



# PLANNING JUSTIFICATION REPORT

**PREPARED FOR:**  
Eco Park Plan of Subdivision

Flato Eco Park Dundalk Inc.

File No. 15184AS

24 October 2024



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

*Your Vision*  
*Designed | Planned | Realized*  
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# 1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Flato Eco Park Dundalk Inc. (the "Owner"), to review the planning merits of a Draft Plan of Subdivision application for the lands known as PART OF LOTS 238, 239 AND 240, CONCESSION 1, SWTSR AND PART OF LOTS 238 AND 239, CONCESSION 2, SWTSR GEOGRAPHIC TOWNSHIP OF PROTON TOWNSHIP OF SOUTHGATE, COUNTY OF GREY (the "Site").

The Draft Plan of Subdivision proposes single-detached dwellings, live-work townhouse dwellings, back-to-back townhouse dwellings, apartment dwellings, commercial blocks, industrial blocks with varying frontages, as well as stormwater management blocks, environmental protection blocks, a sewage pumping station block, park block and a landscaped buffer block (the "Proposed Draft Plan"). It is noted that the commercial uses, residential uses and Industrial Blocks 215 and 216 will be developed by the Owner and the remainder of the industrial lands will be retained by the Township.

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

## 2.0 Site Description and Surrounding Land Uses

The Site has approximately 388.6 metres of irregular frontage on Highway 10. The landholding is comprised of primarily rural lands with patches of woodlands. The Site also contains a portion of a Provincially Significant Wetland (PSW) on the south and southeast areas of the Site. The larger portion of the PSW is located on the southern abutting lands. The Site abuts several existing rural residential lots and wraps around an existing rural residential property near the northeastern portion of the Site. The Site also abuts the Grey County Rail Trail which is located along the western edge of the Site.

The Site is approximately 60.2 hectares in size and access to the Site is proposed through 1 new entrance along Highway 10, 1 new entrance from the west via the planned extension of Eco Park Drive and 2 future access points that will be provided via future right-of-ways located at the terminations of Streets A and G.

The “active” development area on the Site is approximately 48.1 hectares and includes the proposed residential, commercial and industrial uses, Sewage Pumping Station Block 218, as well as the proposed road network. The balance of the developable area is proposed to be reserved for stormwater management and open space uses. The Site is generally flat and has historically been farmed.

The Site also benefits from its location along Provincial Highway 10, which functions as a major highway that traverses the Township. The Proposed Draft Plan has a comprehensive layout and includes residential, commercial and industrial uses. Once the commercial blocks are

developed, the Site will provide services and amenities to the residents of the subdivision and Dundalk and will cater to the travelling public who utilize Highway 10. As the industrial blocks develop, they will provide additional employment opportunities within Dundalk and will be easily accessible by either the road network or the rail trail. These new jobs would be in addition to the new jobs created within the commercial blocks.

The Site directly abuts the Grey County Rail Trail which will provide active transportation opportunities to and from the Site. The Grey County Rail Trail also acts as a connection between the Site and the downtown area of Dundalk, providing the residents of the subdivision alternative access to the existing services and amenities within the Village of Dundalk.

Adjacent and nearby uses of the Site are as follows:

**North:** Rural lands and woodlands;

**East:** Rural and agricultural lands;

**South:** Rural lands and woodlands; and

**West:** Grey County Rail Trail and rural lands.

The Site and its surrounding context are shown in **Figure 2**.

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## 2.1 File History

The Site was recently subject to a Minister's Zoning Order (MZO) through Ontario Regulation 162/22 (O. Reg. 162/22), which was approved by the Minister on March 4, 2022. Now in effect, the MZO zoned the lands for a variety of uses including, but not limited to:

- Single detached dwellings;
- Back-to-back towns;
- Live-work towns;
- Apartments;
- Commercial;
- Industrial;
- Stormwater area;
- Parks; and,
- Environmental protection and open space.

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

- Single detached dwellings;
- Back-to-back townhouse dwellings;
- Live-work townhouse dwellings;
- Apartment dwelling units;
- Commercial uses;
- Industrial uses;
- Sewage pumping station;
- Stormwater management uses;
- Parkland; and,
- Environmental protection and open space uses.

Each of the above-noted uses have generally prescribed locations which are reflective of the approved zone map that accompanied the approved MZO. The Proposed Draft Plan is respectful of the approved uses and their locations on the Site.

# 3.0 Proposal

The Site is proposed to be developed for a total of 483 residential units, comprising 191 single detached dwellings (inclusive of the 4 wide-shallow lots and 3 future residential lots), 78 live-work townhouse dwelling units, 76 back-to-back townhouse dwelling units, and 138 apartment dwelling units. The Proposed Draft Plan also includes 2 commercial blocks, 4 industrial blocks, 2 stormwater management blocks, a park block and 2 open space blocks that contain the existing PSW on the Site.

Access to the Site is proposed through 1 new entrance on Highway 10 and 1 new entrance via the planned extension of Eco Park Way from the west, which will function as an arterial street (Street B - Eco Park Way) with a 30-metre right-of-way and will be utilized as the main access throughout the Site. The street network of the Site follows a modified grid pattern with Eco Park Way being the main collector road and will also provide connections to the proposed local roads. 2 future road connections are proposed at the terminations of Streets A and G.

A 0.76 hectare park block (Block 221) is provided in the northern portion of the Site. The

park block is centrally located and in close proximity to the proposed back-to-back townhouse units. The proposed park block will be dedicated to the Township.

184 single detached dwelling lots at 10.1-metre frontages, 3 future single detached lots and 4 single detached dwelling wide-shallow lots have been incorporated into the design. 78 live-work townhouse dwelling units at 6.5-metre frontages and 76 back-to-back townhouse dwelling units at 6.4-metre frontages have also been incorporated into the Proposed Draft Plan. The proposed live-work townhouse dwelling units will be designed to provide space for potential home-based business opportunities on the ground floor. An apartment block with 138 apartment dwelling units is also proposed adjacent to the sewage pumping station, stormwater management and open space blocks. Block 211 contains the 3 future residential single detached lots.

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

**Table 1: Proposed Draft Plan Unit Breakdown**

Lot/Unit Type	Number of Lots/Units
10.1 Metre Single Detached Dwelling Units	184
Wide Shallow Lots Single Detached Dwelling Units	4
6.5 Metre Live-Work Townhouse Units	78
6.4 Metre Back-to-Back Townhouse Units	76
Apartment Units	138
10.1 Metre Future Residential Units	3
<b>TOTAL</b>	<b>483</b>

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

# 4.0 Planning Analysis

The following is a review of the land use policy framework related to the Site.

As discussed, the Site was subject to a Minister's Zoning Order (MZO), which zoned the Site for residential, commercial, industrial and environmental protection uses. The proposed Draft Plan reflects the zoning of the approved MZO. The MZO was supported by Township Council via a resolution and was approved by the Minister of Municipal Affairs and Housing on March 4, 2022. Additionally, through County OPA No. 11 and the Township's updated Official Plan, the entirety of the Site is now located within the Settlement Area of Dundalk.

## 4.1 Planning Act

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

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

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

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

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

The Proposed Draft Plan is consistent with Provincial Policy, has appropriate access, and has proposed commercial and industrial uses. The proposed commercial blocks can accommodate a variety of uses and developments that range in scale. The proposed industrial blocks can also accommodate a variety of uses and will generate employment growth in the community. It is the opinion of the undersigned that for these reasons, as well as others, the proposal is not premature and is in the public interest.

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

A detailed analysis of the Proposed Draft Plan's alignment with the Township's Official Plan is contained in **Section 4.5** of this Report. The Proposed Draft Plan has been designed to function as a natural extension of the Dundalk Settlement Area and incorporate the Township's industrial business park. Additionally, future ROW blocks have been provided to allow for potential future development to the north of the Site.

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

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



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

No affordable units are proposed through the subject subdivision application; however, the proposed 76 back-to-back townhouse units are intended to be marketed as “starter homes” and will be at a lower price point in comparison to other freehold product types. In addition, the Draft Plan includes Block 210 for a purpose-built rental apartment. It is anticipated that this Block will be able to accommodate up to 138 rental apartment units.

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

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

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

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

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

The existing PSW on the Site is proposed to remain designated as Hazard Lands under the Township’s Official Plan and zoned Environmental Protection (EP) with a thirty (30) metre buffer from any active development and a reduced fifteen (15) metre buffer from a stormwater management block area. Further details are provided in **Section 5.3** of this Report.

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

A Functional Servicing and Stormwater Management Report, and Environmental Impact Study have been completed in support of the subject application, which addresses potential flooding matters on and off the Site and natural resources, respectively. The identified natural features have been restrictively zoned within the Township’s “Environmental Protection” (EP) Zone, as per the approved MZO for the Site, and the associated buffers have been provided. Further details of these reports are provided in **Sections 5.1 and 5.3**, respectively.

*(i) The adequacy of utilities and municipal services*

The Proposed Draft Plan can be serviced by the various local utility providers and can be serviced with both municipal sanitary and water services, subject to the planned expansions to the municipal sanitary and water systems as confirmed within the Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineers (see **Section 5.1**).

*(j) The adequacy of school sites*

The Bluewater District School Board (BWDSB) and Bruce Grey Catholic

District School Board (BGCD SB) will be circulated the proposed application and any comments received will be addressed. It is further noted that the BWDSB will be providing a new school site on the Glenelg Phase 3 Subdivision lands in Dundalk, which received draft plan approval on May 23, 2024.

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

The net percentage of parkland to be dedicated for public purposes on the Site is 3.6%. 0.769 hectares of parkland is being provided as part of the Proposed Draft Plan. Cash-in-lieu of parkland will be provided as the minimum 5% for the residential area is not being provided as part of the Proposed Draft Plan. Cash-in-lieu will also be provided as the minimum 2% for the industrial and commercial areas are not being provided.

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

The Site provides for an efficient modified grid road pattern and provides for a more dense development in the form of single detached dwelling lots, live-work and back-to-back townhouse dwelling lots with various frontages, as well as apartment dwelling units.

