary to the hotel (such as a restaurant or spa). The addition of new residents and increased tourism activity through the hotel are expected to contribute positively to downtown Meaford

		intent is to animate main floor of other buildings, we need parameters to avoid unintended consequences/impact on the downtown.	
131		Detailed standards will be assessed based on the final plan and will need to consider all levels of construction including underground parking areas.	Noted.
132	Brownfield Remediation	The Environmental Protection Act must be addressed. Please confirm the status of Phase II ESA and the anticipated remediation process (RSC or site specific risk assessment or other). Before new uses are established it must be demonstrated that the site is suitable for those uses. This may be considered for future Holding provision.	Phase 2 ESA completed and to be provided to Meaford and County.
133	Storm water	Roof leaders from every waterfront facing building are shown to outlet onto the public realm. While this may function from a technical perspective, what are the impacts on the public realm? This is public waterfront and while some footpaths are delineated access is not restricted and the whole of the area is for public enjoyment. Please describe how the impact of defined water outlets on the enjoyment and erosion potential of the public realm has been considered.	The roof top will be used as storage and stormwater will be released at a controlled rate.
134	FSS/Geotech	Note that the September 2021 FSS references the DRAFT and not the final geotech. Please confirm that nothing changes in the recommendations as a result of the final Geotech.	Confirmed that there are no changes in the recommendations as a result of the final Geotech.
135		Ensure servicing and SWM plan is considered in planning for stages/phases of development	Noted.
136	EIS	The Addendum to the EIS presents the results of 2021 field studies and finds that there are no mitigation measures warranted beyond what was recommended in the preliminary EIS.	Noted.
137		Best management practices in section 8.1 of the original recommend keeping the FOD on site to the extent possible. As it appears this will be removed in its entirety, are there any more specific offsetting recommendations?	
138		Monarch habitat is identified as being removed. This was not identified as a concern and there are no specific recommendations made in this regard. However, staff would recommend for future detailed design that monarch/pollinator supportive plantings such as milkweed could be incorporated (Saugeen Shores club could be example).	Deferred to SPA.
139		Anticipate a tree protection and planting plan to be a future requirement. An inventory of existing mature trees and whether they are native species or not and their health may assist in responding to concerns of tree removal. How trees off site (particularly along the waterfront) will be protected during any remediation or construction phases will also be important.	Deferred to SPA.
140	General	When considering walkability of the site note that the grocery store is no longer downtown. While not directly applicable to this site, Special Policy Area #3 does include discussion on walkability and best practice distances.	Noted.
141		Consider the shoreline as a USE. Residents and visitors will be much more familiar with this site from the water than from the road. Consider how these spaces are used by the public (beach, quiet contemplation, dog walking, fishing...) and how the proposal interacts with those uses. Residents/visitors will be looking down on users of this public space. How has this perceived encroachment been considered in the design? Has the relationship between setbacks and height been considered from this lens?	The revised proposal re-oriented the waterfront townhouses to have less units face towards the waterfront, reducing the amount of residents that would look out over the public space. Patio spaces and balconies have been placed to not overlook the public space, and look inward towards the adjacent buildings.
142		Note that Source Protection Plan letter anticipated at a future stage.	Deferred to SPA.
143		Another consideration to keep in mind as the project moves forward is how the site and surrounding areas will be impacted by staged development. Consideration for the functionality of phases, independent of others being completed, will be critical (particularly as it relates to the relationship with, and movement patterns connected to the existing neighbourhood and public waterfront).	The underground parking is being implemented at the request of the community, so as to reduce the amount of surface parking and increase greenspace open areas. As such, it will be difficult to phase due to the connected underground parking garages.
144	Snow Storage	The plan provided does not appear to have areas to accommodate snow storage on site. While this detail does not necessarily impact zoning, it should not be overlooked when making design changes.	Deferred to SPA.
145		This area is one of the snowiest in Canada with an average almost 3.5m of snowfall annually (As noted for Owen Sound in this local vital signs document page 12)	Noted.
146		https://www.communityfoundationgreybruce.com/doc/?ID=6	Noted.
147	Attainability	If putting forward a proposal of attainability, please demonstrate how the rental units will meet any specific "attainability" metrics.	A range of housing forms is proposed, including street-fronting townhouses facing Fuller and Boucher Streets, stacked townhouses perpendicular to the waterfront, and one apartment building. The townhouses will be owner-occupied dwellings and the apartment building will be rental tenure. Meaford has a low vacancy rate of 0.7 to 1.3% over the last 5 years (CMHC, 2016 -20). A healthy vacancy rate is considered

			to be 3.0%. The mix of housing forms meets the land use planning framework of the Provincial Policy Statement, County and Meaford Official Plans.
148	Density	Loon Call (203 du) is a recent subdivision that includes approx 1848 sq. m. park Block F where all units also have a yard.	Noted.
149		This site proposes 169 du and 78 hotel rooms with limited to no private amenity space. Please confirm the approx area, and use, of the shared outdoor amenity area.	The approximate area of the outdoor amenity area is 2,660 m ² . Each unit features a private patio/balcony/backyard, as well as private indoor and outdoor rooftop amenity on the stacked townhouses and apartment building.
150	Condo	Please share any updates to the condominium application with the Municipality of Meaford to inform process flow. Staff request an annotated description of the use of each of the condominium units as shown on the VLC. A similar one page description was given for the original VLC last spring, so this could just be updated for the Fall 2021 VLC. Additional commentary in the Planning Justification Report to augment the justification at pages 62 – 63 of the current report would also add greater certainty to the VLC units and common elements.	The one-page description will be updated following this submission.
151	Traffic	Further to the peer review comments above, at the public meeting there were verbal commitments made by the development team with respect to the TIS and including higher traffic counts (i.e. to account for the fact that counts were initially taken during COVID and revised counts were taken one day in July where it may have been a wet or off day).	See response to comment 70 above.