



# Staff Report

## Planning

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**Report To:** 102  
**Meeting Date:** July 2, 2024  
**Report Number:** PDS.24.002  
**Subject:** Recommendation Report – 24 Alfred Street REVISED  
**Prepared by:** David Riley, Principal, SGL Planning & Design Inc.

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### A. Recommendations

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THAT Council receive Staff Report PDS.24.002, entitled “Recommendation Report – 24 Alfred Street Draft Plan of Subdivision and Zoning By-Law Amendment”;

AND THAT Council defer their decision until such a time that the applicant has submitted a revised Draft Plan of Subdivision and Zoning By-law Amendment to address Staff’s comments and concerns.

### B. Overview

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The purpose of this report is to provide Council with an update on the status of the file and to provide a recommendation regarding a proposed Zoning By-law Amendment and Plan of Subdivision for 24 Alfred Street.

The applications propose the development of a Draft Plan of Subdivision to create 17 residential lots. The proposed Zoning By-law Amendment would rezone the subject property from Residential R1-1 Zone to Residential (R1-1-XX) Zone with a proposed exception to permit a reduced lot frontage on one lot facing Alice Street West, Open Space (OS) Zone, and Residential (R2) Zone. The existing Residential (R1-1) Zone is proposed to remain on those lots proposed for single detached dwellings. The dwellings are proposed to connect to municipal water and wastewater services. The proposal includes the construction of a new private road and a stormwater management facility. The subject property is currently vacant.

Planning Staff are supportive of the proposed framework for infill development, at the densities proposed, which would ultimately see the subdivision of the land and accompanying zoning by-law provisions to implement an infill development on the subject lands. However, Planning Staff recommend deferral of the applications until such a time that the applicant has submitted a revised Draft Plan of Subdivision and Zoning By-law amendment to address Staff’s comments and concerns, as outlined in this report, and summarized as follows:

- Changing the pair of semi-detached dwellings located closest to Alfred Street (Lot 1L and Lot 1R) to a single detached dwelling to address compatibility, landscape and grading concerns discussed in this report;

- Reconfiguring the private road to provide for ten (10) guest/visitor parking spaces, as well as an area that could accommodate snow storage during the winter months; and
- Updating the Draft Zoning By-law Amendment to rezone the entirety of the subject property, with the exception of the OS Zone, as R1-1 Zone with an expanded set of exceptions to permit a reduced lot frontage requirement for one lot fronting onto Alice Street, as well as permitting semi-detached dwellings with similar setback requirements to single detached dwellings.

At this time, Council has the following decision options available:

- A. Approve the Zoning By-law Amendment as requested by the Owner and outlined in **Attachment 1** to rezone the subject lands from Residential (R1-1) Zone to Residential (R1-1) Zone, Residential (R1-1-XX) Zone with a proposed exception to permit a reduced lot frontage on one lot facing Alice Street West, Open Space (OS) Zone, and Residential (R2) Zone, and adopt the Draft Plan of Subdivision as contained in **Attachment 2**.
- B. Modify the requested Zoning By-law Amendment and/or modify the Draft Plan of Subdivision to the satisfaction of Council.
- C. Refuse the requested Zoning By-law Amendment and recommend refusal of the Draft Plan of Subdivision and require a resubmission of an alternative development proposal.
- D. Defer the application at this time for reasons provided by Council which may include requirements for additional information, a future staff report, and Council consideration.

### C. Background

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County Application File Number:	Plan of Subdivision 42T-2022-01
Town Application File Number:	Zoning Amendment P3146
Application Received Date:	May 30, 2022
Application Deemed Complete Date:	June 29, 2022
County Official Plan Designation:	Primary Settlement Area
Town Official Plan Designation:	Community Living Area
Zoning By-law Category:	Residential Density One 'R1-1' Zone
Location:	Town Plot Park Part Lots 5 and; 6 N/E Alfred St. Plan 107 Pt; Lots 5 and 6, Reference Plan 16R10171; Parts 2 to 4; and Plan 107, Part Lot 6, Reference Plan 16R10171, Part 1, Part of Lot 33,

Concession 10, Geographic Township of Thornbury, in the Town of The Blue Mountains, County of Grey. (Figure 1).