- (m) *The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s.*

*30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)*

As part of the Proposed Draft Plan, the apartment, commercial and industrial blocks will be subject to future Site Plan Control applications.

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

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

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## 4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) was released by the Province on August 20, 2024, and came into effect on October 20, 2024. The PPS replaced the Provincial Policy Statement, 2020.

The housing policies of the PPS provide for, among other matters, facilitating all housing options required to meet the social, health, economic and well-being of current and future residents including special needs requirements and needs arising from demographic changes and employment opportunities; promotion of densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation. The Proposed Draft Plan will provide for various housing options including single detached, back-to-back townhouse, live-work townhouse and apartment dwelling units.

The housing policies of the PPS are also municipal and/or County-wide policies which speak to providing an appropriate range and mix of housing types and densities and maintaining the ability to accommodate residential growth for a minimum of 15 years through intensification and redevelopment and maintaining servicing capacity for at least 3 years. In addition, the PPS contains policies which address establishing targets for affordable to low and moderate-income households, facilitating residential intensification, directing development where there are existing or planned infrastructure and public service facilities and promoting densities which efficiently use land and resources.

The Proposed Draft Plan assists the Township in achieving these policy initiatives in that a range and mix of residential units are provided within the Proposed Draft Plan, and a majority of the unit types being provided are of a smaller frontage size which assists in providing a more affordable alternative for homeownership than traditional larger lot and unit sizes, and there is planned infrastructure to service the Proposed Draft Plan.

Section 2.3.1 of the 2024 PPS outlines the general policies for settlement areas and identifies that land use patterns shall be based on densities and mix of land uses which:

- a) *Efficiently use land and resources;*
- b) *Optimize existing and planned infrastructure and public service facilities;*
- c) *Support active transportation;*
- d) *Are transit-supportive, as appropriate; and*
- e) *Are freight-supportive.*

Section 2.3.1 also outlines that planning authorities shall establish and implement minimum targets density targets for designated

growth areas, based on local conditions. Under the PPS, Dundalk is considered as a strategic growth area. The proposal is for the development of 483 residential units on approximately 11.1 hectares of developable land. Excluding the commercial blocks, industrial blocks, stormwater management areas, park block, open space blocks, landscape buffer block, and right-of-way areas, the residential density on the Site is approximately 43.19 units per net hectare.

Further, Section 2.4.1 speaks to the general policies for strategic growth areas and indicates that to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) *To accommodate significant population and employment growth;*
- b) *As focal areas for education, commercial, recreational, and cultural uses;*
- c) *To accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,*
- d) *To support affordable, accessible, and equitable housing.*

The Proposed Draft Plan provides 483 dwelling units, as well as 8.92 hectares of commercial lands and 17.9 hectares of industrial lands to accommodate new population and employment growth in Dundalk. The proposed commercial lands can accommodate a range of commercial uses and are located adjacent to Highway 10 to serve residents, as well as the travelling public.

Section 2.8 outlines policies related to employment and requires that planning

authorities shall promote economic development and competitiveness by:

- a) *Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *Identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *Encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and,*
- e) *Addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

The Proposed Draft Plan contains commercial and industrial lands that provide a mix and range of employment uses to meet the long-term needs of the community. These lands will also provide opportunities for a diversified economic base, will support a wide range of economic activities and ancillary uses, and will take into account the needs of existing and future businesses.

Regarding the land use compatibility policies, A D-6 Assessment (see **Section 5.5**) was completed to address land use compatibility and

ensure an appropriate transition from the industrial lands to the residential lands. The D-6 Assessment concludes that the Proposed Draft Plan has been designed to provide appropriate separation between the industrial lands and sensitive land uses. Additionally, the D-6 recommends that further land use compatibility assessments be completed during the future Site Plan Control process once more details regarding the specifics of the future individual industrial uses are known.

The transportation policies speak to providing transportation systems that are safe, energy-efficient, and facilitate the movement of people and goods and density, mix of uses and land use patterns should be promoted which minimize the length and number of vehicle trips and support the use of transit and active transportation.

The Proposed Draft Plan provides for an efficient modified grid road pattern with opportunities for active transportation for residents throughout Dundalk on the boundary road network.

Section 3.6 speaks to sewage, water and stormwater. Planning for sewage, water and stormwater in the context of the PPS policies promote development that deals with sewage, water and stormwater in an efficient manner. New development on municipal sewage and municipal water services is the preferred form of development within settlement areas, as is the case with the Proposed Draft Plan. Additionally, stormwater management shall, among others, maximize the extent and function of vegetative and pervious surfaces, as well as promote stormwater management best practices including stormwater attenuation and re-use.

The storm facilities within the Proposed Draft Plan have been designed in an efficient manner and the area surrounding the stormwater management ponds within the stormwater

management pond blocks will be landscaped in a manner that will also function as an additional amenity space for future residents.

The Public Spaces, Recreation, Parks, Trails and Open Space policies of the PPS, in part, encourage the planning of streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity and provide for a full range and equitable distribution of publicly accessible built and natural settings for recreation including parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources.

The Proposed Draft Plan provides a 0.76 hectare park block, 6.52 hectares of open space, and a street pattern and width that will provide for active transportation opportunities and active transportation linkages to the downtown area of Dundalk.

Concerning cultural heritage and archaeology, the PPS identifies that significant built heritage resources and significant cultural heritage landscapes shall be conserved and development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. A Stage 1 Archaeological Assessment has been completed and a Stage 2 Archaeological Assessment is currently being completed for the Proposed Draft Plan and will be provided as part of a future resubmission.

Regarding the natural hazard policies of the 2024 PPS, The developable area of the Proposed Draft Plan is currently used for agriculture, and is not on or located near an aggregate resource; however, the southern portion of the Proposed Draft Plan that is not proposed for development does host a Provincially Significant Wetland

(PSW), which is proposed to remain within the County and Township “Hazard Lands” designation and was restrictively zoned the Environmental Protection (EP) Zone through the approved MZO. An Environmental Impact Study (EIS) was prepared in support of the Proposed Draft Plan and concludes that although features of provincial interest are identified on and adjacent to the Site (significant wildlife habitat), negative impacts to these features are not anticipated should the proposed mitigation measures be implemented. Further details of the EIS are summarized in **Section 5.3** of this Report.

**Based on the above analysis and subject to the findings of the future Stage 2 Archaeological Assessment, it is the opinion of the undersigned that the Proposed Draft Plan is consistent with the Provincial Planning Statement.**

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

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

The County OP includes a variety of goals, including minimizing adverse impacts on the natural environment and environmental

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

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

The County has updated the 2018 County OP to include the revised growth projections through County OPA 11. Additionally, the County has acknowledged within the Growth Management policies of both its current OP, as well as County OPA 11, that:

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

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

The Proposed Draft Plan is the third of the approved MZO sites to move forward to the

Draft Plan Approval stage and will provide 483 additional residential units for the community of Dundalk in a strategic location for the uses of the Proposed Draft Plan.

Section 3.3 of the County OP introduces the various Settlement Area Land Use Types. This section states that the majority of growth will be directed to Settlement Areas and that development in these areas will occur on full municipal services. The County OP establishes 5 main land use types for areas of concentrated development, including Primary Settlement Areas. Primary Settlement Areas are larger settlements with full municipal servicing and a wide range of uses, services, and amenities. Dundalk is identified as a Primary Settlement Area within the County OP.

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

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

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

*undevelopable for environmental protection reasons.”*

Therefore, excluding the proposed commercial blocks, industrial blocks, stormwater management blocks, park blocks, open space/landscaped buffer blocks, and right of ways, the proposed net density of the Site is 43.19 units per net residential hectare (483 units / 11.183 hectares). It is submitted the proposed density of 43.19 units per net residential hectare contributes to achieving the prescribed overall density target for Dundalk.

Section 4.1 of the County OP provides the housing policies for the County. The housing policies of the OP encourage a wide variety of housing by type, size, and tenure to meet the needs of current and future residents of the County. Intensification and redevelopment are encouraged, as well as housing accessible to lower and moderate-income households. The Proposed Draft Plan provides a range and mix of housing types in a compact urban form.

The inclusion of smaller freehold unit types such as the 10.1-metre frontage single detached dwellings, live-work townhouse dwellings, back-to-back townhouse dwellings and rental apartment dwelling units that are proposed will contribute to a more affordable housing mix within the County for both freehold and rental tenures. The proposed back-to-back townhouse dwellings are intended to be “starter homes” and will be marketed at a lower price point in comparison to other freehold product types. The proposed live-work dwelling units will also provide space for potential home-based business opportunities.

The Natural Grey policies of the County OP identify the Natural Environment land use designations including hazard lands and Provincially Significant Wetlands (PSWs) and significant coastal wetlands and that new development shall be protected from natural hazards and will generally be directed outside of

natural features within these areas. The Proposed Draft Plan contains no residential lots that are located within the extent of the County’s “Hazard Lands” designation. A 30 metre buffer is provided from any active development (i.e. residential, commercial and industrial blocks) around the existing PSW located within the portion of the lands designated “Hazard Lands” within which no development may occur. A recommended 15 metre buffer is proposed to be provided within the stormwater management block areas as these areas will be used for water retention/associated landscaping and a 30 metre buffer is proposed from any private lot lines. The proposed SWM blocks will also buffer the proposed residential units from the wetland features. Further, the submitted EIS confirms that there are no significant/natural heritage features that are negatively impacted by the Proposed Draft Plan and no impacts are anticipated to the existing PSW subject to the recommended mitigation measures, as outlined in **Section 5.3** of this Report.

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

The Interpretation policies of the County OP also contain policies that allow for minor redefining of the Hazard Lands designation without an amendment to the County OP. Based on the findings of the FSSWM Report and EIS, the Hazards Lands designation mapped on the Site is associated with a PSW. A buffer is proposed around the PSW located within the portion of the lands designated "Hazard Lands" within which no development may occur. A 30 metre buffer for any active development and a reduced 15 metre buffer within a stormwater management block area is proposed. Further details are provided in **Sections 5.1 and 5.3** of this Report.

