PLANNING JUSTIFICATION REPORT
OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT & SITE PLAN APPLICATIONS

175 ZOO PARK ROAD
Town of Wasaga Beach

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Prepared for:
Simcoe County Housing Corporation

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Our File 0729E
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1.0 **INTRODUCTION**

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by the Simcoe County Housing Corporation (the "SCHC") to review the planning merits of an Official Plan Amendment (the “proposed OPA”), a Zoning By-law Amendment (the “proposed ZBA”) and a Site Plan Control (the “Site Plan”) application for a portion of the subject property located at 175 Zoo Park Road in Wasaga Beach. For the purposes of this Report, the lands subject to the applications shall be referred to as the “Site” which is located on the southern portion of the subject property. The subject property is currently used as the Town of Wasaga Beach Public Works Yard. The location of the Site is identified on Figure 1; and the subject property and the Site are shown on Figure 2.

Ownership of the Site will be transferred from the Town of Wasaga Beach (the “Town”) to the SCHC for the development of one four storey residential apartment building (the “proposed development”). The purpose of the building is to provide affordable residential units. The portion of the property that will be retained by the Town of Wasaga Beach is to remain as the Public Works Yard.

The proposed development will provide affordable rental units to tenants. The proposed OPA is required to designate the Site “High Density Residential”; and the proposed ZBA is required to rezone the Site from the “Development (D) Zone” and the “Environmental Protection (EP) Zone” to the “Residential Type Four (R4) Zone” to permit an apartment dwelling, and to permit the following:

- A reduction to the required parking standard per unit;
- A reduction to the required privacy yard adjacent to residential units; and,
- An increase to the maximum permitted height of the apartment building.

The Site is located in the eastern area of the Town of Wasaga Beach, in the County of Simcoe. The Site has 93 metres of lot frontage on Zoo Park Road to the west, and is located to the north of Wally Drive. The lot area of the Site is 1.76 hectares. The proposed development and site plan drawing is shown in Appendix A.
2.0 SITE DESCRIPTION AND SURROUNDING USES

The Site is legally described as Part of Lot 25, Concession 9, Geographic Township of Flos, Town of Wasaga Beach, County of Simcoe. The Site is currently used as a Public Works Yard that is owned and operated by the Town of Wasaga Beach. The Town will be transferring 1.76 hectares of the total 6.7 hectares to SCHC to accommodate the proposed rental apartment residential building. The Public Works Yard will remain in operation on the lands to be retained by the Town.

The Site is required to be severed from the balance of the Public Works Yard. The proposed Site dimensions are: 93.4 metres along the western Site boundary (along Zoo Park Road), approximately 215 metres along the northern and southern Site boundaries and 75 metres along the eastern Site boundary. Access to the Site is provided from Zoo Park Road on the west side of the Site.

The Site is generally located in the eastern portion of the Town. The surrounding land uses are shown on Figure 3 and include the following:

- **North:** Public Works Yard, Wooded Area, Residential, Accommodation Commercial Uses, and a Provincially Significant Wetland (PSW)
- **South:** Residential Townhouses, Retirement Home, and Commercial Uses
- **East:** Public Works Yard, Wooded Area, Cottage and RV Resort, and Tourist Commercial Uses
- **West:** Residential Single Detached, Mobile Home Park, and Retail Uses

There are a wide variety of residential housing types in the surrounding area.

In addition to the variety of residential housing types in the surrounding area, there are also commercial uses within walking distance of the Site. The Site is located 50 metres from an existing public transit (bus) stop located on the north-west corner of Zoo Park Road and Wally Drive. The bus route travels in a southern direction along Route 1 on Zoo Park Road from River Road East to the north, to River Road West to the south.

The Site is also located approximately 300 metres from Stonebridge Park which is located to the west at the terminus of Wally Drive. The Nottawasaga River and Georgian Bay are also located approximately 800 metres to the north of the Site.
The Site is generally flat and contains numerous mounds of materials utilized by the Town Public Works Department. The Site is clear of vegetation other than the strip of tree cover along Zoo Park Road.

The Site proposes to use a new driveway location on the southern portion of the Site. As a result, the remaining subject property and Public Works Yard following creation of the Site will require a new entrance. A new entrance to the Public Works Yard is proposed approximately 25 metres to the north of the Site, off of Zoo Park Road.

The eastern portion of the Site is reserved for future development. There is currently no plan being contemplated for the future development area on the eastern portion of the Site.

There is a PSW to the north of the Site, located on the north portion of the subject property in the wooded area. The boundaries of the PSW have been reviewed and confirmed by the Ministry of Natural Resources and Forestry (MNRF). In addition to the PSW, there were three small isolated wetland pockets identified on the subject property adjacent to Zoo Park Road, two of which are located partially or fully within the boundaries of the Site.
3.0 PROPOSAL

The proposed development is to provide affordable housing apartment units in the Town in the form of a four storey apartment building. The proposed development includes a total of 99 residential units, a parking lot, landscaped areas, a patio, a play area and an open grassed area that may accommodate future development. The proposed development includes a four metre road widening on Zoo Park Road (see Appendix A). The Site is currently serviced by existing municipal sewage and water services located on Zoo Park Road. The proposed development requires an OPA, a ZBA and Site Plan application.

The eastern portion of the Site will be planted with grass and utilized as an open amenity area. There is also two toboggan hills provided on the eastern portion of the Site as shown in Appendix A. Future development may occur on this area of the Site. At this time there is no specific plan or timeline associated with any future development.

Surrounding land uses to the Site have been considered through the design of the proposed development. An existing noise barrier fence is currently being replaced along the southern boundary of the proposed Site, adjacent to the existing townhouses located on Wally Drive. This noise barrier fence was installed by the developer on Wally Drive and as a result of damage from weather, the wall is being replaced at a height of eight feet.

A sight line analysis was also completed for the proposed building and the townhouse dwellings along Wally Drive. In an attempt to minimize views of the proposed building, the building was pushed back from the Wally Drive residents as much as possible, and a smaller flankage is provided facing south from the Site compared to the north. Furthermore, a mansard roof is proposed to eliminate a potentially higher sloped roof and peak. There are also no residential unit windows proposed on the southward facing wall closest to the townhouse dwellings to the south of the Site.

The Town’s Public Works Yard will remain in operation to the north of the Site. An Environmental Noise Study has been completed and has recommended a two metre fence on the northern and eastern edge of the proposed play area. This proposed fence will mitigate the noise from the equipment on the Public Works Yard for the amenity area (see Appendix A). All other aspects of the proposed development are designed in a manner that complies to applicable noise guidelines. A summary of the Environmental Noise Study is provided in Section 5.8 of this Report.

The proposed development includes a play area to the east of the building that features the following: swings, chess tables, a gazebo and wooden deck, community garden, and a playground. These features are shown in Appendix B.

The design of the proposed apartment building is reviewed in the Urban Design Brief as referenced in Section 5.6 of this Report. Design components have been included to replicate the surrounding townhouse and other residential units to maintain the character of the neighborhood in its built form.
A Shadow Impact Study was also completed and is summarized in Section 5.7 of this Report. This Study that there would be minimal to no impact on the surrounding residential neighbourhood and Zoo Park Road and there would be acceptable impact on the proposed on-site playground based on accepted practice standards.

The proposed apartment building is located along the western Site boundary close to Zoo Park Road. The building has been sited at this location to properly address the elements of good design by providing an urbanized edge to the streetline, by moving the parking away from the public realm of the street and sidewalk, to minimize the cost of servicing the building, and to provide residents with easy access to Zoo Park Road. A sidewalk is proposed on the eastern edge of Zoo Park Road from the Site to Wally Drive to the south.

3.1 Proposed Official Plan Amendment

The Site is currently located within the “Tourism Commercial” designation in the Town of Wasaga Beach Official Plan (the “Town OP”) as shown on Figure 4. The proposed OPA is to re-designate the Site to “High Density Residential” to accommodate a density of 56 units per net residential hectare. The northern portion of the subject property (north of the Site) contains a PSW and is designated “Natural Heritage System Category 1”.

3.2 Proposed Zoning By-law Amendment

The Site is currently located within the “Development (D)” Zone and the “Environmental Protection (EP)” Zone as shown on Figure 5. The proposed ZBA is to re-zone the Site to the “Residential Type Four (R4)” Zone to permit the proposed apartment dwelling. In addition to rezoning the Site to the R4 Zone, the following Site specific exceptions are also requested:

- Reduction to the required parking standard from 1.75 parking spaces per unit to 0.95 parking spaces per unit.
- Reduction of the required privacy yard from 6 metres to 0 metres where the pedestrian access is located adjacent to the first storey residential units.
- An increase to the maximum height of the principal building from 12 metres to 13.5 metres.

3.3 Proposed Site Plan

The Site has a single entrance located at the southernmost extent of the lot frontage on Zoo Park Road. The entrance will provide access to the parking area on Site. A total of 95 parking spaces are proposed to be provided to serve the apartment building including five accessible parking spaces. Parking islands will be installed at critical locations on the property to help direct the flow of vehicular traffic through the Site and provide an opportunity for landscaping.
The proposed building will be ‘L’ shaped and will be located at the front of the Site. The configuration will address Zoo Park Road with the building flankage along the northern Site boundary. The shape and orientation of the building will provide an optimal layout when considering parking and a sun/shade mix to the units.

The building will be setback:

- 6.7 metres from the front lot line along Zoo Park Road;
- 6.7 metres from the northern interior side lot line adjacent to the Public Works Yard;
- 15.8 metres from the southern interior side lot line adjacent to the residential development along Wally Drive; and,
- 130 metres from the rear lot line.