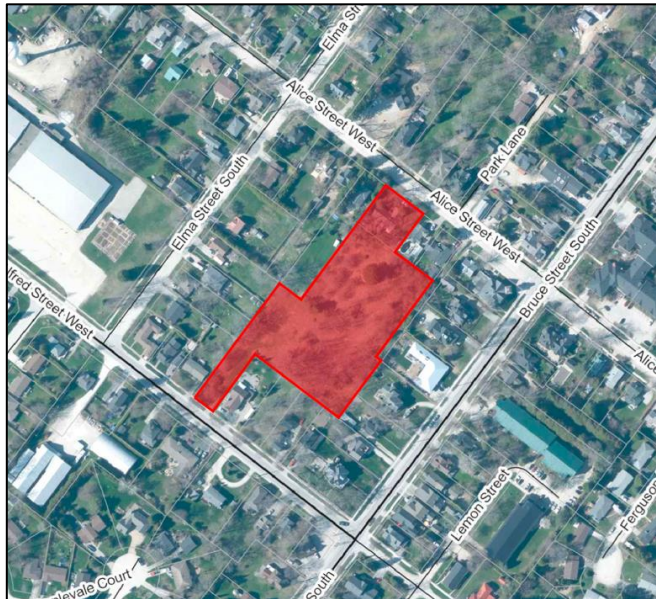


Figure 1. Subject Site Location

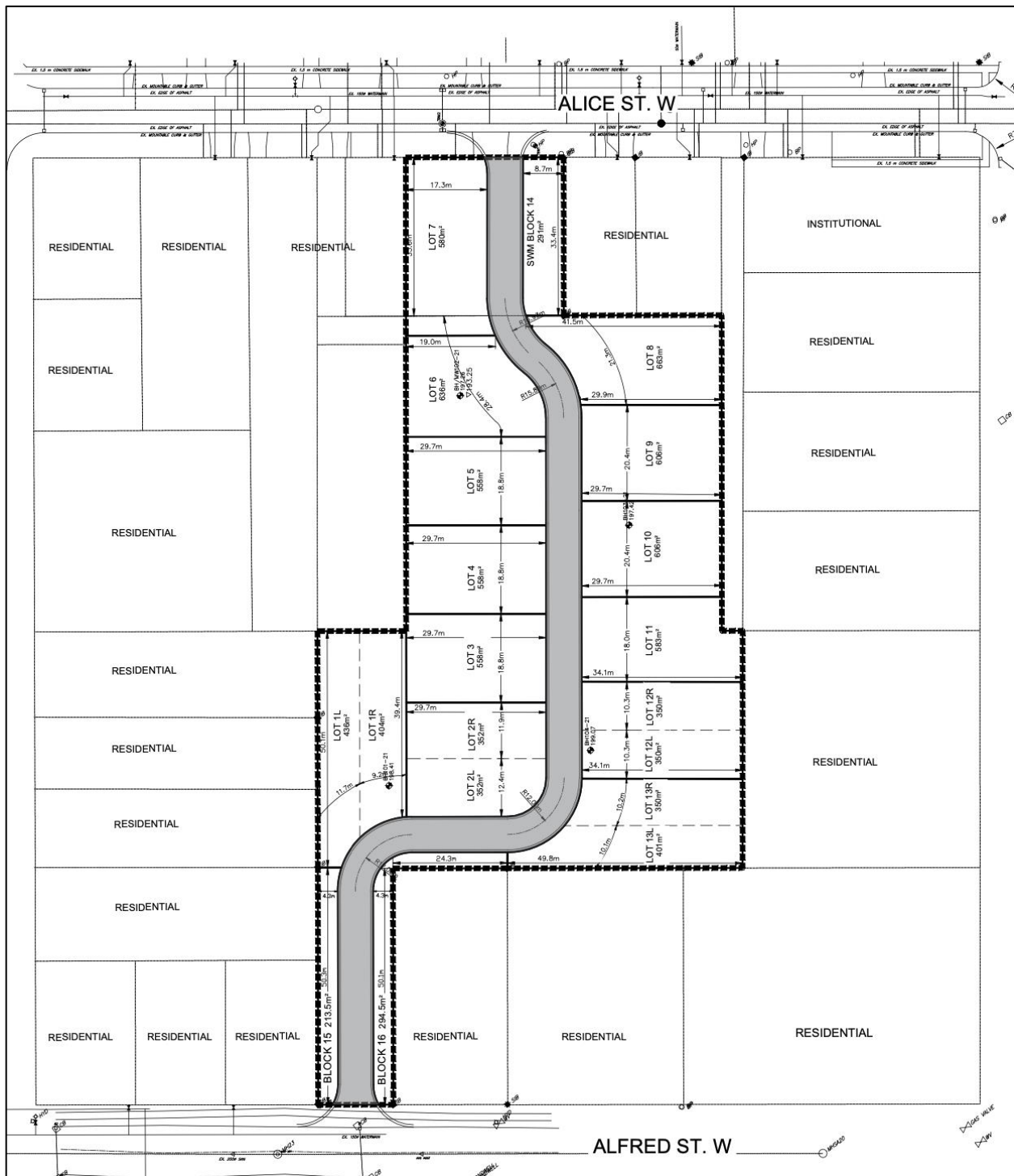


Figure 2. Proposed Rezoning

The subject site is currently accessed from Alfred Street and is located internal to a residential block of lots containing single detached dwellings. The Town of The Blue Mountains and the County of Grey received applications in May 2022 for a Plan of Subdivision and Zoning By-law to develop a total of seventeen (17) residential dwellings including eight (8) semi-detached units and nine (9) single detached units. The new lots are proposed to be located along a one-way private condominium road connecting to both Alfred Street to the south and Alice Street to the north. The existing dwelling at 21 Alice Street would be demolished to accommodate this access. The proposed Draft Plan of Subdivision is included as **Figure 3** below.