The Other Wetlands and Significant Woodlands policies of the County OP prescribe that no development or site alteration may occur within Other Wetlands, Significant Woodlands, or their adjacent lands unless it has been demonstrated through an EIS that there will be no negative impacts on the natural features or their ecological functions. The submitted EIS indicates that the Proposed Draft Plan will result in the removal of portions of Cultural Meadow, Reed Canary Grass Mineral Meadow Marsh, Cattail Mineral Shallow Marsh complexed with Willow Mineral Thicket Swamp, the entirety of the Sugar Maple and Sugar Maple - Beech Deciduous Forests, and the hedgerow features, as well as the headwater drainage features located in the northeast and southwest portions of the Site and a portion of the headwater drainage in the center of the Site, in which the southern two-thirds of this feature occur within and contribute to wetland habitat. The EIS also indicates that the headwater drainage feature assessment identified the northern portion of this feature as mitigation due to its contribution to offsite natural features. The southern portion, which will be retained, was identified as conservation. As mitigation for the removal of headwater drainage features is to be implemented, the function of offsite features will

be maintained, provided appropriate pre and post-quality controls are implemented.

The Natural Function policies of the County OP identify that no development or site alteration shall be permitted within areas of significant threatened and endangered species as identified by the Ministry of Natural Resources and that no development or site alteration may occur within the adjacent lands to areas of significant threatened and endangered species unless it has been demonstrated through an EIS that there will be no negative impacts on the natural features or their ecological functions. The policies of the Ministry, however, do permit development within these areas in certain circumstances. The EIS prepared in support of the proposed Draft Plan indicates that 2 species at risk (Eastern Wood-Pewee and Bobolink) have been detected on or adjacent to the Site. Foraging habitat for Monarch is present in the meadow and meadow-marsh communities on-site and any removals can be restored within the setback of protected natural features. The proposed Draft Plan does not propose the encroachment into or removal of habitat for Eastern Wood-Pewee. Further, the EIS indicates that impacts to Bobolink are not anticipated as the meadow-marsh where they were observed is not considered suitable breeding habitat and the individuals observed were likely using this area as a temporary refuge following displacement from suitable habitat (e.g. hayfields) in the surrounding landscape.

To avoid potential impacts to bats that may be utilizing trees on-site, removal of trees should occur outside of the active season for bats, which typically occurs between April 1 and September 30. The EIS indicates that prior to the removal of trees, an acoustic survey for bats should be conducted to determine habitat use by species at risk bats and support any consultation with MECP on this matter. To offset the loss of potential habitat being removed, the EIS suggests the use of bat boxes in appropriate



locations such as adjacent to the proposed SWM facilities.

The County OP contains Heritage Policies and recognizes the importance of its cultural heritage resources and managing them in a responsible manner. The County OP prescribes that a Stage 1 Archaeological Assessment be completed in accordance with the Ministry of Culture Guidelines for proposed Plans of Subdivision. A Stage 1 Archaeological Assessment was completed, which recommends the completion of a Stage 2 Assessment. A Stage 2 Assessment is currently being completed for the Proposed Draft Plan and will be provided to County staff for review as part of a future submission.

The Transportation policies of the County OP contain provisions related to County Roads and Provincial Highways. We note that the Site fronts onto Provincial Highway 10 and will contain local roads and a collector road post-development. Notwithstanding that the County OP Transportation policies do not address development which fronts onto land other than a County/Provincial road, the TIS prepared by Crozier Consulting Engineers has identified that the Proposed Draft Plan can be supported from a transportation operations and safety perspective with the noted recommendations in the TIS. Further details regarding the TIS can be found under **Section 5.2** of this Report.

The servicing policies of the County OP detail the servicing options that are preferred within the County. Municipal sewage and water systems are the preferred form of servicing for Settlement Areas. The policies require all new subdivisions to incorporate surface water management systems to prevent on or off-site flooding or erosion and to prevent the deterioration of environmentally sensitive watercourses. The FSSWM Report prepared by Crozier Consulting Engineers demonstrates the feasibility of the planned expansion of municipal

services and the proposed SWM techniques and has been prepared in support of the Proposed Draft Plan. Further details are summarized in **Section 5.1** of this Report.

The Significant Threats policies of the County OP identify that Wellhead Protection Areas (WHPAs) and Intake Protection Zones (IPZs) are included within Appendix A and prescribe that any Planning Act applications proposed within the Municipal WHPAs or IPZs will be subject to a review by the County and the local municipality to assess the risks of such uses to potentially contaminate groundwater or surface water. A small portion of the northwestern corner of the Site is partially within Wellhead Protection Area Zone D as identified on Appendix A of the County OP. This portion of the Site is to contain the Township's industrial lands and any concerns related to drinking water will be addressed through a future Site Plan Approval application. The remaining areas of the Site are not within a wellhead protection area and as such, it is not expected that the Proposed Draft Plan will pose any significant threat to drinking water.

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

**Based on the above analysis and subject to the findings of the future Stage 2 Archaeological Assessment, it is the opinion of the undersigned that the Proposed Draft Plan conforms to the County Official Plan.**

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## 4.4 Township of Southgate Official Plan (2022)

The Township of Southgate Official Plan (the "Township OP") was adopted by Council on May 4, 2022, and approved by the Council of the County of Grey on October 27, 2022. The Township OP is the applicable lower-tier policy document guiding development at the Site. The Township OP identifies the broad vision of the Township as a vibrant, progressive community that is a desirable place to live, work and invest. To achieve these objectives the Township will support a mix of residential development to enhance its existing quality of life and rural charm to strive for diversity within the agricultural, commercial, industrial, recreation and tourism sectors to enhance growth opportunities.

The Growth Principles of the Township OP include providing efficient and cost-effective development strategies, including directing growth to existing settlement areas and ensuring a safe and healthy, living and working environment.

Section 3.0 of the Township OP provides the goals and objectives of the Settlement, Housing and Employment Areas. Goals include promoting Settlement Areas as the focus of growth for the Municipality and providing for an appropriate range of housing types and densities required to meet current and future

residents' needs within the regional market area. Further, Section 3.1 3) indicates that approximately 1,000 new jobs will be created by 2046 with the majority expected to be created within Dundalk. The industrial and commercial blocks within the proposed Draft will assist the Township in achieving this goal and provide additional employment opportunities for the community and surrounding area.

Further, objectives under Section 3.0 include directing major forms of new residential growth to the Urban Community (Dundalk), where full municipal services and other community facilities exist, promoting limited development within the Village Communities, to generally not permitting the further expansion of the Village Communities beyond the existing boundaries, and to ensure that new development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and appropriate densities. Based on these goals and objectives of the Township OP, it is clear that the priority for new growth moving forward is within the Urban Community or Primary Settlement Area of Dundalk.

Section 3.5 speaks to policies regarding Employment Opportunities. The proposed Draft Plan will assist the Township in addressing the policies of Section 3.5 by providing industrial lands for the Township's Eco-Park, as well as commercial lands that will provide jobs for the community of Dundalk.

Section 5 of the Township OP outlines the Land Use Policy for the Township, including the various designations across the Township. This section is intended to provide the basis for future development within the Township. The Site is currently designated Neighbourhood Area, Arterial Commercial, Industrial and Hazard Land. The Site is also designated Special Policy Area 5.6.10.

Section 5.2.1 of the Township OP introduces the Neighbourhood Area designation. The Neighbourhood Area designation is intended for lands within the Urban Community which are primarily residential in nature, while also incorporating other compatible uses, such as open space uses. The Neighbourhood Area designation includes areas of existing and planned residential development.

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

The Proposed Draft Plan locates the proposed townhouses within relatively central blocks internal to the Site and fronting onto local roads, which provide a buffer from any adjacent low density properties, eliminate any driveways fronting onto the collector road and follow a consistent built-form and streetscape throughout the Site. The use will not create traffic hazards or unacceptable congestion as is detailed in **Section 5.2** of this Report. The townhouse dwellings will also be serviced by municipal water and sewer services.

Section 5.2.1.2 5) requires that the residential portion of plans of subdivision shall provide a density of no less than 25 dwelling units per net

hectare. Excluding the proposed commercial blocks, industrial blocks, stormwater management blocks, park blocks, open space/landscaped buffer blocks, and right of ways, the proposed net density of the Site is 43.19 units per net residential hectare (483 units / 11.183 hectares).

Public Spaces are addressed in Section 5.2.5 of the Township OP. This section includes policies relating to parkland dedication through *Planning Act* applications, as well as locating public open spaces in a way which benefits the greatest number of people when it is a new development. A park block is included in the proposed Draft Plan. The park block has an area of 0.76 hectares, representing 3.6% of the residential area of the Site. It is noted that cash-in-lieu of the remaining required 1.5% (residential), 2% (commercial) and 2% (industrial) parkland dedication will be provided. Further, the Site directly abuts the Grey County Trail which is an active rail trail and will provide active transportation opportunities, and there are appropriate stormwater management solutions for the Site as outlined in **Section 5.1** of this Report.

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

The Proposed Draft Plan has regard for the general land division policies as the

development can be adequately serviced by existing or planned infrastructure. A D-6 Assessment (see **Section 5.5**) was completed to address land use compatibility and ensure an appropriate transition from the industrial lands to the residential lands. The D-6 Assessment concludes that the Proposed Draft Plan has been designed to provide appropriate separation between the industrial lands and sensitive land uses. Further, the D-6 recommends that further land use compatibility assessments be completed during the future Site Plan Control process once more details regarding the specifics of the future individual industrial uses are known.

Section 3.7 of the Township OP contains the municipal servicing policies. This section of the Official Plan identifies that all development requires a safe system of water supply and sanitary disposal and that existing and planned infrastructure should be efficiently used. It also identifies that full municipal services are the preferred form of service from a hierarchical perspective and that all water and sanitary services shall comply with the standards and regulations of the Ministry of Environment, Conservation and Parks (MECP) and the Township of Southgate.