The building height is proposed to be a maximum of 12.9 metres from the proposed grade to the top of the parapet. The design of the roof includes a mansard roof and there are two mechanical penthouses included which are higher than the roof line. The mechanical penthouses are located on the southernmost extent of the proposed building and the easternmost extent of the proposed building.

A landscaping plan has been prepared and is included as Appendix B. The landscape plan includes details regarding plantings to be located on the parking islands, around the boundaries of the Site, adjacent to the building and patio areas, and in the play area. There is also an open field area to be planted with grass. The northwestern portion of the Site has been identified as tree preservation area to protect one of the identified isolated wetland pockets. A toboggan hill is proposed within the open field area.

In regards to stormwater management, the majority of the proposed drainage from the proposed development will be conveyed to Zoo Park Road via a catchbasin and storm sewer system. The proposed storm water sewer will outlet to the existing roadside ditch on Zoo Park Road and will be designed to connect into the storm sewer from the development to the east. Low Impact Development (LID) features will be integrated with the design of the proposed storm drainage system in the form of bioretention trenches. Details are included in the Stormwater Management Report and Servicing Brief in Section 5.2 of this Report.

Both the proposed patio and the play area are proposed in proximity to the building. Direct access is provided to the patio at the northwestern section of the building, and the play area is accessed via a sidewalk from the main door of the building. The main door of the building is proposed in the centre of the ‘L’ shape building.

The building has been sited in a manner that appropriately address the street, minimizes building flankage to the townhouse units to the south on Wally Drive and provides a fenestration that visually reduces the mass of the building. The north building face has a larger flankage and is located adjacent to the Public Works Yard to the north.
4.0 PLANNING ANALYSIS

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

4.1 Planning Act (2014)

The Planning Act sets out the foundation for land use planning in Ontario and describes how land uses may be controlled. The Site is subject to an OPA, a ZBA and a SP. The Planning Act sets out various requirements for Site Plan Control areas which are described in Section 41 of the Act. These are briefly discussed herein.

Applications for Site Plan Control under the Planning Act require drawings that show the plan, elevation and cross-section views for the proposed building in order to display the massing and conceptual design of the proposed building including additional requirements. A copy of the Site Plan drawing (Appendix A), floor plan drawings (Appendix C) and elevation drawing (Appendix D) are provided in this Report.

The Site Plan drawings being submitted with the applications to the County and the Town, in the opinion of the undersigned, satisfy the requirements of the Planning Act.

4.2 Provincial Policy Statement (2014)

The Provincial Policy Statement (hereinafter referred to as the “PPS” is applicable to the subject property and Site. Planning Authorities are to be consistent with the PPS when exercising any authority. The PPS has been reviewed in its entirety as it relates the proposed development. A discussion respecting the applicable policies is included herein.

As outlined in Policy 1.1.1, the PPS seeks to sustain healthy, liveable and safe communities by promoting efficient, cost-effective development and land use patterns, protecting resources for economic or environmental benefit and directing development away from areas of public health or safety risk. Furthermore, Policy 1.1.2 outlines, “sufficient land shall be made available through intensification and redevelopment…to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years”. The proposed development provides an opportunity for intensification, will utilize existing infrastructure and will not result in any environmental, public health or safety concerns, therefore is considered to be consistent with these policies.
Settlement Areas are intended to be the focus of growth and their vitality and regeneration will be promoted. Section 1.1.3 of the PPS includes policies regarding Settlement Areas. Development within the Settlement Areas shall be based on a density and mix of land uses and efficiently use land and resources; are appropriate for and efficiently use infrastructure avoid the need for unjustified or uneconomical expansion of infrastructure; and provide for a range of uses promoting intensification and redevelopment. The Site is located within a Settlement Area (Town of Wasaga Beach) and will provide for a residential use on an existing underutilized lot within a developed area. The proposed development provides for intensification on the Site therefore contributing to the intensification targets of the County and the Town. The Site will be fully serviced by Municipal infrastructure and the Site is located on a Municipal road with internal off-street parking included.

The proposed development will contribute 99 affordable housing units within the Town located in a developed area. The Site and proposed development is surrounded by tourism commercial, commercial and other residential uses which will contribute to the long-term needs of the area.

The proposed development provides for a cost effective Site that is located on an established road network with available water and sewer capacity and servicing that is located at the Site boundary on Zoo Park Road. The Site is proposed to contain a total of 99 affordable housing units in a developed area of the Town, surrounded by tourism commercial, commercial and other residential uses.

Policies regarding housing are included in Section 1.4 of the PPS. This Section generally directs planning authorities on how to provide for an appropriate range and mix of housing types and densities, municipal wide, and provides policies for this. These policies include permitting and facilitating all forms of housing required to meet social and health well-being requirements and all forms of intensification and redevelopment, directing new housing to areas where appropriate levels of infrastructure is available, promoting densities for new housing for the efficient use of land, resources and infrastructure and which support alternative transportation modes, and establishing development standards for residential intensification to minimize the cost of housing and facilitate compact form. Included in Policy 1.4.3 is the provision for a minimum target for affordable housing. The proposed development will provide for 99 affordable housing units that are to be rented to tenants. The proposed development adds to the Town’s supply of range of housing (rental apartment), provides for intensification on an underutilized lot, utilizes existing infrastructure on Zoo Park Road where no upgrades are required, uses land efficiently through a compact urban form, and supports alternative transportation by adding to the population base on the existing transit route, and providing for boundary sidewalks and provision for safe and accessible bike parking.

Given its close proximity to Georgian Bay and its location on a bus route, and its opportunity for active play on Site, the proposed development helps promote healthy, active communities as discussed in Section 1.5 of the PPS. The Site is also located on a trail network (Ganaraska Trail) and a new sidewalk is proposed along Zoo Park Road from the Site to Wally Drive to provide for pedestrian movements. The design of the Site also includes the necessary amenity space for residents, as well as proposed connections from the Site to other recreational facilities within the Town via the various modes of transportation available from the Site.

The PPS hosts policies in Section 1.5 related to public spaces and recreation including how streets, spaces and facilities are to be safe, facilitate active transportation and foster social interaction, and municipalities are to plan for a full range and distribution of publically accessible built and natural
settings for recreation. The Site is located in proximity to water recreational opportunities along Georgian Bay and many recreational opportunities (trails, walking paths, and sidewalks) are established in the area and are available throughout the Town. A sidewalk is proposed from the Site to Wally Drive to the south. The adjacent bus stop located at the north-west corner of the Zoo Park Road and Wally Drive intersection will contribute to social interaction and provide opportunity for active transportation and accessibility to other areas of the Town.

Section 1.6.6 of the PPS contains infrastructure policies of the PPS in relation to sewage, water, and stormwater. Policy 1.6.6.2 states that municipal sewage and water services are the preferred servicing within Settlement Areas and intensification should be promoted within these areas. The proposed development will have access to full municipal services on Zoo Park Road. The stormwater policies of 1.6.6.7 are addressed in the Stormwater Management Report and Servicing Brief which is summarized in Section 5.2 of this Report, which includes implementation of Low Impact Design (LID).

In accordance with the Transportation policies of Section 1.6.7 of the PPS, the proposed development is situated with lot frontage on Zoo Park Road, and is supported by a Traffic Impact Study as outlined in Section 5.5.1 of this Report. Zoo Park Road is identified as a Collector road and the proposed development contributes to the efficient use of the existing transportation system, including the surrounding road network, transit network and sidewalk network. There is an existing bus stop located 50 metres from the Site which will help minimize vehicle trips for residents. The density of the Site and its close proximity to commercial uses will aid in reducing the amount of vehicle trips in the area and support the use of both the transit and active transportation networks.

Section 1.8 of the PPS speaks to energy conservation, air quality and climate change. To address the applicable policies of 1.8.1 the proposed development promotes compact form by efficiently utilizing the property for 99 dwelling units within underutilized lands in a developed area of the Town. The Site is located on a public transit (bus) route and the residents of the proposed development will have access to an existing bus stop located 50 metres from the Site. A new sidewalk is proposed to provide pedestrian linkages and safe access to the adjacent residential and commercial uses located to the south of the Site. The proposed sidewalk is located on the eastern edge of Zoo Park Road and extends to the south to Wally Drive. The location of the Site in relation to the adjacent commercial uses can potentially provide means of employment for the residents of the proposed development; and, the development provides for greenspace and vegetation on the Site.

Section 2 of the PPS provides policies regarding the natural environment and resources and states that the ecological function and the biodiversity of the natural heritage system should be maintained, restored, and where possible, improved, recognizing linkages between and among natural heritage feature areas. The PPS does not permit development and site alteration in what is essentially Provincially Significant Wetlands (PSWs). There is an identified PSW north of the Site, on the northern portion of the Public Works Yard. An analysis of the potential effect of the development of the Site on the PSW and it was determined that there is no negative impact. Details of the Environmental Impact Study are included in Section 5.1 of this Report.

The PPS also identifies various other features where development and site alteration are not permitted unless it is demonstrated that there will be no negative impact on the feature or its ecological function. These features include significant wetlands, significant woodlands, significant
wildlife habitat as well as other. None of these features are located on the Site or adjacent to the Site.

Furthermore, Policy 2.1.7 does not permit development or site alteration within the habitat of endangered and threatened species except in accordance with Provincial and Federal requirements. The EIS concludes that the proposed development can occur on the Site in accordance with Provincial and Federal requirements, specifically related to the potential habitat of bank swallows.

The Environmental Impact Study also did not find any fish habitat on or near the Site.