The purpose of the Zoning By-law Amendment application is to implement the Plan of Subdivision by rezoning a portion of the lands from the Residential R1-1 Zone to the Residential (R1-1-XX) Zone with a proposed exception to permit a reduced lot frontage on one lot facing Alice Street West, Open Space (OS) zone next to Alice Street and Alfred Street, and to the Residential (R2) Zone for those lots proposed for semi-detached dwellings (**Figure 2**). The Residential (R1-1) Zone is proposed to remain on those lots proposed for single detached dwellings.

Each residential lot and dwelling is proposed to contain a driveway, front yard area, garage and individual backyard. According to the submitted Draft Plan of Subdivision, the single detached lots have a range of frontage from 17.3 m to 28.4 m with the majority of the lots having frontage of over 18m. The semi-detached lots have a range of frontage from 9.2m to 12.4m. The proposed density is 20.48 units per gross hectare. A stormwater management facility is proposed to the north of the site within a new Open Space Zone, that will outlet to the municipal system on Alice Street.



**Figure 3. Draft Plan of Subdivision**

The Draft Plan of Subdivision and Zoning By-law Amendment application was received in May 2022 and deemed complete in June 2022. The Public Meeting as required under the Planning Act was held on September 19, 2022. Presentations were completed by Town Staff, Grey County, as well as Georgian Planning Solutions on behalf of the applicant. In response, the

Town and the County received several written and verbal comments from area residents and outside agencies. To address the comments received at and following the Public Meeting, additional studies and plans were updated to address the comments and concerns.

A Follow Up [Information Report PDS.23.032](#) was brought to Committee of a Whole on April 4<sup>th</sup>, 2023. Proceeding this, the Town’s Planning Department requested new information from the applicant with regards to density, butternut trees, road design, landscape plan details, parkland and open space and zoning limitations. The applicant has since updated the 1<sup>st</sup> Submission Engineering Drawing Set and provided the Town with a Landscape Plan, Butternut Health Assessment and Comment Matrix. The original submission plus the updated information has been posted to the Development Projects section of the Town Website.

Comments received from area residents cover a wide range of concerns. The comments identified several common themes that will be addressed through a potential redesign, or through Conditions of Approval prior to final Draft Plan Approval. The Follow Up Information Report brought to Committee of a Whole on April 4, 2023, outlined a summary list of concerns. The Applicant has provided direct responses to concerns raised and are noted in **Table 1** below.

**Table 1. Applicant Responses to Main Concerns**

Concern	Applicant Response	Relevant Submission Document
Proposed condominium road and access to the site	<ul style="list-style-type: none"> <li>• The laneway is proposed to be one-way and will provide room for pedestrians.</li> <li>• One way road will allow for snow storage areas and another snow storage area has been identified on the SWM block.</li> <li>• The road design and layout meets Town standards for private roadways, including emergency vehicle turning radius.</li> </ul>	Refer to Functional Servicing Report dated December 20,2022
Density of the proposed development	<ul style="list-style-type: none"> <li>• The density is based on the density policies that are in the County and Town of the Blue Mountains Official Plan.</li> <li>• The density is the minimum required for the size of the site.</li> <li>• The uses proposed on the property are residential and include single and semi-detached dwellings.</li> </ul>	Refer to Planning Justification Report (County OP Policy 3.5.5 and Town OP Policy B3.1.4)
Traffic generated from the proposed development	<ul style="list-style-type: none"> <li>• Given the limited traffic volume to be generated by the development of the site and in considering the traffic volumes on the road system, such will not have any significant operational impacts on the operations of the local road system.</li> <li>• Alice Street can accommodate the limited traffic volume to be generated by this development.</li> </ul>	Refer to the Transportation Impact Study dated May 30, 2022.