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

The Stormwater Management policies of the Township OP require new plans of subdivision to submit a Stormwater Management Report, demonstrating adequate stormwater management techniques are to be implemented on Site. The proposed Draft Plan provides for on-site stormwater management blocks that meet current Provincial and Township standards and requirements. Stormwater management is

proposed to be treated via the proposed stormwater management ponds located at the southern portion of the proposed Draft Plan. As identified, a summary of the FSSWM Report prepared for the Site can be found in **Section 5.1** of this Report.

The Transportation policies of the Township OP seek to ensure vehicles and pedestrians can move safely and efficiently within a rational system of routes. The Site has been designed with a modified grid road network with 20 metre-wide local roads and a 30 metre-wide collector road that will allow safe and efficient passage for both vehicles and pedestrians throughout the Site. The Site directly abuts the Grey County Trail which is an active rail trail and will provide active transportation opportunities to and from the Site. The Grey County Trail acts as a connection between the Site and the downtown area of Dundalk, providing the residents of the subdivision with alternate access to the existing services and amenities within Dundalk.

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

Section 5.2.3 of the Township OP introduces the 'Arterial Commercial' designation policies. The eastern portion of the Site is designated 'Arterial Commercial' and is intended to accommodate commercial activities that require more land and building requirements in comparison to the uses within the Downtown Commercial Core area and/or primarily serve the travelling public.

Permitted uses in the Arterial Commercial designation include, but are not limited to hotels/motels; private recreational facilities; business and professional offices; motor vehicle and recreational vehicle sales and service

establishments, building supply outlets; nurseries and garden centres; motor vehicle gasoline outlets; farm implement sales and services; laundromat; nursery and greenhouses; farmers' markets; restaurants; taverns; convenience stores; and, uses accessory to a permitted commercial use. The portion of the Site designated Arterial Commercial is planned for 2 commercial blocks in the proposed Draft Plan. The commercial blocks have a combined area of 8.92 hectares, representing 14.8% of the Site's area and will provide a range of commercial uses under the existing approved MZO.

The western portion of the Site is designated 'Industrial' within the Township OP. As outlined in Section 5.2.4, the Industrial designation is intended to facilitate the development of and direct industrial uses to the "Eco-Park" business park and to encourage full-time employment opportunities for municipal residents. "Eco-Park" is the Township-owned business park in Dundalk to establish a stronger employment base and help make Dundalk a more complete community.

Permitted uses within the industrial designation are manufacturing, processing, assembly, repair, storage or wholesaling of goods and material; garages; material suppliers which directly and primarily serve the industries in the designation; public utilities; works yards; lumber supply outlets; business and professional offices; and, recreational facilities/complexes requiring large areas.

Regarding Policies 5.2.4.2 6) and 9), A D-6 Assessment was prepared in support of the Proposed Draft Plan. The D-6 Assessment concludes that the Proposed Draft Plan has been designed to provide appropriate separation between the industrial lands and sensitive land uses. Additionally, the D-6 recommends that further land use compatibility assessments be completed during the future Site Plan Control

process once more details regarding the specifics of the future individual industrial uses are known. More details regarding the D-6 Assessment are provided in **Section 5.5** of this Report.

A small portion of the Site along the southern edge of the Site is designated 'Hazard Lands' within the Township OP, which reflects the location of the PSW on the Site. The Natural Heritage policies of the Township OP identify the 'Hazard Lands' designation as lands having inherent environmental hazards including floodplains, steep slopes, organic or unstable soils, poorly drained areas with seasonal or permanent high groundwater table and evaluated non-provincially significant wetlands; however, given that the EIS has confirmed that presence on a PSW on the Site, the policies of the 'Provincially Significant Wetland' designation apply rather than the 'Hazard Land' policies.

The 'Provincially Significant Wetland' policies indicate that no development or site alteration within the adjacent lands shall occur unless it has been demonstrated through an Environmental Impact Study (EIS) that there will be no negative impact on the natural feature or its ecological functions. Additionally, Policy 5.5.1.2 3) provides that changes to the 'Provincially Significant Wetlands' designation boundaries require the approval of the Ministry of Northern Development, Mines, Natural Resources and Forestry or its delegated authority. The Environmental Impact Study (EIS) prepared by SLR Consulting in support of the proposed Draft Plan indicates that negative impacts are not anticipated should the recommended mitigation measures, as outlined in Section 5.3, be implemented. Any tree removals will be subject to the appropriate municipal by-laws.

The Natural Heritage policies of the Township OP also identify policies regarding the protection of Areas of Natural and Scientific Interest,

Threatened and Endangered Species Habitat and Significant Wildlife Habitat. The EIS prepared in support of the proposed Draft Plan indicates that 2 species at risk (Eastern Wood-Pewee and Bobolink) have been detected on or adjacent to the Site. Foraging habitat for Monarch is present in the meadow and meadow-marsh communities on-site and any removals can be restored within the setback of protected natural features. The proposed Draft Plan does not propose the encroachment into or removal of habitat for Eastern Wood-Pewee. Further, the EIS indicates that impacts to Bobolink are not anticipated as the meadow-marsh where they were observed is not considered suitable breeding habitat and the individuals observed were likely using this area as a temporary refuge following displacement from suitable habitat (e.g. hayfields) in the surrounding landscape.

To avoid potential impacts to bats that may be utilizing trees on-site, removal of trees should occur outside of the active season for bats, which typically occurs between April 1 and September 30. The EIS indicates that prior to the removal of trees, an acoustic survey for bats should be conducted to determine habitat use by species at risk bats and support any consultation with MECP on this matter. To offset the loss of potential habitat being removed, the EIS suggests the use of bat boxes in appropriate locations such as adjacent to the proposed SWM facilities.

Regarding Archaeological policies, A Stage 2 Archaeological Assessment is currently being completed for the Site and will be provided as part of a future submission.

**Based on the above analysis and subject to the findings of the future Stage 2 Archaeological Assessment, it is the opinion of the undersigned that the Proposed Draft Plan conforms to the Township Official Plan.**

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## 4.5 Township of Southgate Zoning By-law (2002)

The Comprehensive Zoning By-law for the Township of Southgate (the “Township ZBL”) applies to the Site. As previously stated, the Site was previously subject to an approved MZO, which re-zoned the entire identified developable area as R7-527, C8-518 and M5-519. The identified natural heritage features were zoned the Environmental Protection (EP) zone.

The R7-517 Zone includes the uses permitted as-of-right within the Township’s R1, R3, R4 and CF Zones. The R7-517 Zone also includes back-to-back townhouse dwellings and live-work townhouse dwellings as permitted uses, as well as site-specific zoning provisions for the permitted residential uses. The site-specific provisions for these dwelling types that the Owner has previously approved on their other developments within Dundalk have been carried forward for the proposed Draft Plan. The lots within the proposed Draft Plan have been properly designed to allow for these site-specific zone provisions to be adhered to.

The C8-518 Zone includes the uses and provisions permitted as-of-right within the Township’s C2 and CF Zones, as well as the following additional uses:

- Medical clinic;
- Veterinary clinic;
- Drive-thru facilities;
- Take-out eating establishments;
- Fitness clubs;
- Gas bars;
- Garden and nursery sales and supply establishments;
- Open storage areas;

- Open display areas;
- Shopping centres; and,
- Supermarkets.

The M5-519 Zone includes the uses and provisions permitted as of right within the Township's M1 and CF Zones.

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

The tables provided below outline the applicable zone provisions for each of the proposed dwelling unit types, as well as the proposed industrial and commercial lands.

**Table 2: Zoning Provisions by Dwelling Unit Type (Single Detached and Townhouses)**

Zone Provision	Single Detached Dwelling Unit	Live-Work Townhouse / Townhouse Dwelling Unit	Back-to-Back Townhouse Dwelling Unit
Minimum Lot Frontage	9.75 m	5.75 m	6.4 m
Minimum Lot Area	300 m <sup>2</sup>	180 m <sup>2</sup>	100 m <sup>2</sup>
Maximum Lot Coverage	40%	50% 1 or 2 storey interior 45% 1 or 2 storey end 40% 3 storey	65%
Minimum Front Yard	6 m	6 m	6 m
Minimum Interior Side Yard	1.2 m on one side and 0.6 m on the other side	1.5 m end wall 0 m common wall	1.5 m end wall 0 m common wall
Minimum Exterior Side Yard	4 m	4 m	4 m
Minimum Rear Yard	7.6 m	7.6 m	0 m
Minimum Floor Area	N/A	N/A	N/A
Maximum Height	3 storeys	3 storeys	3 storeys
Minimum Play Space	N/A	Nil	Nil
Minimum Amenity Area	N/A	Nil	Nil
Minimum Off-Street Parking	2 spaces per dwelling unit	2 spaces per dwelling unit	2 spaces per dwelling unit

**Table 3: Zoning Provisions by Dwelling Unit Type (Apartment Buildings)**

Zone Provision	Apartment Buildings
Minimum Lot Frontage	30 m
Minimum Lot Area	846 m <sup>2</sup>  Greater than 4 dwelling units, an additional 100 m <sup>2</sup> shall be added for each dwelling unit;  Or whichever is greater  Shall be the sum of the areas required for each dwelling unit on the lot as follows:



Zone Provision	Apartment Buildings
	1 bedroom 100 m <sup>2</sup> 2 bedroom 140 m <sup>2</sup> Each additional bedroom in excess of add 46 m <sup>2</sup>
Minimum Front Yard	7.5 m
Minimum Interior Side Yard	6.0 m
Minimum Exterior Side Yard	7.5 m
Minimum Rear Yard	10.5
Minimum Floor Area	1 bedroom = 51 m <sup>2</sup> 2 bedroom – 62.5 m <sup>2</sup> 3 bedroom = 74 m <sup>2</sup> 4 bedroom = 83.5 m <sup>2</sup>
Maximum Lot Coverage	40%
Maximum Building Height	15 m
Minimum Landscaped Open Space	35%  A strip of land not less than 1.5 metres wide for landscaping abutting on the side and rear lot lines, and on which no parking area may overlap
Minimum Off-Street Parking	1.5 spaces per dwelling unit (including visitor parking)
Maximum Density	88 units per hectare
Minimum Play Space	Nil
Minimum Amenity Area	For each dwelling unit amenity area for the private and communal recreational needs of the residents shall be provided as follows:  1 bedroom = 20 m <sup>2</sup> 2 bedroom = 40 m <sup>2</sup> 3 bedroom = 60 m <sup>2</sup>  The required amenity area may include patios; landscaped outdoor communal areas, balconies; children’s outdoor play areas and indoor communal lounges.
Privacy Yards	(i) Each ground floor unit in an apartment dwelling shall be provided with an unobstructed privacy yard clear of any walkway, building, communal amenity area or surface parking provided around the entire perimeter of the apartment dwelling as follows:  (ii) the minimum depth of the privacy yard measured at right angles from the wall it adjoins should be a minimum of 6 metres from