With respect to the PPS policies regarding protecting and improving water quality and quantity, the proposed development is located within the Town's Wellhead Protection Area – "C" (WHPA-C) as per the Town’s OP Schedule G. The proposal development on the Site however is for residential purposes, and therefore it was determined through pre-consultation that a review by the Town’s Risk Management Official (RMO) will not be required. On this basis, there are no negative impacts anticipated to water quality as a result of the proposed development. Surface water quality and quantity are discussed in the stormwater management section of the PPS review as well as the review of the Functional Servicing Report that was undertaken for the Site.

The PPS hosts policies for the conservation of significant built and cultural heritage resources and landscapes. A Stage 1 and 2 Archaeological Assessment has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources. This Assessment is summarized in Section 5.4 of this Report.

Section 3.0 of the PPS contains policies regarding the protection of Natural Hazards and Human-Made Hazards. In general, development shall be directed outside these areas as referenced in the PPS. The Site does not contain any of these hazards.

Based on this review, the proposed development is consistent with the policies of the PPS.

4.3 Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was created by the Province to guide the building of stronger more prosperous communities through the management of growth. The Growth Plan contains various principles which are to guide decisions on how land is developed. The Growth Plan was reviewed in its entirety and the following section outlines the relevant details determined to be applicable to the Site and the proposed development.

The vision and guiding principles of the Growth Plan provide the basis for the guiding of land use planning. The vision of the Growth Plan includes, among other matters, offering a variety of choices for living, making getting around easy, and providing for a healthy environment. The proposed development provides residents with affordable rental housing that is close to commercial uses and recreational amenities within the area, and provides for access to public transit. The proposed development does not negatively affect the environment and promotes
active transportation opportunities for residents. It is concluded that the proposed development is respectful of the vision of the Growth Plan.

With respect to the Growth Plan’s principles, the policies support compact growth and complete communities which protect environmental features, support a range of housing options including affordable housing, and optimize the use of existing and new infrastructure to support a strong economy, among other matters. These principles are enforced by the policies of the Growth Plan as outlined below.

The Growth Plan directs a significant portion of new growth to the built-up area of the community, supports mixed-use, transit supportive, pedestrian-friendly urban environments, encourages municipalities to develop as complete communities, directs developments to settlement areas and areas which offer municipal water and wastewater systems, as well as other policies.

Section 2 of the Growth Plan provides policies on ‘where and how to grow’. In accordance with Section 2.2.1 of the Growth Plan which includes policies for how to manage growth, and directs a vast majority of growth to Settlement Areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of a complete community. The Site is located within a Settlement Area and is also located within the built boundary of the Town. The Site is to be serviced by existing municipal water and sewage system and the proposed development supports the development of a complete community by providing future residents with access to existing commercial areas and services, as well as public transportation. Residents are provided with the ability to conveniently access most of the necessities for daily living. Furthermore, with Settlement Areas, growth will be focused in delineated built-up areas, strategic growth areas, in a location within existing or planned transit, and within areas with existing or planned public service facilities. As discussed, the Site is located within a built-up area of the Town, however is not located within a strategic growth area because these areas have not yet been identified by the Town. The location of the Site is adjacent to an existing bus stop that provides residents with public transportation to access other areas of the Town that contain various public service facilities, including recreational facilities. The Site is also located on an existing trail network and is within walking distance to the recreational features of Georgian Bay.

Section 2.2.2 of the Growth Plan includes policies that relate to delineated built-up areas of a Municipality. The policies provide for a target of 60% for all development to be located within the delineated built-up area on a County wide basis. The proposed helps contribute to this target. Details of what the County targets are for the Town are discussed in Section 4.5 of this Report.

Policies related to housing are included in Section 2.2.6 of the Growth Plan. The housing policy section of the Growth Plan is a municipal wide planning directive primarily related to the development of a housing strategy that supports the achievement of minimum intensification and density targets while including policies for a diverse range of housing types and a mix of housing options (including affordable housing and affordable housing targets) and to support the achievement of complete communities. The proposed development provides affordable housing units to the Town in an apartment building which provides for a mix of housing options for residents within a complete community. Furthermore, the County’s 10 Year Affordable Housing and Homelessness Prevention Strategy plans to achieve affordable housing requirements and meets the intent of Section 2.2.6.1 of the Growth Plan, as the proposed development will significantly contribute to the affordable housing targets identified for the Town.
Section 3.2 of the Growth Plan provides for policies for infrastructure to support growth. The infrastructure planning section of the Growth Plan is a municipal wide planning directive primarily related to future infrastructure investment and expansion; the Site will be utilizing the existing infrastructure in the area and no upgrades to accommodate development of the Site are required except for a sidewalk and bus stop as have been detailed throughout this Report.

Section 3.2.2 contains policies related to transportation and Section 3.2.3 contains policies related to moving people. The policies are higher order policies that are applicable municipal wide and generally relate to providing connectivity among transportation modes, develop systems that offer a balance of transportation choices, and provide safety of systems. The Site is located on the eastern side of Zoo Park Road which is identified as a Collector road. There is an existing transit route on Zoo Park Road that provides linkages to River Road East to the north and River Road West to the south. Residents will have access to an existing bus stop located 50 metres from the Site. River Road West is one of the main roads in the Town and runs in an east-west direction and contains a mix of land uses, including tourism commercial, commercial and residential. Sidewalks are to be installed from the Site to Wally Drive to the south. Residents of the proposed development will be offered alternative and interconnected transportation opportunities, and will be able to make use of existing multi-modal transportation infrastructure. The proposed sidewalk along Zoo Park Road to Wally Drive to the south of the Site will provide linkages to existing sidewalk networks and the Site is located on a trail network.

Section 3.2.6 relates to water and wastewater systems and Section 3.2.7 relates to stormwater management. These policies are generally municipal wide policies. Existing water and sewer services are available to the Site and there is appropriate infrastructure and capacity for the proposed development. Stormwater management can be appropriately implemented on the Site. Servicing and stormwater details can be found in Section 5.2 of this Report.

Section 4 of the Growth Plan contains the natural heritage and resource policies. The Site is located to the south of a Provincially Significant Wetland (PSW) that is situated on the northern portion of the subject property, on the Public Works Yard. The boundaries of the PSW and consideration of the other natural heritage features, as well as the required mitigation measures, were reviewed in the Environmental Impact Study as outlined in Section 5.1 of this Report. Section 4.2.2 of the Growth Plan specifically speaks to the Natural Heritage System mapping that would apply to areas of a Municipality that require policies to maintain, restore or enhance the diversity of the system and the long-term ecological or hydrological functions of the features and areas. The Site is not located within the draft Natural Heritage System mapping therefore the natural heritage policies in the PPS would continue to apply to protect natural heritage features.

The Site is not located within an agricultural area, a mineral aggregate resource area, nor have any cultural heritage resources been found on the Site thus these policies in the Growth Plan are not applicable to the Site.

With respect to the Conservation and Climate Change policies, the policies are generally higher order municipal policies however, the Site is being developed in a compact form in an area of concentrated development with opportunity for transit and active transportation use. We understand that the proposed building will also exceed building code insulation requirements and use LED lighting to reduce energy consumption; and on-site stormwater will be mitigated by permeable surfaces and ample greenspace.
The Town of Wasaga Beach is located within the County of Simcoe and is therefore subject to the Simcoe Sub-Area policies of Section 6 of the Growth Plan. The policies in Section 6 direct growth to communities where development can be most effectively serviced and where growth improves the range of opportunities for people to live, work, and play in their communities. It is submitted that the Town meets this general policy framework.

Growth forecasts for the lower tier municipalities of Simcoe County are outlined in Schedule 7 of the Growth Plan. The Town of Wasaga Beach is forecasted to have a population of 27,500 by the year 2031. The proposed development will help the Town reach these targets by providing 99 residential units at a higher density of housing and a different housing option (affordable rental) than currently exists within the community.

Based on the above, it is concluded that the proposed development conforms to the policies of the Growth Plan.

4.4 South Georgian Bay Lake Simcoe Source Protection Plan (2015)

The South Georgian Bay Lake Simcoe Source Protection Plan addresses a wide spectrum of issues, categories and goals that aim to protect, improve/restoring elements that contribute to the ecological health of the Lake Simcoe watershed. As it relates to land development within a recognized settlement area, certain categories of policy apply to the subject Site.

The Site is located within the Town’s Wellhead Protection Area – “C” (WHPA-C) as per the Town’s OP Schedule G. The proposal for the Site however is for residential purposes, and therefore it was determined through pre-consultation that a review by the Town’s Risk Management Official (RMO) will not be required. On this basis, there are no negative impacts anticipated to water quality as a result of the proposed development.

4.5 County of Simcoe Official Plan (2016)

The County of Simcoe Official Plan (County OP) was adopted by the County of Simcoe Council on November 25, 2008, and has been approved, in sections, by the Ontario Municipal Board with the last major portion being approved in December 2016. There are several Site specific appeals still pending however, none affect the subject lands.

The proposed development helps the County meet the goals of the Official Plan outlined in Section 1.3, as the Site does not contain any significant natural or cultural heritage resources, the proposal makes use of underutilized land within the built boundary and utilizes existing Town infrastructure, and the proposal adequately protects public health and safety.

The Site is located within a designated Settlement Area in the County OP. The growth management strategy of the County OP directs a significant portion of growth within the County to settlements where it can be effectively serviced (the policies also state that the majority of population growth will be directed to fully serviced settlement areas). The County OP further
strives to develop communities with diversified economic functions and opportunities and a
diverse range of housing options such as the Town of Wasaga Beach. Specifically, Section 3.1.4
seeks to provide a wide range of housing types and costs, including affordable housing. The
proposal will assist the County in achieving this specific goal. It should also be noted that the
intended use of the building is to generally accommodate existing population within the Town
and is not to introduce “additional” population and that the County identified the need for this
development in 2014 in the County’s 10 Year Affordable Housing and Homelessness Prevention
Strategy.