<p>Impact of traffic lights into adjacent properties</p>	<ul style="list-style-type: none"> <li>Lights into Alice Steet house across from entrance are no different than a T-intersection in new subdivisions. However, the new road is not directly across from existing houses and the one-way road from the development will only be able to turn right on the one-way Alice Street.</li> </ul>	<p>Refer to Landscape Plan.</p>
<p>Lack of privacy</p>	<ul style="list-style-type: none"> <li>A 1.8m high fence (details) will be provided along to perimeter of the property to provide privacy, buffering and reduce lighting from cars on adjacent properties.</li> <li>Best efforts will be taken to maintain the existing hedges along the property lines.</li> </ul> <p><i>Town Staff note that, while a fence can address privacy concerns, a fence may not be required or appropriate around the entire perimeter of the property. Should the applications be approved, Town Staff will work with the applicant through detailed design to establish appropriate mitigation measures to address privacy.</i></p>	<p>Refer to Landscape Plan.</p>
<p>Lack of setbacks from adjacent properties/ Reduced lot lines from existing homes</p>	<ul style="list-style-type: none"> <li>A 1.8m high fence (details) will be provided along to perimeter of the property to provide privacy, buffering and reduce lighting from cars on adjacent properties.</li> <li>Forested setback (20 foot) not required. 1.8m high privacy fence will be provided.</li> </ul>	<p>Refer to Landscape Plan.</p> <p><i>See Town Staff's comment above regarding the fence.</i></p>
<p>The proposed stormwater management and groundwater issues related to creation of lots</p>	<ul style="list-style-type: none"> <li>Perimeter drainage/swales are being provided along the property boundaries which will discharge to a storm sewer system to the underground stormwater tanks.</li> <li>Swales and storm drains are designed for the 100-year storm event to ensure adjacent properties are protected and not impacted.</li> <li>The storm parameters used to size the drains and stormwater tank are based on current Town standards. Data used is current and not limited or outdated as noted.</li> <li>Additional test pits will be completed to confirm water table elevation and proposed basement elevations.</li> <li>Best efforts for LID/ infiltration measures will be provided.</li> <li>Sufficient distance has been provided from the proposed underground stormwater tanks to the adjacent house foundation using best construction practice. If there are concerns during construction shoring maybe an option to install the units. Roads and sewers along Alice Street are being upgraded as part of the Town's Thornbury Road Infrastructure Project which is presently underway.</li> </ul>	<p>Refer to Stormwater Management Report dated December 20, 2022.</p>

Potential soil contamination	<ul style="list-style-type: none"> <li>An ESA study was completed, no contaminated soils noted.</li> <li>Topsoil pile will only be temporary.</li> </ul>	Refer to Environmental Site Assessment Phase I and Phase II dated February 10, 2022.
Removal of current trees (Black Walnut, Butternut)	<ul style="list-style-type: none"> <li>Best efforts will be taken to preserve some existing trees that are not in conflict the grading and drainage plans or the proposed road and house locations.</li> <li>A butternut assessment has been completed and butternut trees are located on the property.</li> </ul>	Refer to Azimuth Environmental - Butternut Health Assessment Report dated July 14, 2023
Lack of landscaping	<ul style="list-style-type: none"> <li>Best efforts will be taken to preserve some existing trees that are not in conflict the grading and drainage plans or the proposed road and house locations.</li> <li>Landscape Plan will be prepared.</li> </ul>	Refer to Landscaping Plan
Changing character of the existing neighbourhood	<ul style="list-style-type: none"> <li>The height of the dwellings will conform with the zoning by-law provisions.</li> <li>The density is based on the density policies that are in the County and Town of the Blue Mountains Official Plan.</li> </ul>	Refer to Section B3.1.4 in the Town of the Blue Mountains Official Plan and Section 6 of the Town of the Blue Mountains Zoning By-law
Conformity with the Town's Official Plan	<ul style="list-style-type: none"> <li>The new proposed development meets the required density. The lands can be serviced by municipal services.</li> <li>This development provides for single detached and semi-detached dwellings on an infill property providing a range of dwelling types.</li> </ul>	Refer to Section B3.1.4 in the Town of the Blue Mountains Official Plan
Lack of services and amenities	<ul style="list-style-type: none"> <li>This property is a small infill development near a large community park and trails.</li> </ul>	N/A

## D. Analysis

A detailed review of applicable Provincial, County and Town policies is found in **Attachment 3** of this report. A summary of the analysis is provided here.

The proposal represents residential intensification on a vacant infill site, within an existing built up area. Together, the Provincial Policy Statement, Grey County Official Plan and The Blue Mountains Official Plan encourage intensification within the Thornbury Primary Settlement Area which is to be achieved through appropriate infill, intensified development and redevelopment in suitable locations, in order to diversify the housing stock and provide for a range of housing options. According to the Grey County Official Plan, The Blue Mountains is to accommodate 10% of its residential development through intensification within its Primary Settlement Area of Thornbury/Clarksburg.

While the proposal represents a significant intensification opportunity, both the Grey County Official Plan and The Blue Mountains Official Plan note measures or tools shall be implemented

to mitigate the effects of intensification within existing neighbourhoods, with respect to transitions in height, built form, massing and land uses. As noted in Section B3.1.5 of The Blue Mountains Official Plan, new housing does not need to mimic the character, type and density of existing housing, but rather, it shall fit into and reinforce the stability and character of the neighbourhood. The Town's Official Plan permits infill and intensification where it respects the scale and built form of the surrounding neighbourhood and conforms to the remainder of the Official Plan policies. Section B3.1.5.2 sets out infill development criteria Council shall be satisfied with where development is proposed for single detached and semi-detached dwellings.

Based on the main concerns addressed in **Table 1** above, the following provides an analysis of key themes and associated comments/concerns.

### **Density and Housing Mix**

- Section 3.5.5 of the Grey County Official Plan requires a minimum density of 20 units per net hectare for new development within Primary Settlement Areas. The permitted density range set out in The Blue Mountains Official Plan for single and semi-detached detached dwellings is as follows:
  - Single detached dwellings: 10 to 25 units per gross hectare; and
  - Semi-detached dwellings: 15 to 35 units per gross hectare.
- The proposed development meets the minimum required densities, with 20.48 units per gross hectare proposed. Town and County Staff would only support a development that meets the minimum density requirements of both Official Plans. If fewer than 17 units were proposed, both Town and County Staff would not support the proposed development.
- Higher density is now required within our communities, which can take the form of many different dwelling types and lot sizes. However, it is clear that greater densities than what currently exists within the lowest density areas of Thornbury (including the large lots immediately adjacent to the subject site) are required to meet minimum density requirements of the Town and County Official Plans. Infill development, such as that proposed on the subject site, is a great opportunity to provide for a greater mix of housing types and densities.
- Discussions have been had with the applicant with respect to the proposed unit mix, and the potential for the introduction of townhouses as an additional dwelling type on the site. The applicant indicated their preference to limit the unit mix to single and semi-detached dwellings only, to mitigate potential compatibility concerns with immediate adjacent residential lots, given that the subject site is surrounded by single detached dwellings.
- Town Staff have considered this matter further, and are of the opinion that from a density and dwelling type perspective, the proposed development is compatible with the surrounding residential area. The proposal for semi-detached units adds additional density to the subject site as compared to what could otherwise be achieved by single detached dwellings alone. Semi-detached units have a built form that is similar to that of single detached dwellings, which leads to a compatible relationship between the proposed dwellings and the existing adjacent lots where there are visual breaks between each pair of semi-detached dwellings.



- As such, the proposed unit mix of single detached and semi-detached dwellings is appropriate, as the minimum density requirements are being met.
- Regarding the provision of affordable housing, it is noted that this development proposal is increasing the overall supply of housing with Thornbury, and providing for greater diversity in housing types by introducing semi-detached dwellings, in a neighbourhood that is characterized primarily by single detached dwellings at the current time. The increase in variety and supply of housing types and supply will improve affordability within Thornbury but will not meet affordable housing criteria set forth in the Town’s Housing Needs Assessment. The Town encourages further measures to address affordability through this application where possible.
- With respect to detailed subdivision design, Planning Staff have additional comments, addressed below, which substantiate the recommendation to defer the application for further consideration.

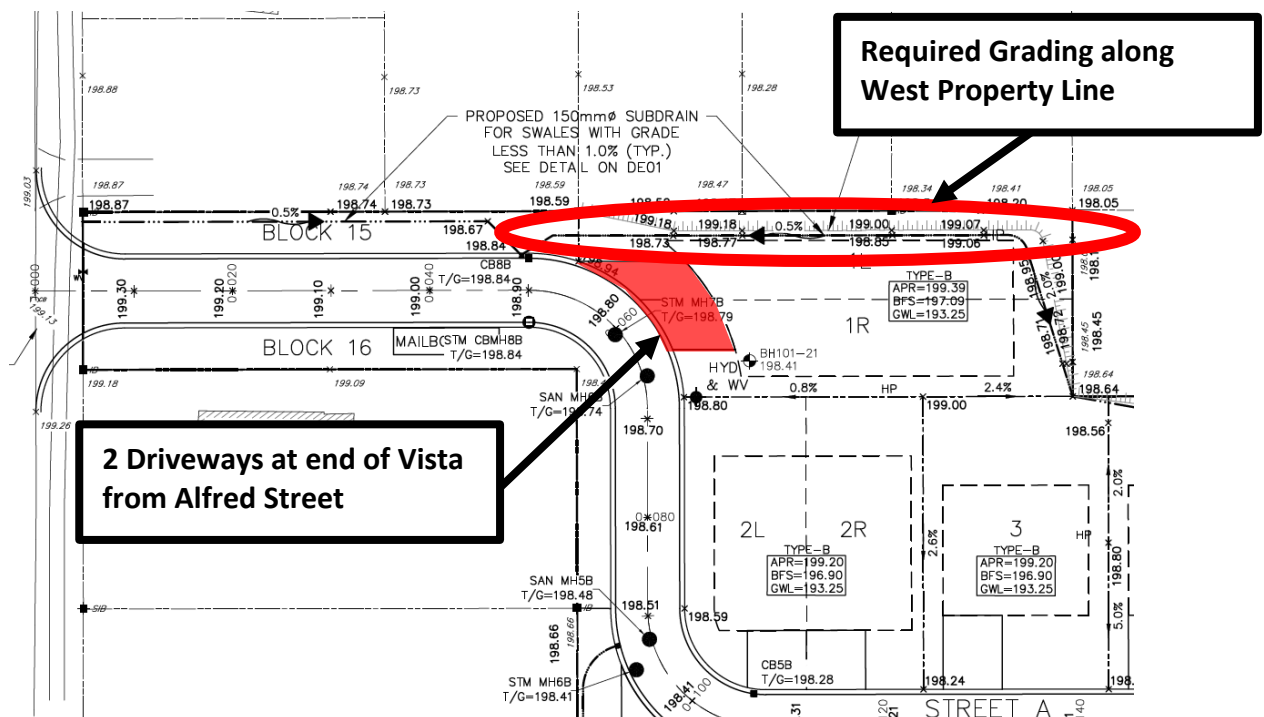
**Character, Compatibility, Subdivision Design and Landscaping**

- The development currently proposes build out utilizing the full flexibility provided in the R1-1 (single detached) and R2 (semi-detached) zones relating to lot frontage, lot coverage, height, minimum required setbacks for front yards, side yards and rear yards, and all other applicable provisions, with the exception of one lot within the R1-1 zone, fronting onto Alice Street, which requires site-specific permission for a reduced lot frontage. The R1-1 and R2 zone provisions under the Blue Mountains Zoning By-law 2018-65 are provided in the table below:

	R1-1 Zone	R2 Zone (semi-detached)
Lot Frontage	18 metres	9 metres
Lot Coverage	30 %	n/a
Height	2.5 Storeys / 9.5 metres	2.5 storeys / 9.5 metres
Setbacks:		
Front	7.5 metres	6.0 metres
Side	2.0 metres	1.2 metres
Rear	9.0 metres	6.0 metres

- Town Staff are of the opinion that from a built form and massing perspective, the proposed development is compatible with its surroundings. The single detached dwellings are already permitted within the R1-1 zone and are proposed to be constructed in accordance with established zone standards, with the exception of a reduced lot frontage for one lot along Alice Street. The proposal for reduced lot frontage is being made to accommodate the width of the private road to exit the subject site from the subdivision to Alice Street. In this case, Town Staff are of the opinion that the reduced lot frontage for one lot is appropriate to reinforce the established Alice Street streetscape, including the open space character of the street, where the larger separation distance between dwellings can be maintained due to the presence of the new private road.

- The proposed R2 zone is for the semi-detached dwellings, which are proposed to be located internally on the subject site. As proposed, the majority of the semi-detached dwellings will not be visible from either Alfred Street or Alice Street, with the exception of one pair of semi-detached dwellings that can be viewed from Alfred Street at the first bend in the proposed private road (Lot 1L and Lot 1R). Overall, Town Staff is of the opinion that both single detached and semi-detached dwellings are appropriate on the subject site, and can generally be accommodated in such a way to minimize any potential compatibility impacts with surrounding existing development. This is largely due to the characteristics of the surrounding existing lots, which have large lot depths and generally heavily vegetated rear yards to provide a natural, vegetated buffer and screening from the subject site.
- However, Town Staff is concerned with the location of the pair of semi-detached dwellings that that can viewed from Alfred Street (Lot 1L and Lot 1R) for two primary reasons:
  - The vista created from Alfred Street will be driveway and garage dominated due to the requirement for two driveways and separate garages to be provided (as shown on **Figure 4** below); and
  - The proposed configuration of the lots is not appropriate given the proposed grading plan as presented in the Functional Servicing Report submitted in support of the proposed development (as shown on **Figure 4** below).



**Figure 4. Excerpt from Site Grading Plan (Functional Servicing Report by Tatham Engineering)**

- As such, Town Staff has recommended to the applicant a revised plan of subdivision concept (see **Figure 5**), that sees this pair of lots for semi-detached dwellings (Lot 1L and Lot 1R) converted to a single lot for a single detached dwelling. This change would

address Town Staff's concerns by reducing the number of driveways visible from Alfred Street, increasing the amount of landscaping visible from Alfred Street, and addressing Town Staff's concern about the feasibility of locating a semi-detached dwelling on the lot given the required grading along the west property line. ***This is one of the reasons a deferral is being recommended, as Town Staff's position is that the proposed draft plan of subdivision needs to be revised to address this matter.*** The added benefit of changing Lot 1L and Lot 1R into one lot for a single detached dwelling is that there is an opportunity to provide for a greater side yard setback than would be afforded by the semi-detached dwelling, which will create a better and more compatible interface between the side lot line of this lot, and the rear lot lines of the adjacent lots on Elma Street.

- With respect to trees and vegetation, Town Staff has spoken to the applicant about the tenure of the proposed development, and has recommended to the applicant that the development be implemented by way of Plan of Condominium (Common Elements), once the necessary zoning approvals are in place and the Draft Plan of Subdivision is approved. The applicant agrees with this approach, which will ensure that the private road, stormwater management tank and various open space blocks are ultimately owned and maintained by a condominium board. This approach will also ensure the perpetual maintenance of the road, stormwater management tank and open space blocks, and all associated landscaping and maintenance of landscaping on these blocks. Town Staff would therefore require the future submission of a Plan of Condominium (Common Elements) application, and the subsequent registration of a condominium agreement.
- Both the plan of subdivision and plan of condominium agreements should set out requirements for the open space blocks to be appropriately landscaped, to provide for visual screening of the proposed development, and to contribute to the open space characteristics of the neighbourhood, which is characterized by mature vegetation and landscaped open space.
- Conditions of Draft Plan Approval have been recommended to address the matters noted above, included within **Attachment 4**.
- With respect to the proposed Zoning By-law Amendment, Town Staff recommend that the entirety of the subject site remain within the R1-1 Zone, with the exception of the proposed OS Zone. Rather than introducing R2 Zoning and performance standards for the semi-detached dwellings, Town Staff recommend that the proposed exception for the subject site be expanded to permit semi-detached dwellings (in addition to single detached dwellings) and appropriate accompanying performance standards to ensure that the semi-detached dwellings are appropriately sited on each lot with equal setbacks to those of single detached dwellings. This approach will ensure that the massing of the semi-detached dwellings and the space between buildings appear similar across the entirety of the subject site, and will also ensure that single detached and semi-detached dwellings are the only permitted building and dwelling types permitted to be constructed on the lands (addressing concerns raised by area residents that additional dwelling types such as apartments could be constructed here). ***This is one of the reasons a deferral is being recommended, as Town Staff's position is that the proposed Zoning By-law needs to be revised to address this matter.***

### Condominium Road, Site Access and Traffic

- As noted above, the proposed private road will ultimately form part of a Plan of Condominium (Common Elements). The proposed road has been designed to have a paved width of a minimum 6.0 metres and minimum required turning radii for emergency vehicles to pass and navigate safely. The road is proposed to be a one-way road, travelling north from Alfred Street towards Alice Street.
- Due to the requirement to maintain a minimum clear fire route of 6.0 metres along the entire stretch of the proposed private road, on-street parking will not be permitted. As proposed, all of the vehicles would be required to park on individual driveways of each proposed dwelling. If additional parking is required, parking would not be permitted along the private road, and guests would need to park off site, along Alice Street, Alfred Street, or other surrounding streets.
- Town Staff accept and agree generally with the design, configuration and proposed operation of the proposed private road as a one-way road from Alfred Street to Alice Street. However, Town Staff have concerns with the proposed road for two primary reasons:
  - There is no guest/visitor parking proposed; and
  - There is no space for snow storage during the winter months.
- The concern with respect to the lack of guest/visitor parking relates to the proposed semi-detached dwellings. While the proposed single detached dwellings are on lots that are wide enough to accommodate a 6.0-metre wide driveway, which would accommodate cars parked side-by-side while still maintaining a large portion of the front yard as landscaping, the proposed semi-detached dwellings would have smaller 3.0-metre driveways, unable to accommodate as many vehicles as driveways for single detached dwellings. The benefit of providing for a guest/visitor parking area is that parking for guests of all residents of the proposed development, and particularly for those living in semi-detached dwellings, can be accommodated on the subject site, without relying on the need for guests/visitors to park on surrounding streets in the neighbourhood. Additionally, the provision of a guest/visitor parking area would also create extra space for snow storage during the winter months.
- As such, Town Staff has recommended a revised plan of subdivision concept to the applicant (see **Figure 5**) that sees the minor reconfiguration of the private road to provide for ten (10) guest/visitor parking spaces, as well as an area that could accommodate snow storage during the winter months. This change would address Town Staff's concerns with respect to the private road. ***This is one of the reasons a deferral is being recommended, as Town Staff's position is that the proposed draft plan of subdivision needs to be revised to address this matter.***
- Town Staff has suggested that the guest/visitor parking area could be located to the rear of the lots fronting onto Alfred Street. The added benefit of providing for guest/visitor parking and a snow storage area in this location is that these elements created a buffer that can be landscaped to create an appropriate transition and visual buffer between the proposed development and surrounding existing homes.

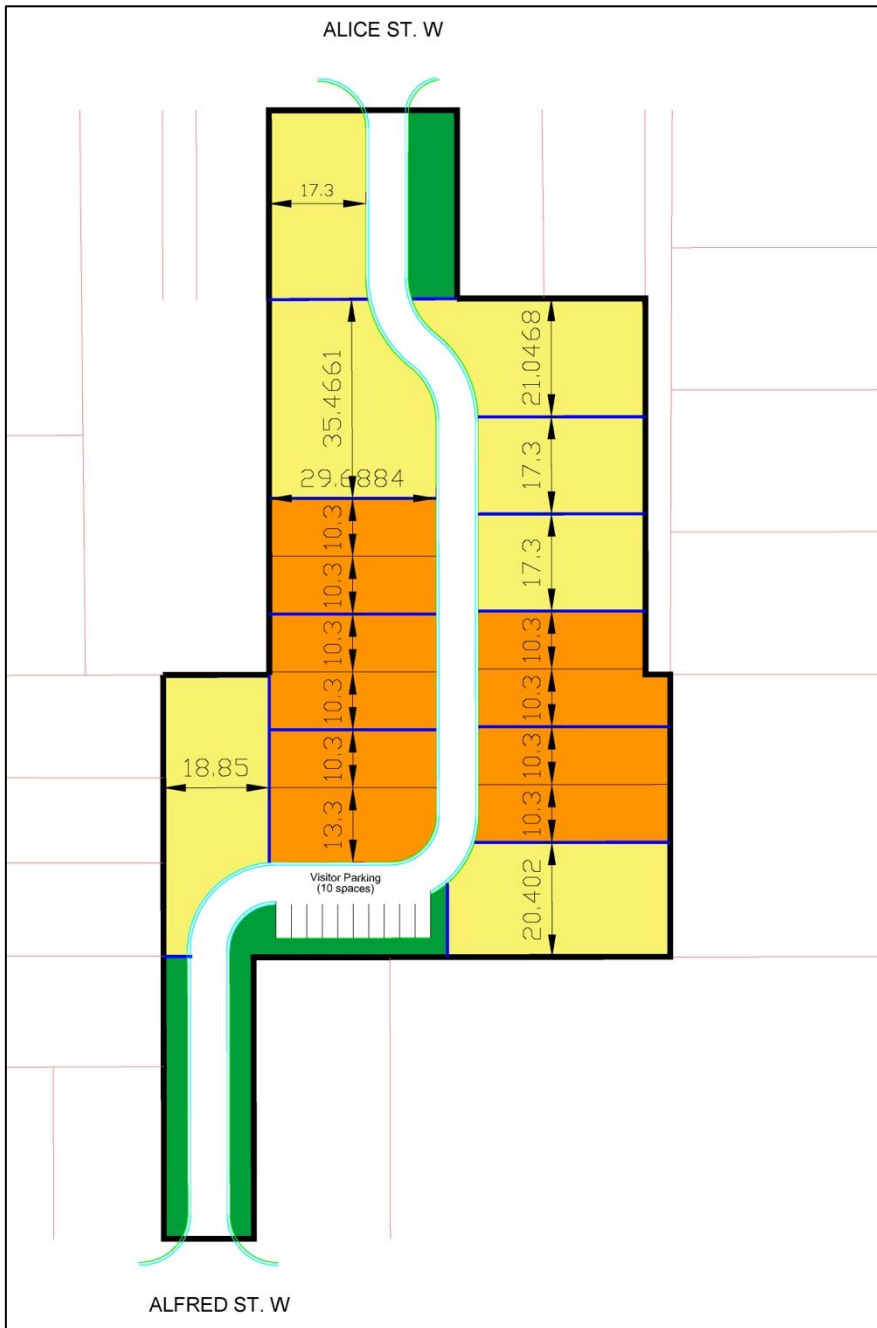


Figure 5. Town Recommended Subdivision Concept

**E. Strategic Priorities**

**1. Communications and Engagement**

We will enhance communications and engagement between Town Staff, Town residents and stakeholders.

**3. Community**

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

#### **4. Quality of Life**

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

#### **F. Environmental Impacts**

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There are no adverse environmental impacts anticipated from the observations contained within this Report. Environmental impacts are being considered in the current review of these applications.

#### **G. Financial Impact**

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Decisions of Council on planning applications may be subject to an appeal to the Ontario Land Tribunal (OLT). Depending on the scope of the appeal and Town involvement in the appeal process, additional financial obligations may be required.

#### **H. In consultation with**

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Adam Smith, Director of Planning and Development Services;

Shawn Postma, Manager of Planning and Development Services.

#### **I. Attached**

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1. Attachment 1: Draft Zoning By-law Amendment
2. Attachment 2: Draft Plan of Subdivision
3. Attachment 3: Detailed Policy Review
4. Attachment 4: Draft Plan of Subdivision Conditions
5. Attachment 5: Public Meeting Comments Response Matrix

Respectfully Submitted,

David Riley  
SGL Planning & Design Inc.

For more information, please contact:  
[planning@thebluemountains.ca](mailto:planning@thebluemountains.ca)



### Report Approval Details

Document Title:	PDS.24.002 Recommendation Report - 24 Alfred Street Draft Plan of Subdivision and Zoning By-Law Amendment.docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Draft ZBA Alfred Street.docx</li><li>- Attachment 2 - DP Subdivision.pdf</li><li>- Attachment 3 - Policy Analysis.docx</li><li>- Attachment 4 - Draft Plan Conditions Alfred Street_Final.docx</li><li>- Attachment 5 - Comments Matrix for Jul-2-24 Staff Report.docx</li></ul>
Final Approval Date:	Jun 21, 2024

This report and all of its attachments were approved and signed as outlined below:

**Adam Smith - Jun 21, 2024 - 12:11 PM**