Zone Provision	Apartment Buildings
	<p>any exterior wall containing a habitable room window and 3 metres (10 ft) in the front of a blank wall</p> <p>(iii) within the privacy yard, in no case shall a pedestrian walkway be provided with 3 metres (10 ft) from any ground floor habitable room window the distance being measured radially from any point on the window unless the window sill is at least 2 metres (6.6 ft) above the level of the adjacent exterior grade area.</p>

**Table 4: Zoning Provisions (Commercial Buildings)**

Zone Provision	Commercial Buildings	
	(C2)	(CF)
Minimum Lot Frontage	Nil	15 m
Minimum Lot Area	Nil	550 m <sup>2</sup>
Maximum Lot Coverage	40%	35%
Minimum Front Yard	7.5 m	12 m
Minimum Side Yard	-	4.5 m, except that a minimum side yard abutting a residential use or a public street shall be 9 m
Minimum Interior Side Yard	3.0 m	-
Minimum Exterior Side Yard	6.0 m	-
Minimum Rear Yard	7.5 m abutting a residential zone shall be 10 metres or the minimum rear yard abutting a public street shall be 7.5 m	12 m
Maximum Building Height	11 m	N/A

**Table 5: Zoning Provisions (Industrial Buildings)**

Zone Provision	Industrial Buildings	
	(M1)	(CF)
Minimum Lot Frontage	30 m	15 m
Minimum Lot Area	1860 m <sup>2</sup>	550 m <sup>2</sup>
Maximum Lot Coverage	50%	35%
Minimum Front Yard	15 m	12 m
Minimum Side Yard	-	4.5 m, except that a minimum side yard abutting a residential use or a public street shall be 9 m
Minimum Interior Side Yard	7.5 m except that the minimum interior side yard abutting a residential, commercial, open space or institutional use or zone shall be 11 m	-
Minimum Exterior Side Yard	11 m	-
Minimum Rear Yard	7.5 metres except that the minimum rear yard abutting a residential, commercial, open space or institutional use or zone shall be 15 m	12 m
Maximum Building Height	11 m	N/A

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# 5.0 Supporting Documents

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## 5.1 Functional Servicing & Stormwater Management Report

A Functional Servicing and Stormwater Management (FSSWM) Report was completed by Crozier Consulting Engineers in support of the proposed Draft Plan. The Report details the servicing and stormwater management strategy for the Site, including an overview of the existing conditions, existing and proposed sanitary and potable water infrastructure, and utilities. The FSSWM Report indicates that the proposed Draft Plan can be adequately serviced and in summary, the Report also concludes the following:

- Access to the Subject Development will be provided via one connection off Highway 10 and an extension of Eco Park Way. Municipal roads will be designed in accordance with Township of Southgate Standards.
- The Proposed Draft Plan will be serviced via an internal gravity sanitary sewer system that will outlet to the proposed sanitary pumping station;
- An internal watermain will be provided through two connections from an extension of the watermain along Eco Park Way and a connection to the watermain at Highway 10, which will follow the alignment of the internal road network complete with all valving, appurtenances, and hydrants to meet Township of Southgate Standards;

- The proposed stormwater management facilities will provide quality control for the Site. The proposed stormwater management facilities are adequately sized to provide “enhanced protection” level treatment. Quantity control is met for the subject site by controlling post-development flows to pre-development levels for all storms up to the 100-year storm event. The stormwater management facility will incorporate a minimum 24-hour retention of the 25 mm event to provide erosion control;
- The Proposed Draft Plan will be fully serviced by hydro, natural gas, cable and telecommunication servicing.

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## 5.2 Traffic Impact Study

A Traffic Impact Study was completed by Crozier Consulting Engineers in support of the proposed Draft Plan. The Study detailed existing conditions, the Proposed Draft Plan and a discussion of the road network and impacts on surrounding areas, as well as future conditions based on increased trip generations to a horizon of 2034. In summary, the TIS concludes that the Proposed Draft Plan can be supported from a traffic operations and safety perspective, with ongoing monitoring to determine when mitigation measures are required. The TIS also provides the following recommendations:

- Northbound, southbound and eastbound left as well as northbound and southbound right auxiliary turn lanes are recommended at the intersection of Highway 10 and Eco Park Way / Side Road 240;

- Provisions for traffic signals should be provided during construction of the roadway. Signalization should occur at such time that roadway traffic volumes warrant the implementation of a signalized intersection. Design elements can be confirmed once exact development details are known. The intersection can be monitored by the Township and MTO as forecasted background traffic is confirmed;
- Protected-Permissive northbound left turn signals are recommended at full build-out of developments in Dundalk at both Highway 10 & Milliner Avenue and Highway 10 & Eco Park Way / Sideroad 240; and,
- Ongoing monitoring of Highway 10 is recommended as development in Dundalk proceeds. Given the current population and traffic volumes in Dundalk, most future volumes are forecasted. Three-quarters of the 2044 future total volumes on Highway 10 are forecasted based on estimated growth and trip generation. Accordingly, the analysis contained within the TIS is considered conservative, and the proposed intersections should be monitored as built-out continues in Dundalk.

and the removal is supportable based on the proposed offsetting and buffering mitigation measures. The conclusions and recommendations of the EIS are as follows:

- Tree Preservation Plan (TPP) will be completed to identify appropriate compensation for tree removals.
- Consultation with MECP for the potential presence of bat species at risk including completion of an Information Gathering Form and Avoidance and Alternatives Form to be used towards an Overall Benefit Permit (C-PAF).
- A permanent post and rail or chain-link fence is recommended along the limits of the blocks/lots that abut the wetland which provides adequate protection to the feature. This fencing should be sturdy beyond the typical rebar and sediment fabric fence. Prior to the commencement of construction, the limits of protection areas (buffers) are to be delineated and fenced to avoid inadvertent intrusion of people, machinery, or other activities such as stockpiling of material, dumping and encroachment. Temporary sediment control fencing can be attached to the fencing and must be maintained and remain in place until final grading and landscaping have been completed.
- Grading limits are to respect minimum root protection zones for trees along the woodland and in tree protection zones for trees to be retained beyond the buffers, to be determined in the TPP. Minimum protection of the root zone is measured from the base of the tree to the tree's dripline. Earthworks/grading, stockpiling of material etc. is to be directed away from protection areas. Final Study Area grading and design is to ensure these areas are not encroached upon unless approved by the municipality and/or GRCA where minor

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## 5.3 Environmental Impact Study

An Environmental Impact Study (EIS) was completed for the proposed Draft Plan by SLR. The EIS identifies that the Proposed Draft Plan is supportable subject to the recommendations of mitigation measures indicated in the report and provided below. Regarding the portion of wetland that is proposed to be removed as a result of the Eco Park Way extension running through the Proposed Draft Plan, the EIS also identifies that this area is not classified as a PSW

grading intrusions may be necessary (e.g. to match grades).

- Vegetation removals associated with construction-related activities are to be minimized. Additional tree hording/fencing may be required in consultation with the municipality and/or GRCA to prevent intrusion and stockpiling of materials into the adjacent wetland. No fill should be placed in and around the wetland communities.
- Exposed soils should be re-vegetated as soon as possible with native seed mixes to reduce the impact from the construction and invasive species spread.
- To protect Wildlife in general no animals are to be knowingly harmed. If wildlife is encountered during construction, work must stop, and animals allowed to disperse on their own. If necessary, the MNRF/MECP or GRCA should be contacted for advice.
- It is the proponent's responsibility to ensure that the works conform to the Migratory Bird Convention Act and Endangered Species Act, 2007 in that no migratory bird(s) or SAR species will be harassed, harmed, killed nor will nests or habitats be destroyed by the proposed work. The recommended avoidance window which includes SAR bats is from April 1st to September 30th. No avoidance window absolves the proponent or their contractors from contravening the MBCA or ESA. Contravention can occur if vegetation removal and construction activities take place during sensitive timing periods for wildlife. Vegetation removal in preparation for Site grading and construction should take place outside of sensitive timing windows for wildlife species:
  - Breeding bird season per Environment Canada and Climate

Change's (ECCC) nesting periods for migratory birds: April 1st to August 31<sup>st</sup>.

- Bat maternity season: April 1st to September 30<sup>th</sup>.
- Under the ESA (Ontario Regulation 830/21) removal of habitat for Bobolink or Eastern Meadowlark must not occur between May 1st and July 31st of any year.
- Avoidance windows simply highlight the most likely season when encounters are likely. If a nest egg, fledging or SAR species is encountered work must stop and the appropriate agency (e.g., Environment Canada (MBCA) or, MECP (SAR) consulted for advice.
- Restoration within and adjacent to natural heritage features is proposed. This can include areas seeded with native species meadow mix (suitable for this growing region and soils). Native Milkweed should be incorporated into buffer planting seed mix and where possible other natural areas on the property. Planting of species native to the region within locations of suitable ecological conditions, including the proposed stormwater management facilities, is also recommended to enhance existing natural features.
- Landscaping and planting plans are to be provided at the detailed design stage of submission.
- The landscaping plan should include native plant species where possible to provide habitat for SAR insects.
- Construction monitoring by an ecologist/arborist is recommended as part of a monitoring program to be developed with the GRCA.
- All outdoor lighting (including any new street lighting and external lighting on

buildings) should be directed toward the ground and away from the natural areas.