Section 3.2 of the County OP is a directive for local municipalities in planning for growth and
development however, the proposal for the Site will assist the Town in achieving many of these
policies including, providing for a mix of land uses (rental residential), providing for enhanced
transportation opportunities for pedestrians and cyclists by adding to the sidewalk network and
providing for a concentration of people that can walk or cycle to many Town amenities, provide
for densities on Site that can help support the Town’s transit service, provides for a new type of
housing (affordable) and utilizes existing infrastructure.

Section 3.3 of County OP contains the general development policies of the County OP. Relevant
policies regarding lot creation are included in Policy 3.3.2 and 3.3.4 of the County OP. With respect
to these policies, the subdivision of land is only permitted for land uses permitted in the
designation or maintain the intent of the County OP. The Site is being created and transferred to
the SCHC. The Site is located within a Settlement Area and the proposed development is
appropriate for this area, therefore is in keeping with the intent of the County OP. The Site also has
aces and frontage on a public right of way.

With respect to the natural heritage policies of the County OP, like the PPS, the County does not
permit development or site alteration in PSWs or on adjacent lands unless it can be demonstrated
that there is no negative effect. As discussed, the Site is within 120 metres of a PSW, an evaluation
has been undertaken and the proposal can proceed as planned without effecting the feature as
prescribed. Details are contained in the Environmental Impact Study undertaken for the Site (see
Section 5.1 of this Report).

Section 3.3.15 of the County OP contains policies regarding natural heritage features. In
accordance with Policy 3.3.15 ii) the Site is not located within any of the referenced natural
heritage features or their ecological functions.

Policy 3.3.15 iii) refers to the protection of wetlands that are greater than two hectares or larger in
area determined to be locally significant by an approved Environmental Impact Study. The
subject property contains a total of three isolated wetland pockets, two of which are located fully
or partially on the Site. These isolated wetland pockets are less than two hectares in size (north of
the Site). These features are evaluated in the Environmental Impact Study as referenced in Section
5.1 of this Report and have been deemed not to be significant. Further to the natural heritage
policies of the County OP, Section 3.8.17 requires municipalities to follow the policy direction of
Policy 3.3.15 i) and ii) within Settlement Areas; and it is concluded by the findings of the
Environmental Impact Study that the natural heritage features and areas referenced in these
policies are not located on the Site.

It was noted that the Site contains the potential for habitat for endangered and threatened
species (bank swallows) however mitigation measures are provided in the Environmental Impact
Study that concludes that development and site alteration can occur on the Site in accordance with provincial and federal requirements. There is also no fish habitat located on the Site.

In accordance with Section 3.3.19 of the County OP, a Stormwater Management Plan has been prepared for the proposed development, which demonstrates how stormwater quantity and quality can be appropriately managed. The stormwater management plan is summarized in Section 5.2 of this Report and the implementation is found within the site plan drawing submissions.

Section 3.3.20 of the County OP requires a Traffic Impact Study be prepared for an Official Plan Amendment. A Traffic Impact Study has been prepared as summarized in Section 5.5.1 of this Report and concluded that the surrounding road network and applicable intersections will continue to operate at good levels of service, when considering future background traffic and traffic generated by the proposed development.

To address Section 3.3.21 of the County OP, an Environmental Noise Study was prepared to address possible impacts to the proposed development specifically from the Town’s Public Works Yard on the subject property and to the north of the Site. The Environmental Noise Study is summarized in Section 5.8 of this Report and concludes that potential noise can be mitigated for on the Site to applicable standards.

To satisfy Section 3.3.23 of the County OP, a Geotechnical Investigation was conducted that concluded there are no contamination or hazard contained within the soils on the Site. The Geotechnical Investigation provides recommendations for foundations and is referenced in Section 5.3 of this Report.

Section 3.5 outlines the objectives and policies for Settlements. As per the objectives in the Plan, the proposed development will take place in an existing settlement, will be of a compact form and make efficient use of existing infrastructure. It is submitted that the proposed development conforms to the settlement policies of Section 3.5. The proposal focuses growth to an existing settlement without the need for expansion to be considered, adds to the diversity of the community by proposing a housing type which is not prevalent, and utilizes a compact form in an area where full municipal services exist and therefore minimizes land consumption and servicing costs.

Section 3.5.15 of the County OP refers to the phasing of development and states that the progression of development will be based on a sustainable and logical progression of development within a Settlement Area, in accordance with Provincial, County and local plans. In accordance with the policies of this Section, the proposed development utilizes existing infrastructure and provides access to existing public service facilities; contributes to a complete community by contributing to a range of housing types within this area of the Town including affordable housing units; represents intensification of an underutilized property; and provides an opportunity for future development in a serviced area.

The intensification target within the built up area of for the Town as prescribed by the County is 20%. The proposed development of 99 additional residential within this identified built-up area, will assist the Town in meeting this intensification target.

The settlement form policies in Section 3.5.26 of the County OP provide for policies which are similar to both the PPS and Growth Plan such as establishing safe and pleasant pedestrian environments which encourage movement by foot and bicycle, development of attractive
streetscapes and development of a range of housing types. As discussed throughout this Report, many of these policy initiatives are provided for on the Site or due to its location. Furthermore, Section 3.5.28 includes policies for form and building design shall consider conservation in energy, water and wastewater management, and the integration of paths and trails which encourage walking. The proposed development provides elements that contribute to the area and further support active transportation within the community.

The settlement policies go on to state that a range of housing types be provided in Settlement Areas including apartments and affordable housing such as the proposed development.

Section 4.1 addresses community wide policies related to built form and accessibility to various and mixed community uses. Among other matters, it specifically addresses healthy communities and housing development within the County to integrate arts, culture, and recreation with business and services, along with accessibility. Additionally, an appropriate range of housing types and densities, with suitable locations that offer a variety of community and public services within proximity to the development are encouraged. The proposed development of an affordable housing apartment building, it provides a housing type and density that assists the Town in providing for a complete community, it contributes to an existing mix of land uses and the Site is in a location in which the residents can readily access other community features such as parks and retail uses.

In particular, Section 4.3 speaks to the development of affordable housing to ensure health and long term community vitality to meet unmet housing needs, reduce housing inequality, improve housing quality, and provide efficient delivery of affordable housing. The policies encourage local municipalities to use alternative development standards to facilitate the development of affordable housing units provided health, safety, servicing and other reasonable standards are or criteria can be met. It is submitted that the proposed development will increase the number of affordable housing units available in the Town of Wasaga Beach by constructing an affordable housing complex and that the proposal is safe and the alternative standards of height and parking are reasonable. The proposed development of the Site for affordable housing units will also assist the County in achieving the minimum 10% affordable housing unit target identified in Policy 4.3.9.

From an infrastructure perspective, the preferred method of servicing Sites in settlement areas is on full municipal services; the proposed development will connect to existing municipal services located on Zoo Park Road and with the exception of a sidewalk along Zoo Park Road from the Site to Wally Drive, no further external servicing upgrades are required.

From a transportation perspective, the proposed development can be accommodated on the existing road network and provides opportunities for residents to walk, cycle and use public transit to the amenities the Town has to offer.

It should be noted that the Site is not located on or near hazardous lands, agricultural lands, aggregate lands, waste disposal sites, cultural heritage or built heritage areas and thus these policies were not addressed in this Report.

Based on a review of the County OP policies, it is submitted that the proposed development of the Site is in conformity with the County OP.
4.6 **Town of Wasaga Beach Official Plan (2004)**

The Town OP was approved by the County of Simcoe in June, 2004, with an Office Consolidation released in February, 2016. The Town OP provides the planning framework for the Town and implements Provincial and County planning policy. The Town OP envisions the Town as thriving, fully serviced community with a range of uses and a full range of services developed in harmony with the environment and with respect to its history and culture.

The Site is currently located within the “Tourism Commercial” designation. The northern portion of the subject property (Public Works Yard) is designated as “Natural Heritage System Category 1” in the Town OP. The Town OP land use mapping is included in Figure 4.

It is understood that the “Natural Heritage System Category 1” designation was put in place to recognize the PSW on the adjacent lands to the Site. The PSW boundary has been reviewed and confirmed by the MNRF and is located within 120 metres from the Site. The EIS for the property has identified that there will be no negative effect to the PSW as a result of the development.

As outlined in Section 3.1 of this Report, the proposed development requires the Site to be re-designated to the “High Density Residential” designation to accommodate the proposed four storey apartment building consisting of 99 residential units to be rented to tenants and to provide for affordable housing units within the Town. The portion of the subject property that will continue being occupied by the Public Works Yard will remain in the “Tourism Commercial” designation.

It should be noted that the “Tourism Commercial” designation permits a variety of uses related to tourism and the travelling public. A broad range of uses within this designation are permitted including the following examples: accommodation uses (hotels, motels, tourist cabins, lodges); service uses (restaurants, recreational supplies and rental establishments, retail stores); and entertainment facilities (music and dance halls, game parlours and arcades, amusement parks and midways, and museums). Accordingly, the “Tourist Commercial (CT) Zone” includes permitted uses such as a tourist establishment which include a hotel, lodge, motel to a maximum building height of 12 metres.

Section 3 identifies the goals of the Town OP, which include the provision of municipal services to urban development areas, protection and conserving natural hazard and natural heritage areas, providing a general plan for the staging of development, providing policies to encourage a range of housing choices and tenures, providing policies to conserve the natural environment, and ensuring that development meets a high quality of community and urban design, amongst others. These goals are implemented via the policies of the Town OP, which are reviewed in detail below, with regards to the proposed development and proposed OPA.

