



Staff Report PL2024-033

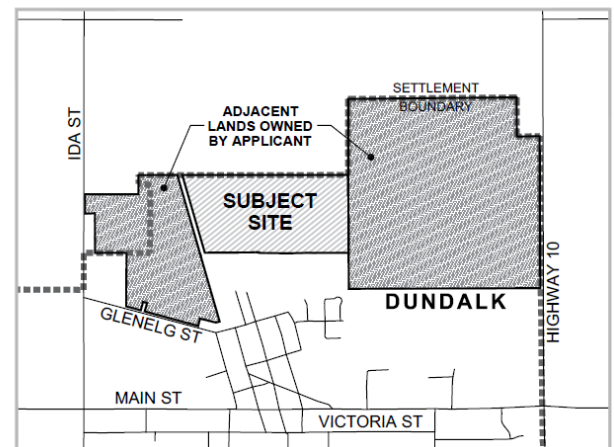
Title of Report: PL2024-033-Glenelg Phase 3, Draft Plan Approval 42T-2022-08
Department: Clerks
Branch: Planning Services
Council Date: April 30, 2024

Recommendation:

Be it resolved that Council receive Staff Report PL2024-033 for information; and
That Council advise Grey County that it supports the proposed draft plan conditions for the Glenelg Phase 3 subdivision attached to the Staff Report subject to any final wording required by the County as approval authority.

Property Location: The subject property is located at the north end of Dundalk east of the County Rail Trail, north of Todd Crescent at the end of Bradley Avenue. As shown in the Key Plan provided by MHBC Planning, the site of Glenelg Phase 3 is situated between two additional properties owned by the applicant. The subject site and adjacent property to the east are subject to Minister's Zoning Order OREG. 165/22. Lands to the east are pending future development. The lands to the west are under development as a plan of subdivision.

KEY PLAN



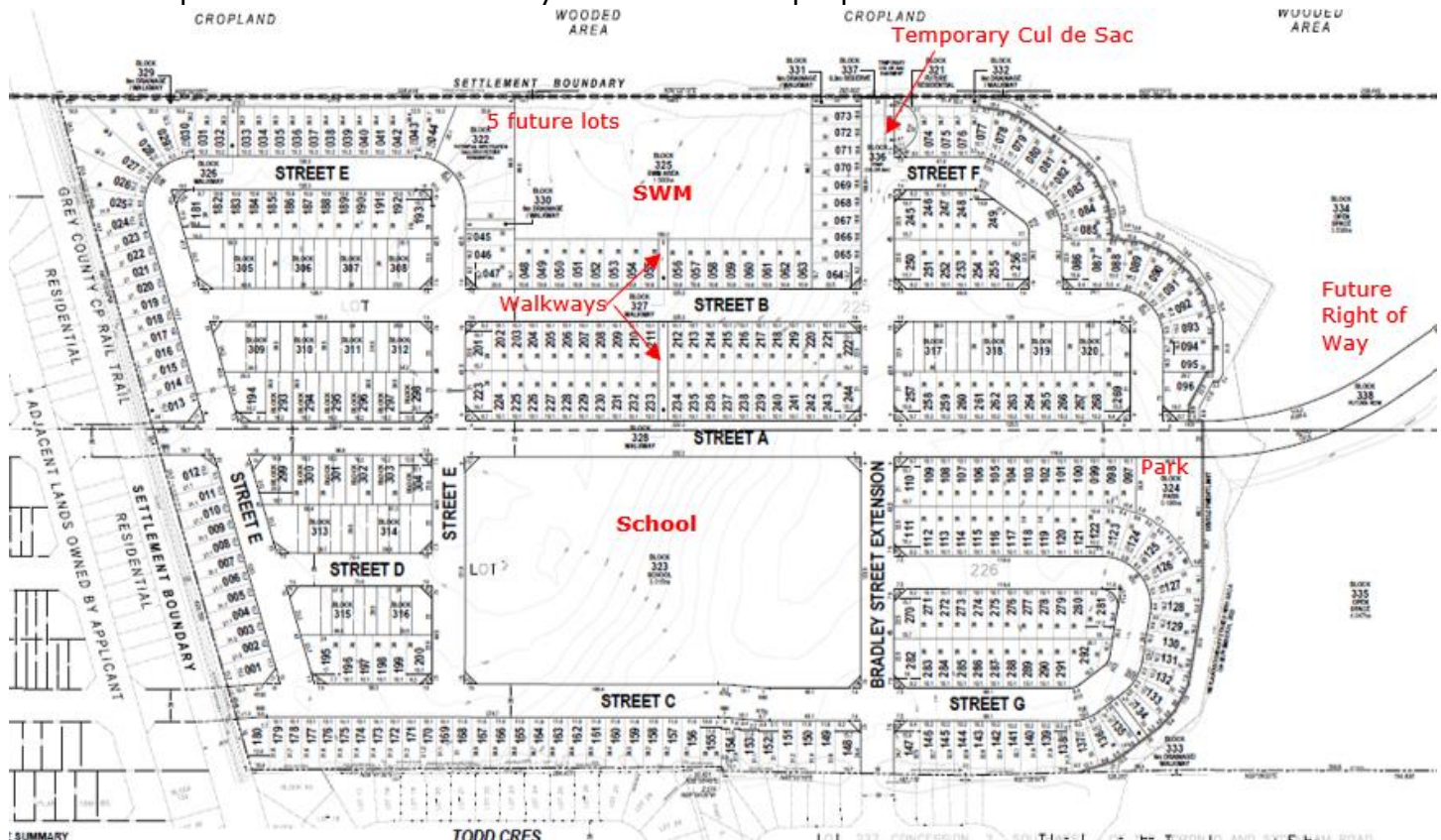
Subject Lands: The 33-hectare parcel is flat to gently sloping farmland at the north end of Dundalk's urban area. The woodlot northeast of the developable area of the site is classified as Other Wetland under Township Natural Heritage mapping with streams draining northerly across the developable part of the site.

The Proposal: The applicant is seeking draft plan of subdivision approval from Grey County for the following configuration:

- a) 292 single detached lots (10.1m frontage, 30m depth, 303m² area and up)
- b) 24 semi-detached lots (8.1m frontage, 30m depth, 243m² area and up)
- c) 75 townhouses (4-unit block 29m frontage, 30m depth, 870m² area plus)
- d) block for future lots (when temporary cul-de-sac removed)
- e) block for a potential infiltration gallery (future 5 future lots as per GRCA)
- f) School block (3.315 ha as per BWDSB)
- g) Park block (0.196ha, subject to land trade)

- h) Stormwater block (1.56ha)
- i) Various blocks walkways, drainage, trails, open space, temporary cul-de-sac blocks, reserves, and future right of way to the northeast (Highway 10)

The plan below shows the key features of the proposed subdivision.



Background: In 2022 the owner applied to [Grey County for plan of subdivision approval](#). The County site contains additional information on the proposed development. Since 2022 the subdivision design changed to accommodate agency comments and other requirements.

One significant change is Block 322 where a potential infiltration gallery is shown. The applicant's consultants must complete a water balance analysis for the subdivision to the satisfaction of the Grand River Conservation Authority. To achieve an acceptable water balance, infiltration galleries may be required, Block 322 would accommodate these galleries if necessary. However, if the water balance can be achieved without Block 322, it can be converted to five lots (condition 12 a-e).

The following key reports are available on the Township website as additional background information on the original submission:

- [MHBC Planning Report](#)
- [SLR Environmental Impact Study](#)
- [Crozier Traffic Impact Study](#)
- [Crozier Servicing & Stormwater Review](#)

The above reports and others were submitted in 2022 as part of the MZO process that resulted in an approved zoning for the subject lands.

The current draft plan approval process results in a list of 49 conditions the developer must meet before the subdivision plan can be registered and lots sold. The Township's interests in the proposed subdivision will be covered under the Subdivision Agreement, the Service Finance Agreement, and the Final Capacity Allocation Agreement pursuant to the Southgate Servicing Capacity Allocation & Retention Policy.

Staff Review: The Township's Senior Planner, The County Planner and Triton's Engineering expertise reviewed the proposed draft conditions and believe they cover municipal interests in the project.

The subdivision layout makes efficient use of the property. Street "A" will function as an arterial/collector street through the subdivision easterly to Highway 10 when the adjacent lands are developed. Supportive comments have been received from MTO regarding this future road connection. Bradley Street will also act as a north/south arterial/collector road for traffic entering and exiting the site toward the Dundalk urban area.

The school site is located at the intersection of Street A and Bradley Street to ensure appropriate safe access. The school layout will need to provide for traffic movement on and off site to accommodate child drop up and pick up. As Council is aware there is significant pressure on Dundalk & Proton Community School currently, therefore this new school is expected to service students beyond its immediate area to address this overcrowding.

The County and Township Official Plans require land in the amount of 5% proposed for development be conveyed to the municipality for park or other public recreational purposes. This subject site would qualify for 4.1 acres of land this purpose. The park block in the proposed subdivision is only half acre, small for a subdivision this size. The 8.25-acre school site and the nearby County Rail Trail will offer outdoor recreation opportunity within the development. Often school sites provide a public open space function after hours in many residential neighbourhoods. A larger parkland and municipal community facility site is slated for the Ida Street subdivision development in partial compensation for the smaller parkland in this project.

Draft plan conditions under General Requirements specify the development form and standard requirements such as a subdivision agreement and Servicing Capacity Allocation. Servicing, Grading and Road Requirements deal with specific requirements in the subdivision agreements, phasing, water and sewer allocations, stormwater management and similar requirements of the Conservation Authority and the Township. Private Utility and Canada Post deal with natural gas, electricity, fiber optic, and other communications the developer must arrange, while the requirements for Vegetation, Fencing and Streetscape cover tree retention and replacement.

Blue Water District School Board conditions relate to the acquisition and function of the future school site. The developer is to share all servicing, geotechnical,

stormwater management, traffic and similar plans and studies to assist with the Board designing its site. The Township's Servicing Capacity Allocation policy will apply to the Board and the developer when water and sewer connection is required. Stormwater management design will be required for the school site, while provisions are made for access to private utilities within the development. The School site will be fenced to Board standards at the developer's cost.

Parks and Open Space Requirements confirm the parkland dedication to the Township through the subdivision agreement, while Miscellaneous provisions cover engineered fill in the development, archaeological requirements (including artifacts discovered during construction). Other provisions include covenants on title regarding agricultural uses to the north and use of the County Rail Trail to the west. The Administration conditions address how the eventual clearance letters are obtained by the Owner. Draft Plan approval lapses three years from issuance.

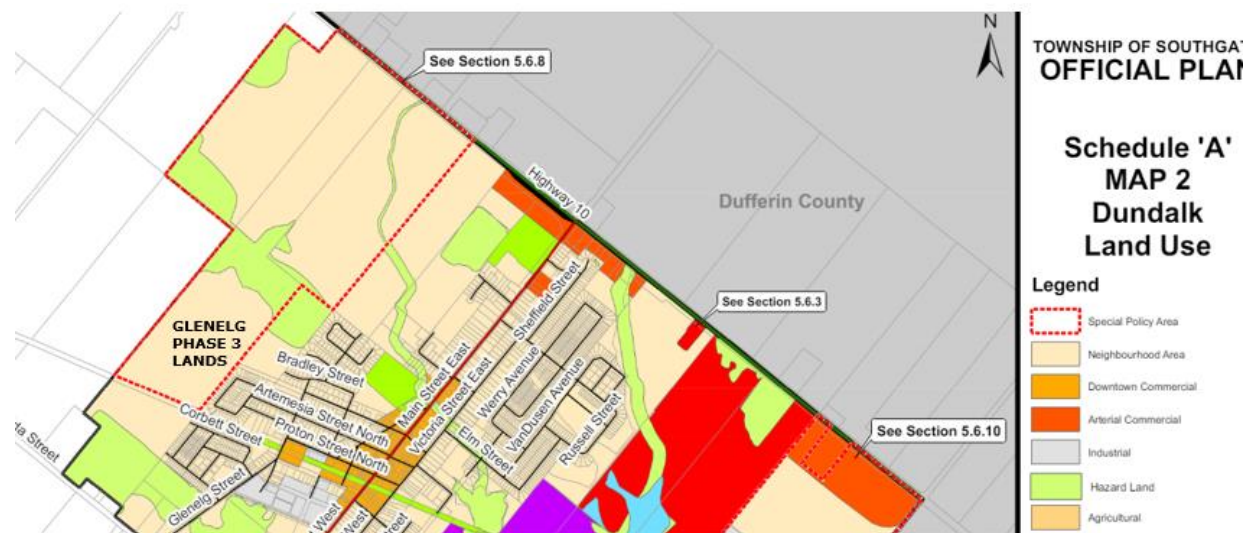
Provincial Policy Statement: 1.1.1 healthy, liveable, safe communities sustained by efficient land use, range & mix of housing, allowing settlement area expansion.

1.1.3.1 settlement areas shall be the focus of growth and development with a mix of land uses that make proper use of land, resources, and infrastructure.

1.1.3.4 promoting intensification and redevelopment with appropriate standards.

1.1.3.7 orderly development in growth areas with infrastructure and public service facilities to meet current and projected needs.

Township Official Plan: The map below shows the subject site designated Neighbourhood Area and Hazard Land. Special Policy Section 5.6.8 applies to the site. Section 5.6.8 states



The Neighbourhood Area designation under 5.2.1 permits mainly residential development at a mix of detached dwellings, semi-detached townhouses, and similar uses. Residential development is to occur at 25 units per net hectare or greater where possible. The small detached and semi-detached lots plus townhouses result

in an overall density of about +-31 units per net hectare when school, woodlot, storm pond and other site features are excluded from the site area.

Section 5.6.8 outlines special policies for this part of Dundalk Settlement Area. The intent of the policy is to plan for orderly development through the draft plan process as is occurring in this situation. Many of the policies pertain to development of the larger parcel northeast of the subject site such as commercial use of land fronting on Highway 10 and other community facility projects to be allowed in the area.

Zoning By-law: Residential 7-515 Environmental Protection MZO Reg. 165/22

Concluding Comments: The draft plan of subdivision conditions attached to the staff report have been reviewed by staff and Triton Engineering support in concert with the County Planner. The Township's development standards and financial interests are protected by the recommended draft plan conditions.

Respectfully Submitted,

Municipal Planner: *Original Signed By*
Bill White MCIP RPP, Senior Planner Triton Engineering

CAO Approval: *Original Signed By*
Dina Lundy, CAO

Attachments:

PL2024-033 - Attachment 1 - Subdivision Layout April 14, 2024
PL2024-033 - Attachment 2 - County Proposed Draft Plan Conditions