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## 5.4 Hydrogeological Assessment

A Hydrogeological Assessment was completed for the proposed Draft Plan by SLR Consulting (Canada) Ltd. The Hydrogeological Assessment presents the following conclusions:

- The Site is predominantly underlain by surficial silty sand till deposits up to 4.4 m thick. The upper weathered portion of the till unit has an estimated average hydraulic conductivity of  $5.7 \times 10^{-8}$  m/s.
- Groundwater elevations across the Site fluctuated seasonally between May 2022 and June 2024. Groundwater elevations were highest during the spring monitoring events (506.44 masl to 512.29 masl). Groundwater levels were generally lower during the fall season (506.26 masl to 510.72 masl).
- Groundwater is interpreted to flow primarily in a south-to-southeasterly direction along the western portion of the Site and is south to southwesterly, towards the wetland, along the eastern portion of the Site.
- Groundwater recharge conditions were observed within the silty sand till, albeit limited by the low permeability of these soils.
- Natural environmental features on-site were found to be predominantly recharge features supported by precipitation and surface water runoff with little to no groundwater contributions. Groundwater discharge conditions were not observed in the upper reaches of the drainage feature that is planned for removal.

- It is recognized that a small sliver of the southwest corner of the Site is located in a WHPA-D. The property is also located within an SGRA, IPZ, and HVA. Site-specific conditions indicated that the subsurface soils across the Site consists of mainly silty sand till. The material was determined to have low hydraulic conductivity and therefore, will act as an aquitard protecting deeper bedrock aquifers.
- Municipal well D4 is located approximately 1.4 km northeast of the Site. In addition, municipal wells D3 and D5 are located approximately 1.5 km and 1.2 km, respectively, east of the Site. No impacts to these wells are anticipated due to the proximal distance of the municipal wells to the Site and low permeability surficial aquitard present at the Site.
- Private wells in close proximity to the Site are primarily completed within the dolostone bedrock and with some in the overburden. The residential water wells are a relatively low draw on the groundwater and given the thickness and low permeability of the overlying till unit, are not expected to be affected by the proposed development.

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## 5.5 D-6 Land Use Compatibility Assessment

A D-6 Assessment was completed for the proposed Draft Plan by SLR Consulting (Canada) Ltd. The D-6 Assessment supports the Proposed Draft Plan subject to the recommended mitigation measures and concludes the following:

- The minimum recommended separation distances between the proposed

industrial lands and residential lands have been incorporated in the Proposed Draft Plan;

- A majority of the permitted uses for the industrial lands are considered to the Class I Light Industries under MECP Guideline D-6;
- Depending on the intensity of the employment uses, Class II Medium Industries may also occur;
- A Class III Heavy Industry may be limited to operating on the industrial lands based on a recommended minimum separation distance of 300 metres from residential land uses;
- To facilitate compatibility with the adjacent sensitive uses it is recommended that a 70 metre minimum recommended separation distance be maintained between the residential uses and Blocks 214 and 217; and,
- Potential employment uses on Blocks 214, 215, 216 and 217 are anticipated to be compatible with the proposed sensitive land uses. However, it is recommended that land use compatibility assessments be completed as industrial operations are advanced on the blocks to confirm this finding, considering the 70 m setback is a minimum setback for a Class II industry.

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## 5.6 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Background Study was completed for the Site by AMICK Consultants Limited on September 12, 2022. The Stage 1 Archaeological Assessment indicates the following recommendations:

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

In consideration of the above and as previously indicated, a Stage 2 Archaeological Study will be completed by TMHC Inc. in Fall 2024. The Stage 2 Assessment will be provided as part of a future submission.



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# 6.0 Summary & Findings

Additional supporting studies such as a Stage 2 Archaeological Assessment will be provided as part of a future submission in order to address the remaining applicable Provincial, County and Township planning policies as they relate to the Proposed Draft Plan. Further planning justification will also be provided as part of a future submission upon the completion of the Stage 2 Archaeological Assessment.

Subject to the findings of the Stage 2 Archaeological Assessment, it is the opinion of the undersigned that the Proposed Development is consistent with the Provincial Planning Statment and confirms to County and Township Official Plans.