The General Development Policies of the Town OP are provided in Section 4. These policies include that the rate of population growth shall be integrated with the rate of employment growth, the Town may require an environmental analysis, stormwater management study and/or traffic impact study for approval of development, any proposed OPA shall be supported by a statement reviewing the impact on policy of the OP, retention of natural tree and bush cover shall be the goal of development where appropriate, and development within flood plains shall require
conservation authority approval as well as other policies which include but are not limited to ensuring that new development is not being considered on hazardous or contaminated land. All of the applicable general development policies were reviewed and the proposal conforms to these policies.

An Environmental Impact Study was completed as outlined in Section 5.1 of this Report, as well as a Stormwater Management Report and Servicing Brief in Section 5.2 of this Report, and a Traffic Impact Study as outlined in Section 5.5.1 of this Report; and the conclusions all support the development of the Site as proposed.

The Environmental Impact Study has been undertaken as outlined in Section 5.1 of this Report in order to confirm the boundary of the PSW to the north of the Site and to identify any other natural heritage features on the Site. The proposed development has been reviewed in relation to these natural heritage features. The Environmental Impact Study has provided the basis and mitigation measures for the building to be located adjacent to Zoo Park Road, resulting in the removal of a small isolated wetland pocket on the southwestern portion of the Site. Vegetation within the other small isolated wetland pocket on the northwestern portion of the Site is being maintained where possible, along with other best practices to protect adjacent natural heritage features. A Traffic Impact Study has also been conducted for the Site, and concluded that the surrounding road network and applicable intersections will continue to operate at good levels of service, when considering future background traffic and traffic generated by the proposed development. A conceptual Stormwater Management Plan has also been prepared for the proposed development, which demonstrates how stormwater quantity and quality can be appropriate managed. Finally, this Report provides a review of the proposed OPA’s conformity to the Town OP. There was also a Geotechnical Report prepared to ensure there are no hazardous soils on the Site and that the Site is suitable for construction. The Site is not in a flood or other hazardous area and the property will be subject to site plan control which will assess the design attributes of the Site. An Urban Design Brief has been undertaken for the Site which is detailed in Section 5.6 of this Report and it is submitted that a high level of design has been provided for the Site.

Section 5 of the Town OP provides the Residential designation objectives and policies. Objectives of the Residential section include providing a Town wide structure of residential communities separated from industrial and tourism areas, controlling residential growth in relation to the existing level of commercial to residential assessment, and encouraging the provision of a wide range of housing types and styles, amongst others. Other objectives speak to encouraging a high standard of community design, trail linkages and affordable housing. The Site is located in an area of the Town that is surrounded by a mix of land uses. Surrounding land uses include residential, commercial and tourism commercial uses. The proposed development and housing style of the apartment building will provide for 99 rental residential units in an area of mixed uses, and provide future residents with affordable rental housing units and access to commercial areas of the Town, as well as access to the public transit system. As discussed, the Urban Design Brief detailed in Section 5.6 of this Report identifies that a high level of design has been provided for the Site. The Site is located on an existing trail system as the Ganaraska Trail travels along Zoo Park Road.

The Town OP specifically identifies both the “Residential” and “High Density Residential” designations on the land use schedule. High Density Residential uses include apartment dwellings. Low and Medium Density Residential uses are permitted in the “Residential” designation but do not permit apartments.
As discussed, the proposed development consists of an apartment building with 99 residential units, including a parking area, play area and a vacant amenity area on the eastern portion of the Site. This portion of the Site is to be reserved for future development.

In regards to Section 5.2.2 of the Town OP and buffering between residential uses and incompatible uses, the minimum setback requirements for a multi-residential zone are met and the siting and shape of the apartment building has been positioned in a manner that minimizes the wall flankage to the residents located on Wally Drive. It should be noted that the Site is in an area of other residential uses (singles, townhouses and retirement residents) with the exception of the Public Works Yard to the north and east. The compatibility between the proposed development and the Public Works Yard has been considered and a Noise Study was prepared to ensure that applicable standards are being met in regards to noise impacts.

Section 5.2.3 of the Town OP relates to recreational trails and that the Municipality promote the development of a multi recreational trails system and have regard for this policy when considering development proposes. The Site is located on an existing trail (Ganaraska Trail) within the Town and provides access for residents to this trail network that travels through the Town’s boundaries.

Section 5.2.6 outlines the policies for High Density Residential uses, including that development shall not exceed a density of 74 units per net residential hectare. As outlined in the Site Plan drawing (see Appendix A), the density of the proposed development is 56 units per net residential hectare. As stated, the proposed OPA would permit a four storey apartment building consisting of 99 residential units. The residential units are to be used for the provision of affordable housing units within the Town. Appropriate regulations and consideration for the height of the apartment building, bulk and setbacks have been contemplated for the proposed development so that the design of the building is compatible with the surrounding development.

Section 5.2.6.1 provides matters for Council to have regard in approving High Density Residential uses. The following is a review of these matters as they relate to the proposed development:

a) Specific sites which are well suited to low building coverage and higher densities because of their amenities or other physical attributes;

The County has a mandate to provide for affordable housing units and the Town of Wasaga Beach has been identified as a target area for several years. Approximately 210 units over the next ten years have been slated for the Town and 99 units are proposed on the Site. The provision of 99 units in a low or medium density format is more land intensive than the proposed apartment building. Using more land to accommodate a lower density built form would not suit the Site well as it potentially would require the expansion of the Public Works yard and/or closer proximity of the development to the nearby PSW. The Site is thus well suited to a low building coverage and higher density.

b) The availability of adequate and appropriate facilities and services including shopping, schools, parks and transportation;

The Site is located in proximity to the shopping areas along River Road West and within the Stonebridge commercial area, which area located within approximately 350 metres of the Site. The residential development to the south (south of Wally Drive) is also permitted to host local commercial uses (as per Town OP Policy 5.6.3).
Birchview Dunes Elementary School is located approximately 2.5 kilometres from the Site.

Georgian Bay is located to the north of the Site and the public beach is approximately 750 metres from the Site. Stonebridge Park is located a short walk away at the terminus of Wally Drive. Also, the Site will have on site park amenities for the residents. Zoo Park Road itself is also part of the Ganaraska trail system.

Zoo Park Road is identified as a Collector Road and the Site is located on an existing transit route. The residents of the proposed development will utilize the existing bus stop located at the northwest corner of Zoo Park Road and Wally Drive which is approximately 50 metres from the Site; and new residents within the neighbourhood will be provided with immediate access to public transit connecting them to all areas of the Town. There is a proposed sidewalk to be constructed on the frontage of the Site which will provide active transportation access and connections to other sidewalks within the Town.

c) The physical relationship between the proposed high density use and adjacent uses;

The subject property is currently being used as the Town’s Public Works Yard, and the Yard will continue its use of the remaining portion of the lands. Appropriate buffering has been provided between the apartment building and the Public Works Yard in the form of planted trees along the northern Site boundary. A Noise Study has been undertaken which confirmed that a two metre fence barrier be installed on the north and east edges of the proposed play area on the Site as shown in Appendix A to mitigate potential noise from the Public Works Yard. The Town has previously assessed that a residential development adjacent to the Public Works Yard is appropriate (the Wally Drive development).

South of the Site are the existing Wally Drive townhouses and retirement facility. The proposed height of the apartment building is 12.9 metres and a sight line analysis was completed for the Site. Considering a proposed eight foot fence that is to be installed to replace an existing noise barrier wall along the southern boundary of the Site, the sight line analysis shows potential views from the townhouse dwellings along Wally Drive. This analysis is included in Appendix E.

A sight line analysis was also completed for the proposed building and the townhouse dwellings along Wally Drive. In an attempt to minimize views of the proposed building, the building was pushed back from the Wally Drive residents as much as possible, and a smaller flankage is provided facing south from the Site compared to the north. Furthermore, a mansard roof is proposed to eliminate a potentially higher sloped roof and peak. There are also no residential unit windows proposed on the southward facing wall closest to the townhouse dwellings to the south of the Site.

It should be noted that the Wally Drive townhouses were constructed across the street from an existing multi-unit (retirement) building which is directly sited on the Wally Drive frontage. This building is two stories in height with a large sloped roof and peaked dormers. The effect of the building therefore is three stories.

The orientation and massing of the proposed apartment building is minimized on the south facing wall of the building and the building is setback 15.8 metres from the mutual property boundary of the Wally Drive townhouses. The larger north facing wall is located adjacent to the Public Works Yard. Additional plantings are proposed along the western and southern boundaries.
of the Site to potentially screen the proposed building from Zoo Park Road and the residents to the south on Wally Drive.

The minimum setbacks for all lot lines in the R4 Zone (6 metres) are achieved. Larger buffer areas are provided between the proposed apartment building and the residential uses on Wally Drive. The proposed eight foot fence along the southern boundary of the Site will screen views of the proposed parking areas in the Site.

d) The impact of traffic on the street network;

The proposed development was supported by the completion of a Traffic Impact Study. It was concluded that based on the proposed development there are no concerns from the traffic and road perspective and no upgrades to the boundary road network are required.

e) The eventual community structure;

As stated, the Site is well situated to host High Density Residential uses. The Site is located in an area with a mix of residential and commercial uses including, single detached, townhouses, apartment style retirement uses, large scale commercial uses, touris uses and a well designed and integrated vehicle and active transportation network. It is anticipated that this form of mixed development will continue in the area. The proposed development provides for affordable housing units in an area of the Town surrounded by a mix of land uses and recreational opportunities. The proposed development contributes to an existing complete community.

f) The location of other high density residential uses.

The Site is located in area directly adjacent to Low Density Residential uses on the west side of Zoo Park Road and Medium Density Residential uses on Wally Drive. There is also a two storey, apartment style retirement home and townhouse units located to the south of the Site, on the south side of Wally Drive. The proposed development represents a transition of densities and housing types in an area close to commercial and recreational land uses where other higher density development has recently been constructed.

Other High Density Residential uses are located approximately 500 metres from the Site on Sandy Coast Crescent; and approximately 900 metres from the Site on the southwest corner of River Road West and Westbury Road. High density development is therefore located in the area but not in close proximity to the Site.

In comparing the height of the apartment building located on the southwest corner of River Road West and Westbury Road, the height of this building from the existing grade to the peak is actually higher than the proposed apartment building on the Site.

Additional policies related to consideration for High Density Residential development include the requirement for full municipal services, a limit to one or two properly maintained driveways emptying onto a Collector or Arterial Road, wherever possible, and the development will be subject to site plan control. As identified, the Site is fully serviced, it is located on Zoo Park Road which is identified as a Collector Road, and only one driveway is proposed, and an application has been made for Site Plan approval.
Included in Section 5.3 of the Town OP are Implementation policies. The relevant policies include not permitting development where an undue extension of public services or an undesirable pattern of growth is created, requiring the dedication of parkland in accordance with the Planning Act, ensuring development approvals are subject to demonstrating availability of park and school facilities, and ensuring that the elements of urban design guidelines are considered. The proposed development does not require any undue extension of public services and represents logical development along Zoo Park Road. Adequate school facilities are provided for residents and adequate park facilities are provided on the Site, including a playground and toboggan hills, and the elements of the Town’s urban design guidelines have been considered through the design of the apartment building.

Section 11.4 of the Town OP provides policies regarding recreational trails. The Town’s Local Trail System Map identifies Zoo Park Road as being a part of the Ganaraska Trail. This trail provides a linkage between the eastern and western portions of the Town; and also to the Wasaga Beach Provincial Park. Recreational trail access is readily available in close proximity to the Site and the proposed development.

Section 12 provides policies regarding natural hazards, with the objectives generally relating to minimizing damage to and preventing the loss of life as a result of natural hazards including water-related hazards, and unstable soils by directing development away from natural hazard lands. The Site is not designated “Natural Hazards” in the Official Plan, however a Geotechnical Study was prepared and concluded that the Site was suitable for development. Furthermore, the Site does not contain a floodplain area, steep slopes or other known hazards.

Section 13 of the Town OP contains the Natural Heritage Policies. The objectives of this section generally speak to the conservation, maintenance and enhancement of natural heritage features as well as the protection of significant wetlands and other features. As Policy 13.2.2 outlines, lands within the Natural Heritage System – Category 1 designation contain provincially significant wetlands, or other significant natural heritage features. As stated, the Site is located adjacent to a PSW which is located within 120 metres from the Site. It is anticipated that the designation was placed on the subject property in what was thought to be the boundary of the PSW, however, the boundary as now been confirmed with the Ministry of Natural Resources and Forestry (MNRF) and studied accordingly.

Due to the presence of the PSW and other natural heritage features, an Environmental Impact Study was conducted to review the proposed development. The Environmental Impact Study includes updated mapping of the PSW, which was confirmed by the MNRF. It was concluded that there will be no negative effects to the PSW.

The subject property contains a total of three isolated wetland pockets, two of which are located fully or partially on the Site. These isolated wetland pockets are less than two hectares in size and have not been complexed with the PSW on the northern portion of the subject property (north of the Site). These features are evaluated in the Environmental Impact Study as referenced in Section 5.1 of this Report and have been deemed not to be significant.

Section 13.4.9.1 provides additional policies for PSWs. These generally reflect the policies for the “Natural Heritage System – Category 1” designation, in that they prohibit development and site alteration in PSWs and require consultation with the Town and applicable approval agency (MNRF) when a PSW boundary is being refined.
The Environmental Impact Study also evaluated the Site as it relates to the Significant Habitat of Endangered and Threatened Species (Section 13.4.9.2) and concluded that with appropriate mitigation measures in place, development is permitted as per Provincial and Federal requirements.

In accordance with the requirements of Section 15 (Cultural Heritage), an Archaeological Assessment. A Stage 1 and 2 Archaeological Assessment has been conducted for the Site, and proposed development is not located on a property that contains or is adjacent to the archaeological resources.

Section 16 of the Town OP provides the transportation policies. As identified on Schedule B, Zoo Park Road is identified as a Collector Road. Section 16.2.9 advises that collector roads shall be designed primarily to facilitate traffic movements and Section 5.2.6.4 identifies that High Density Residential uses should be located on a Collector Road or an Arterial Road) wherever possible. Zoo Park Road is identified as a Collector Road. Additionally, a Traffic Impact Study has been conducted for the proposed development and determined that the existing road network and proposed development’s access will operate at good levels of service, when considering traffic generated by the proposed development and future background traffic.

Section 16.3 provides policies regarding Active Transportation. The Site is located on the Ganaraska Trail and provides a linkage to the Wasaga Beach Provincial Park. Furthermore, the proposed development and Site is located within a commercial area of the Town and provides amenity areas within walking distance for its residents. In accordance with policies 16.3.5.3 and 16.4.5, the inclusion of sidewalks will be constructed on Zoo Park Road from the Site to Wally Drive. There are existing sidewalks located beyond the intersection of Wally Drive and Zoo Park Road to the south. Also, a partial sidewalk is provided along Wally Drive which provides access to Stonebridge Park at the terminus of Wally Drive.

Section 17 provides policies for servicing and staging. Schedule C identifies that municipal water and sewage services currently exist to the western edge of the Site on Zoo Park Road, which was confirmed by the Stormwater Management Report and Servicing Brief in Section 5.2 of this Report. A conceptual Stormwater Management Plan was also prepared for the Site and included in the Stormwater Management Report and Servicing Brief.

Schedule G of the Town OP identifies the Site as being located within the Wellhead Protection Area – “C” (WHPA-C). The proposal for the Site however is for residential purposes, and therefore it was determined through pre-consultation that a review by the Town’s RMO will not be required.

Section 19.20 of the Town OP provides Urban Design Policies. An Urban Design Report was prepared and identified that the proposal conforms to the Town’s urban design policies and meets all of the relevant sections of the Town’s Draft Guidelines.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the Town OP.
4.7 Town of Wasaga Beach Zoning By-law (2003-60)

The Site is located within the “Development (D) Zone” and the “Environmental Protection (EP) Zone” in the Town Zoning By-law, as shown on Figure 5. The “D Zone” within the Town is intended as a “place holder” until such time as a development is proposed on the Site. Permitted uses are nominal and include but are not limited to existing detached dwellings, limited small scale agricultural uses, parks and public uses. A small portion of the Site is zoned “EP”. Permitted uses include existing residential uses, conservation uses, existing agricultural uses, existing golf course, forestry, marine facility, passive outdoor recreation use, public park and a public use.

In order to facilitate the proposed development, the Site is required to be rezoned to the “Residential Type Four (R4) Zone” to permit an apartment dwelling. The permitted uses in the “R4 Zone” include an apartment dwelling, townhouse dwelling, accessory uses directly related to the permitted uses in the “R4 Zone”, and public uses.

Following review of the Zoning By-law, the proposed development also requires the following Site specific amendments:

- Reduction to the required parking standard from 1.75 parking spaces per unit to 0.95 parking spaces per unit. (Section 3.38.9)
- Reduction of the required privacy yard from 6 metres to 0 metres where the pedestrian access is located adjacent to the first storey residential units. (Section 7.3.14)
- An increase to the maximum height of the principal building from 12 metres to 13.5 metres. (Section 7.3.8)

In accordance with the “R4 Zone” provisions in Section 7.3 of the Zoning By-law, a summary of the proposed lot standards are provided in Table 1.

Table 1: “R4 Zone” Standards

<table>
<thead>
<tr>
<th>PROVISION</th>
<th>REQUIRED STANDARD</th>
<th>PROPOSED STANDARD</th>
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<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>835 square metres</td>
<td>17,600 square metres</td>
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<tr>
<td>Minimum Lot Frontage</td>
<td>30 metres</td>
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<td>Minimum Front Yard Depth</td>
<td>6 metres</td>
<td>6.7 metres</td>
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<td>Minimum Interior Side Yard Width (North)</td>
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<td>Minimum Interior Side Yard Width (South)</td>
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<td>Rear Yard Depth</td>
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<td>Minimum Dwelling Unit Area</td>
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<td>One Bedroom</td>
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<td>Two Bedrooms</td>
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<td>Three Bedrooms</td>
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<td>105 square metres</td>
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<td><strong>Maximum Building Height</strong></td>
<td><strong>12 metres</strong></td>
<td><strong>12.9 metres</strong></td>
</tr>
<tr>
<td>Maximum Gross Floor Area</td>
<td>100% of lot area (17,600 square metres)</td>
<td>51% of lot area (9,057 square metres)</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>35%</td>
<td>13.4%</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------</td>
<td>--------</td>
</tr>
<tr>
<td>Minimum Landscaped Open Space</td>
<td>35%</td>
<td>60%</td>
</tr>
<tr>
<td>Minimum Recreation Use Areas (Play Area)</td>
<td>5% of lot area (880 square metres)</td>
<td>9% of lot area (1,566 square metres)</td>
</tr>
<tr>
<td>Privacy Yards</td>
<td>6 metres</td>
<td>0 metres</td>
</tr>
</tbody>
</table>

It is submitted that the proposed zoning amendments respecting parking, privacy yards and building height are appropriate for the following reasons:

1. **Building Height**

The maximum permitted height of a building within the “R4 Zone” is 12 metres. The proposed height of the apartment building is 12.9 metres. A site specific amendment is sought to include a maximum height of 13.5 metres for the Site. By proposing a maximum height of 13.5 metres in the site specific zoning, flexibility is provided subject to final grades on the Site.

It is suggested that the Zoning By-law provision of 12 metre maximum building height was to provide for a four storey building; a four storey building is proposed. Modern building approaches and a desire to have a higher first floor have partially necessitated a slightly higher building height.

The architectural design of the proposed apartment building includes a flat roof and a parapet which was utilized to implement similar designs as surrounding developments. It should be noted that building height is defined in the Zoning By-law and shall mean the vertical distance between the established grade and the highest point of a flat roof. As per Section 3.2.1 of the Zoning By-law, the mechanical penthouse is not included in the height of the proposed apartment building.

Although the proposed height of the building exceeds what is permitted in the Town Zoning By-law, the overall height of the building is similar to the adjacent retirement home located to the south of the Site. This multi-unit (retirement building is two stories in height with a large sloped roof and peaked dormers. The effect of the building therefore is three metres. There is also a four storey apartment building located on the southwest corner of River Road West and Westbury Road which also has a sloped roof.

As discussed, both the retirement home to the south of the Site and the apartment building located on the southwest corner of River Road West and Westbury Road have peaked roofs. Because of the peaked roof, there is a different definition for building height in the Zoning By-law. The building height for these two buildings are measured from the established grade and the midpoint between the peak and the eaves. When measured from the established grade to the top of the peak, the respective buildings have a total height that is likely similar to the proposed apartment building. The height of the apartment building located on the southwest corner of River Road West and Westbury Road actually exceeds the height of the proposed apartment building on the Site. The height of this building is 13.7 metres measured to the top of the peak.

The proposed increase to the permitted height is reflective of the design of the apartment building, and has similar massing and height to other apartment buildings in the Town.
2. Privacy Yard

Section 7.3.14 of the Zoning By-law requires a privacy yard of 6 metres. Relief from this section of the By-law is required for the sidewalk adjacent to the apartment building and the drive aisle, as well as around the area of the patio located on the northwest corner of the building.

Section 7.3.14 of the Zoning By-law states,

In the case of a wall containing a first storey habitable room window, a privacy yard having a depth of not less than 6 m shall be provided adjoining each exterior wall of every dwelling unit. For the purposes of this section, a window shall be considered to be located on the first storey if any part of the glazing is less than 2.4 m above the finished adjacent grade.

A privacy yard is defined as:

Shall mean a yard adjoining an exterior wall of a dwelling unit, clear and unobstructed by any public or joint pedestrian access or surface parking area, other than a private driveway for a dwelling unit.

It is understood that the intent of this provision is to ensure parked or stopped vehicles, or pedestrians do not have direct views into first storey residential units.

The proposed sidewalk that provides pedestrian access from Zoo Park Road, the parking lot, the drop off area to the front door of the building, and the proposed driveway aisle are proposed within 6 metres of the first storey units. A reduction to the minimum required privacy yard is required. A setback of 0 metres is requested as the area round the vehicle drop off hosts the sidewalk adjacent to the building; the setback is larger in the other locations.

To address safety concerns, the sidewalk is proposed outside of the driveway aisles. To mitigate potential views into the first storey residential units, reflective glass will be used that screen views from outside during daylight hours. The landscape plan (see Appendix B) also includes plantings in some areas between the sidewalk and the proposed building.

The driveway is setback from the first floor windows 5 metres. The proposed driveway aisle will host moving vehicles, rather than parked or stopped vehicles thus there will be limited opportunity for viewing into the units.

With respect to the patio proposed on the northwest corner of the apartment building there is also first storey units proposed at this location, however, a privacy fence will be installed adjacent to the patio to screen any potential views from the patio into the residential units at this location. This fence is shown on the Site Plan drawing included in Appendix A.

The intention of the zoning setback for “privacy yards” adjacent to dwelling units is to provide both privacy to the residents inside the units and to provide amenity space to the units themselves. The amenity space for the building is not provided on a unit by unit basis outside of the units themselves but is provided on a global basis as is common in apartment buildings.

With respect to provision of privacy from the public or semi-public realm, it is submitted that a balance was struck between providing safe ingress and egress to pedestrians onto the Site and from the parking area and the use of the patio amenity space, and the privacy considerations of
the residents. The use of landscaping, fences and reflective glass assists in achieving the intention of the setback.

It should be noted that the same condition is provided on the retirement facility to the south of the Site whereby the sidewalk adjacent to the building is close to the building and abuts what appears to be the habitable portion of the building.

3. Parking

The parking requirements for off-street parking based on the By-law provisions in Section 3.38.9 are 1.75 parking spaces per dwelling unit. A total of 99 parking spaces are proposed which is 0.95 parking spaces per dwelling unit. The reduction was supported through the preparation of a Parking Study, as referenced in Section 5.5.2 of this Report. Generally the reduced parking is justified for the following reasons:

- The County has experienced a ratio of 0.5 parking spaces per unit in similar developments.
- The Site is located within walking distance (600 metres) of existing commercial and employment land uses.
- The Site is serviced by public transit and other active transportation infrastructure.
- The Site provides the same or better level of access to the necessary services and infrastructure to accommodate a car-free lifestyle compared to other similar type uses in the County.

The remaining off-street parking requirements of Section 3.38 in the Zoning By-law are complied with, and are summarized in Table 2.

Table 2: Off-Street Parking Requirements

<table>
<thead>
<tr>
<th>PROVISION</th>
<th>REQUIRED STANDARD</th>
<th>PROPOSED STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveway Width (Two-way)</td>
<td>6 metres</td>
<td>6 metres</td>
</tr>
<tr>
<td>Parking Space Width</td>
<td>2.8 metres</td>
<td>2.8 metres</td>
</tr>
<tr>
<td>Parking Space Depth</td>
<td>5.5 metres</td>
<td>5.5 metres</td>
</tr>
<tr>
<td>Aisle Width Between Parking Spaces</td>
<td>6 metres</td>
<td>6 metres</td>
</tr>
<tr>
<td>Accessible Parking Space Width</td>
<td>4.3 metres</td>
<td>4.3 metres</td>
</tr>
<tr>
<td>Accessible Parking Space Depth</td>
<td>5.5 metres</td>
<td>5.5 metres</td>
</tr>
</tbody>
</table>

Further to the parking standards identified in Table 2, in accordance with Section 3.38.9.4.2 iii) of the Zoning By-law, a total of five accessible parking spaces are required and provided on the Site (a total of five accessible parking spaces are required for developments that require between a total of 91-190 parking spaces). The Site includes a total of five accessible parking spaces. As required by Section 3.38.9.4.3, one of the five spaces is provided with a minimum width of 5.5 metres.

Regarding permitted fence height, Section 3.5 of the Zoning By-law states that fences beyond the front yard setback on a property shall have a maximum height of 2.13 metres. The tight board fence (1.8 metres) and the chain link fence (1.2 metres) are shown on the Site Plan drawing in
Appendix A and are under the maximum permitted fence height. Furthermore, the proposed noise fence is 2 metres in height and is also under the maximum height requirement for fences as per Section 3.5. The Town confirmed that noise fences are not subject to the height provisions of the Zoning By-law.

Based on the information provided above, it is concluded that the proposed ZBA is in keeping with the approaches from the Zoning By-law and represents good planning.
5.0 SUPPORTING DOCUMENTS

The following reports and studies have been completed to review the merits of implementing the proposed development on the subject Site.

5.1 Scoped Environmental Impact Study

A Scoped Environmental Impact Study was prepared by RiverStone Environmental Solutions Inc. to address Municipal and Provincial requirements pertaining to the protection of significant natural heritage features in relation to the proposed development on the Site. It was concluded that:

- There is a Provincially Significant Wetland located approximately 90 metres to the north of the Site.
- Features with limited potential to function as Habitat for Endangered and Threatened Species were identified, however, observed use of these features by species were not documented.
- Development can occur on the Site in accordance with Provincial and Federal requirements, specifically related to the potential habitat of bank swallows.
- Provided that the recommended mitigation measures of the Scoped Environmental Impact Study, it is submitted that there are no anticipated negative impacts to identified or potential features of conservation interest on the Site.

Based on the findings of the Scoped Environmental Impact Study, it is RiverStone’s conclusion that the proposed development will not negatively impact the Habitat of Endangered and Threatened Species or the Provincially Significant Wetland to the north of the Site.

5.2 Stormwater Management Report and Servicing Brief

A Stormwater Management Report and Servicing Brief were completed by Pearson Engineering.

The Servicing Brief was completed by Pearson Engineering in March, 2017. This report reviewed the existing Town services and concluded that the property can be appropriately serviced and specifically requires:
• Connection of sanitary and watermain services to the existing municipal services on Zoo Park Road;
• Connection of stormwater services to the existing drainage ditch on Zoo Park Road and proposed municipal services on Zoo Park Road.

The existing manhole on Zoo Park Road will be utilized for the sanitary servicing connection and will ultimately be conveyed to the Wasaga Beach Sewage Treatment Plant. The connections made to the watermain on Zoo Park Road will be 150 mm in diameter for fire service and 100 mm in diameter for domestic service.

The stormwater drainage system will be conveyed via storm sewers and surface sheet flow along the parking lot. The majority of the property will drain via storm sewer, with a catchment to Zoo Park Road flowing overland to an existing roadside ditch.

In conclusion, it is feasible for the development to connect to existing services without requiring any additional works.

A Stormwater Management Report was completed by Pearson Engineering on September 28, 2017. The main findings within this Report are as follows:

• Existing industrial development on the property flows overland into the existing roadside ditch on Zoo Park Road;
• Proposed drainage will be conveyed via storm sewers (minor system) to Zoo Park Road and surface sheet flow (major system) along the parking lots to Zoo Park Road;
• Quantity control will be provided through underground storage chambers for drainage to Zoo Park Road;
• Permanent and temporary sediment and erosion control are proposed
  o The Oil/Grit Separator Unit is a permanent system is to ensure the collection of grit, sand, and oils from the parking facilities do not impact stormwater quality;
  o During construction the following temporary controls will be utilized; a silt fence, a construction entrance mat, restoration of surfaces, and minimizing the removal of existing vegetation.
• The recommended phosphorous reduction techniques are not feasible for the property as the water table is too high;
• Sand to sandy silt soil with low permeability results in limited stormwater infiltration opportunities;

In conclusion, no improvements are required for off-site works, but it is recommended that an Oil/Grit Separator be installed to provide the required quality control.

5.3 Geotechnical Investigation

The Geotechnical Investigation was completed by Terraprobe. The subsurface investigation was carried out to determine the soil and groundwater condition as they relate to design and construction of the proposed development. The key conclusions from this Investigation are as follows:
• The site is generally underlain with in situ sand fill and buried peat/organics;
• Excavation and dewatering is required to remove the in situ fill and peat/organics and for the construction of footings and servicing;
• Peat and in situ fill that is removed should be replace with compact Engineered Fill;
• Below the in situ fill and peat/organics is native sand soil;
• The undisturbed and dewatered native sandy soil is suitable to support the building foundations, sewers, and watermain pipes and is generally suitable for support of underground services;
• A Permit to take Water will be required for general service installations and excavations;
• Existing groundwater wells at this property are required to be decommissioned in accordance with MOECCR Regulation 903;
• Re-bar is required for the design of foundations and foundation walls;
• Slab-on-grade floors should be constructed at least 0.5m above the seasonally high water level;
• Pavement will be placed on soil that does not contain organics, has been stripped of deleterious materials, and has been compacted;
• Grading will be required to ensure drainage is directed appropriately; and,
• There is limited stormwater infiltration potential on the Site.

Therefore, it has been determined that the Site will require excavation, dewatering, and fill before it is suitable to support the building foundations, proposed paved areas, and underground servicing requirements.

5.4 Phase 1 & 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment completed by Amick has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources.

5.5 Traffic Impact Study & Parking Analysis

In support of the applications, a Traffic Impact Study and Parking Analysis were completed by JD Engineering.

5.5.1 Traffic Impact Study

The Traffic Impact Study was prepared to assess the impact the development would have on the adjacent roadway and provide recommendations regarding the provision of safe and efficient traffic infrastructure and services.

Both the proposed development and future development block (anticipated to be a 99-unit residential apartment building) have been included in the Traffic Impact Study. The development will include one full-movement access driveway onto Zoo Park Road. The following four intersections were analyzed:
1. Zoo Park Road/Site Access;
2. Zoo Park Road/Wally Drive;
3. Zoo Park Road/River Road West; and
4. Zoo Park Road/ River Road East.

The Traffic Impact Study concluded that the proposed 99-unit residential apartment building and the assumed future development are expected to generate a total of 59 morning and 77 evening in/out peak hour trips. Based on this information and an intersection operation analysis the following has been determined:

- The minimum stopping distance requirements are met;
- The minimum sight distance requirements are met; and
- The Level of Service at all intersections is considered good or better for all turning movements.

In conclusion, the proposed development will not cause any operational issues, will not add significant delay or congestion to the local road network, and will not require external infrastructure improvements. The traffic generated by the proposed development will have a negligible impact on the intersections and corridors within the study area. No improvement to infrastructure will be required.

5.5.2 Parking Study

The parking analysis was conducted for the proposed 99-unit residential apartment building only. In total, there are 95 parking spaces provided for the proposed development.

The Parking Study identified that based on County of Simcoe approved proxy parking data for rent-geared-to-income (RGI) and affordable residential units, and the proximity of the site to existing commercial and employment land uses parking requirements could be reduced. It is recommended that a resident parking supply of 0.70 parking spaces per unit be provided. Additionally it is recommended that a visitor parking supply of 0.25 parking spaces per unit be provided. The recommended parking supply of 0.95 spaces per unit include the accessible parking spaces.

The Parking Study identified a wide selection of parking in close proximity to the Site, however it is not anticipated that the proposed reduced parking space requirements will cause overflow into any of these locations.

In conclusion, the proposed parking supply is considered to be adequate for the proposed development.

5.6 Urban Design Brief

The Urban Design Brief produced by MHBC reviewed the built form, massing and orientation of the building, the Site circulation, architectural detail, landscaping, public realm and open space, parking and servicing, environment and sustainability, in the context of the Town’s OP policies and draft Urban Design Guidelines. It is concluded that the proposed development adheres to the...
existing and emerging design direction of the Town and overall the proposal represents good design that will enhance place making in the Town.

5.7 Shadow Impact Study

A Shadow Impact Study was undertaken by MHBC. The Study concluded that there is an acceptable level of shadow impact from the proposed development relative to the adjacent residential lots to the south, Zoo Park Road to the west and the proposed Outdoor Amenity Area to the east of the building. These impacts are minimal to the Site, the boulevard, and area residential lots and are considered acceptable.

With respect to the shadows cast on the Wally Drive residential units, it is acceptable and limited in nature. In addition, these shadows are limited to portions of the rear yard. As such, the proposed development orientation maximizes compatibility with the residential area in terms of mitigating shadow impacts.

5.8 Environmental Noise Impact Study

The purpose of the Noise Impact Study is to determine if there is noise impact from the Town of Wasaga Beach Public Works Yard’s stationary noise sources on the Site.

The Study found that noise levels exceed the 50dBA criteria outlined by the Ministry of Environment (MOE) Publication 300 “Stationary & Transportation Sources” noise guidelines for outdoor amenity space. Mitigation to reduce these outdoor noise levels is required.

It is noted that standard balconies are not considered outdoor amenity space unless they exceed 4 metres in depth.

Standard OBC windows for all units are required. In compliance with MOE guidelines a noise fence is required around a portion of the outdoor amenity space. A two metre high wooden barrier is recommended as shown in Appendix A. Additionally it is has been recommended that the following Type “E” Warning Clause be added into all leases, sales, and Registered on Title:

“Purchasers or Renters are advised that due to the proximity of the adjacent Town of Wasaga Works Yard, sound levels from the yard may at times be audible.”

In conclusion, the aforementioned recommendations should be implemented to meet MOE Publication 300 “Stationary & Transportation Sources” noise guidelines.
6.0 CONCLUSION

The proposed development will provide for a four storey apartment building to be utilized for affordable housing units that will contribute to the current and future demand for affordable housing in the Town of Wasaga Beach. It is submitted that the proposed OPA, ZBA and SP are appropriate for the Site.

Based on a detailed review of all applicable Provincial and local planning documents, as well as consideration of the property location, condition, context and surrounding uses, it is the opinion that the undersigned that the proposed OPA, proposed ZBA and Site Plan are:

- In conformity with the requirements of the Planning Act;
- Consistent with the policies of the PPS;
- In conformity with the policies of the Growth Plan, Source Protection Plan, County OP and Town OP; and,
- Represents good planning.

Respectfully submitted,

MHBC

Kris Menzies, BES, BEd, MCIP, RPP
Partner

cc. Brad Spiewak, P. Eng – County of Simcoe, Social Housing Department
Figures
FIGURE 2
SUBJECT PROPERTY & SITE

Wasaga Beach Affordable Housing
174 Zoo Park Road
Town of Wasaga Beach
County of Simcoe

LEGEND

Subject Property
Subject Site

DATE
September 18, 2017

SOURCES
County of Simcoe

M:Wasaga Beach\0729E\Drawings\Figures\Planning Report\GIS\Fig2_SubjectProperty_2017-09-18

Metres
0 40 80 120 160 200
FIGURE 3
SURROUNDING LAND USES

Wasaga Beach Affordable Housing
174 Zoo Park Road
Town of Wasaga Beach
County of Simcoe

LEGEND

 Subject Property
 Subject Site

DATE: September 18, 2017

SOURCES
County of Simcoe

Scale: 1:4000

0 30 60 90 120 150
Metres

N:\Wasaga Beach\0729E\Drawings\Figures\Planning Report\GIS\Fig3_Surrounding_LandUses_2017-09-18
FIGURE 4
WASAGA BEACH
OFFICIAL PLAN
SCHEDULE 'A-7'
(CONсолIDATED FEB. 29, 2016)

Wasaga Beach
Affordable Housing
174 Zoo Park Road
Town of Wasaga Beach
County of Simcoe

LEGEND
Subject Property
Subject Site

LAND USE
- Residential
- Medium Density Residential
- High Density Residential
- Campground Commercial
- Service Commercial
- District Commercial
- Tourism Commercial
- Institutional
- Open Space
- Natural Heritage System Category 1

DATE
September 18, 2017

SOURCES
Town of Wasaga Beach

N:\Wasaga Beach\GIS\Drawings\Figures\Planning\GIS\fig4_WasagaOP_2017-09-18
FIGURE 5
WASAGA BEACH
ZONING BY-LAW
SCHEDULE ‘O’
(CONSOLIDATED FEB. 2016)

Subject Property

Subject Site

WASAGA BEACH
Affordable Housing
174 Zoo Park Road
Town of Wasaga Beach
County of Simcoe

Wasaga Beach

Town of Wasaga Beach

0 25 50 75 100 125
Metres

DATE
September 18, 2017

SOURCES

LEGEND

ZONES

R1 Residential Type 1
R3 Residential Type 2
RM Residential Modular
CD District Commercial
CR Recreation Commercial
CT Tourist Commercial

CA Accommodation Commercial
CC Campground Commercial
I Institutional
OS Open Space
EP Environmental Protection
D Development
Appendix
Appendix @
Appendix A
Appendix B