Respectfully submitted,

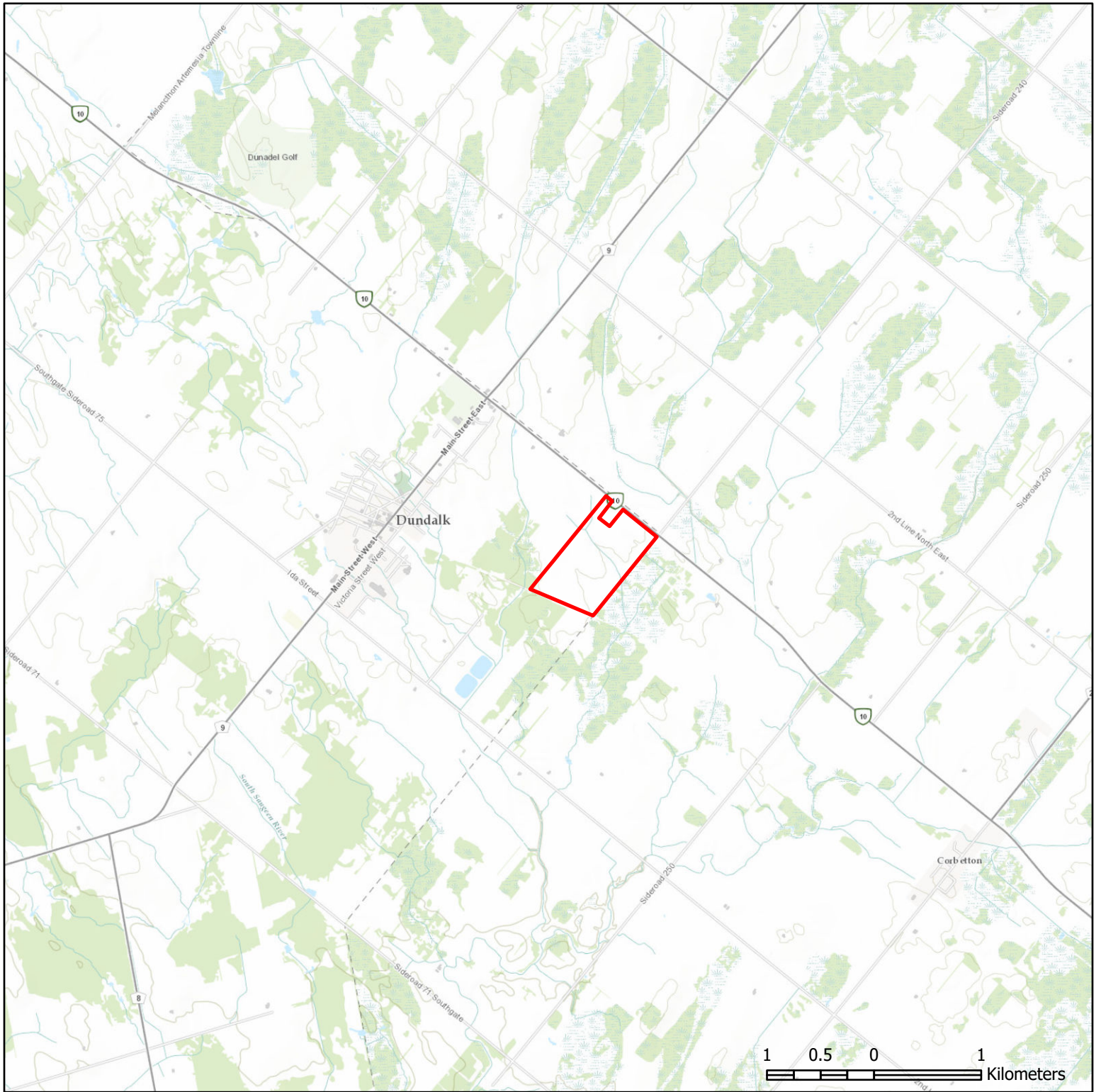
## MHBC




Kory Chisholm, BES, MSc, RPP, MCIP  
Partner



Shayne Connors, BAH, MSc, RPP, MCIP  
Senior Planner




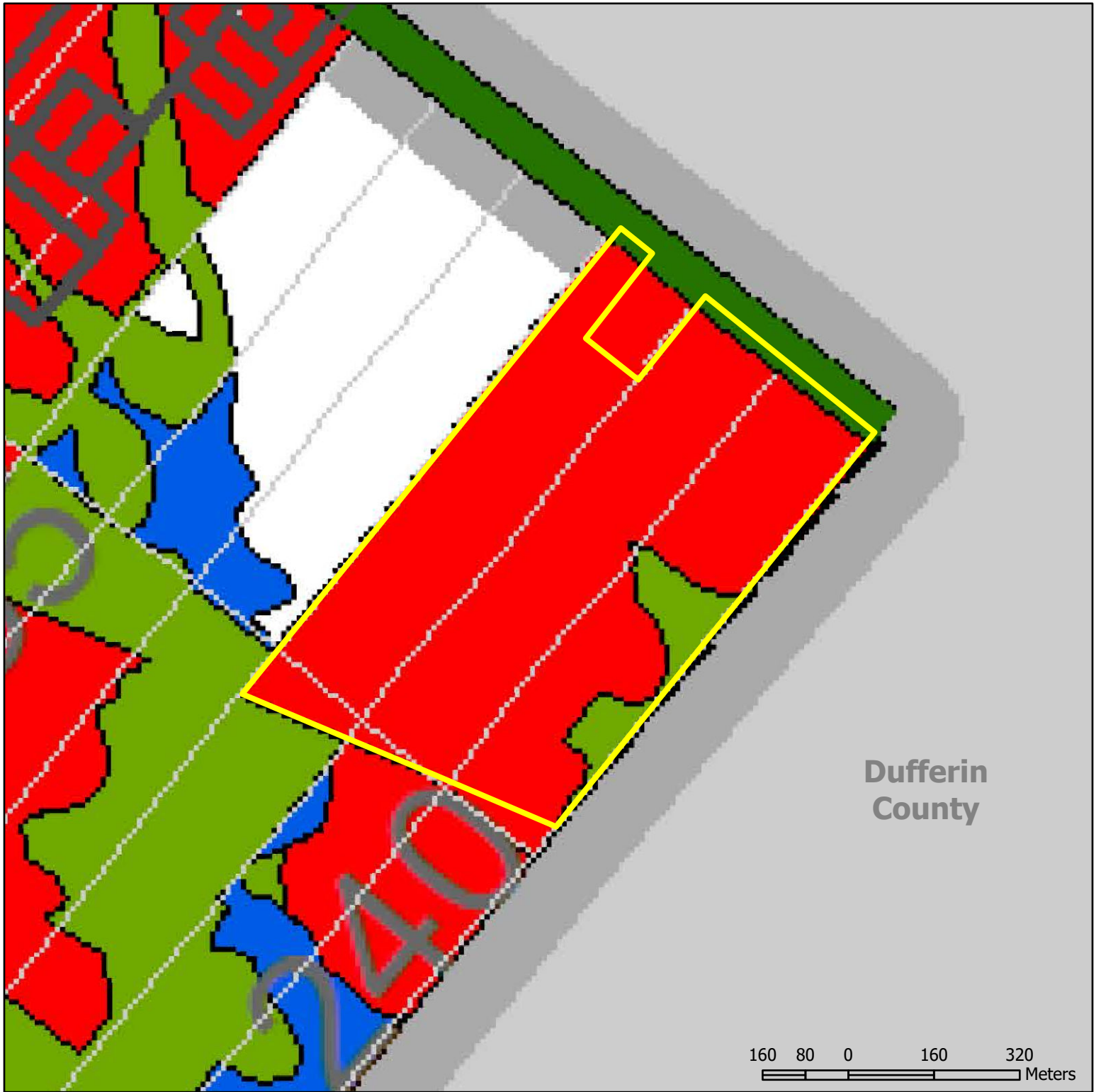
**Figure 1 - Site Location**

 Subject Site



**Figure 2 - Site Context**

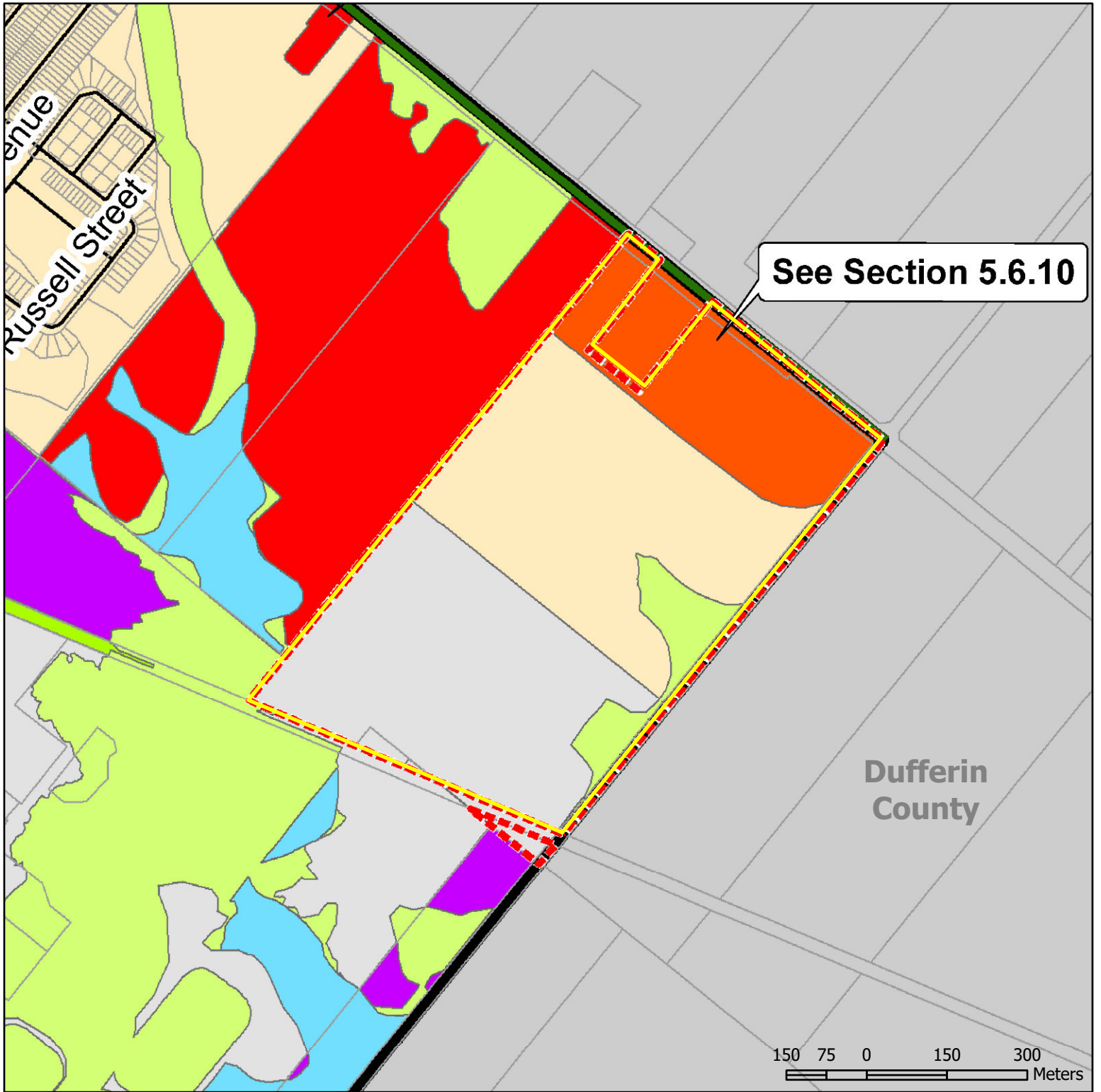
 Subject Site



**Figure 3 - County Land Use**

- Subject Site
- Primary Settlement Area
- Rural
- Hazard Lands
- Provincially Significant Wetlands
- Provincial Highway
- Local Road

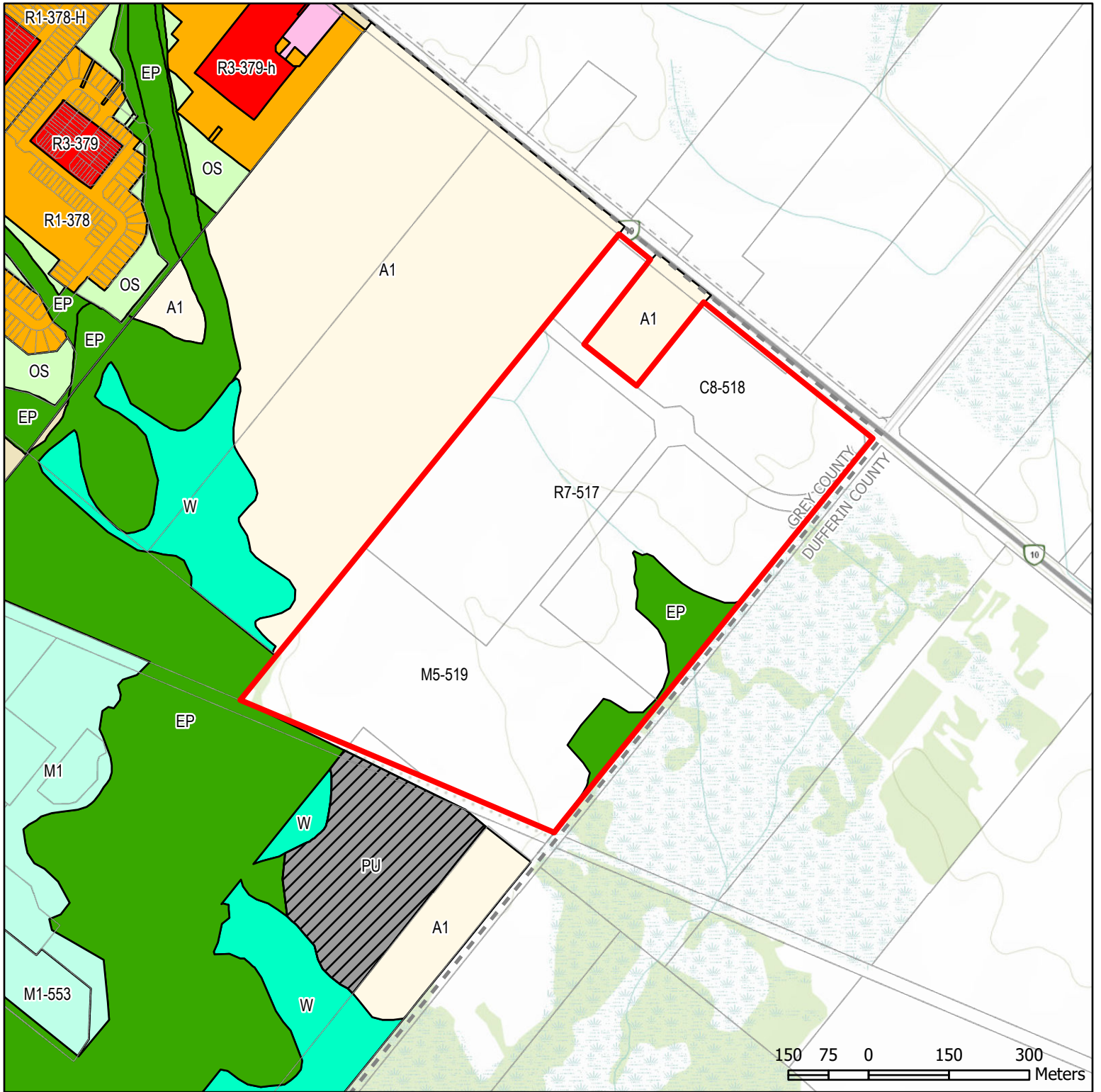
















**Figure 4 - Township Land Use**

- |  |   |
|--|---|
|  Subject Site        |  Future Development               |
|  Neighbourhood Area  |  Hazard Land                      |
|  Arterial Commercial |  Provincially Significant Wetland |
|  Industrial          |  Major Open Space                 |
|  Public Space        |  Special Policy Area              |
|  Special Policy Area |  Municipal Boundary               |

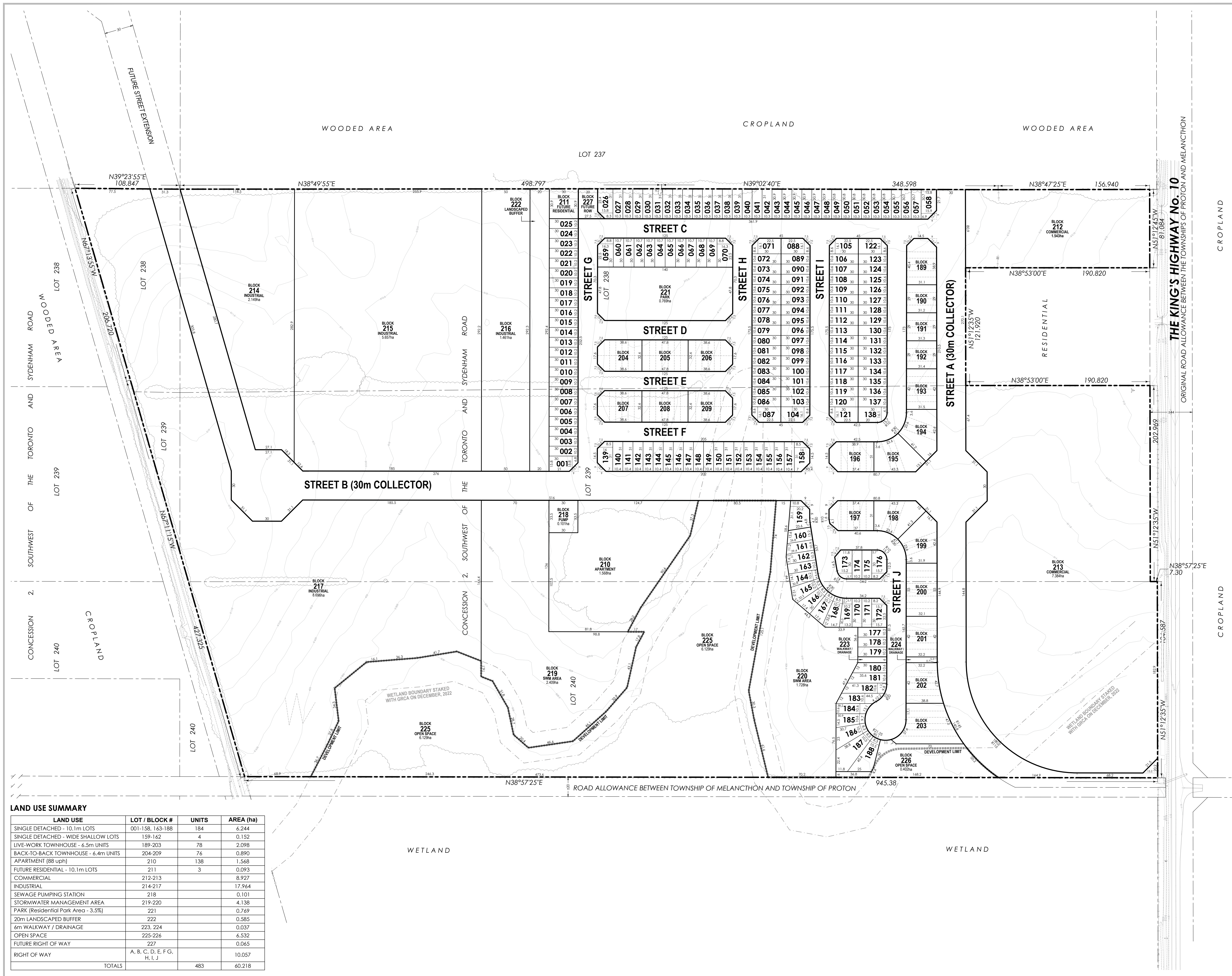




**Figure 5 - Township Zoning**

- |  |  |
|--|--|
|  Subject Site                |  OS Open Space         |
|  A1 Agricultural             |  PU Public Utility     |
|  A2 Restricted Agricultural  |  R1 Residential Type 1 |
|  C1 Local Commercial         |  R3 Residential Type 3 |
|  EP Environmental Protection |  W Wetland Protection  |
|  M1 General Industrial       |  Municipal Boundary    |





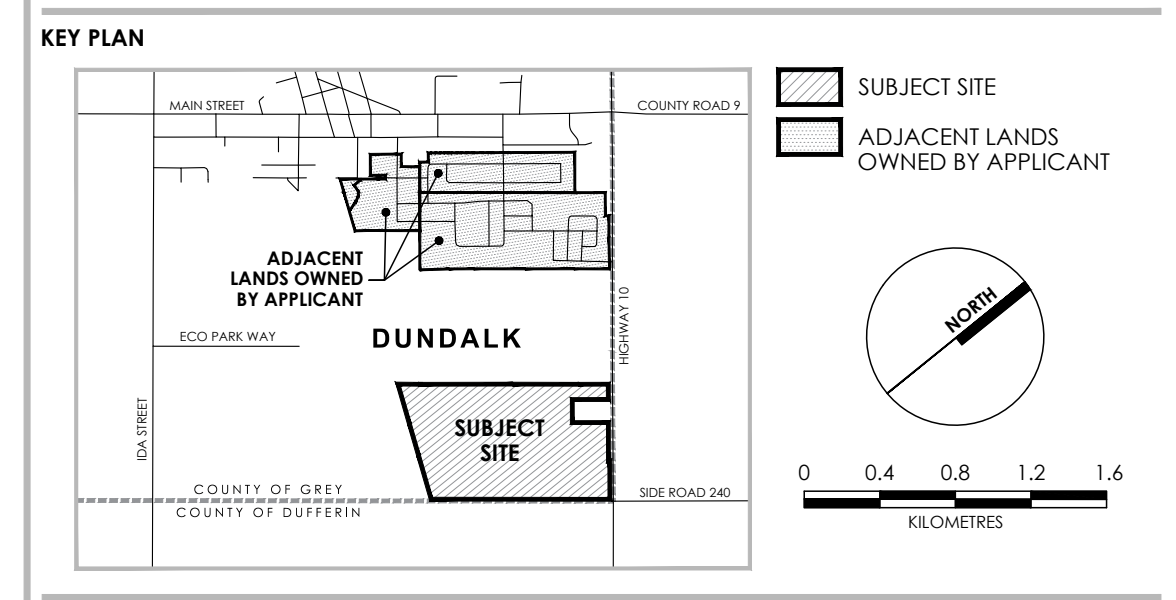
**LAND USE SUMMARY**

LAND USE	LOT / BLOCK #	UNITS	AREA (ha)
SINGLE DETACHED - 10.1m LOTS	001-158, 163-188	184	6.244
SINGLE DETACHED - WIDE SHALLOW LOTS	159-162	4	0.152
LIVE-WORK TOWNHOUSE - 6.5m UNITS	189-203	78	2.098
BACK-TO-BACK TOWNHOUSE - 6.4m UNITS	204-209	76	0.890
APARTMENT (88 uph)	210	138	1.568
FUTURE RESIDENTIAL - 10.1m LOTS	211	3	0.093
COMMERCIAL	212-213		8.927
INDUSTRIAL	214-217		17.964
SEWAGE PUMPING STATION	218		0.101
STORMWATER MANAGEMENT AREA	219-220		4.138
PARK (Residential Park Area - 3.5%)	221		0.769
20m LANDSCAPED BUFFER	222		0.585
6m WALKWAY / DRAINAGE	223, 224		0.037
OPEN SPACE	225-226		6.532
FUTURE RIGHT OF WAY	227		0.065
RIGHT OF WAY	A, B, C, D, E, F, G, H, I, J		10.057
<b>TOTALS</b>		<b>483</b>	<b>60.218</b>

**LEGAL DESCRIPTION**  
 PART OF LOTS 238, 239 AND 240  
 CONCESSION 1, SWTSR AND  
 PART OF LOTS 238 AND 239  
 CONCESSION 2, SWTSR  
 GEOGRAPHIC TOWNSHIP OF PROTON  
 TOWNSHIP OF SOUTHGATE  
 COUNTY OF GREY

**OWNER'S CERTIFICATE**  
 I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO  
 SUBMIT THIS PLAN FOR APPROVAL.  
 DATE: \_\_\_\_\_

**SURVEYOR'S CERTIFICATE**  
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND  
 THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.  
 DATE: \_\_\_\_\_



**LEGEND**

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

**REVISION No. DATE ISSUED / REVISION BY**

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P.13 AS AMENDED**

A. AS SHOWN	F. AS SHOWN	K. ALL SERVICES AS REQUIRED (WATER, SANITARY, STORMWATER, HYDRO)
B. AS SHOWN	G. AS SHOWN	L. AS SHOWN
C. AS SHOWN	H. MUNICIPAL WATER SUPPLY	
D. AS SHOWN	I. SILT LOADS	
E. AS SHOWN	J. AS SHOWN	

**PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE**  
**MHBC**  
 113 COLLIER STREET, BARRIE, ON, L4M 1H2 | P: 705.728.0045 | WWW.MHBCPLAN.COM

**STAMP**

DATE	OCT. 9, 2024
FILE No.	15184AS
SCALE	1:1,800 (ARCH D)
DRAWN BY	M.M.
CHECKED BY	K.C.
OTHER	

**PROJECT**  
**FLATO SOUTHEAST (ECO PARK)**  
 FLATO ECO PARK DUNDALK INC.  
 3621 HIGHWAY 7 EAST, SUITE 503  
 MARKHAM, ON L3R 0G6  
 P: (905) 479-9292 F: (905) 429-9165  
 WWW.FLATOGROUP.COM

**FILE NAME** DRAFT PLAN OF SUBDIVISION **DWG No.** 1 of 1

**SCALE BAR**  
 0 9 18 27 36 45 75 90 135 180m  
 MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

N:\Southgate\Flato - Eco Park - 15184AS\Drawings\Draft Plan\CAD\15184AS - Draft Plan - 2024-10-09.dwg



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE