



Working together with our community

Public Hearings Committee – May 03, 2022

Subject: OPNPL2022039 and ZNPL2022040 – An application has been received to amend the Official Plan by redesignating a portion of the subject lands from 'Commercial' to 'Urban Residential'. A Zoning By-law amendment application is also associated with this proposal to change the existing zoning of R5(H) and CS(H) to R4 zone to permit 55 residential units with a mix of housing types.

VERLINDA HOMES on behalf of VERLINDA HOMES and agent G. DOUGLAS VALLEE LTD. has put forth the application affecting the lands described as 750 OLD HIGHWAY 24.

Report Number: CD 22-040
Division: Community Development
Department: Planning
Purpose: For Information

Recommendation(s):

THAT Staff Report CD-22-040, Public Hearing report for OPNPL2022039 and ZNPL2022040, be received for information;

AND THAT any comments received as part of the statutory public meeting be considered in a future recommendation staff report.

Executive Summary:

An application has been received to develop 55 residential condominium development units with a mix of townhouse dwellings.

The development proposal will require an Official Plan amendment to redesignate a portion of the subject lands from 'Commercial' to 'Urban Residential.'

The development proposal will also require the following zoning by-law amendments:

- A change of zoning from Service Commercial (CS) with a Holding (H) to Urban Residential Type 4 (R4)
- A change of zoning from Urban Residential Type 5 (R5) with a Holding (H) to Urban Residential Type 4 (R4)

This report is being presented as part of the statutory public meeting required under the Planning Act and describes the proposed application, and includes an overview of the relevant policies and regulations that will be evaluated as part of a future

comprehensive recommendation report. A subsequent report will be brought forward containing a recommendation for Council consideration.

A series of public input has been received for these applications. The public inputs are summarized within this report and attached as Attachment H

Public Meeting Details:

A public meeting is a statutory requirement in accordance with the Planning Act, and is intended to allow members of the public to submit written or oral comments in relation to the proposed development. Additionally, any person may make written submissions at any time prior to County Council making its final decision on the application.

Site Characteristics:

The subject lands are a vacant parcel of approximately 1.3 ha in the area located within the registered subdivision known as Yin Subdivision – Phase 5 (Plan 37M-57) and at the southeast corner of the intersection of the Lam Boulevard and Old Highway 24 in Waterford Urban Area. The property is relatively flat with no significant vegetation and contains an existing pond at the southwest corner of the property.



Figure 1: Subject Lands from Old Highway 24



Figure 2: Subject Lands and surrounding land uses

The subject lands are surrounded by low-density residential developments on the east side and commercial and medium-density residential developments on the north side, part of Yin Subdivision phase 5. In addition, there are protected industrial lands on the west side of the subject lands across Old Highway 24, including an existing commercial truck repair operation (Waterford Truck and Trailer (WTT)). The subject lands are at the southern end of Waterford Urban Boundary and adjacent to Agricultural lands to the South.

Background/Previous Applications:

7-OP-2007 and 49-Z-2007: In 2007, Council passed a combined Official Plan and Zoning By-Law amendment to expand the Waterford urban boundary and change the Official Plan designation from 'Agricultural' to 'Highway Commercial' for the lands fronting Old Highway 24. The zoning amendment also changed the subject lands to 'Highway Commercial (CH).' The subject lands are included in this Official Plan and Zoning amendment.

11-OP-2007: A site-specific Official Plan amendment was executed to the subject lands fronting on Old Highway 24 that limits the commercial uses to motels, restaurants, auto service facilities, farm produce outlets and implement dealerships, building supply and lumberyard, and other commercial types primarily catering to the travelling public and neighbourhood commercial uses.

28T-2007-004: The subject lands are shown as Block 61 in the original Yin Subdivision phase-5, which was registered in 2011 (Attachment F). The intended use of these lands was 'Highway Commercial' to facilitate the neighbouring properties, travellers, and highway activities.

4-OP-2012 and 46-Z-2012: In 2012, the Council passed an Official Plan amendment and a Zoning By-Law amendment to redesignate a portion of the 'Commercial' land to 'Urban Residential' and rezoned the land to Residential Type 5 (R5) with Holding (H). The redesignation and rezoning were intended to develop a higher-density apartment development with 44 units geared towards senior citizens. The Holding provision was to ensure that a site plan agreement was executed.

Proposal Summary:

The new development proposal intends to redesignate the whole block-61 of Yin Subdivision to 'Urban Residential.' This will result in the removal of the commercial designation to facilitate a mix of townhouse dwellings of 55 units.

A Zoning By-Law amendment is also associated with that to change the existing zoning of Service Commercial (CS) to Urban Residential Type 4 (R4) and existing Urban Residential Type 5 (R5) to Urban Residential Type 4 (R4).

As identified in Figure 2, the development proposal includes a mix of different townhouse models with the following development features:

- 36 1-3 storey stacked townhouse dwellings;
- 19 1-2 storey townhouse dwellings;
- Lower density units are located on the perimeter of the site near existing residential uses;
- Higher density units between the Old Highway 24 setback and the proposed lower density towns;
- 19 additional on-site parking spaces not required under the zoning by-law;
- Central walkway/promenade to provide walk-up access for the studio units;
- On-site private garbage collection;
- On-site Communal mailboxes;
- Additional parking spaces.



Figure 2: Concept Plan with 55 townhouse units

In support of the development proposal, the applicant has submitted the following reports:

1. **Planning Justification Report**, prepared by G. Douglas Vallee Ltd. dated December 23, 2021
2. **Traffic Impact Study**, prepared by Paradigm Transportation Solutions Limited, dated December 2021;

The study considered existing and projected traffic conditions of five-year and ten-year scenarios. The data was taken during AM and PM peak hours on 14 September 2021. The report suggests that the study area and intersection of Old Highway 24 and Lam Boulevard are forecast to operate at acceptable levels of services under 2022, 2027 and 2032, and the projected increase will have minimal impacts on Old Highway 24 traffic flows.

3. **Functional Servicing Report**, prepared by G. Douglas Vallee Limited dated December, 2021

According to the FSR, the proposed development will be serviced by a sanitary sewer that connects to the existing 200mm sanitary sewer along Lam Boulevard. The current 200mm water main on Lam Boulevard shall serve as the water supply for the proposed development. Two infiltration trench facilities are proposed to collect and detain runoff for infiltration. Overland flow (major storm events) storm sewers (minor storm events) will convey stormwater to the proposed SWM storage facility, ultimately releasing it to the existing municipal 600mm diameter storm sewer along Old Hwy 24 via a storm sewer.

4. **D-6 Compatibility and Noise Assessment Study**, prepared by CCS Engineering Inc. dated December 9, 2021

As per the requirement identified in the pre-consultation meeting, the application included a D-6 Compatibility and Noise Assessment Study to address any land use conflict between the proposed development and the adjacent industrial uses. The study suggests that the proposed development units will be located outside the D-6 recommended 20 m separation distance from a class 1 industrial operation and 70 m influence area from a class 1 industrial operation.

Noise impact predictions from surrounding commercial operations and road traffic noise indicate that road traffic is likely the dominant noise source during the day, evening and nighttime periods. The study recommends a provision for the the installation of central air conditioning to avoid any noise impact at the three storey townhouse units on the west side of the proposed development along Old Highway 24 and at the single storey townhouse units in the southwest corner of the proposed development. Additional recommendations to mitigate potential traffic noise impacts include:

- Noise Fencing on the Southwest portion for noise control;
- Triple Pane windows for all units;
- Air Conditioning for all of the recommended townhouse units.

Planning Considerations:

A detail review of planning considerations, including Planning Act, applicable provincial policies and Official Plan policies will be summarized in the recommendation report.

Official Plan Policies: The site is designated as “Urban Residential” in the Official Plan. Relevant policies that will be further reviewed for a conformity check includes section 7.7.2 related to high density development policies, section 7.11.3.11 related to Yin Subdivision Site Specific Policy Area, section 5.3 related to housing policies, section 5.4 related to community design policies and section 7.12.1 related to protected insutrial land designation polices.

Relevant Provincial and County policies are identified in Attachment I.

Zoning By-law Considerations:

The subject lands are zoned as:

1. **Service Commercial (CS)** with a Holding (H). The Holding was imposed through 49-Z-2007 to meet the conditions of draft plan approval;
2. **Urban Residential Type 5 (R5)** with a Holding (H). The Holding was imposed through 46-Z-2012 to ensure an appropriate development agreement is executed.

The proposed development requested to change the existing zonings from CS(H) and R5 (H) to Urban Residential Type 4 (R4) to permit a mix of townhouse dwellings. Permitted uses in R4 zone includes group townhouse, stacked townhouse and street townhouse.

The following special provisions will be required to facilitate the porposed 55 townhouse units:

Section	Zoning Provision	Required	Proposed
4.9 A) Number of parking spaces	2 parking spaces for each dwelling unit for a total of 55 units	110 spaces	98 spaces
2.88 Lot definition	“LOT” shall mean a parcel of land which can be legally conveyed. Where two (2) adjoining lots are in common ownership and a main building straddles the lots, the two (2) lots are deemed to be one (1) lot for		For th purpose of this zoning amendment, the whole parcel of land (1.3 Ha) will be considered as one lot and setbacks will be identified as one lot.

	the purposes of establishing interior side yards.		The property line along Lam Blvd will be considered as front and Old Highway 24 will be considered as exterior side yard.
4.2.3 b) Parking restriction at front yard	Not more than one (1) required parking space may be located within the required front yard or required exterior side yard		A maximum of 13 parking spaces shall be permitted in the required front yard and a maximum of 6 parking spaces shall be permitted in the required exterior side yard of the condominium block.
4.2.5 b) Landscape area	In the case of a corner lot, a minimum of 50 percent of each of the front yard and exterior side yard shall be maintained as landscaped area.		a minimum of 40 percent of each of the front yard and exterior side yard shall be maintained as landscaped area.
5.4.2 h) Building Height	Maximum Building Height	11 metres	12 metres

Notice Provisions:

Pursuant to the requirements of the Planning Act R.S.O. 1990, C. P. 13 (“Planning Act”), a notice of the statutory public meeting was posted 20 days in advance of the Public Meeting. Notifications were mailed to neighbors 120 m of the subject lands; and a yellow notification sign was posted on the site on April 12, 2021.

Technical Analysis / Circulation Comments:

The application has already been circulated to internal and external agencies. Staff received few comments which are included in Attachment G. All technical comments, including any revisions required by the Applicant, will be considered for the future recommendation report.

Regard for Public Input:

There has been a significant amount of public interest received for this application. Attachment H includes formal public submissions received to date in advance of the Statutory Public Meeting. Public comments identified various aspects of the development and provided concerns and recommendations. The feedback and comments are categorized into the following key issues:

1. Impact on the existing endemic life around the on-site pond; Environmental concerns;
2. Incompatible density considering low-density development of Yin subdivision;
3. Compatibility of building materials, height and character;
4. Reduction of commercial use that should support existing developments;
5. Loss of potential employment;
6. A potential increase in traffic would impact the feeder road of the subdivision;
7. Lack of parking space;
8. No integration between two adjacent development proposals from a traffic forecast perspective;
9. Unreliable traffic data due to the impact of COVID;
10. The potential impact of stormwater run-off to the southern retention pond;
11. The proposed developments in town will affect the school population significantly;
12. Lack of green spaces and amenities with the significant paved area;
13. Potential shadow impact;
14. Lack of community-scale commercial services;
15. Concerns around adequate buffer and screening between adjacent lands;
16. Impact on existing infrastructure, including water, sewer, and emergency services;
17. Potential impact on property value.

Preliminary Review:

Key Items		Preliminary Review
Parking		As per the Zoning By-law, each dwelling unit is required to have two (2) parking spaces. It is important to ensure that the design of the parking spaces that might be located within a garage and off-road ensure compliance with the parking provisions of the Zoning By-law. Further review will be required to ensure there are appropriate provisions for visitor and residential parking spaces.
Transportation (TIS)		Based on the Traffic Impact Study prepared by Paradigm Transportation Solutions Limited, dated December 2021, there are no negative impacts anticipated on existing operation and safety on the streets. The traffic data collected on September 2021 may not provide a realistic result considering the impact of COVID epidemic. A revised data will be requested.
Building Height		The permitted height in the R4 zone is 11 m. The proposal requested a relief of building height to allow a maximum of 12 m building height.
Roads		The proposed condominium will have two accesses to serve an internal 7.3 metres private road. The

		reconstruction of the public road and infrastructure due to these accesses will be required to the satisfaction of the Environmental and Infrastructure Services. Development Engineering will review the design standards of the accesses and private right of way.
Servicing (W & WW)		The proposed development is located in Waterford urban area. Water and sewer connections will only be confirmed and allocated during the development agreement stage as per the availability. A Holding will be required as condition of the servicing allocation.
Park / Trails		5% Cash-in-lieu of Parkland Dedication will be required for this development in accordance with Parkland Dedication By-law 2016-126. Staff will further review and recommend amenity features for this development.
Land use Compatibility		This subject land is within proximity to Protected Industrial Use. Therefore, appropriate mitigation measures will be required. Staff will further review the D6 analysis provided by the Applicant and recommend any additional measures that may be necessary for this development.
Commercial		The proposed zoning change from 'Service Commercial' to 'Residential' would result in the potential loss of future employment and commercial services to the community.

Financial Services Comments:

This application would have a positive impact on assessment growth and tax revenues. The amount of growth is dependent on the assessment of the properties by the Municipal Property Assessment Corporation (MPAC). Norfolk County would also receive Development Charges as per the most recent Development Charges By-law. This would be offset by increased costs as a result of Norfolk County assuming the subdivision infrastructure, amenities and operating costs.

Strategic Plan Linkage:

This report aligns with the 2019-2022 Council Strategic Priority "Foster Vibrant, Creative Communities".

Explanation: The proposed development may facilitate and promote appropriate growth and density in the neighbourhood if necessary landuse compatibility, character, design standards, traffic, amenities, and infrastructure concerns are properly addressed.

Conclusion:

The purpose of this report is to summarize the planning application proposal, provide the comments received from applicable departments and agencies, summarize comments received from members of the public, and to provide general information in relation to the overall application.

A detailed recommendation report, responding to any outstanding matters, including those brought forward by members of the public, will be submitted to Norfolk County Council at a future meeting.

Attachments:

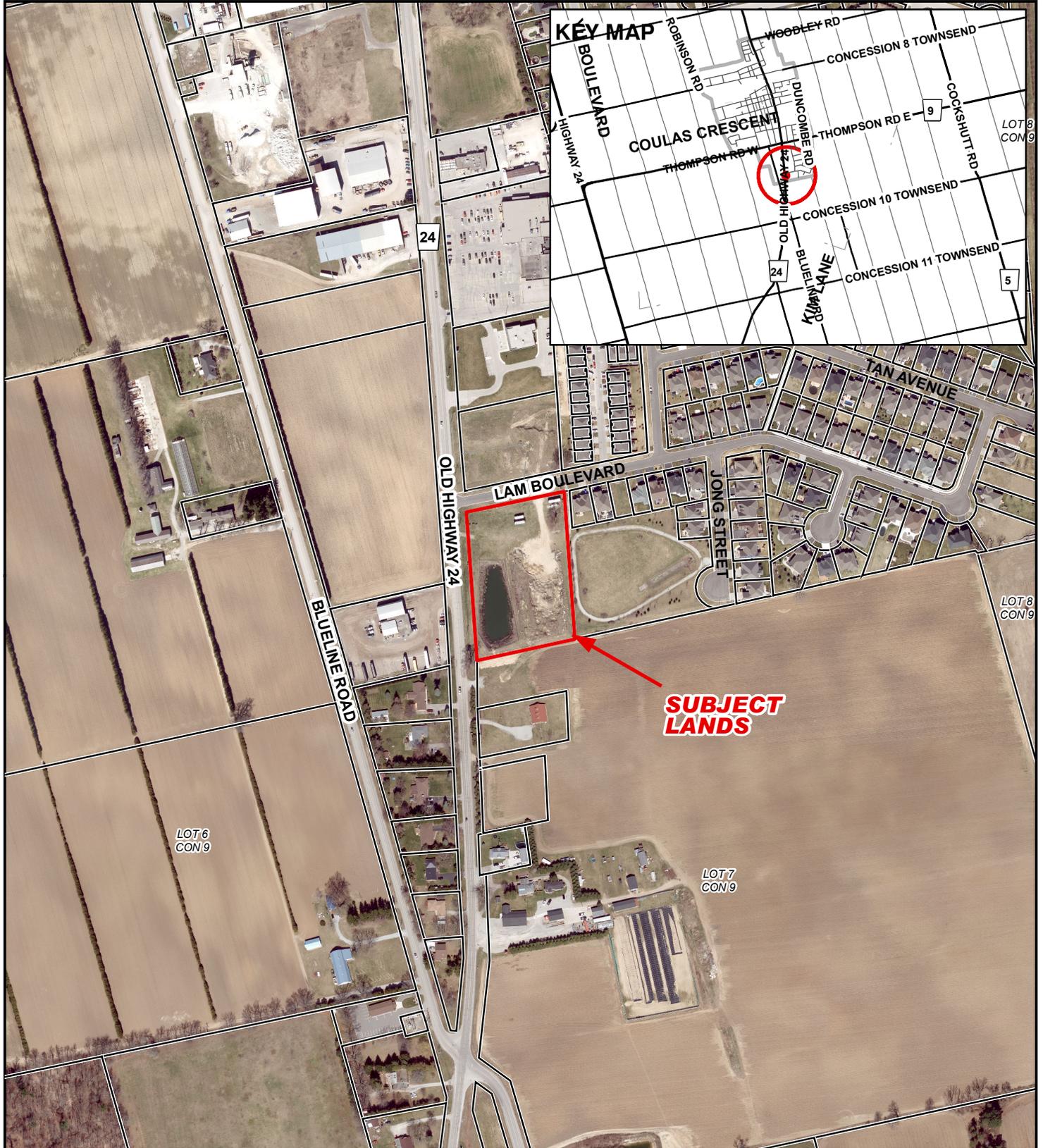
Attachment A Context / Key Map
Attachment B Official Plan Map
Attachment C Proposed Zoning Bylaw Amendment Map
Attachment D Conceptual Plan
Attachment E Circulation Map
Attachment F Yin Subdivision (Plan 37M-57)
Attachment G Technical Comments
Attachment H Public Input
Attachment I Planning Considerations and Applicable Policies
Attachment J Planning Justification Report

Approved By:
Brandon Sloan, BES, MCIP, RPP
General Manager
Community Development Division

Prepared By:
Mohammad Alam, MPL, MUD, MCIP, RPP
Senior Planner
Community Development Division

MAP A
CONTEXT MAP
Geographic Township of TOWNSEND

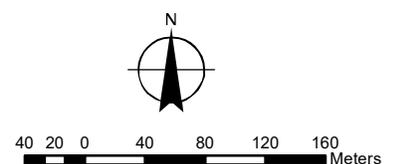
OPNPL2022039
ZNPL2022040



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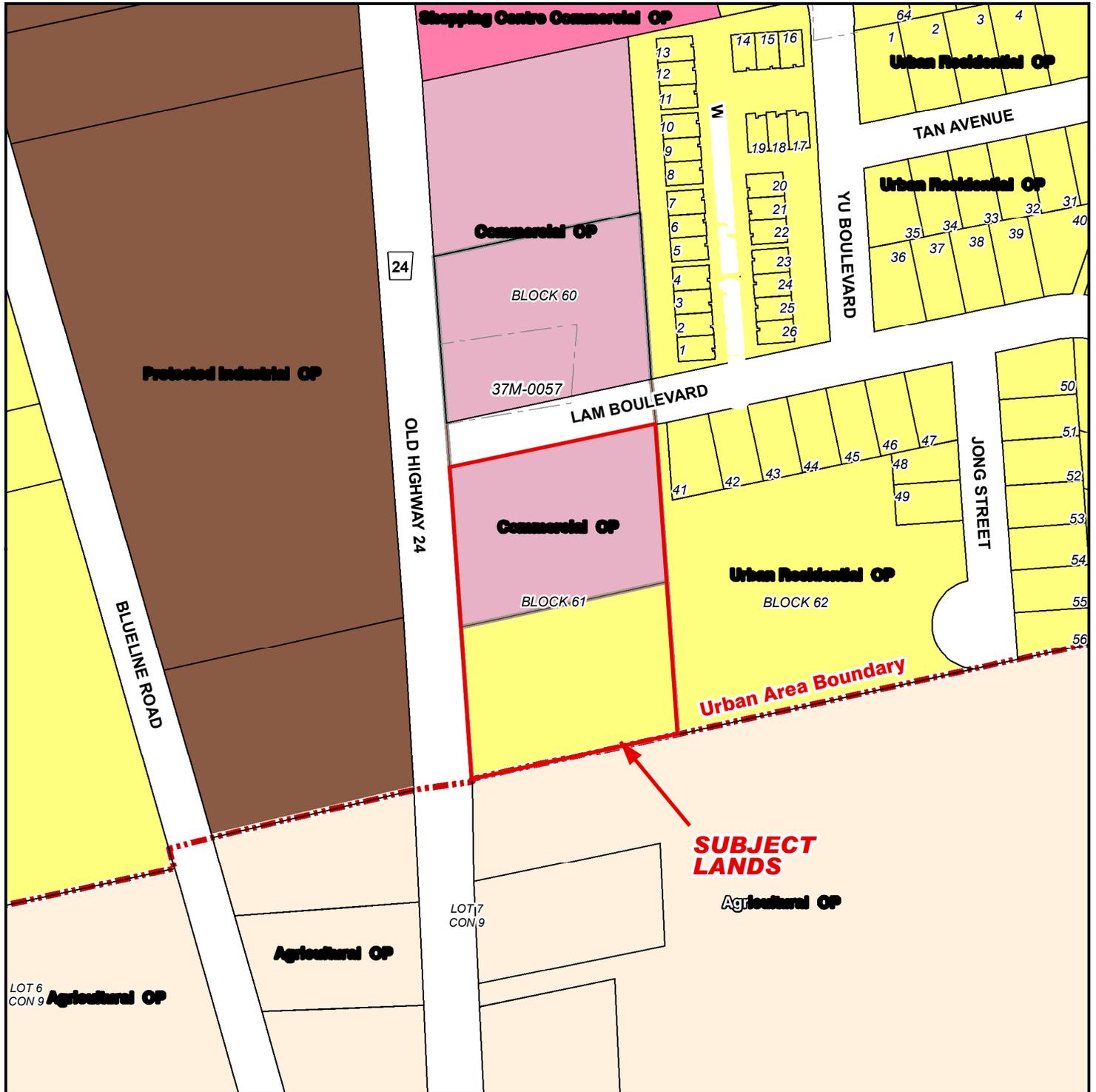
-  Subject Lands
- 2020 Air Photo

2/7/2022



MAP B
PROPOSED OFFICIAL PLAN AMENDMENT MAP
 Geographic Township of TOWNSEND

OPNPL2022039
 ZNPL2022040



Legend

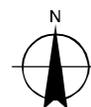
Subject Lands

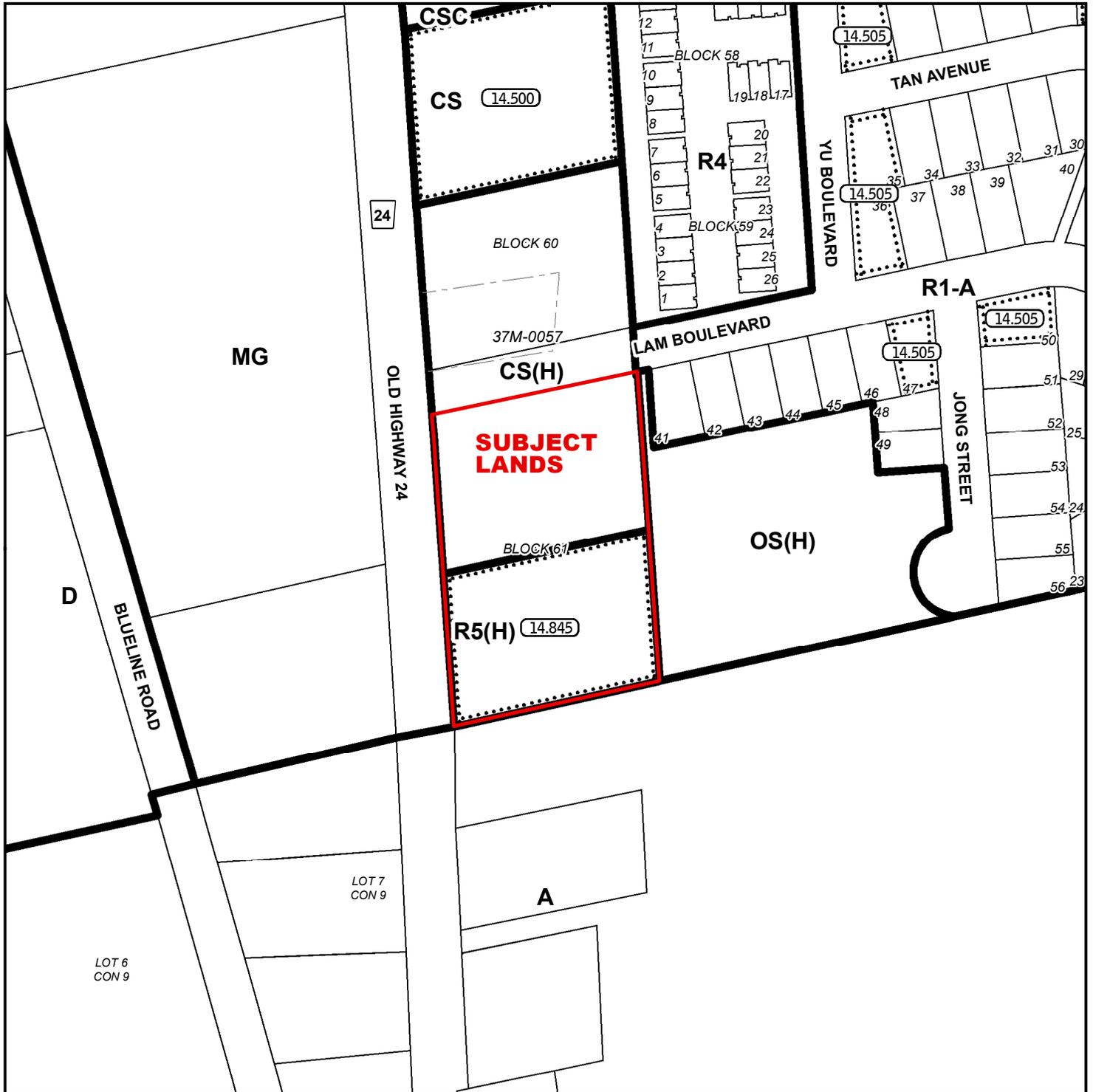
Official Plan Designations

- Agricultural
- Urban Residential
- Shopping Centre Commercial
- Commercial
- Protected Industrial
- Urban Area Boundary

From: Commercial
To: Urban Residential

2/7/2022





ZONING BY-LAW 1-Z-2014

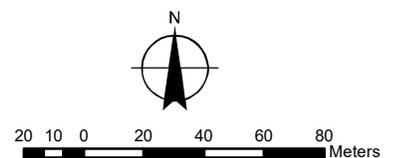
2/7/2022

LEGEND

 Subject Lands

- (H) - Holding
- A - Agricultural Zone
- CS - Service Commercial Zone
- CSC - Shopping Centre Commercial Zone
- D - Development Zone
- MG - General Industrial Zone
- OS - Open Space Zone
- R1-A - Residential R1-A Zone
- R4 - Residential R4 Zone
- R5 - Residential R5 Zone

From: CS(H) & R5(H) with 14.845
To: R4(H) with Special Provisions



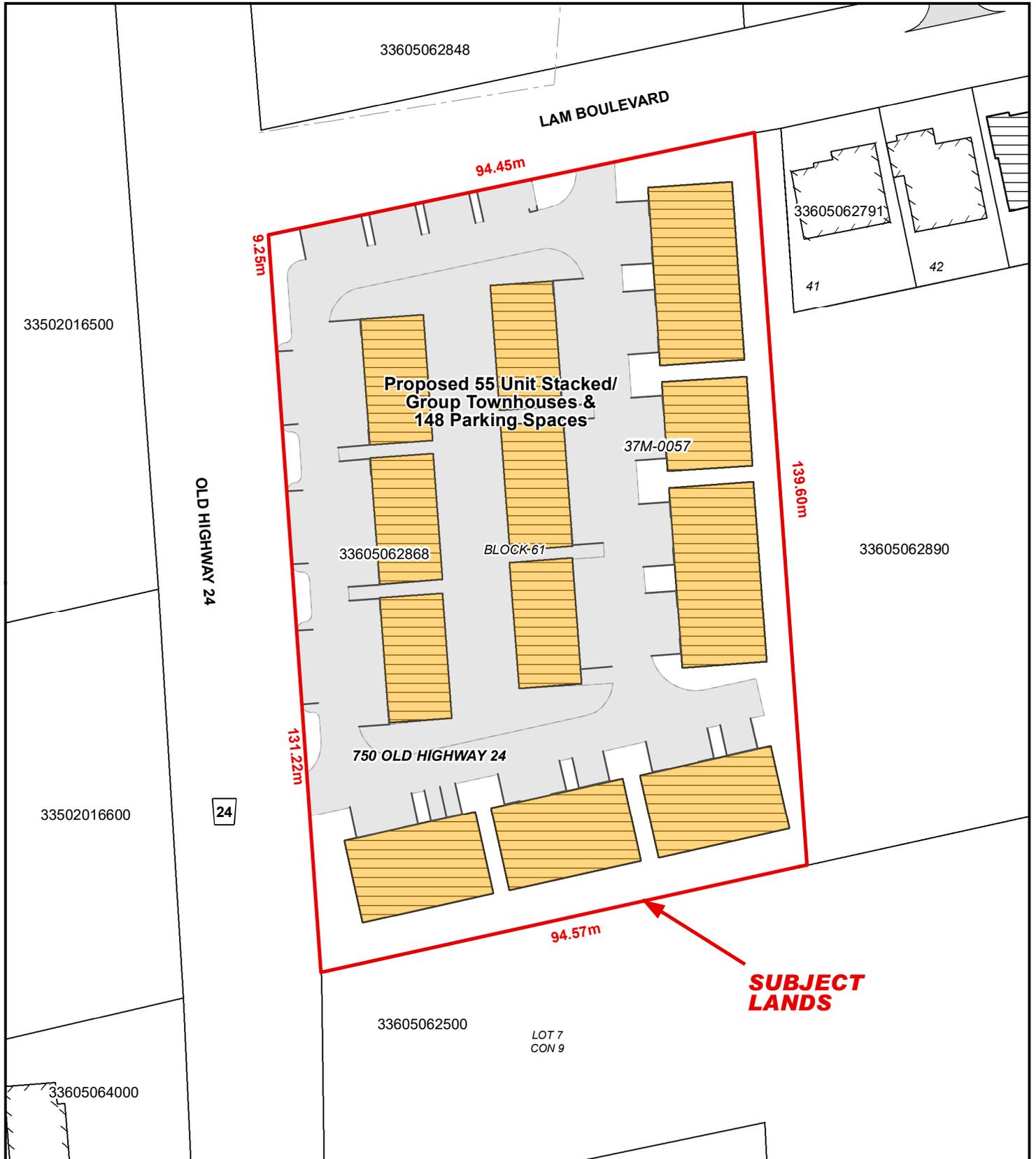
MAP D

CONCEPTUAL PLAN

Geographic Township of TOWNSEND

OPNPL2022039

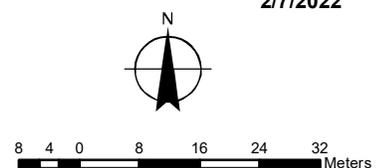
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 Subject Lands

2/7/2022





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33605063900

33502016700

33502016590

33605062900

33502016502

33502016500

BLOCK 60

33605054800

OLD HIGHWAY 24

LAM BOULEVARD

33605062890

BLOCK 61

BLOCK 62

41 42 43 44 45 48 49

JONG STREET

TAN AVENUE

KIM LANE

COULAS CRESCENT

YU BOULEVARD

BLK C

33502016600

LOT 8
CON 9
33605061100

33605065000

33605062500

LOT 7
CON 9

33605061300

LOT 6
CON 9

33605066000

33605061700

CONCESSION 10 TOWNSEND

33605066100

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33605066600

LOT 7
CON 10

33605071700

LOT 8
CON 10

33605076000

LOT 6
CON 10

33605077100

DETAIL 'E' NOT TO SCALE

Approved under Section 51 of the Planning Act, R.S.O. 1990, this 23rd day of September 2011
Chris Baird
Chris Baird
General Manager of Planning and Economic Development
Norfolk County

YIN SUBDIVISION "PHASE 5"

INTEGRATION DATA		
COORDINATES ARE DERIVED FROM GPS OBSERVATIONS USING THE CAN-NET NETWORK AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (1997). COORDINATE VALUES ARE TO AN URBAN ACCURACY IN ACCORDANCE WITH SECTION 14(2) OF O. REG 216/10.		
POINT ID	NORTHING(ORD)	EASTING(ORD)
ORP A	4752318.12	558709.62
ORP B	4752399.10	558470.94

BEARINGS ARE UTM GRID, DERIVED FROM GPS OBSERVATIONS ON MONUMENTS A AND B, SHOWN HEREON, HAVING A GRID BEARING OF N70°49'40"W, NAD83 (CSRS) (1997) AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 17 (81° WEST LONGITUDE).
DISTANCES SHOWN ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999993
FOR BEARING COMPARISONS, A ROTATION OF 0°27'10" COUNTER CLOCKWISE WAS APPLIED TO BEARINGS ON PLAN 37M-45 TO CONVERT TO UTM BEARINGS.

PLAN 37M-57

I CERTIFY THAT THIS PLAN 37M-57 IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF NORFOLK (37) AT 12.12 O'CLOCK ON THE 26 DAY OF SEPTEMBER, 2011, AND ENTERED IN THE PARCEL REGISTER(S) FOR PIN 50283-0487(LT) AND THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT NO. NK44589
L. HARRISON
L. D. LAND REGISTRAR

THIS PLAN COMPRISES ALL OF PIN 50283-0487(LT) AND PART OF PIN 50283-0025(LT)

PLAN OF SUBDIVISION OF PART OF LOTS 7 & 8 CONCESSION 9 IN THE GEOGRAPHIC TOWNSHIP OF TOWNSEND IN NORFOLK COUNTY

SCALE: 1 : 1000

VALLEE AND YEO LIMITED

METRIC NOTE:
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

OWNER'S CERTIFICATE
THIS IS TO CERTIFY THAT:
1. LOTS 1 TO 56, BOTH INCLUSIVE, BLOCKS 57 TO 62, BOTH INCLUSIVE, THE STREETS, NAMELY JONG STREET, KIM LANE, LAM BOULEVARD, TAN AVENUE, AND YU BOULEVARD, AND THE RESERVE BLOCKS, NAMELY RESERVE BLOCKS 63 TO 66, BOTH INCLUSIVE, HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS
2. THE STREETS ARE HEREBY DEDICATED TO THE CORPORATION OF NORFOLK COUNTY AS PUBLIC HIGHWAY.

Long Chu Yin *Mei Shueung Yin*
LONG CHU YIN MEI SHUEUNG YIN

DATED: SEPTEMBER 22, 2011

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE LAND TITLES ACT, AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 14TH DAY OF SEPTEMBER, 2011

DATED: September 22, 2011
Michael W. Yeo
MICHAEL W. YEO
ONTARIO LAND SURVEYOR

LEGEND

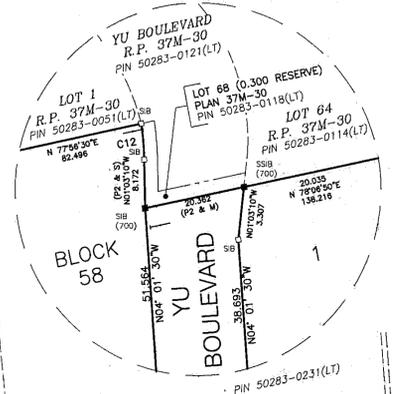
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|--------------------------|-------|-------|
| SHORT STANDARD IRON BARS | SHOWN | SSIB |
| STANDARD IRON BARS | SHOWN | SIB |
| IRON BARS | SHOWN | IB |
| CUT CROSS | SHOWN | CC |
| FOUND IRON BARS | SHOWN | IF |
| PLANTED IRON BARS | SHOWN | PIB |
| JEWETT AND DIXON LTD. | SHOWN | (700) |
| PLAN 37R-9261 | SHOWN | (P1) |
| PLAN 37M-30 | SHOWN | (P2) |
| PLAN 37M-45 | SHOWN | (P3) |
| PLAN 37R-6012 | SHOWN | (P4) |
| PLAN 37R-10297 | SHOWN | (P5) |
| MEASURED | SHOWN | (M) |
| SET | SHOWN | (S) |
| REGISTERED PLAN | SHOWN | R.P. |

NOTE: PLANTED MONUMENTS ARE IB'S UNLESS DENOTED OTHERWISE

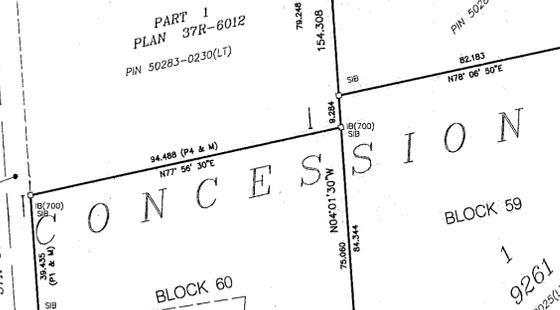
vallee & yeo limited
ONTARIO LAND SURVEYOR
2 TALBOT STREET NORTH, SIMCOE, ON N3Y 3W4
PHONE: 519 426-6270 FAX 519 426-6277
michaelyeo@vallee.ca

DRAWN BY: RCS BOOK: WAT-1-27-33 DWG: 10-050
CHECKED BY: M.W.Y. CLIENT: YN

24
HIGHWAY (BY-LAW No. 2005-294; INSTRUMENT No. NR596331)
OLD



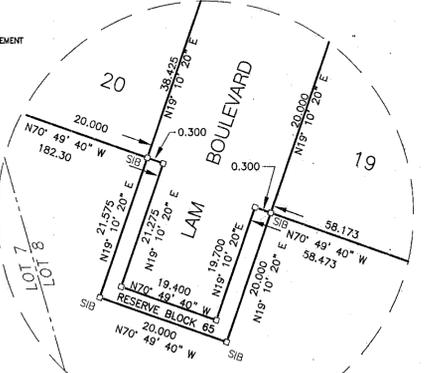
SEE DETAIL 'E'



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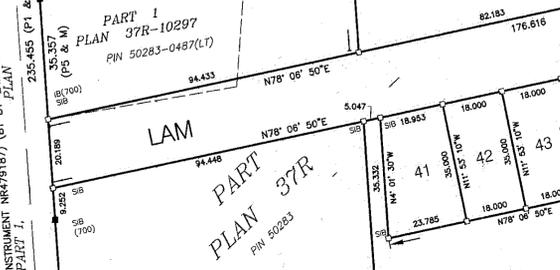


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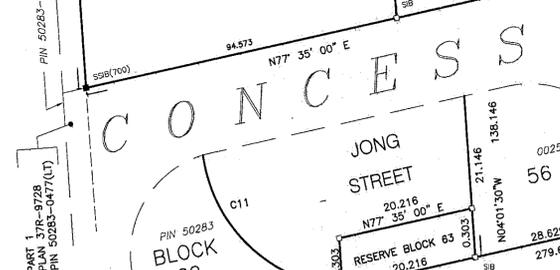
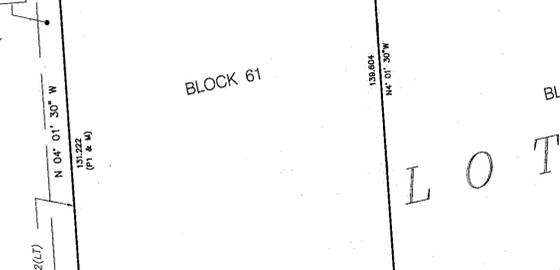


DETAIL 'C' NOT TO SCALE

CURVE TABLE					
CURVE #	LOT	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	5	9.241	58.000	N82° 40' 40"E	9.231
C2	6	18.363	58.000	N83° 41' 15"W	18.286
C3	30	20.800	38.000	N86° 21' 25"W	20.348
C4	40	11.777	58.000	N83° 55' 50"E	11.757
C5	BLOCK 57	5.226	58.000	N87° 40' 20"W	5.224
C6	RESERVE BLOCK 64	14.440	57.700	N77° 59' 50"W	14.403
C7	RESERVE BLOCK 64	14.439	58.000	N77° 57' 30"W	14.402
C8	50	7.633	38.000	N83° 52' 05"E	7.620
C9	RESERVE BLOCK 64	12.967	38.000	N80° 36' 10"W	12.904
C10	RESERVE BLOCK 64	13.089	38.300	N80° 37' 00"W	13.025
C11	BLOCK 62	57.355	20.000	N04° 01' 30"W	39.626
C12	BLOCK 58	10.536	80.000	N04° 49' 30"W	10.529



DETAIL 'D' NOT TO SCALE



DETAIL 'A' NOT TO SCALE

TECHNICAL COMMENTS

Agreement Coordinator – Reviewed

A Holding (H) provision will be included on part of the subject lands being rezoned to residential. The Holding (H) provision on your current residential land zoning should remain in place until the Owner has provided complete accepted engineering drawings, performance securities and entered into a development agreement that has been executed and registered on title.

Realty Services – Reviewed

No comments

Fire – Reviewed

- Ensure internal roadways are adequate width for fire department apparatus
- Internal roadways to be built to accommodate any proposed on-street parking
- Hydrants to be provided as per Ontario Building Code 3.2.5.

Canada Post – Reviewed

Please be advised that this development will be serviced by Community Mailboxes and according to the site map, the locations area already identified on the map. I will work with the developer on the installation when construction begins.

Development Engineering – Reviewed

Development Engineering has reviewed application **OPNPL2022039 / ZNPL2022040** and the following comments:

General Comments:

1. All plans, reports and studies identified are to be submitted at the time of site plan application.
2. Water / wastewater allocation will not be issued as part of the zoning by-law amendment. At the time of site plan approval or registration of site plan agreement then approval allocation will be provided for the development, if available.

3. Full Development Engineering comments will be provided at time of Site Plan submission.
4. Water and Wastewater modelling are currently on going. Once the reports are finalized Development Engineering will review and provide additional comments.

During preliminary review a few concerns regarding Fire Protection have been noted. Looking at previous modelling in Waterford, there may not be adequate Fire flows in the area. Preliminarily it appears the available Fire Flow during Max Day Demand are estimated at 129L/sec. This is below the Fire Underwriters Survey (FUS) calculations of 217L/sec. It should be noted that there is a potential of inadequate fire flow depending on the ultimate design.

5. The Stormwater Management Report was reviewed only as a Concept at this time. A detailed review of the Storm Water Management design will be completed at Site Plan submission.
6. All recommendations from the Traffic Impact Study are to be implemented into the future design.
7. During review of this Planning application, Development Engineering has become aware of an older By-law (The Regional Municipality of Haldimand-Norfolk By-law No. 60-74 A BY-LAW TO REGULATE THE LOCATION OF BUILDINGS, STRUCTURES, AND TREES ON LANDS ADJACENT TO CERTAIN REGIONAL ROADS, AND TO REPLEAL BY-LAW 48-74). In the past this By-law was considered to be current and should also be considered as current for this application.

PUBLIC COMMENTS

Friday, February 18, 2022 1:46 PM

I have just received a notice for an application from Norfolk County regarding Verlinda Homes to build 55 residential units at the corner of Old Highway 24 and Lam Boulevard (southwest corner.)

I believe that is too many units in such a small area. The northwest corner of Old Highway 24 and Lam Blvd currently has 26 residential units on a much larger site. The traffic congestion will be terrible in that area.

I am also curious how that will affect the reservoir on that piece of land that is home to fish, turtles and currently a fox den.

I do not disagree with any development in that area as long as the integrity, design & style of the Yin Subdivision is continued.

Hopefully the builder will:

- continue with the building construction and materials that are in the existing homes and townhouses in this area.
- build a reasonable amount of homes for the size of the property
- provide a park-like setting around the reservoir.

Sincerely,

Gaye M. Hornell

Saturday, February 19, 2022 12:46 PM

Ladies/Gentlemen,

We are writing in regards to the application to amend the official plan by redesignating Block 61 Plan 37M57, Waterford from commercial to urban residential.

We have serious concerns regarding the impact of 55 residential units crammed onto such a small block. Living two lots east of this proposed development, we are across the street from Winterberry Lane, a similar-sized space currently containing 27 condo units. Will this not be overcrowding and negatively affect the atmosphere and property

values in our subdivision? With the major development at the north end of town and the building on the west side we question the need for more residential units rather than commercial development to support the current population.

In addition, how will such a development affect Waterford's infrastructure? Assuming the pond on Block 61 will be removed/filled in, what about the presence of a den of foxes and numbers of turtles by the pond ? Surely these are significant environmental concerns.

We respectfully suggest that the current commercial zoning designation be maintained.

Yours truly,

Al and Elaine Hagerman

Tuesday, February 22, 2022 3:13 PM

Mohammad,

We are writing to OBJECT to the zoning bylaw application from Commercial to urban residential. With the continuing growth of Waterford we need Commercial land as we will require more shops, banks and a medical centre, or restaurant.

The Yin development was built with a certain standard required by Tony Yin and Prominent Homes and the other builders who have developed this area.. Most of the houses including the latest addition of Eden Hills are constructed of brick and stone and to attempt to cram 55 dwellings into this small lot is seen as nothing but a cash grab and tax bonus for Simcoe. This proposal does nothing to enhance the area.

Regards

Mr & Mrs H Ripley

Monday, February 21, 2022 9:06 AM

Regarding the notice I was sent about the variance to build 55 houses on the corner lot at HWY 24 and LAM Blvd I feel this would be too many houses on that size of lot being on the corner it would create traffic congestion and would be a traffic hazard as that is the one of the main feeder roads for the subdivision. I wish to file an objection to the variance.

Joe and Jane Lewis

Tuesday, March 1, 2022 7:55 AM

Hi Mohammad,

I have recently learned that there was a request for amendment in my neighbourhood. Specifically, OPNPL2022039/ZNPL2022040, Block 61 Plan 37M57 Waterford (Southeast corner of Lam Blvd and Old 24).

I would like to express a few of my concerns in regards to this amendment.

1. I am concerned about the rezoning and losing the commercial land. Waterford needs more commercial development. There are a lot of homes being built and many new families relocating, we need more conveniences and amenities in Waterford.

2. Devaluing existing homes by:

a) Allowing the developer to change the covenants (exterior must be brick/stone/stucco) and not matching the rest of the development. Every homeowner in the Yins Subdivision had to follow the same rules, exceptions should not be made for others just to save money.

b) Density of 55 units is extreme. Across the street in the Eden Hills condominiums, there are approximately 25 units in the same area and already lacking any extra space. I cannot imagine doubling the amount of units in the same approximate area. A low rise brick apartment/condo building is more pleasing to the eye than 55 - 2 story townhomes clad in aluminum siding.

Please feel free to contact me if you have any questions and need to inform me about a different way of voicing my concerns.

Thank you for your time,

Paolo Dal Bello

Feb. 24, 2022

Ladies/Gentlemen,

We are writing to express our objection to the application to rezone Block 61, Plan

37M57, Urban Area of Waterford, Norfolk County from Commercial to Urban Residential to permit the building of 55 new homes. We feel this property should remain Commercial zoning to allow future businesses to come to town. Waterford has grown and will continue to grow in population, but has not added any businesses. The current Waterford Plaza has no space available, so if someone wanted to bring a business to town, where would they build? Is this 3+ acre parcel of land large enough to build 55 homes without filling in the pond? If the pond is to be filled in, has there been an ecological study completed as there are turtles and other wildlife that live in the pond.

Has the Long Point Region Conservation Authority been contacted?

If you could please send us more information and keep us updated with any decision, that would be appreciated.

Mike & Barbie Ernst

Monday, March 7, 2022 5:15 PM

Mr. Alam,

We are writing regarding the application to amend the official plan of redesignating Block 60 and Block 61, Waterford from commercial to urban residential – two separate applications.

We have serious concerns regarding the impact of 55 residential units crammed onto a small block (61) and 40 more on a much smaller block – Block 60. We are the owners of two condos on Winterberry Lane, which is right behind Block 60 and across the street from Block 61. We believe that these development's level of occupancy would be excessive, creating overcrowding, an excessive amount of vehicular traffic in a very small area, a very unsightly space due to the number of vehicles that would need to be parked on these properties and we feel this would negatively affect the aesthetic of the Lam subdivision and especially of the Eden Hills Condo development. We believe that this would make this area much less desirable and as a result lower the potential value of our properties for future sales.

We also have environmental concerns for the wildlife that live around the pond on Block 61 and wonder what will happen to that pond and to those animals.

So, with this letter we proclaim our opposition to this type of ultra high-density residential development on these lots. We believe that the current commercial zoning designation should be maintained on Block 60, and commercial development should be encouraged here as Waterford is growing very quickly and will benefit from the expansion of the existing commercial area to provide shopping and services to the local

population. Lower density housing would be welcomed on Block 61 – something that better reflects the rest of this long standing and very beautiful subdivision rather than trying to jam hundreds of people into extremely small townhouses in a very limited space when the rest of the area is high end condos and full-size detached homes on large lots.

Respectfully yours,

Nigel and Rhonda Lea

Residents of Yins' Subdivision, Phase III

Waterford, Ontario N0E 1Y0

March 6, 2022

Planning Department
Norfolk County
185 Robinson St. Suite 200
Simcoe, Ontario
N3Y 5L6

RE: File# OPNPL2022039 / ZNPL2022040

Roll# 3310336050628680000

Location: Block 61, Plan 37M57, Urban Area of Waterford, Norfolk County

Ladies/Gentlemen,

We are writing in regards to the application to amend the official plan by redesignating Block 61 Plan 37M57, Waterford, Roll #3310336050628680000 from Commercial to Urban Residential.

We have serious concerns regarding the impact of 55 residential units built onto such a small block of land. A similar-sized parcel of land currently contains 26 condo units. Surely this will be overcrowding and negatively affect the atmosphere and property values in our subdivision.

With the major development at the north end of the town and the building that is occurring on the west side of Waterford we question the need for more residential units rather than commercial development to support the current/future population and to support job opportunities.

The construction of all houses and condos in the Yin subdivisions is covenanted to all brick or stone construction, NOT aluminum as the application stipulates. Also, there is a height restriction on buildings in this area which needs to be adhered to.

Water and sewer capacity is a big concern in Norfolk. Water from Waterford is already proposed to be used for water shortages in Simcoe and Port Dover. How do we cope with increased water needs for new developments already underway in Waterford?

In addition, how will such a development impact Waterford's infrastructure? The storm retention pond south of Lam Boulevard (parkland, walking track) serves the third phase of Yins' Subdivision; it is not designed to service the proposed townhouse development. We are very concerned where the storm runoff from this development will be channeled.

We have concerns as to the ecological and environmental impact of the proposed development. The pond on this property has a population of turtles, Koi or goldfish, and hosts a fox den. Will it be filled in?

The proposed developments in town will affect the school population significantly. Currently both the Elementary and Separate Schools have multiple portable units on site with little, if any, room for expansion. Bloomsburg School is also at capacity. This is certainly a concern for tax payers.

The proposed development adjacent to YIN survey does not meet the requirements defined in Norfolk County Zoning By-Law 1-Z-2014. The developer Verlinda Homes Thomas O'Hara is attempting to rewrite zoning by-laws to suit this development. The zoning amendments are not acceptable and will set a precedent for future development. The following zoning amendments are not acceptable to provide residential development on this parcel of land.

Section 2.88.

"LOT" shall mean a lot with two (2) or more opposite which can be legally conveyed. Where two (2) adjoining lots are in common ownership and a main building straddles the lots, the two (2) lots are deemed to be one (1) lot for the purpose of establishing interior side yards.

The Developer per his submission does not understand the "LOT" definition as defined by Norfolk County. The developer has advised that this section shall not apply to this development. The zoning by-law and illustrations of "Lot" definitions have been included in Norfolk County by-laws to prevent the type of development being

considered. The developer needs to request clarification with the county and modify the design accordingly to meet the criteria outlined in the zoning by-law.

Section 3.11.2

A private condominium road servicing a condominium development shall be deemed to be an open, constructed and year round improved street.

The developer has deemed the private condominium road not to be an improved street. The reason for this is due to the fact that the developer has not met the required frontage on a street as required per

Section 3.11.1.

No building or structure shall be erected, altered or enlarged on any land which does not have the minimum required lot frontage on an open, constructed and year round, improved road.

Section 4.2.3 b)

The developer does not meet the zoning requirement of not more than (1) required parking space located within the required front yard or side yard.

The developer is defining the parking for his requirement 13 spaces in the front yard and a maximum of 6 in the exterior side yard. The reason for this is too many residential units in the development 1.3 ha land area.

Section 4.25 b)

Norfolk County zoning requires a minimum 50% of each the front yard and exterior side yard to be maintained as landscaped area.

The developer is reducing this requirement to 40%. The reason is too many residential units in the 1.3 ha land area.

4.9 a)

Single detached, semi-detached, duplex, triplex, four-plex, townhouse dwellings and vacation home shall have 2 parking spaces for each dwelling unit.

The required 110 parking spaces are not provided. The developer is deficient by 12 parking spaces. The developer's justification that the one storey stacked residential units will be marketed to retired and single people that have one car is not a valid assumption. The development as proposed cannot provide the required two parking spaces per residential unit.

5.4.2 h)

Maximum building height: 11 meters.

The developer is requesting a change to 12 meters. This design of townhouse is not in keeping with the tradition character of the existing urban areas as defined in the Norfolk County Official plan 5.4 b) Community Design.

The Norfolk County Official Plan also outlines several requirements that this development does not meet:

Community Design.

5.4. b)

Through the review of development applications, including plans of subdivision, site plans and other development proposals the County:

i) shall ensure the new development is designed in keeping with the traditional character of the urban areas , in a manner that both preserves the traditional image of the urban areas and enhances the sense of place within the County while maintaining the community image of existing settlement areas.

This development is not in keeping with the traditional character of the existing urban areas.

iii) shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces and parks.

The high density development proposed will decrease the streetscape safety and no green space park is proposed.

vi) shall strongly encourage design that considers and, wherever possible, continues existing and traditional street patterns and neighborhood structure.

This high density development did not consider the traditional street patterns or existing structures.

Further to the above mention items the traffic study completed was between the hours of 8:15am to 5:00pm outside of normal rush hour traffic. This study was completed during a time of Covid when a majority of Waterford and Norfolk residents were working from home or making essential only trips. The transportation study did not address the traffic from the 40 unit townhouse proposal on the northeast corner of Lam Blvd and Old Highway 24 in addition to the 55 unit townhouse development on the southeast corner of Lam Blvd and Old Highway 24. The transportation studies were done separately for each proposal. Since the transportation study did not take into account these parameters, Norfolk County may in the future incur costs such as turning lanes and stop lights that will be required due to the increased traffic the developments will bring.

We, the undersigned, respectfully request that the rezoning application be denied.

Sue Nadwodny

Thursday, March 10, 2022 11:53 AM

We would like to give notice that we are AGAINST this application to amend the Official Plan designation from `Commercial' to `Urban Residential'... and to change the existing zoning of R5(H) and C5(H) to R4, that would permit 55 residential units.

We purchased our home at 24 Winterberry Lane, approximately 14 months ago, with the knowledge that the land on said property would be future `Commercial' businesses. In Fact, there is clear signage indicating this future use. We are a retired couple who looked forward to being close to various `commercial' businesses.

The area we are located in is a quiet residential area with beautifully built properties. We also have a great concern about the increased traffic and congestion into our neighbourhood.

Please register our comments against this proposal. We would like to be notified of the meeting times and dates concerning this application BEFORE it is voted on.

Thank you,

Sincerely,

Sylvia and Murray Kidd

Monday, March 14, 2022 10:53 AM

Dear sir,

I object to the change of zoning of this land from commercial to residential.

It is totally unsuitable for a residential development considering the proximity to existing housing, the main road and the smell from the Norfolk disposal site.

The density of housing proposed is not acceptable for this area.

Regards

Jeff Coles

Monday, March 14, 2022 1:10 PM

As a resident of Waterford, I am asking you to reconsider approving the above planning application for a 40 unit development on the Northeast of Old Hwy 24 & Lam Blvd and the 55 unit development on the Southeast of Old Hwy 24 and Lam Blvd. There has been a massive surge in residential housing in Waterford over the last couple of year and I believe these 2 plots should remain commercial as Waterford does not need more houses, but does need more infrastructure in the form of services and retail.

Gloria Fidler

Friday, March 18, 2022 4:20 PM

Good Afternoon Mohammad.

I'm writing in regards to the proposed rezoning of the 2 lots at the end of Lam Boulevard in Waterford (File#OPNPL2022039/ ZNPL2022040 & File #OPNPL2022043/ ZNPL20222053)

As a current resident of Lam Boulevard, I have several concerns about these developments.

I am requesting that the concerns listed below be considered by the Norfolk County planning department and council in regards to the zoning decisions and plans for both of these developments:

1. Traffic Impact - While it appears a traffic impact study has been completed, doing so during covid when people such as myself were working form home is not representative of actual traffic conditions. I have recently started commuting to work in Brantford again as of January for the first time since Covid began, a great example of how traffic conditions in our subdivision and town have changed in the past 3 months.
2. Subdivision Traffic - What mitigation steps will be in place to ensure NO traffic from these developments travels through the subdivision? It is very enticing for those commuting to Brantford via Cockshutt to cut through the subdivision to get from Old 24/Lam Boulevard to Thompson Road. As a resident of Lam Boulevard, I take this route daily myself. What will prevent the residents of these combined 100 units from cutting through our subdivision streets as well?

3. Shadowing - The sun sets in the west, and these developments are on the west end of the street. Will it be ensured that homes at the end of the street are not impacted by shadowing of the multiple story units/condo/apartments?
4. Parking - They appear to be applying to reduce the parking ratio. In absence of public transit in this area (and lack of amenities nearby), it is not realistic to assume that residents will have fewer than normal vehicles per unit. In absence of sufficient parking, it will likely result in many of the unit owners parking on the Lam Boulevard, right near the intersection which is a safety and traffic concern.
5. Zoning change from Commercial to Residential - As Waterford grows, so will the need for amenities. This real estate is the idea space for continued commercial growth – creating jobs and access to amenities for the residents of Waterford. If this space is re-zoned, Waterford will lose the opportunity to have an expanded shopping centre where the Foodland and Rexall is currently located.
6. Yin Subdivision Cohesiveness – The Yin Subdivision requires that homes are brick or stone, and not aluminum, in addition to many other stipulations. If these developments are at the entrance to the Yin Subdivision – should they not be subject to the same covenants and be optically cohesive to the rest of the subdivision?
7. Environmental Impact – File #OPNPL2022039/ZNPL2022040 specifically appears to eliminate the currently existing pond, which is home to fish, turtles and a fox den. This is very concerning from an ecological perspective.
8. Water – Water supply has become a major concern in Norfolk County. Adding 50 units each to 2 small parcels of land in Waterford will only compound this issue.
9. Landscape buffers – Will there be adequate buffers in place between these units and neighbouring homes (fences and/or cedars)

Thank you for your consideration of my concerns listed above.

Kind regards,

Cheryl Vandenberghe

Saturday, March 12, 2022 5:41 PM

Dear Sir:

We would like to share with you our concerns around an application for a change in zoning from commercial to residential and a plan to build townhouses and multi level units on the SOUTH SIDE OF LAM BLVD AND THE NORTH SIDE OF LAM BLVD in Waterford, Ontario. As loving and loyal residents in Waterford for over 30 years; we felt compelled to write this letter. What makes Waterford and this community so valuable and desirable to us (and others) feels to be at risk of being destroyed.

It has come to our attention that the areas west of us, on the north side and south side of Lam Blvd are to be considered for a change in zoning and an application to build high density town homes and multi level housing.

There are many reasons this is concerning. After reading in our local newspapers, for years, about many infrastructure and capacity issues around water and sewage, it baffles us to think Norfolk County could approve this in a system that is already stretched and stressed. Not to mention, the ability of our current schools, who are at maximum levels, to accommodate a growing population, traffic, noise and negative impacts on filling in a pond that houses countless wildlife, whether this said pond is under LPCA or not, it all matters.

It also saddens us to know this county might approve something that will change the very essence of what makes this beautiful small town appealing. To build and build up, in (up until now) a well thought out, and careful growth plan community) feels wrong on so many levels. We have seen the suggested plans for the two new areas north and south of Lam Blvd and this high density sprawl and change to our community can't on any level, be an improvement.

The improvement and development of the rail trail, the shadow lake trail, the introduction of local and locally sourced retail stores and the conversion of the east side of the market on Alice Street to condos have improved the community, added to the community and respected the integrity of the community. They have complemented the beauty, joy and long term value of this area. The proposal in front of you, to develop the south side and north side of Lam Blvd, have NOTHING in common with other things that have been done. Keeping the area as commercial could give a chance to local store owners, to local artists, to another bank, to a bakery, and to other opportunities to contribute to the beauty, use and appeal of this wonderful small town and to its residents.

It would be an amazing concept if this county could consider the future impact on natural resources and community integrity instead of the bottom line of money. Our hope is that Norfolk County has the wisdom to pause on this application, be thoughtful and forward thinking and honorable to the people of this community as opposed to the developers. Why not nurture the calmer, peaceful and natural appeal of a small town? Stand out, think differently, think long term and not short term.

We hope you take a hard look at the decisions that have already devastated other parts of this county. It would be a great loss to alter and change forever the intrinsic beauty and "small town-ness" that makes Waterford so enjoyable to live in.

Yours in hope,

Jim and Karen Baetz

Friday, March 25, 2022 5:03 PM

I am writing to strongly oppose the proposal to change the zoning of the property proposed for development on both the North side of Lam boulevard directly behind the condo development I live in which backs on to this property as well as the South side of Lam Boulevard. Although I believe Waterford is a great place to live, rezoning this to residential would impact the commercial space for future development which is desperately needed for the continued growth of our community. I believe it is important that a town/city center is necessary and this real estate is part of the main core that runs through Waterford and should be reserved for commercial development.

In addition, the number of units proposed for this or any residential build in our community is excessive and, in my mind, not consistent with the space afforded to the detached high end homes and bungalow towns developed in our community of Waterford which is one of the reasons I moved here from the city. Putting this many units in the geography allotted is changing the style of living to that which we see in the GTA. This was one of the reasons I moved away from the GTA to Waterford. To get away from such a densely populated area. In addition, the amount of vehicles that would likely be parked given the density of this development would be an eyesore impacting the property value of the Lam subdivision, especially our condo community of Eden Hill. Not to mention how it would further impact our resources, roadways and future commercial development.

The structural architecture of the Lam subdivision has homes built of brick with spacious properties creating an environment of luxury community living. The proposed building materials are not in keeping with the aesthetics of our beautifully designed subdivision and in my mind diminish the property values of all who currently live here.

How are the schools going to handle the addition of the children associated with the amount of families destined to live in the proposed developments? Already the school is overcrowded and busting at the seams and having to utilize portables to accommodate the growth.

Also has anyone done an environmental study on the pond on Block 61? What about the existing wildlife in that area. I see foxes in this area and who know what other creatures call this their home.

These are just a few of the reasons I am opposed to this development. My preference would be to keep this space designated as commercial and would look forward to reviewing plans for a commercial build. Given I am a majority stakeholder who would be impacted the most by this proposed development as I back directly on to it, I would like it on record I do not want this development to proceed.

Wendy Frankow

Tuesday, March 29, 2022 2:49 PM

Dear Mr. Alam, Senior Planner for Norfolk County:

As homeowners in the Yin subdivision, we are writing to you to voice our concern and opposition to the development proposals to build a total of 95 condos on the two pieces of property on the north and south sides at the intersection of Old Highway 24 and Lam Boulevard in Waterford.

Our concerns are:

- The two development projects as proposed are unacceptable for the small size of the available land, especially when compared to the existing Eden Hills condos.
- The condos proposed for these two developments lack sufficient parking for the residents and their guests – most households have two vehicles – hence at least 190 parking spots would be needed just for the condo residents, never mind visitor spots.
- This level of housing density will increase traffic congestion into and out of the Yin subdivision and produce significant pressure on the town's infrastructure and related services and reduce land for any future commercial development.
- The proposed condos are to be much higher than the standard for the area and are to have aluminum/vinyl siding when the standard for the area is brick and stone. We consider such a condo design to detract from the character of the area and reduce the property value for those in the existing Yin subdivision.

We request the Norfolk Planning Department recognize these concerns and decide not to approve the current proposals for the condo development on these two properties.

Thank you for your attention to this matter.

Regards,

Greg and Trudy McMillan

Tuesday, March 29, 2022 2:56 PM

Dear Sir,

I am writing to express my concerns regarding the two proposed residential developments at the corner of Lam Blvd and Old Hwy 24.

This area is currently zoned commercial and part commercial/residential. We desperately need more commercial space for services such as doctors, dentists etc. and food outlets etc. I have no objections to the existing zoning as such (subject to seeing the plans etc.)

I do however have a strong objection to the high density, residential proposals 1 & 2, currently under review by your office. I object because of height, appearance, density, lack of parking, lack of green space, increased traffic using Yin subdivision for access.

This marks the entrance to our town from the south and high rise, high density housing wouldn't make a favourable first impression. Waterford is stretched to capacity for services, water, sewer, fire service etc. as it is. This proposal is unacceptable in its current form.

My wife and I hope that you will deny the application in its entirety. I am available for a conversation at the number below or via email.

Thank you for your attention to this matter.

Sincerely,

David & Gloria Fidler

Tuesday, March 29, 2022 3:26 PM

Sir

We are Gene & Dianne Neziol, residents at 47 Yu BLVD.

We wish to protest the 2 new developments at Old HWY 24 & LAM BLVD.

These proposed high-density units are certainly of the highest-density style, not keeping with the area.

That brings height problems, not keeping with the area, density problems where Proposal #1 of 55 units has the same footprint as Eden Hills Condominiums (26 units). In my opinion Eden Hills is actually densely compacted together.

Also with the parking problems, with developer formulae, the spillover onto the streets will make the area dangerous. Congestion, nonetheless, at "rush hour" will multiply considerably and that intersection old Hwy 24 & Lam BLVD will not be able to handle the congestion.

This 'packing them in' will have a huge impact on current infrastructure also.

Thank you for the opportunity for Dianne and I to voice our concerns.

Sincerely

Gene & Dianne Neziol

Tuesday, March 29, 2022 6:10 PM

I am writing you to express our displeasure and vehement opposition regarding the buildings and townhouse suggestions. TOTALLY 100% against this, Yin subdivision is a nice small quiet community - but if these are built as suggested it will totally destroy it. It will also bring the prices down on the current homes as people will not like what they see when they first come into the subdivision. There will not be enough parking for the new construction and WAY too many buildings for the small space. They will have no yards - and that will NOT be good. As well, the proposed siding will not be complementary to the existing homes.

Bonny Rambarran

Tuesday, March 29, 2022 6:16 PM

Sir, I am totally against both proposals 1 and 2. Those areas were originally designated for commercial development and should remain that way. Our existing community does not need high density housing. I did not move here from Toronto 18 years ago for this. We need more local shops and enterprises, not TRAFFIC!

Our community has plenty of room elsewhere within the town. We certainly do NOT need to clog the main artery through Waterford.

PLEASE do not approve any zoning change.

There may be increased tax revenue for the municipality which I doubt would have any positive effect on my increasing tax and ridiculous water charges.

Say NO!

Robert J Poremba

Wednesday, March 30, 2022 8:20 AM

Good morning Mohammd, please find my letter as a step towards stopping the current proposals for 2 sets of residential developments at Old Hwy 24 and Lam Blvd in Waterford.

Currently North side of Lam is zoned commercial and the South side a combo of commercial/residential. The new proposals are to change both those locations to residential. This is awful and unwarranted in many ways. First off being the ugly sight that will cause jamming 55 units on south side and 40 units on the north side. This

is a beautiful small country town neighbourhood and those developments would turn this into city looking housing crammed in side by side. This would take away from the look and value of our beautiful neighbourhood. There is definitely not appropriate spacing to put that many residential units into those small spaces. This will cause the lose of prime commercial space, which we need more commercial spaces available here in our town to bring more job opportunities. Also the units proposed do not fit in with the visible appearance of our current homes, we have spent valuable money on brick, stucco and stone to make our subdivision special. We do not want awful looking homes with aluminum and vinyl siding as that is not our standard! Also with that amount of units, brings double or triple the amount of vehicles, causing safety issues and parking issues. We try hard to keep cars parked off the streets here in order to maintain a clean look and drive slow for safety. This increase in traffic would be intolerable and cause a lot of headaches. We are also concerned about the impact it would have on our already tapped water, sewer, and emergency services. This also impacts poorly our schooling, medical and senior supports in our area that are already thin and have long wait lists. This is putting everyone at harm! That large increase in population would also increase the crime in the area that we do not want!

Please think about these issues seriously and how you would feel if you resided here. Please come for a drive around the neighbourhood to feel the true impact it would have on us! These units would greatly bring down the value in our homes! These units are not a value to Norfolk County, let alone our beautiful country town Waterford!

This is not the right move and these proposals should be STOPPED and NOT be approved!

Thank you for your time

Kelly

Wednesday, March 30, 2022 8:23 AM

Mr. Alam;

I am writing to express my concern over these 2 proposals in Waterford.

As a past resident of Paris, Ontario we have seen the deterioration of the community with these types of proposals. Once a small town atmosphere with nice homes and lots it has become a row housing small patch of grass living on a very busy main road. Even the larger more expensive homes have a postage stamp size lot with a house you can virtually walk from house to house on the roofs.

These proposals are the first step at the deterioration of small friendly town atmosphere. There are many beautiful older homes and newer builds in Waterford. To allow height gain from our standard 36 feet to 45 feet is not progressive especially where these proposals place them. Add to the fact they are to have aluminum/vinyl siding from the current brick and stone is further deteriorating the quality and curb appeal in Waterford.

The allowance for parking is another area not properly assessed. To allow such a small allotment for vehicles is not realistic in a town that has limitations on services and employment. Persons living in Waterford require vehicles to travel to work, schools, stores and vehicle servicing. Most homes have at least 2 vehicles.

These proposals can impact negatively our ability to maintain at decent levels our infrastructure as in water (which our pressures are not good now), sewer, fire and emergency. Our location, just adjacent to these proposals has a red fire hydrant which translates to not enough water pressure for the fire department. The county must send a pumper truck when a fire happens to get enough pressure to effectively fight a fire.

We are opposed to these proposals.

Howard & Sharon Sims

Wednesday, March 30, 2022 8:39 AM

Hi there

I'm sending this because we are not happy with the proposals for condos in the yin subdivision.

1. We believe all condos should be one level to match the other condos.
2. We think the front of them should be brick or stone.
3. We think more parking should be provided even if u need to build less condos.
4. We believe the north side should be left for future commercial buildings to be built.

I am very surprised that u are thinking of putting so many condos in the entrance of the subdivision.

I believe the county has an obligation to uphold the integrity of the existing residents of yins subdivision.

Thanks

Gary Anseeuw

Wednesday, March 30, 2022 9:46 AM

Good morning,

I am writing to you as a longtime resident of Waterford and an owner of one of the houses in the Yin survey (Coulas Crescent). I am very much troubled and angered over the possibility of the proposed two developments that are slated on the corner of Hwy 24 and Lam Street. We already have two new housing developments that are happening right now in Waterford, so I don't believe the need for "more housing" is required or needed. Also, not to mention the impact on current infrastructure affecting water and sewage that is already strained.

There is already concerns over the increase in traffic for the size of this town, so to add even more housing would be ludicrous. The fact that these homes will not be to the standard of the rest of the subdivision with aluminum and vinyl siding (resulting in possibly lowering our property value) is disappointing when we had to be held to the standards of an exterior finish of stone and brick. It should follow suit for any other housing being put in there. The biggest one is the parking where most of these new homes will have parking for one vehicle and the majority of the families now a days have two vehicles. It will leave people needing to park on the road which will cause more congestion on the streets.

These properties were supposed to be zoned for commercial use which Waterford is in desperate need of. You allow for all of these houses and people to live here but you don't offer them the amenities that we should be getting especially with the high taxes we pay.

I hope there will be enough concern over this that it won't get passed. I believe it will be a detriment to this one time small quaint desirable town.

Please listen to the people who it will affect the most.

Thank-you,

Courtney Harbin

Wednesday, March 30, 2022 10:08 AM

Good morning Mr. Alam

I am writing to you as a concerned homeowner in the Yin's subdivision in Waterford with regard to the subject proposed development.

The parcels of land for Proposal 1 and 2 do not seem to be large enough to accommodate a total of 95 townhomes. These dwellings will have minimal remaining land for yard space and beautification.

The proposed density would diminish the attractiveness at the entry to this subdivision and cause major congestion of traffic flow into and out of the immediate area. Traffic can be an issue presently so increasing the population due to the sheer number of dwellings will be a significant problem. If traffic flow studies were performed recently it would have been reflective of a Covid related lock down with the majority of residents only doing essential periodic driving. There would be minimal traffic recorded as many people were working from home.

How has the infrastructure changed to accommodate this density of housing in the past few years? Waterford has one grocery store and pharmacy, 2 elementary schools at capacity and 1 high school. There are minimal employment opportunities and scarce health (medical and dental) facilities. We've heard about the water issues and moratoriums on building in Norfolk due to water shortages. Has this been resolved?

The planned construction of these units calls for aluminum and vinyl siding. Regulations in place when Yins subdivision was proposed indicated the requirement for exterior construction to consist of brick and stone. Anything else now would definitely not conform to the standards set in our community. Bungalows currently make up the majority of the homes in our neighbourhood and the proposed 39-45 foot high two story townhomes would diminish the look and feel within our area. Without adequate parking for each of the units, the overflow of resident and visitor vehicles will spill onto the neighbouring streets causing further congestion and traffic disruption.

Why approve a change in zoning to accommodate dwellings that would completely detract from a nicely established high property taxed neighbourhood? The current homes in Yins subdivision turn over easily as it has come to be known as a very desirable area. Recent home sales have come close to \$1m with one home having sold

for \$1,44m last year. Having a developer come into this area with plans to change all of that is unacceptable and many residents here are very dismayed.

There are 3 existing condo developments in the area, all of which are brick and brick/stone construction and blend seamlessly into the surroundings as they have been planned out well with an appropriate number of one storey units on an appropriate parcel of land.

Progress is inevitable and a zoning change may be granted. But we ask that care and thought go into granting development that is inconsistent with the existing community and all considerations are made for greenspace, density, traffic and aesthetically pleasing construction.

Regards,

Mary Ann Cousins

Wednesday, March 30, 2022 1:41 PM

I am writing to express my serious concerns regarding the proposed development at Old Hwy 24 and Lam Blvd. in Waterford. I have been a long time resident of Waterford, approximately 40 years. My husband and I bought a small house on Church street and raised our three daughters there. We loved Waterford and it's small town warmth. When the Yins subdivision was built we stretched our budget and bought one of the first phase smaller homes and we loved living in that subdivision. It was unlike most new subdivisions. The lots were large and the homes were very well diversified. What is being planned moving forward is CRAM, CRAM, CRAM! The beauty of our area will be very much diminished with that many units at the entrance of our subdivision. Not to mention all the people coming to Waterford will make shopping, at the few places available to us, a "standing in line" nightmare. Give us more amenities not PEOPLE!

I am 74 years old and I would love to live the rest of my days in a small town, not a city.

Thank you for any help you can give in this matter.

Diane Chapman

Wednesday, March 30, 2022 3:35 PM

Good Afternoon.

We recently moved to beautiful Waterford in the Yin subdivision.

We were specifically attracted to this subdivision because of the standard of the current homes, which are brick and stone, as well as to get away from cities/towns that are just so overpopulated and traffic is a nightmare getting from one end of town to another. We spent a lot of time trying to find an area to live in that had beautiful homes which were aesthetically appealing and that would hold their value well.

Being a homeowner for many years, I have never liked homes with siding and tend not to buy in those neighborhoods as they don't hold their value as well as brick homes do and find that homes with siding tend to bring down the value in that neighborhood. We also do not buy homes that are typically near condos that do not look nice, or that tend to have a lot of renters.

Although we do have condos in our neighbourhood already, they are quite nice to look at, there are not a lot of them and they are well maintained. I also really like the fact that they are not high at all.

The current proposal at old Hwy 24 and Lam will take away from every reason that we moved here in the first place and hope that everyone involved will take another look and rethink this development proposal. Affordable housing, unfortunately attracts investors, who WILL rent out these units. It is a known fact that renters typically do not take care of their temporary homes.

If there are a lot of units with insufficient parking, or do not look like homes that are currently in this area, or threaten to have an impact on our current infrastructure, as well as threaten our beautiful greenspace, it will make us second guess the very reason we moved here.

I hope this does not happen

Thank you

Fraser and Kathy Smith

Wednesday, March 30, 2022 4:31 PM

I purchased my home in the Yin subdivision in October of 2021. One of the reasons for locating in this area was because of the existing layout of the homes. The entire area shows very well, is generally quiet and peaceful, and it gives the feeling of being safe while walking around the neighbourhood. Other than the Eden Hills condos (which fit very nicely being that they are bungalows, and the design is similar to existing houses), the area is very well planned out, the homes are similar, and anyone can see that those who chose this area to live in take pride in maintaining their homes and their property.

The proposal for one and/or two units of 55 units and 40 units will cause traffic concerns and parking concerns. more and more vehicles parking and blocking the streets/roadway). Keeping in mind that existing home owners have children as well as pets to consider without adding that many more vehicles to this area. A huge concern would be the affect on our water supply (purity, taste, water pressure, cost and consumption), and sewage/waste issues.

M. McCombe

Wednesday, March 30, 2022 4:32 PM

My husband and I STRONGLY oppose the proposed development at Old Hwy 24 and Lam Blvd. We have been in the Waterford area for 55 years, out in the country. When we moved to the town of Waterford we were looking forward to a small town atmosphere. We are losing that feeling daily. The property in question is zoned commercial. LEAVE IT THAT WAY! We need more businesses rather than residential!!

Thank you for any assistance you can provide

Keith and Donna Hayes

Thursday, March 31, 2022 5:30 AM

If this flier is accurate, these developments should not be approved.

Don't do it!

Marlene and Dave Thompson

Thursday, March 31, 2022 9:10 AM

Dear Mr. Alam,

My name is Sara Neziol and I live in the Yin subdivision. I am writing to you in regards to the proposed developments at old hwy 24 and Lam Blvd.

My concerns include:

- Parking: Will each dwelling have the correct allotment of 2 spaces for each dwelling unit? If we are including the garage as one of the spaces, (if there are garages' on these units) I am concerned as garage spots or more often used for storage than actual parking.
- Parking: Will there be one visitor parking space per 3 dwelling units?
- Parking: I am concerned about Lam Blvd. becoming a regular parking space if there is not sufficient parking in the proposed plan.
- Sidewalks: Hwy24 does not have a sidewalk. People will walk to the Foodland plaza, the trails, and to schools in the area. I am concerned for their safety. I think one should already be installed as many people walk in the area- including the route to St. Bernard's school- there is no sidewalk on Thompson Rd. for the children to use. This sidewalk would also connect to the trail entrance on Thompson Rd.
- Traffic: The corner of Lam and Hwy24 will become busier. Does a traffic study need to be done? Will an all-way stop sign need to be installed?
- Yin Subdivision Covenants: The houses area all brick and stone. Will the units in the proposed plan also be brick and stone?
- Yin Subdivision Covenants: Will the units follow the height guidelines?
- Greenspace: Will the units have yards?
- Commercial: I feel that this would be better zoned as commercial area, or at least a mix of residential and commercial. Do we want to give up this potential commercial space? We are landlocking our current plaza and the ability to extend on that.

I am not opposed to development but I am opposed to developers trying to squish as many units as possible into a space without considering the subdivision it is being added on to, and the problems that the squishing leaves behind. It is unfair to the current residents, and it is unfair to the residents who will be buying these units. Not following the current covenants in place is unfair to the Yin subdivision.

Thank-you for the opportunity to provide feedback.

Sara Neziol

Thursday, March 31, 2022 9:32 AM

Dear Mr. Alam,

I live in the Yin subdivision in Waterford with my wife.

We moved here from a bigger and busy city for our retirement. Our neighbours have informed us of the proposal to erect Condos at the Lam/Hwy24 junction. While we are not opposed to development we believe the proposed structures are unsuitable for Waterford. They are too dense, too high and appear to be built with the cheapest materials. If you visit Waterford in the Spring you will note the beauty of #24 as it runs through the town and the quaint buildings on Main Street. It is one of the reasons we moved here for a quieter lifestyle. I think the proposed structures would ruin the ambience of our town. Norfolk County is an idyllic place to live and should not be spoiled by Toronto City developers moving in to make a quick buck at our expense

Yours truly

John & Ann Fitzsimon

Friday, April 1, 2022 7:03 AM

Yes , I'm totally against the proposed development several reasons,

1, No Green Space

2, To crowded, parking problems.

3, We already have a shortage of water, leave alone more housing.

4, People moved to this area to get away from those over crowded places where they lived. now you are starting the the same scenario all over again, and people are going to move away.

5, Traffic congestions are already here at Old #24 and Thomson rd, specially Tim Hortons. they are already backed up on the road both directions, don't really need another 75-100 vehicles.

6, If you really must build there, lets keep it in line with the survey that's already there and don't build it with cheap housing, it would look like a run down neighbourhood in no time.

PLEASE LOOK WHAT YOU ARE TRYING TO DO TO THIS WONDERFUL LITTLE TOWN.

Regards.

Ben Elzinga

Friday, April 1, 2022 2:44 PM

I am writing this email in support of the Yin Subdivision Developmental Action Committee's concerns regarding two high density developments proposed for both corner properties at Lam and Old Hwy. 24 in Waterford.

My husband and I bought a house in the Yin Subdivision to be our retirement home. We choose Waterford for the small town feel. It made us feel safe and offered convenient access to the few amenities we would need on a daily basis. The proposed developments are forcing us to rethink that decision.

Although we agree with all the issues put forth by the committee, we are particularly concerned with the notoriously weak infrastructure and water supply in Waterford. It has been news worthy for many years. Adding high density housing in addition to the already in progress housing developments will surely put too much strain on these systems.

In addition to the committee's concerns, we would like to empathize that Waterford has very few amenities to offer residents. One grocery store will surely not be able to service the number of residents expected in the existing developments without considering the addition of multi-unit building. A new store could be build, but where if the commercial property is changed to residential. Secondly, Waterford has very few activities for all age groups of young people. Lastly, is it prudent to add so many more residents to an area that is underserved medically, both in facilities and medical personnel? We are still in jeopardy in regards to a deadly virus.

We definitely oppose the two developments referenced above. Please consider carefully the consequences of these developments for the residents of Yin Subdivision and the town of Waterford.

Regards,

Bill and Jean Broda

Friday, April 1, 2022 3:50 PM

I am not in favour of the two proposed residential developments in Waterford. The type of construction proposed is in conflict with the existing homes in the subdivision. The number of units would definitely create parking issues resulting in on street parking on both sides of Lam Boulevard. The existing streets in the subdivision are difficult to traverse with a vehicle parked on only one side of the street. It would pose a definite issue for emergency vehicles. It is not for wise to assume that a one bedroom unit means one car. The units would attract young couples and new families. There is not a

big employer base in Waterford meaning that most couple and families will probably have two cars to commute to work. A parking ban on the adjoining streets would probably raise issues for the adjacent commercial areas by having non customer vehicles parked in their lots. Waterford is growing and will need more commercial property to attract new business. It would make no sense to rezone this commercial area and then have to go looking for new commercial land down the road.

W. Smith

Waterford

Friday, April 1, 2022 10:00 PM

Sir

We are seniors living in the Yin Subdivision. My wife and I strongly object to the proposed zoning changes allowing additional condo units at the above location. This will spoil the neighbourhood. We need commercial development with services and amenities, not more condos that will cause congestion and many other negative issues.

We have signed the petition in the neighbourhood and hopefully these proposed amendments will not be approved. Thank you.

Bernie Restivo

Heidi Restivo

Saturday, April 2, 2022 8:55 AM

We object to the proposal

The increased traffic being our greatest concern.

Street parking in this subdivision is currently also a concern ; and there are apparently no restrictions. This is only going to be worse with the increase in vehicles and apparent lack of onsite parking.

Waterford has proven to be a very windy town. Aluminum or similar siding could probably be very problematic.

These are our reasons for objecting.

Murray & Ginny. Tuck

Saturday, April 2, 2022 12:34 PM

I am writing to express my serious concerns regarding the proposed development at Old Hwy 24 and Lam Blvd. in Waterford. I have been a resident of Waterford my entire life...over 50 years. My husband and I recently moved from a country residence, north of Waterford, where we raised our 3 boys happily to the newer Yin's survey. The Yin's survey is unlike most newer subdivisions. The lots are large and the homes are very well diversified. What is being planned moving forward is CRAM, CRAM, CRAM! The beauty of our area will be very much diminished with that many units at the entrance of our subdivision. Not to mention all the people coming to Waterford will make shopping and dining, at the few places available to us, a "standing in line" nightmare. Give us more amenities not PEOPLE! This is what we so badly need! Not to mention the strain it will place on our fire/police services....we already hear more sirens than we ever have in the past.

We have always loved Waterford and it's small town warmth....this is changing daily and will only worsen if this most recent planned development goes through. It is NOT what the original people of Waterford need or want.

I am 53 years old and my husband is 60 years old. We would love to enjoy our retirement days in our small town Waterford, NOT a city.

Thank you for listening and for any help you can give in this matter.

Kim and Rick Sostar

Saturday, April 2, 2022 2:58 PM

Hello:

We are residents of the Yin subdivision in Waterford and are writing to share our concerns about the proposed developments in the above area. We understand that Proposal 1 is currently zoned as part commercial and part residential while Proposal 2 is zoned as all commercial. We also understand that changes to existing zoning by-laws and to the Norfolk Official Plan are being sought to accommodate these potential developments.

We're concerned about the immediate impact that this development would have on our existing infrastructure - water and sewer systems, waste disposal, increase of traffic and resulting noise and pollution, lack of parking if some of the proposed units are not allocated the standard two spots per unit, congestion at the Old Highway 24/Lam and the Duncombe/Thompson Road intersections - as well as the longer-term impact on Waterford in general regarding those essential services we all rely on - access to fire and emergency services, safe intersections for children on their way to school, parking at the Foodland plaza and other area services.

Is the Yin subdivision, and Waterford in general, able to support several hundred new residents? Development is still going on at the north end of town. What upgrades have been made to our water and sewage systems? Our waste facilities? Our roadways and sidewalks?

Many of us chose to live here because it is not a high-density urban suburb such as parts of Mississauga or Brampton have become. It would indeed be a shame if "The Natural Place to Be" were over-developed to such an extent that it loses its rural charm and atmosphere.

Christine Cardwell and Dennis Yeadon

Tuesday, April 5, 2022 2:35 PM

We oppose the above proposals for several reasons:

- 1) The Yin Subdivision set a standard FOR BUILDING CONSTRUCTION and Lot size
- 2) The asking price currently for properties in the subdivision is plus or minus \$1,000,000.
- 3) This subdivision is an attractive opportunity for people from Ancaster, Burlington, Oakville to purchase

And to contribute to the business in Norfolk and has made Waterford a DESTINATION to move to.

- 4) The property taxes in the subdivision contribute significantly to the coffers of Norfolk County.

We question:

- 1) Why condominiums similar to the construct on Yin St. are not considered?

2) Why is an upscale apartment block similar to Mill Pond in SIMCOE not considered?

These two options would provide retirement settings for seniors or others wishing to downsize living space.

Where on earth is the VISION for these development sites?

Respectfully submitted

Gerry and Dorothy Kott

Wednesday, April 6, 2022 4:10 PM

Dear Mr. Alam;

Please add my name to the list of very concerned Waterford citizens about builders expecting zoning changes. I am vehemently opposed to buildings that will crowd our Yin subdivision with excessive street parking; extra garbage/recycling/bulk items blowing about or piling high given the insufficient parking and outdoor spaces; lack of lawns; removing green space; lack of plans to plant trees; clogged traffic making that area a bottleneck; changing the brick standard to a siding one; over height buildings; and most importantly, Norfolk lacks sufficient water for existing residences, so how are new builds allowed?

Please reply to me with answers to:

1/ How does a builder get approval when our infrastructure is lacking (water)?

2/ Do the Dominion Lofts on Alice Street truly offer zero parking spaces? If so, how was this approved?

3/ What can we do to ensure our neighbourhood zoning is not arbitrarily changed to please builders?

Thank you for your anticipated response.

Best regards,

Laura Wakeling

Saturday, April 9, 2022 2:30 PM

I am writing in regards to the proposed development on Lam Blvd/Hwy 24 in Waterford.

While development is an expected occurrence in all towns and cities, I feel the need to express deep concern over the traffic and safety issues we already experience in the community as a whole.

At most times of the day and early evening, making a left turn from Lam Blvd onto Old Hwy 24 is a difficult thing. There is a high volume of traffic entering the town and Lam Blvd sees a large volume of vehicles from our neighbourhood as it is now. At the other end, exiting from Duncombe Road is difficult as trucks and cars alike drive into town at a very high rate of speed. It's difficult to determine how fast a vehicle will come upon you as you make your turn. Trying to cross that road as a pedestrian is just frightening. Children walking to and from the schools are very much at risk. The shortage of O.P.P. does not allow for an ongoing police presence to deter the high rates of speed coming into town from all directions. This will become so much worse.

Waterford has yet to deal with the influx of new builds and ongoing ones in just the last year or two. We are already lacking the infrastructure for what we have, let alone high density new builds. The parking that is sure to happen along Lam Blvd because of this, will be an accident waiting to happen. There are so many children and seniors in particular that enjoy being out on their bicycles or for walks and the road entrances will be obscured. We have residents within this neighbourhood that use Lam Blvd as a short cut and a way to avoid stop signs, traveling way too fast and already safety of the many children here are a concern. I can't imagine how much worse this will become.

Please reconsider this proposal as it will have a true impact on the safety of our neighbourhood and community.

Sincerely,

Paul & Erica Downey

Dear Mr. Alam,

I am voicing my concerns and opposition to the proposed development at Old Hwy 24 and Lam St. in Waterford.

The concentration of units (50 & 40) units, too many, will cause many issues, which have been made know to

you by the Yin Subdivision Development Action Committee, I agree with all their issues with this proposal.

Patricia Saraiva

March 26, 2022

Norfolk County Council

Madam Mayor and Members of County Council

Please accept this letter as advanced notice of the concerns that have been raised by increasing numbers of residents residing in the Yin Subdivision in Waterford. This relates to the proposed development of two blocks of land abutting Old Hwy 24 and Lam Blvd leading into the Yin Subdivision. More specifically these blocks are referred to as (file # OPNPL2022039/ZNPL2022040) at the southeast corner of Lam Blvd and Old Hwy 24 comprising 1.3 ha (3.21ac) and (file # OPNPL2022043/ZNPL2022053) at the northeast corner of Old Hwy 24 and Lam Blvd comprised of 0.7 ha (1.73ac) to facilitate a combined total of 95 dwellings units on 4.94 ac

In our opinion the proposed OP and Zoning amendments being sought are very significant. It would remove the needed current all commercial zoning on the north block and the commercial from the mixed use commercial/residential on the south block. Both blocks would be replaced with medium and high density housing. The resulting impacts would be far in excess of that being considered compatible with the current OP as it relates to property owners within the Yin Subdivision and the infrastructure on and within the vicinity of the lands in question. We also believe the proposed amendments, if approved, could set a precedent in other urban areas without secondary plans leading to further public ground swells in the future.

We feel it is important that members of Council be advised now of the growing concern of so many ratepayers who are very apprehensive about this pending application, currently scheduled to be heard by Council at the May 3, 2022 public meeting. A significant majority of the subdivision residents do not support the two developments as they are currently proposed. In addition to the petition in circulation, we are retaining legal, planning and engineering counsel to assist in preparing and filing our formal objection in advance of the public hearing deadline.

We recently met with our ward councillor Kim Huffman to ensure that she is aware, at the outset, of our group's position. Meetings have also been initiated with your senior planner Mr Alam. He has been very helpful in providing us with available information and reports filed by the developers and others, all of which has been done in a very expedient manner for which we are very grateful.

We all understand the need for affordable housing, and housing in general. However the potential loss of the currently zoned commercial and the proposed residential densities and resulting aesthetics do not reflect the compatibility factors provided in the current Official Plan. The current OP should not be so radically amended to simply satisfy the developer's needs to maximize return on investment. Nor should it be amended to simply adhere to the strictest interpretation of Provincial guidelines for affordable housing, at the detriment of existing residents who have complied with the very strict covenants registered on title within the Yin subdivision.

The issue of affordable housing and related densities needs a more stringent review by the County to avoid the consequences of the one off approach which the two developments in question may be considered a good example. The absence of Secondary Plans are bound to raise controversy by default, especially when developments such as those in question come forward to Council for OP and Zoning amendments that affect the fundamental quality of life afforded to existing residents. Neither Council or impacted ratepayers are well served when either or both have to respond to development applications in the absence of the thorough vetting that goes into the creation of secondary plans in urban centres.

Our request that this letter be entered into the public record at Council has three primary purpose.

a) To provide advanced notice of the increasing concerns being expressed by an ever growing number of residents within the Yin Subdivision and beyond, b) to be fully transparent in advance with all parties, of our intentions to file a formal objection to the proposed development in its current form, c) to provide an opportunity for productive dialogue to advance improved understanding of opposing positions with all parties in advance of the May 3 public hearing.

Thank you for this opportunity to provide our preliminary concerns and related background information. Attached for your added reference is a copy of the current petition's status now in active circulation. As noted we are engaging legal, planning and engineering counsel to help in our review of all reports and documents filed with the County, as they pertain to the two developments in question. Hopefully this will improve our level of understanding, formulate a more meaningful and professionally based submission of opposition and mitigate as much emotion as possible. This will be filed with the County Clerk in due course.

Respectfully submitted on behalf of all attached signatories

Yin Subdivision Development Action Committee

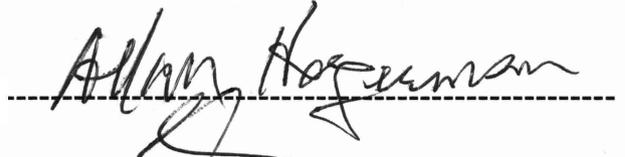
Ian Neville

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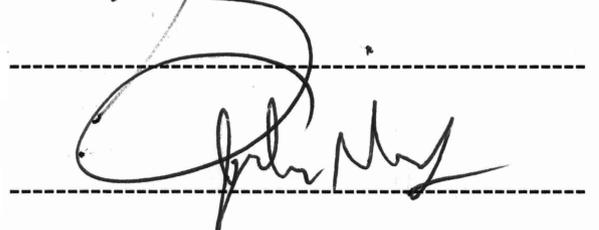
Doug Pass

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Allan Hagerman

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Susan Nadwodny

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John Nadwodny

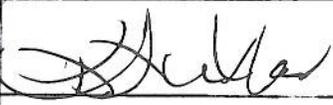
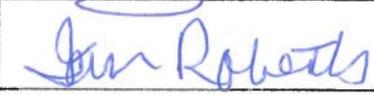
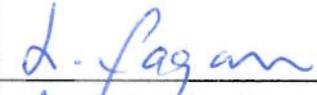
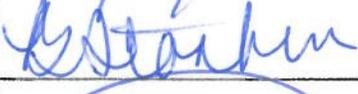
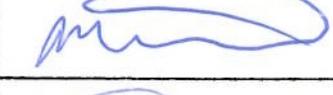
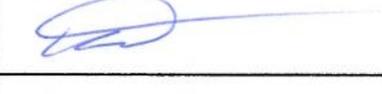
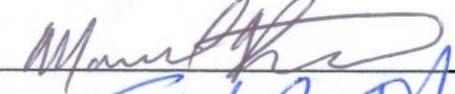
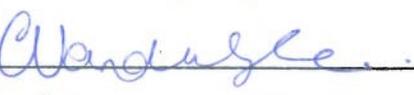
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Rhonda Lea

A handwritten signature in black ink, appearing to read "Rhonda Lea", written over a horizontal dashed line.

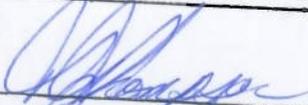
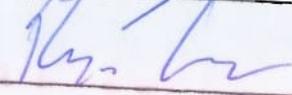
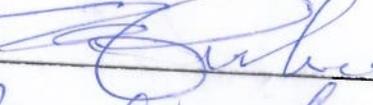
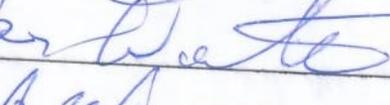
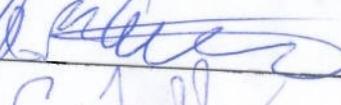
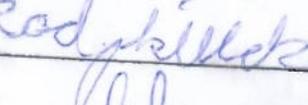
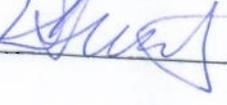
PRINT NAME	SIGNATURE	ADDRESS
LINDA RIPLEY	Linda Ripley	
MARY RIPLEY	Mary Ripley	
LORRAINE WHITE	Lorraine White	
ERIC WHITE	Eric White	
Wendy Frankow	Wendy Frankow	
RICK FISCH	Rick Fisch	
Angele Gedrimas	Angele Gedrimas	
JACK HARVEY	Jack Harvey	
RAKA HARVEY	Raka Harvey	
TERESA DELANEY	Teresa Delaney	
DEAN POTRILL	Dean Potrill	
Debbie Nosworthy	Debbie Nosworthy	
APR NOSWORTHY	Apr Nosworthy	
Mike Halden	Mike Halden	
Becky Halden	Becky Halden	
Nettie Culver	Nettie Culver	
Lawrence Culver	Lawrence Culver	
MURRAY KIDD	Murray Kidd	

PRINT NAME	SIGNATURE	ADDRESS
Sylvia Krad.	<i>S Krad.</i>	
HOWARD Sims	<i>How</i>	
Sharon Sims	<i>Sharon Sims</i>	
BOB PORTEOUS	<i>Bob</i>	
Donna Porteous	<i>Donna Porteous</i>	
Tom Hoyer	<i>Tom</i>	
Trish Hoyer	<i>Trish</i>	
Jim Baetz	<i>Jim</i>	
Karen Baetz	<i>Karen Baetz</i>	
CAROLE GREENWOOD	<i>Carole Greenwood</i>	
Jim Greenwood	<i>Jim</i>	
Deborah Jepma	<i>D. Jepma</i>	1
BRUCE JEPMA	<i>Bruce Jepma</i>	1
Heath Shaw	<i>Heath Shaw</i>	
George Yurch	<i>G Yurch</i>	-
Gail Yurch	<i>Gail Yurch</i>	:
Jim Faith	<i>Jim Faith</i>	5
Karen Faith	<i>Karen Faith</i>	5

PRINT NAME	SIGNATURE	ADDRESS
Karen Sutton		
Bob Yin		
IAN ROBERTS		
NORMA ROBERTS		
Emily Fagan		
Rob Fagan		
Leanne Fagan		
Breanna Stonham		
Matthew Stonham		
Dave Saunders		
Danielle Clire		
Manuel Pereira		
Todd Guthrie		
Kimberly Jamont		
Cheryl Vandenberghe		
Neil Murray		
A. Bennett		
Alex Wozniak		

PRINT NAME	SIGNATURE	ADDRESS
Jennifer Wozniak	J Wozniak	
Gayle Hornell	G Hornell	
Barb + Mike Ernst	B Ernst	
Spencer Kapp	S Kapp	
PAM Robinson	Pam Robinson	
WAYNE MCCORMACK	Wayne McCormack	
Pablo Ornela	P Ornela	
Gene Jorg	G Jorg	
Bonnie Viera	B Viera	
DAVID BOWENMAN	D Bowenman	
BRANDON WAGENAR	B Wagenar	
ANNE WAGENAR	A Wagenar	
Tim BARBOUR	T Barbour	
Jeanne Barbour	J Barbour	
PAUL DOWNEY	P Downey	
Erica Downey	E Downey	
John Nadwady	J Nadwady	
Susan Nadwady	S Nadwady	

PRINT NAME	SIGNATURE	ADDRESS
Carolyn Lane	Carolyn Lane	
GUS LANE	Gus Lane	
J. McDONOUGH	J McDough	
DAN McDONOUGH	D J M	
Daphne Schuyler	W Schuyler	
ORVAL SLACK	Orval Slack	
ANN FITZSIMON	A Fitzsimon	
John Fitzsimon	J Fitzsimon	
DAN KVIIRING	Dan K	
TAN + DENYSE NEVILLE	D Neville	
Gerry & Ana Tugwood	A Tugwood	
Nick Partridge	N Partridge	
Shannon Godfrey	Shannon Godfrey	
Bill Godfrey	B Godfrey	
BRAD HOPKINS	B Hopkins	
Robin Dwyer	R Dwyer	
Tom Bell	T Bell	
Amy Barber	Amy Barber	

PRINT NAME	SIGNATURE	ADDRESS
TERRY THOMPSON		
RYAN LAWRENCE		
Laura Bavelaar		
Sherry Nelson	SNelson	
Gary Moyaert		
Christine Flitt		
Greg Flitt		
MADEN SOKOLOV		
MARY SOKOLOV		
Brian Westbrook		
Ashley Westbrook		
Flora Fidler	F. Fidler	
David Fidler	D. Fidler	
Troy Hillik		
Red Hillik		
JEFF COLES		
Glynis Coles	G. Coles	
DEBRA BUNTING		

PRINT NAME

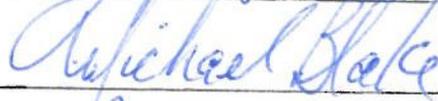
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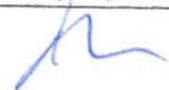
Bernie Restivo



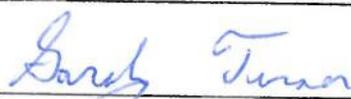
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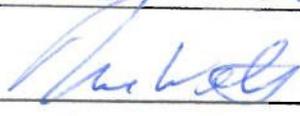
Adrian Turner



SARAH TURNER



Ryan Williams



Carley Williams



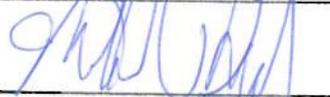
J. Hunter



Mary Ann Hunter



Mitch Oakland



JAMIEE OAKLAND



Doug Pess



MARIA CASTELO



BRIAN BEATTING

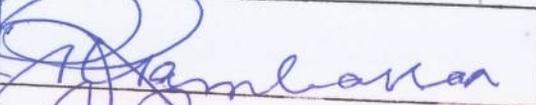
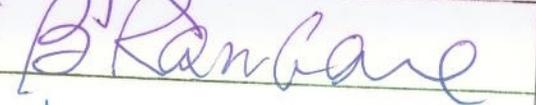
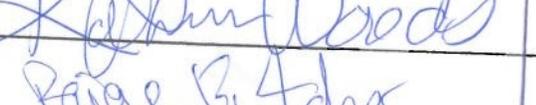
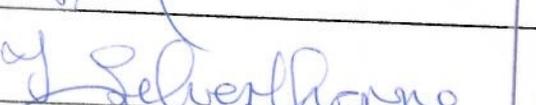
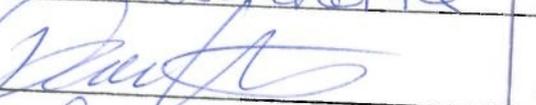
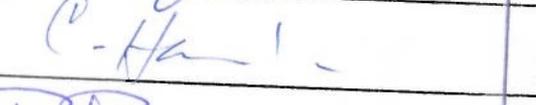
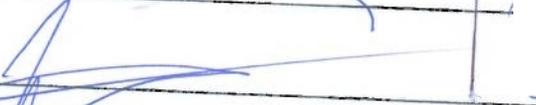


Joanne Pess



IAN NEVILLE



PRINT NAME	SIGNATURE	ADDRESS
A. RAMBARRAN		
B. Rambarran		
L. Cordingley		
V. Cordingley		
K. Woods		
P. Bitches		
R. machusa		
J. Selverthorne		
Darren Harbit		
C. Hank		
Brittney Bain		
Marilyn Sanchez		
R. Leonard		
DALE LEONARD		
ERNIE VIDOVIC		
Steve Norgan		
DEB NOGNAN		
Son Dantonio		

PLANNING CONSIDERATIONS AND APPLICABLE POLICIES

Planning Act Considerations: Section 2 of the Planning Act outlines those land use matters that are of provincial interest and for which all county planning decisions shall have regard. The provincial interests that apply to development on this site are:

- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) the promotion of built form that is well-designed.

Provincial Policy Statement 2020 Considerations: The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development, which is intended to be complemented by local policies addressing local interests. The PPS policies are intended to be complemented by local policies addressing local interests. The PPS policies that are relevant to this site are identified in the following list which will be further analyzed in the recommendation report:

Settlement Areas: Section 1.1.3.2 states that development within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment. Section 1.1.3.3 indicates that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.1.3.7 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Land Use Compatibility: Section 1.2.6.2 identifies that development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- a) there is an identified need for the proposed use;
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Housing: Section 1.4.3 states that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.

Long Term Economic Prosperity: Section 1.7.1 of PPS 2020 supports long term economic prosperity by encouraging residential uses to respond to dynamic market-based needs which provide necessary housing supply and range of housing options for a diverse workforce;

Official Plan Considerations: The subject lands are designated as the following:

1. 'Commercial' – northern portion of the lands with a site specific policy 7.11.3.11 Waterford – Yin Subdivision Site Specific Policy Area

On land designated Commercial – Site Specific Policy Area 7.11.3.11 on Schedule "B" of the Official Plan, commercial uses shall be limited to motels, restaurants, auto service facilities, farm produce outlets and implement dealerships, building supply and lumberyard and other commercial types catering primarily to the travelling public and neighbourhood commercial uses.

2. 'Urban Residential'- southern portion of the lands for higher density development such as apartment buildings.

The development proposal intends to remove 'Commercial' designation from the northern portion of the lands and transform the whole block as 'Urban Residential'.

The proposed 55 mix of townhouse units are permitted in the 'Urban Residential' designated area as a medium to high density development. The proposed density is 42 Unit per Hectare.

The relevant policies of the Official Plan that will be further analyzed for a conformity check includes the following:

Land Use Policies of Urban Residential Designation: Section 7.7.2 identifies criteria for medium to high density developments. This section states that:

- the density, height and character of the development shall have regard to adjacent uses;
- the height and massing of the buildings at the edge of the medium density residential development shall have regard to the height and massing of the buildings in any adjacent low density residential area and may be subject to additional setbacks, or landscaping to provide an appropriate buffer;

- the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to extending services at no cost to the County,
- in developments incorporating walk-up apartments, block townhouse dwellings and medium-profile residential buildings, on-site recreational facilities or amenities such as playground equipment may be required;
- the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;

Housing: Section 5.3 identifies the policies related to housing to ensure that a full range of housing types are provided to meet the anticipated demand and demographic change through new developments and intensifications. The policy states that the County shall target that 15 percent of all new housing built in Norfolk County be multi-residential dwellings and 15 percent be semi-detached and townhouse dwellings. The County shall target that 25 percent of all new housing provided throughout the County be affordable to low and moderate income households and that at least 10 percent of all new units be affordable to low income households.

Community Design: Section 5.4 identifies policies relate to the physical design of communities, including new applications within the County for development, such as plans of subdivision, infill development proposals, and site plans. This policies will be further analyzed during the recommendation report.

Protected Industrial Designation: The subject lands are located adjacent to a Protected Industrial Zone separated by Old Highway 24. Section 7.12.1 of the official plan requires that Separation distances between sensitive land uses and Protected Industrial uses shall be required to provide a higher standard of amenity in terms landscaping building materials and outdoor storage which shall be implemented through the Zoning By-law, as a condition of draft plan approval and/or through site plan control and may include measures such as:

- i. building orientation, design and setbacks;
- ii. landscaping and screening;
- iii. access controls;
- iv. road improvements and widenings;
- v. restrictions on the range of permitted uses; and
- vi. restrictions on outside storage.

Zoning By-Law Considerations:

The subject lands are zoned as:

1. **Service Commercial (CS)** with a Holding (H). The Holding was imposed through 49-Z-2007 to meet the conditions of draft plan approval; Permitted uses include:
 - a) ambulance service
 - b) *animal hospital*, provided the entire operation is carried on within an enclosed *building*
 - c) any non-residential use *permitted* in the Neighbourhood Institutional Zone (IN), subject to the provisions of that Zone
 - d) *auction centre*
 - e) *automobile gas station*
 - f) *automobile service and repair station*
 - g) *automobile washing establishment*
 - h) *automotive parts shop*
 - i) *bar or night club*
 - j) *clinic or doctors' offices*
 - k) *commercial greenhouse, tree and plant nursery*
 - l) *community centre*
 - m) *contractor shop*
 - n) *contractor supply and service shop*
 - o) *convenience store*
 - p) *day care nursery*
 - q) *dry cleaning distribution station*
 - r) *dry cleaning establishment*
 - s) *dwelling, apartment*
 - t) *equipment rental establishment*
 - u) *farm implement sales and service establishment*
 - v) *financial institution*
 - w) *fire hall*
 - x) *florist shop*
 - y) *fruit and vegetable outlet*
 - z) *funeral home*
 - aa) *garden supply centre*
 - bb) *home occupation*
 - cc) *hotel*
 - dd) *laundromat*
 - ee) *lumber yard and building supply establishment*
 - ff) *manufacturing and retail sale of monuments*
 - gg) *merchandise service shop*
 - hh) *miniature golf, golf driving range and baseball pitch*
 - ii) *outdoor storage* accessory to *permitted uses*
 - jj) *parking lot or structure*
 - kk) *personal service shop*
 - ll) *place of assembly*
 - mm) *place of sports and recreation*
 - nn) *place of worship*
 - oo) *police station*
 - pp) *private club*
 - qq) *restaurant*
 - rr) *restaurant, fast-food*
 - ss) *restaurant, take-out*
 - tt) *sheet metal, plumbing, heating, electrical or woodworking shop or any similar activity*
 - uu) *swimming pool sales and service establishment*
 - vv) *training and rehabilitation centre*
 - ww) *vehicle sales or rental establishment*
 - xx) *video store*
 - yy) *wholesale outlets.*

2. **Urban Residential Type 5 (R5)** with a Holding (H). The Holding was imposed through 46-Z-2012 to ensure an appropriate development agreement is executed. Permitted uses include:
- a. dwelling, apartment
 - b. home occupation
 - c. retirement home

There is a Special Provision 14.845 associated with this portion of land which was the result of a zoning by-law amendment 46-Z-2012. The special provision permits 44 apartment units with the following provisions:

- Minimum Front Yard: 60 metres
- Maximum Dwelling Units: 44
- Maximum number of visitor parking psaces: 11
- Parking permitted in the front yard

The proposed development requested to change the existing zonings from CS(H) and R5 (H) to Urban Residential Type 4 (R4) to permit a mix of townhouse dwellings. Permitted uses in R4 zone includes:

- a. *group townhouse*
- b. *stacked townhouse*
- c. *street townhouse*
- d. *semi-detached, duplex, tri-plex and four-plex dwellings* provided they are located on the same *lot* with, and in accordance with the *Zone* provisions of, *group townhouse*
- e. *home occupation.*

The following special provisions will be required to facilitate the proposed 55 townhouse units:

Section	Zoning Provision	Required	Proposed
4.9 A) Number of parking spaces	2 parking spaces for each dwelling unit for a total of 55 units	110 spaces	98 spaces
2.88 Lot definition	“LOT” shall mean a parcel of land which can be legally conveyed. Where two (2) adjoining lots are in common ownership and a main building straddles the lots, the two (2) lots are deemed to be one (1) lot for		For th purpose of this zoning amendment, the whole parcel of land (1.3 Ha) will be considered as one lot and setbacks will be identified as one lot.

	the purposes of establishing interior side yards.		The property line along Lam Blvd will be considered as front and Old Highway 24 will be considered as exterior side yard.
4.2.3 b) Parking restriction at front yard	Not more than one (1) required parking space may be located within the required front yard or required exterior side yard		A maximum of 13 parking spaces shall be permitted in the required front yard and a maximum of 6 parking spaces shall be permitted in the required exterior side yard of the condominium block.
4.2.5 b) Landscape area	In the case of a corner lot, a minimum of 50 percent of each of the front yard and exterior side yard shall be maintained as landscaped area.		a minimum of 40 percent of each of the front yard and exterior side yard shall be maintained as landscaped area.
5.4.2 h) Building Height	Maximum Building Height	11 metres	12 metres



vallee

*Consulting Engineers,
Architects & Planners*

December 23, 2021

County of Norfolk
Robinson Administration Building
185 Robinson Street, Suite 200
Simcoe, ON N3Y 5L6

Attention: Mohammad Alam MPL, MUD, RPP, MCIP

Dear Mohammad,

**Reference: Planning Justification Report
Official Plan and Zoning By-law Amendment
G. Douglas Vallee Limited on behalf of Verlinda Homes
Southeast Corner of Lam Boulevard and Old Highway 24, Waterford
Roll# 33605062868**

Introduction

G. Douglas Vallee Limited has been retained by Verlinda Homes to make application for an Official Plan and Zoning By-law Amendment to permit a 55-dwelling unit residential development on a vacant lot at the southeast corner of Lam Boulevard and Old Highway 24 in Waterford.

It is proposed to change the designation of a portion of the lands from Commercial to Urban Residential and to amend the zoning by-law to facilitate the development of a mix of housing unit types in the form of a condominium including a mix of one-storey and one-storey stacked dwellings, two-storey townhouses and three-storey stacked townhouses. Appendix A provides a detailed site plan for the proposed development, which will feature four different housing forms to provide residents of Norfolk County with increased housing options.

This Planning Justification report provides planning support and information to Norfolk County Staff and Council to consider when reviewing the Official Plan and Zoning By-law amendments for the subject application.

This application:

- Avoids impacts on surrounding lands;
- Mitigates current and future potential land use conflicts;
- Is consistent with the Provincial Policy Statement 2020;
- Maintains the general intent and purpose of the Norfolk County Official Plan;
- Maintains the general intent and purpose of the Norfolk County Zoning By-law; and
- Represents good planning.

G. DOUGLAS VALLEE LIMITED
Consulting Engineers, Architects & Planners



Professional Engineers

Authorized by the Association of Professional Engineers of Ontario
to offer professional engineering services.



Ontario Association
of Architects

Supporting documents have been provided, including:

- Appendix A – Proposed Site Plan.
- Appendix B – Provincial Policy Compliance Chart;
- Appendix C – Official Plan Compliance Chart;

Site Description

The subject lands are a vacant parcel of approximately 1.3ha in area located in the community of Waterford at the southeast corner of the intersection of the Lam Boulevard and Old Highway 24. At this time the property does not have a listed civic address according to the Norfolk County GIS. The property has no prominent vegetation, with a large existing pond occupying the southwest corner of the property.

As shown on Figure 1 below, the northern portion of the property is currently designated Commercial under the Official plan and zoned Service Commercial (CS), while the southern portion is designated Urban Residential and zoned Urban Residential Type 5 (R5) with a special provision 14.845. A Holding (H) provision has been applied to both the CS and R5 zones on the property.

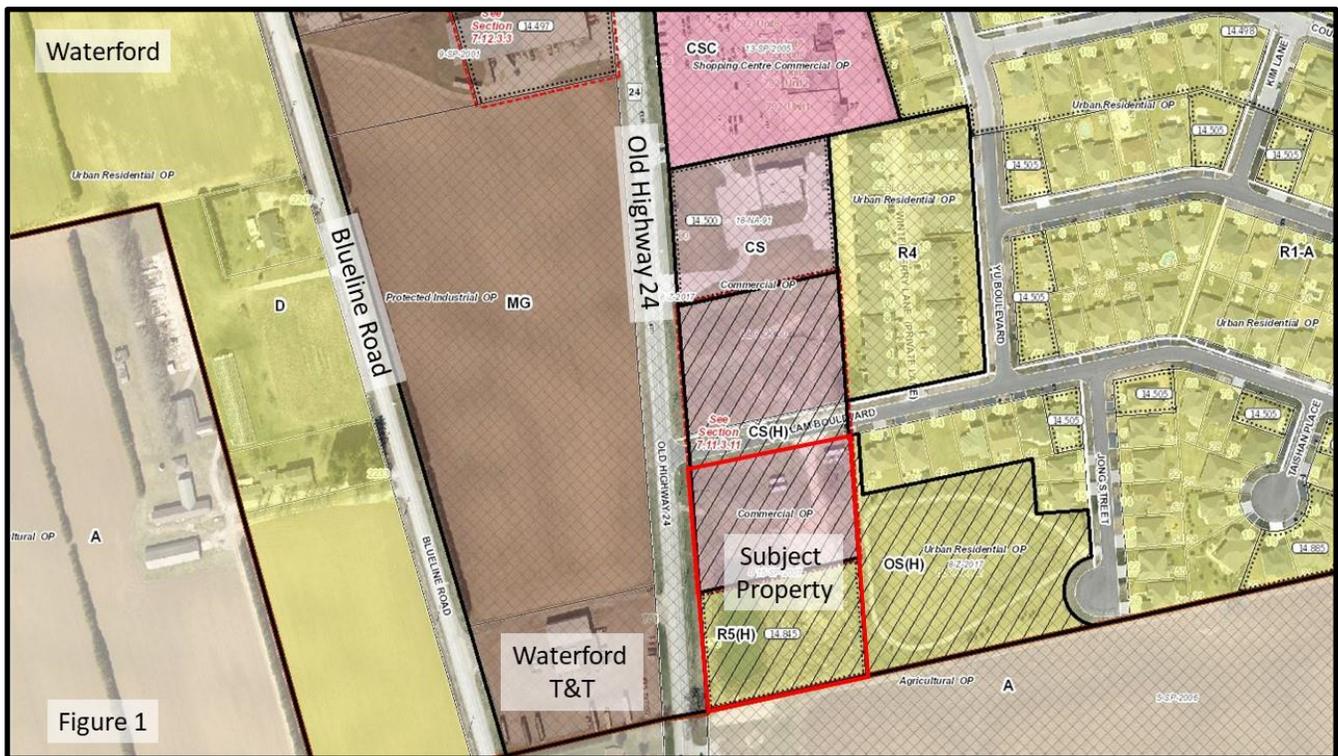


Figure 1

Background

Supporting studies have been prepared and submitted with these applications, including:

- Traffic Impact Study (prepared by Paradigm Transportation Solutions Limited, dated December 2021);

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- D-6 Compatibility and Noise Assessment Study (prepared by CCS Engineering Inc. dated December 9, 2021);
- Functional Servicing Report (prepared by G. Douglas Vallee Limited dated December, 2021).

Site Design



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As shown in Figure 2 above, the proposed development provides an attractive site design which implements a number of creative features to achieve efficient land use while ensuring compatibility with surrounding residential uses. Some of these include:

- Driveways and parking areas located between units and street lines to avoid back lotting;
- On-site Communal mailboxes;
- On-site private garbage collection;
- Lower density units located on perimeter of the site near existing residential uses. Higher density units provided internally to minimize potential land use conflicts;
- Creative unit design to provide a variety of housing options to Norfolk County Residents. This includes studio ground level stacked units to appeal to single or retired individuals;
- 19 additional on-site parking spaces not required under the zoning by-law;
- Central walkway / promenade to provide walk-up access for the studio units and appealing greenspace for all residents.

Planning Analysis

The proposed Official Plan and Zoning By-law amendments were prepared in light of several planning documents including the Planning Act, the Provincial Policy Statement, the County Official Plan and Zoning By-law.

Planning Act

Section 2 of the Planning Act outlines matters of provincial interest. Section 3 of the Planning Act requires that, in exercising any authority that affects a planning matter, planning authorities “*shall be consistent with the policy statements*” issued under the Act and “*shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be*”.

Section 22 of the Planning Act outlines the requirements for considering an Official Plan Amendment.

Section 34 of the Planning Act allows for the consideration of amendments to the zoning by-law.

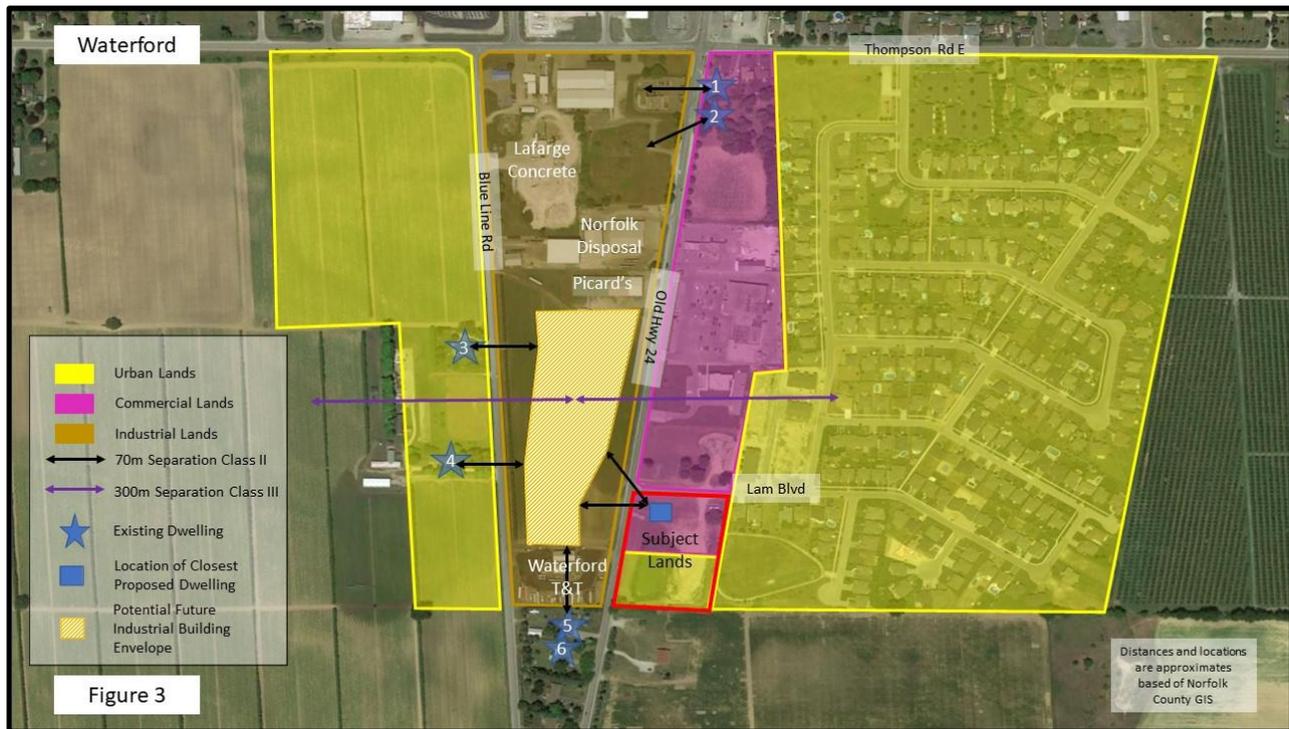
Provincial Policy Statement (PPS)

The subject lands are within a Settlement Area as defined by the Provincial Policy Statement, 2020 (PPS). The PPS provides policy direction for appropriate land use planning and development patterns to achieve healthy, liveable, and resilient communities through efficient development that will protect resources of provincial interest, public health and safety, the quality of the natural and built environment, and will facilitate economic growth. It is encouraged that planning authorities consider infilling, redevelopment and intensification in a compact form in areas that support active transportation and can take advantage of existing infrastructure.

Section 1.2.6 of the PPS provides guidance on Land Use Compatibility. The current designation of the MG lands located immediately across the road present a number of challenges for any future land development in the surrounding area. As indicated on Figure 1 and 3, a large swath of Protected Industrial land extends down the middle of town, flanked by Urban Residential lands to the west and a mix of Commercial and Urban Residential lands to the east.

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Figure 3 below provides a representative land use map with the locations of existing dwellings along with proposed dwellings on the subject lands. Presently there are existing sensitive land uses (residential dwellings) located in closer proximity to the Protected Industrial lands than the proposed development. With no buffer provided between the existing Urban Residential lands to the west of Blue Line Road and the Protected Industrial lands to the east, landowners of the Industrial lands will be required to consider Ministry D-6 mitigation strategies between these differing land uses in order to be consistent with the PPS. Given the existing land uses in the area, development of future industrial uses is currently constrained by provincial requirements. As shown on Figure 3, the potential future industrial building envelope exceeds an area of approximately 20,000m². The proposed application does not inhibit future viable development of the nearby industrial lands. Given the close proximity to existing residential dwellings, high intensity industrial uses (Class III) are not likely to occur on these lands.



CCS Engineering Inc has completed a D-6 Compatibility and Noise Assessment That study considered two types of industrial facilities that could impact the proposed development: Existing and Future.

Existing Facilities: The CCS Engineering study concluded that there are no existing facilities (industrial or commercial) that are expected to adversely impact the proposed development with noise, dust or odour emissions.

Future Facilities: The design of any future industrial facility must take into consideration the provincial guidelines and standards as referenced previously for the protection of sensitive land uses such as the residential dwellings. Even without the proposed residential development, the fact that there are existing residential dwellings in close proximity to this industrially designated land, will require that any planned

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industrial land use would need to mitigate noise, dust or odour emissions to protect those existing dwellings. Depending on the type of industrial use and activity being developed, mitigation measures enforced through an Environmental Compliance Approvals process with the Ministry must occur and is applied to the whole of the lands. The standards for future development of the industrial lands will not be inhibited by this proposed residential development, given that the existing dwellings have already set the parameters for future limited industrial uses.

As the necessary studies have been completed to satisfy Section 1.2.6.2 of the PPS, approval of this application will not further hamper the protection and long-term viability of the existing industrial lands.

A decision by Council to approve the Official Plan and Zoning By-law amendment will be consistent with PPS, 2020. Full details describing the applicable Provincial policies and how the application is consistent with the PPS are included in Appendix B.

Norfolk County Official Plan

The northern portion of the subject lands are currently designated Commercial, while the southern portion is designated Urban Residential. It is proposed to change the Commercial designation to Urban Residential. The details of compliance with the Official Plan are demonstrated in Appendix C.

Several sections of the Official Plan apply when considering zoning by-law amendments and are discussed in detail under Appendix C. On a high level, details of the Official Plan policies are captured by the overarching Goals and Objectives. Section 2.2 of the Official Plan set out six “Goals and Objectives” to which the following five are applicable to the proposed residential development:

- Protecting and Enhancing the Natural Environment;
- Maintaining and Enhancing the Rural and Small-Town Character;
- Maintaining a High Quality of Life;
- Upgrading and Expanding Infrastructure; and
- A Well Governed, Well Planned and Sustainable County.

The proposed official plan and zoning by-law amendment achieves the ‘Goals and Objectives’ of the Official Plan as demonstrated in Appendix C.

The proposed development will provide a compact form of additional housing choices and compatible character to the existing mix of residential and commercial development in the area. This will result in an efficient use of land of high quality providing a variety of housing forms and levels of affordability. The lands are subject to site plan control to ensure County development standards are achieved.

The subject lands are vacant and underutilized. The commercial portion represents less than 0.5 ha in area which provides reduced space for many of the uses permitted under the CS zone. Higher intensity permitted uses (including but not limited to lumber yard, garden supply center, equipment rental establishment, etc.) require large retail buildings and associated parking / display / storage areas. Lower intensity permitted uses (including but not limited to clinic or doctor office, daycare nursery, dry cleaning establishment, etc.) are normally grouped in a large shared plaza which also requires extensive parking areas. In addition to the area required for a commercial building and parking space, additional lands are also required for landscaping, snow storage, garbage collection, and stormwater management. These

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factors make a smaller parcel unattractive for many of the permitted uses under the CS zone. As such an amendment to change the existing Commercial designation to Urban Residential is beneficial to the community in order to provide additional housing options for the residents of Norfolk County and use vacant lands efficiently.

The lands are near a network of sidewalks to provide easy walkability to the local services located less than 250m away. Additionally, the development is immediately adjacent to a designated cycling route identified on Schedule I-3 “Active Transportation” of the Official Plan. The County Official Plan supports the development of vacant and underutilized lands that are compact and efficiently used and lends support to the location of the development being within close proximity to active transportation and potential active transportation networks as identified on Schedule “I”.

Norfolk County’s existing infrastructure will be reviewed by Norfolk County’s consultant (RV Anderson Associates) in consideration of the connections proposed to service this development and in light of a Functional Servicing Report prepared by G. Douglas Vallee Limited. Existing services will be extended to the site from the existing mains along Lam Boulevard. The proposed infrastructure will be designed and constructed in accordance with Norfolk County’s requirements, and will be subject to Norfolk County’s approval through the site plan process.

The lands are near existing residential, commercial and institutional uses including the Waterford District High School, several places of worship, parks and a retail center. Through the site plan process, appropriate landscaping, buffering and the recommendations from the D-6 Compatibility and Noise Assessment completed by CCS Engineering Inc. will be considered to improve compatibility with the adjacent uses.

Summary of Official Plan review

The proposed Official Plan and zoning by-law amendment meets the policies of the Official Plan. As shown in Appendix C, the proposed development meets the requirements of a medium density development as per Section 7.7.2b) through the implementation of appropriate and compatible forms of housing.

The land use compatibility with adjacent industrial land uses has been addressed through expert studies. Any necessary mitigation measures will be implemented during the site plan approval process. The development concept represents an appropriate land use considering the size of the property, proximity to existing residential and commercial uses, availability of servicing, and the provision of buffering and landscaping. Accordingly, the proposed applications meet the intent and purpose of the Official Plan and represent good planning.

A decision of Council to approve the proposed Official Plan amendment from Commercial to Urban Residential is considered appropriate.

Norfolk County Comprehensive Zoning By-law

The northern portion of the subject lands are zoned Service Commercial (CS), while the southern portion is zoned Urban Residential Type 5 (R5) with a special provision 14.845. The current R5 zoning, special provision 14.845 permits 44 dwelling units on the 0.5ha residential portion with parking permitted in the

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front yard and a reduced visitor parking requirement. This represents a current permitted density of 88 uph. It is interesting to note that the limit of 44 dwelling units was put in place at the time due to the limitation of the capacity of the Waterford Sewage Treatment Plant. It is understood that sewage treatment capacity is no longer of concern.

It is proposed to change the zoning of the entire block to Urban Residential Type 4 (R4) with site specific provisions to recognize minor modifications. The proposed amendment would permit an increase in the total number of units from 44 to 55 dwelling units, but a decrease in the density from 88 uph to 42 uph. The proposed reduction in density would facilitate a compatible development with the surrounding land uses while achieving an efficient use of the entire parcel.

The proposed development will comply with the R4 Zone provisions with requests for minor modifications. Table 1 and Table 2 below, respectively provide a parking assessment and outline of the requested site-specific zoning provisions.

Table 1: Parking Assessment for Orchard Square Condominium

Section	Minimum Requirement	Required	Provided
4.9 a) single detached, semi-detached, duplex, tri-plex, four-plex, townhouse dwellings and vacation home [8-Z-2017]	2 parking spaces for each dwelling unit: 55 units	110 spaces	98 spaces
4.9 f) All apartment dwellings; and duplex dwellings, tri-plex dwellings, four-plex dwellings, townhouse dwellings or single detached or semi-detached dwellings as part of a condominium development or when they abut a private road [27-Z-2020].	1 visitor space for every 3 dwelling units: 55 units / 3	19 spaces	50 spaces
4.3.3 Minimum Number and Type of Accessible Parking Spaces As per section 4.9 f) - 19 required visitor parking spaces Number of Parking Spaces: 1 – 25 Type A Accessible Space (Van): 1 Type B Accessible Space: 0	1 to be included as part of the total required visitor parking	1 accessible space included in the 19 visitor spaces identified in the line above	1 included above
Total		129 spaces	148 spaces (19 spaces more than required by Norfolk By-Law)

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The proposed parking configuration is deficient in the number of parking spaces provided per dwelling unit as there are 12 single bedroom dwelling units which have been provided with 1 dedicated space each. These single bedroom dwelling units will be marketed towards younger individuals who are likely single or retirees and therefore less likely to require more than one parking space.

With the inclusion of additional visitor parking, the overall parking configuration for the site provides 19 total parking spaces over and above what is required under the Norfolk County Zoning By-law. These additional spaces will ensure ample parking is provided across the entire site.

Table 2: Site Specific Zoning Provisions for Orchard Square Condominium

Section	Existing	Provided
2.88	<p>“LOT” shall mean a parcel of land which can be legally conveyed. Where two (2) adjoining lots are in common ownership and a main building straddles the lots, the two (2) lots are deemed to be one (1) lot for the purposes of establishing interior side yards.</p>	<p>In lieu of Section 2.88 the definition of a LOT shall not apply to the individual condominium units. The LOT shall be defined as the parcel of land (1.3ha) consisting of entire condominium block.</p> <p>The Norfolk County Zoning By-law provisions regarding the definition of a LOT are unclear in its application to a condominium development.</p> <p>The inclusion of this provision will clearly define the LOT and corresponding yard provisions. It will enhance the ability to interpret and apply the zoning by-law at the Site Plan approvals stage.</p>
3.11.2	<p>For the purposes of this Subsection, a private condominium road servicing a condominium development shall be deemed to be an open, constructed and year-round improved street.</p>	<p>In lieu of Section 3.11.2, the private condominium road shall not be deemed an improved street.</p> <p>See Section 2.88 above.</p> <p>The inclusion of this provision will clearly define the required yard and corresponding setback provisions for the entire condominium block. This will enhance the ability to interpret and apply the appropriate zoning by-law provisions for individual condominium units which will assist staff and residents when considering potential future additions such as decks.</p>

4.2.3 b)	Not more than one (1) required parking space may be located within the required front yard or required exterior side yard [7-Z-2018];	<p>Section 4.2.3 b) shall not apply. A maximum of 13 parking spaces shall be permitted in the required front yard and a maximum of 6 parking spaces shall be permitted in the required exterior side yard of the condominium block.</p> <p>The additional parking provided on site will help reduce the potential for on-street parking while improving traffic flows in the area. Permitting parking in these areas will allow the parking to be more dispersed over the entire site, resulting in an attractive site design as shown on the concept plan (no back lotting, increased parking, alternative housing forms, etc.).</p> <p>Furthermore, there are no safety impacts generated by the proposed location of the parking and there remains a significant amount of landscaped open space to improve the aesthetics of the development and the visibility triangle remains unaffected.</p>
4.2.5 b)	In the case of a corner lot, a minimum of 50 percent of each of the front yard and exterior side yard shall be maintained as landscaped area.	<p>In lieu of Section 4.2.5 b), a minimum of 40 percent of each of the front yard and exterior side yard shall be maintained as landscaped area.</p> <p>The reduced landscaped area is required in order to permit parking in these areas. Through the site plan process, appropriate landscaping can be provided between the street line and the parking spaces.</p>
4.9 a)	<p>single detached, semi-detached, duplex, tri-plex, four-plex, townhouse dwellings and vacation home [8-Z-2017]</p> <p>2 parking spaces for each dwelling unit</p>	<p>In lieu of Section 4.9 a), a minimum of 1 parking space shall be required for the one-storey residential dwelling stacked, with required visitor parking.</p> <p>As outlined above, the proposed parking configuration is deficient in the number of parking spaces provided per dwelling unit as there are 12 single bedroom dwelling</p>

		<p>units which have been provided with 1 dedicated parking space each. These single bedroom dwelling units will be marketed towards younger individuals or retirees who are likely to require a single parking space.</p> <p>The reduction of this requirement will allow for parking spaces to be dedicated and located in a more logical manner. This reduction allows for additional visitor parking spaces to be allocated across the site which better anticipates future resident guests.</p>
5.4.2 h)	maximum building height: 11 metres [8-Z-2017]	<p>In lieu of Section 5.4.2 h), the maximum permitted building height for a Stacked Townhouse shall be 12m. This provision shall only apply to a dwelling not immediately abutting any lot line.</p> <p>As indicated on Appendix A, the three-storey stacked townhouses will be located on the interior of the development. This provision is for aesthetic and design reasons in order to allow for an appropriately pitched roofline. The increased height provision will only apply to the stacked townhouse. The one and two-story dwellings located on the periphery of the development will ensure compatibility is maintained with the surrounding residential land uses.</p> <p>The proposed 12m maximum building height for the Stacked Townhouses is required to ensure a more functional and inviting interior and exterior building design including an attractive pitched roof.</p> <p>The increased maximum building height is required for the following reasons:</p> <ul style="list-style-type: none"> • The unique stacked apartment suites on the main floor will likely be purchased by Retirees and / or young

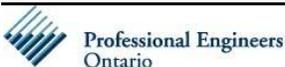
		<p>professionals or used as rentals. These unit will require nine-foot ceilings in order to provide sufficient habitable living space;</p> <ul style="list-style-type: none"> • Providing nine-foot ceilings on the main floor is an industry norm for these styles of dwellings. Both the stacked apartments and townhouses will have nine-foot ceilings on the main floor with eight-foot ceiling provided on the upper floors; • Without basements, additional space in the ceiling is required internally for building mechanical services (plumbing, HVAC, electrical). <p>The need for these increased ceiling heights and architecturally designed residential style sloped roofs will increase the total building height slightly above the standard provision of 11m. In this case an additional 1m of height is suggested.</p> <p>The increased maximum building height will not affect the developments overall compatibility with surrounding land uses, while enabling appropriate ceiling heights within the dwellings. This will ensure functional design while also providing a welcoming and comfortable living space for the future residents of Waterford.</p>
<p>All other provisions of R4 zone shall apply.</p>		

Compatibility

As shown on Figure 1, the subject lands are located on the southerly edge of the urban boundary of Waterford and surrounded by a variety of different land uses.

Adjacent lands to the south are used for agriculture, to the east are residential uses including parklands and single detached dwellings. Located immediately across Lam Boulevard is a vacant commercially zoned lot. As shown on Appendix A, the proposed development will provide a mix of housing forms. The single and two-storey dwellings will be located along the periphery of the condominium to ensure compatibility with adjacent residential uses. The three-storey dwellings will be located on the interior of the development to provide increased density while mitigating compatibility issues with surrounding

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residential lands. The proposed site plan allows for a mixed density development while ensuring compatibility with the existing built form in the area.

Located on the west side of Old Highway 24 exists lands zoned General Industrial (MG) with an operating truck / trailer repair business – Waterford Truck and Trailer. The necessary studies have been completed to ensure appropriate mitigation measure will be in place to ensure compatibility between these land uses including a demonstration of how the proposed development will not impact the development of nearby industrial lands.

Traffic

A Traffic Impact Study was completed by Paradigm Transportation Solutions Limited dated December 2021. The study area intersections included; Old Highway 24 and Lam Boulevard, access intersection on Old Highway 24 and access intersection on Lam Boulevard. The study considered the impacts on current traffic and forecasted traffic conditions, and concluded that the study area intersection and the access intersections are forecast to operate within acceptable levels of service under the 2022, 2027 and 2032 horizon years. Based on the findings of the study, Paradigm Transportation Solutions Limited recommends the subject development be considered for approval.

Services

Sanitary

The proposed development will be serviced by a sanitary sewer that connects to the existing 200mm sanitary sewer along Lam Boulevard. A peak sanitary design flow of approximately 3.68 L/s is anticipated from the proposed development. An analysis of the existing sanitary sewer network on Lam Boulevard and Old Hwy 24 indicates that there is sufficient capacity to support the sanitary flows from the proposed development. However, modelling from Norfolk County's consultant is recommended to determine the impact of the proposed additional sanitary flows further downstream.

Water

The existing 200mm watermain on Lam Boulevard shall serve as the water supply for the proposed development. The domestic maximum day demand and peak hourly demand were found to be 153.90 m³/day (1.78 L/s) and 11.40 m³/hour (3.17 L/s), respectively. An analysis of the hydraulic modelling will be conducted by the County consultants to determine the water servicing capacity and constraints on the existing water system to ensure adequate system flows and pressure for the aforementioned domestic and fire demands.

Storm Water

Two infiltration trench facilities are utilized to collect and detain runoff for infiltration. Overland flow (major storm events) storm sewers (minor storm events) will convey stormwater to the proposed SWM storage facility, ultimately releasing to the existing municipal 600mm diameter storm sewer along Old Hwy 24 via a storm sewer. Under all storm events, peak flows associated with the post-development site are controlled to less than or equal to the allowable peak flow rate determined as part of the Yin Subdivision Phase 5 - Vallee Project 10-034. Quality control will be analyzed during the detailed design stage.

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Conclusion

The proposed Official Plan and Zoning By-law Amendments are consistent with the policies of the PPS and the Norfolk County Official Plan. The proposed development will achieve 42 uph providing a compact form of development while maintaining compatibility with the surrounding residential land uses. As an existing lot of record with access to full municipal services, this development will provide much needed housing options for the residents of Norfolk County.

The D-6 Compatibility and Noise Assessment completed by CCS Engineering Inc. has shown there will be no negative impacts on the industrial lands or the proposed development. Recommendations from this assessment will be implemented during the construction phase to further mitigate the potential of future land use conflicts. Through the site plan control process, appropriate buffering and other mitigation measures can be put in place to help ensure compatibility with the neighbouring lands.

The analysis of this application is supportive. The proposed application is consistent with Provincial and County planning policies. Accordingly, it is our opinion that the applications:

- model good planning;
- facilitate a development with the most appropriate land use; and
- ensures efficiency and compatibility with the surrounding land uses.

As such it is requested that Staff and Council consider a favourable recommendation and decision to amend the Official Plan and Zoning By-law to permit the 55-unit condominium development subject to site specific provisions.

Report prepared by:



Scott Puillandre, CD, MSc
Planner
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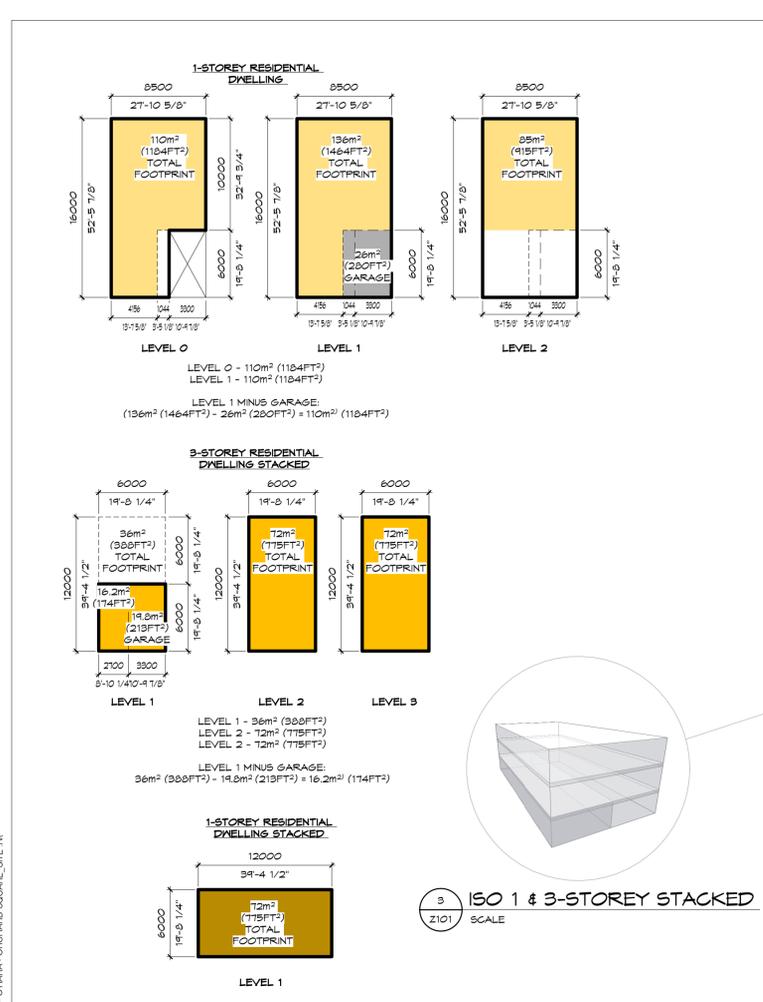
Report reviewed and approved by:



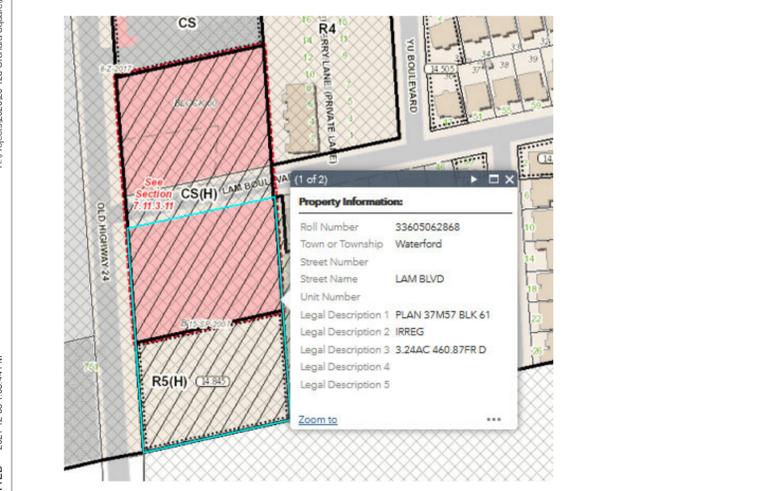
Eldon Darbyson, BES, MCIP, RPP
Director of Planning
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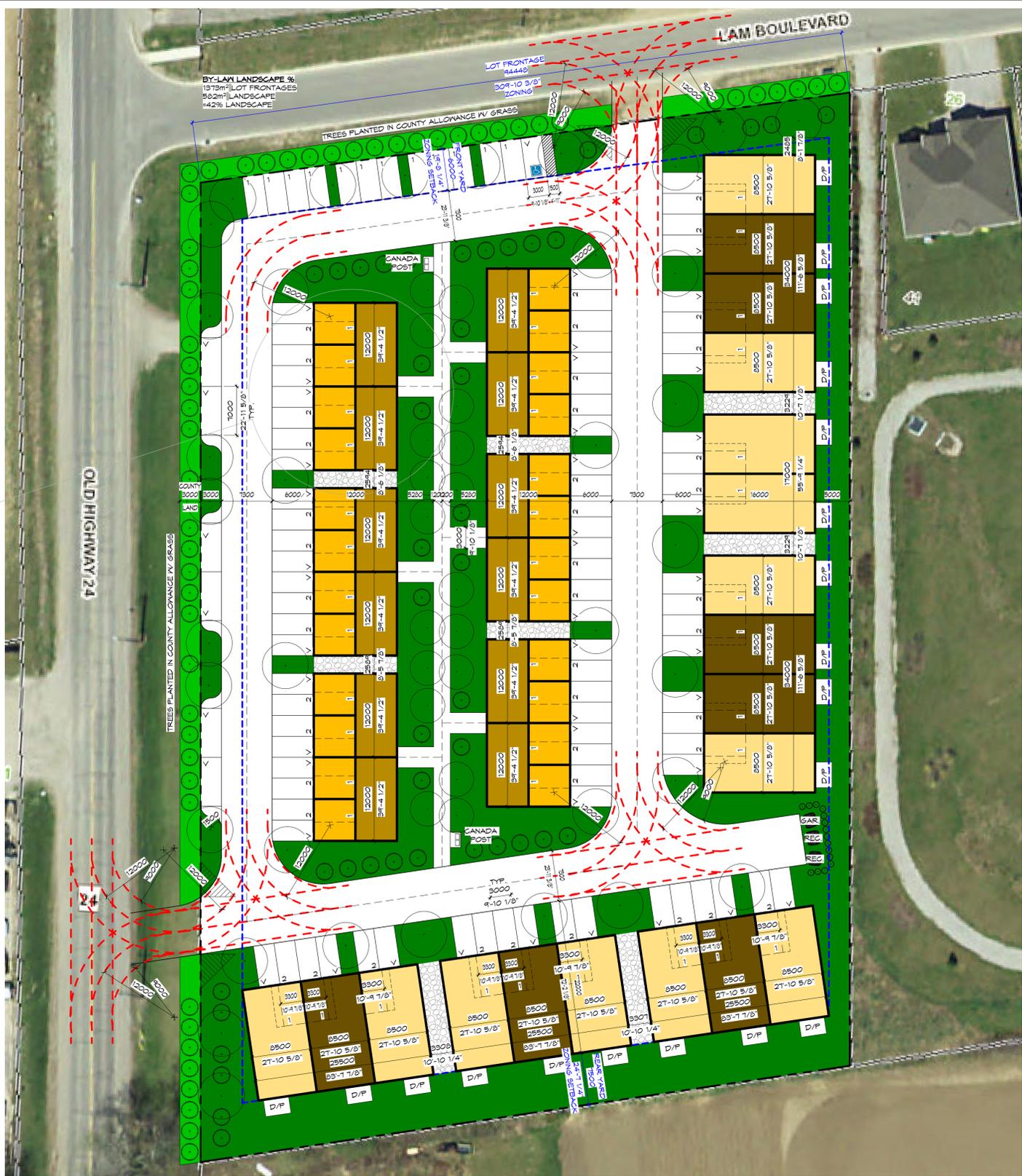
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SITE PLAN LEGEND - ZONING AMENDMENT - UNIT SIZING LAYOUT
 SCALE 1:300



1 SITE MAP - ZONING AMENDMENT
 SCALE 1:100



SITE STATISTIC & ZONING REQ.'S

PROPERTY LEGAL DESCRIPTION:
 PLAN 37M57 BLK 61 FT. ROLL # 23605062868
 IN THE TOWN OF WATERFORD, IN THE DISTRICT OF NORFOLK COUNTY

ZONING:
 IN ACCORDANCE TO ZONING BY-LAW 1-Z-2014 NORFOLK COUNTY - JULY-2020-CONSOLIDATION

PROVISION LAND USE:

PROVISION	LAND USE
5.5	EX - URBAN RESIDENTIAL TYPE 5 ZONE (R5(H)) 14.845 in lieu of the corresponding provisions in the R5 Zone, the following shall apply: a. minimum front yard - 60 metre; b. maximum number of dwelling units - forty four (44). In lieu of the corresponding provisions of Section 4.0, the following shall apply: a. minimum number of visitor parking spaces - eleven (11); b. parking spaces shall be permitted in the front yard.
6.3	EX - SERVICE COMMERCIAL ZONE (CS(N)) 7.113.11 Waterford - In Subdivision Site Specific Policy Area (11-OP-2007, Amendment 2) On land designated Commercial - Site Specific Policy Area 7.113.11 on Schedule "B" to this Plan, commercial uses shall be limited to motels, restaurants, auto service facilities, farm produce outlets and implement dealerships, building supply and lumberyards and other commercial types catering primarily to the travelling public and neighbourhood commercial uses.

ZONING AMENDMENTS

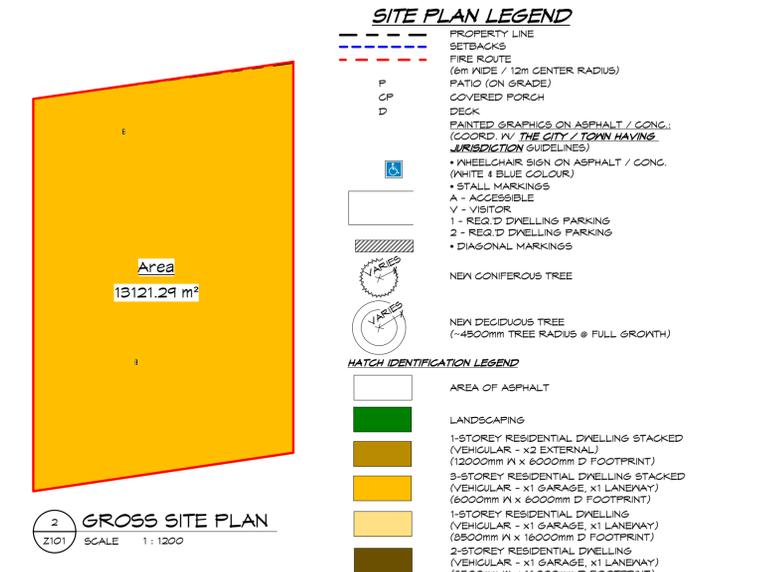
PROVISION	SETBACKS (m - METERS):	REQUIRED (m)	PROVIDED (m)
5.4.2a)	MIN. LOT AREA: ATTACHED GARAGE	156m ²	13121.29m ²
5.4.2b)	MIN. LOT FRONTAGE: I) INTERIOR LOT II) CORNER LOT III) CORNER LOT ACCESSED BY A REAR ALLEY	30 30	N/A 94.4
5.4.2c)	MIN. FRONT YARD: I) ATTACHED GARAGE	6	6
5.4.2d)	MIN. EXTERIOR SIDE YARD: I) VV A 6m FRONT YARD	6	6
5.4.2e)	MIN. INTERIOR SIDE YARD	3	5
5.4.2f)	MIN. REAR YARD: I) ATTACHED GARAGE	1.5	1.5
5.4.2g)	MIN. SEPARATION BETWEEN TOWNHOUSE DWELLINGS	2	2 MIN.
5.4.2h)	MAX. BLDG. HEIGHT	11	7.6/11
5.4.3	MIN. MUTUAL SIDE LOT LINE	1.2	-
5.4.4	MAX UNITS IN A TOWNHOUSE DWELLING	8 UNITS	6 UNITS

PARKING:

PROVISION	NUMBER OF PARKING SPACES	REQUIRED	PROVIDED
4.9a)	SINGLE DETACHED, SEMI-DETACHED, DUPLEX, TRI-FLEX, FOUR-FLEX, TOWNHOUSE DWELLINGS & VACATION HOME (8-Z-2011): 2 SPACES / DWELLING UNIT 2 SPACES x 55 DWELLING UNITS = 110	110 SPACE(S)	98 SPACE(S)
4.9a)	MAKE-UP: 2 SPACES x 19 DWELLING UNITS = 38; 3-STOREY RESIDENTIAL DWELLING STACKED 2 SPACES x 24 DWELLING UNITS = 48; (1-STOREY RESIDENTIAL DWELLING STACKED 2 SPACES x 12 DWELLING UNITS = 24)	(38 SPACES) (48 SPACES) (24 SPACES)	(38 SPACES) (48 SPACES) (12 SPACES)
4.9f)	VISITOR PARKING: 1 SPACE / 3 DWELLING UNITS 1 SPACE x (55 / 3) =	19 SPACE(S)	50 SPACE(S)
4.7	LOADING SPACES:	N/A	
4.7	DROFF OFF SPACES:	N/A	
	TOTAL PARKING:	129 SPACE(S)	148 SPACE(S)

BARRIER FREE PARKING:

PROVISION	REQUIRED	PROVIDED	
4.3.3	BARRIER FREE PARKING REQ. D: (PART OF REQ. D VISITOR PARKING) 1-25 (VISITOR) PARKING SPACES = TYPE A' (3.4m WIDE) PLUS 1.5m AISLE TYPE B' (2.4m WIDE) PLUS 1.5m AISLE	1 SPACE(S) 1 SPACE(S)	1 SPACE(S) 1 SPACE(S)



Project Title

ORCHARD SQUARE

OLD HWY 24 / NORFOLK COUNTY RD. 24 & LAM BLVD.
 WATERFORD, ONTARIO, CANADA,

**PRELIMINARY
 NOT TO BE
 USED FOR
 CONSTRUCTION**

**Appendix B to Planning Justification Report
 Corner of Lam Boulevard and Old Highway 24, Waterford
 Our Project 20-128 Orchard Square**

Provincial Policy Statement 2020 – Policy Compliance Table

This appendix demonstrates how the proposed application is consistent with those applicable policies of the Provincial Policy Statement 2020.

Section	Policy	Comments	
1.1	<p>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns Policy 1.1.1 outlines that healthy, liveable, and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and</p>	<p>a) The subject lands are appropriate for residential development. The split zoning and designation of the property makes the parcel less attractive for commercial development.</p> <p>b) This development adds a compact form of residential development to cater to various incomes and mix of housing types in the area.</p> <p>c) A land use compatibility study was prepared to demonstrate no anticipated negative impacts will be generated</p> <p>d) N/A</p> <p>e) The proposed development is located within 250m of the Ride</p>	<p style="text-align: center;">✓</p>

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	<p>infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and;</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>	<p>Norfolk stop located at the Waterford Plaza.</p> <p>f) Sidewalk network is available and is located near public transit.</p> <p>g) Infrastructure and various services exist in the area. Capacity does exist within these services to support the development.</p> <p>h) N/A</p> <p>i) N/A</p>	<p>✓</p>
1.1.3.1	<p>States that settlement areas shall be the focus of growth and development.</p>	<p>The subject lands are within the urban boundary of Waterford.</p>	<p>✓</p>
1.1.3.2	<p>States that land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p> <p>c) minimize negative impacts to air quality and climate change, and promote energy efficiency;</p> <p>d) prepare for the impacts of a changing climate;</p>	<p>a) Compact form of development on an existing lot of record</p> <p>b) Municipal services are available to this development with no requirement for extension</p> <p>c) N/A</p> <p>d) N/A</p>	<p>✓</p>

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	<p>e) support active transportation;</p> <p>f) are transit-supportive, where transit is planned, exists or may be developed; and</p> <p>g) are freight-supportive.</p>	<p>e) The location of the development provides walkability to a number of nearby services.</p> <p>f) Located within 250m of the Ride-Norfolk stop at the Waterford Plaza.</p> <p>g) N/A</p>	✓
	<p>Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.</p>	<p>This development adds to the range of uses on vacant underutilized lands.</p>	✓
1.1.3.3	<p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</p>	<p>This policy encourages the proposed development which represents intensification through the provision of a range of housing options that can be serviced with existing infrastructure. Public transit is available within 250m of the development.</p>	✓
1.1.3.4	<p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The development intensifies the area in a compact form and is not located in a flood plain.</p>	✓
1.1.3.5	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</p>	<p>The County Official Plan indicates that the County shall target that a minimum 25 percent of its annual residential growth be accommodated through infill, intensification and redevelopment within the existing</p>	✓

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		built-up areas in the Urban Areas with full municipal services.	
1.2.6	<p>Land Use Compatibility Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</p> <p>A sensitive land use means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.</p> <p>A major facility means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.</p>	<p>As shown through the D-6 Compatibility and Noise Assessment completed by CCS Engineering Inc., there are no existing facilities (industrial or commercial) that are expected to adversely impact the proposed development with noise, dust or odour emissions.</p> <p>Any future proposed industrial facility will already have to take into consideration these provincial guidelines and standards due to potential residential land uses across Blueline Road.</p>	✓
1.4	<p>Housing Planning authorities to provide for an appropriate range and mix of housing types and densities.</p>	This development adds to the range and mix of housing types and densities in the area.	✓
1.4.3	<p>Planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p>		

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	<p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>	<p>b) The development adds to the range of housing options and is located in an area near employment opportunities.</p> <p>c) This development represents residential intensification where public facilities are already available.</p> <p>d) The proposed development will achieve 42 uph to ensure efficient use of the land. The urban area of Waterford contains existing infrastructure public services facilities.</p> <p>e) N/A</p> <p>f) The development is an appropriate density for the size of the lands near sidewalks, public transit and existing and future trails.</p>	<p style="text-align: center;">✓</p>
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Summary

The proposed development will facilitate the construction of a 55-dwelling unit development on an existing vacant parcel of land within the County's Settlement Area. The proposed official plan and zoning amendments will help add to the range of housing in the area. The form of development contributes the County's existing residential building supply, improves the mix of land uses in the area, adds to the diversity unit configurations available, and will appeal to individuals with different needs and financial abilities. The lands have access to existing municipal infrastructure and will not cause any environmental or public health and safety concerns as the necessary studies have been completed to implement mitigation from adjacent industrial land uses. Municipal servicing is available on Old Highway 24 which can be extended to the subject property at the developers cost and will be confirmed through the site plan application.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

Section 1.5 addresses healthy communities and the provision of public spaces, recreation, parks, trails and open space. The lands are too small to provide viable parkland. Therefore, 5% of the value of the lands will be paid to the County in lieu of parkland dedication in accordance with County policies. It will facilitate active transportation and community connectivity due to the proximity of local businesses and services and fosters social interaction through existing recreation in the area. More specifically, the development is near public parks and within one kilometre of restaurants, pharmaceutical stores and within a five (5) minute walk to the Trans Canada Trail identified on Schedule I of the Official Plan.

1.6 Infrastructure and Public Service Facilities

Policy 1.6 discusses the efficient use of infrastructure, utilities and green infrastructure.

The subject lands will take advantage of existing infrastructure and coordinate the installation of utilities. Green infrastructure in the form of street trees as required by the County. The lands will contain permeable surfaces in the form of sodded boulevards open space areas unoccupied by buildings, structures and driveways.

1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

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The proposed development is in a location that encourages active transportation to nearby residential and employment and institutional uses. The lands are in close proximity to various commercial and institutional uses which provide employment opportunities to the future residents of the development.

3.0 Protecting Public Health and Safety

Policy 3.0 discusses natural and human-made hazardous lands, where development is prohibited or permitted subject to conditions addressing flooding and erosion.

As show through the D-6 Compatibility and Noise Assessment (Appendix C) completed by CCS Engineering Inc., there are no existing facilities (industrial or commercial) that are expected to adversely impact the proposed development with noise, dust or odour emissions. Any future proposed industrial facility will already have to take into consideration these provincial guidelines and standards due to existing residential land uses across Blueline Road. The proposed development does not inhibit the establishment of future viable industrial uses.

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Norfolk County Official Plan – Policy Compliance Table

This appendix demonstrates how the proposed application is consistent with those applicable policies of the Norfolk County Official Plan.

Section	Policy	Comments	
2.2	<p>Goals and Objectives This section of the Official Plan sets out six “Goals and Objectives” to which the following five are applicable to the proposed residential development:</p> <ul style="list-style-type: none"> • Strong and Diversified Economy; • Maintaining and Enhancing the Rural and Small-Town Character; • Maintaining a High Quality of Life; • Upgrading and Expanding Infrastructure; and • A Well Governed, Well Planned and Sustainable County. 	<p>The proposed Official Plan and Zoning Bylaw Amendments maintain the general purpose and intent of the Official Plan’s Goals and Objectives by providing compact and efficient residential development within the serviced urban area of Waterford. The location of the development will provide its residents with easy access to commercial and social services located in the nearby shopping centre and downtown areas.</p> <p>The proposed development will provide residents with access to much needed housing options to live and work in Norfolk County. Through the site plan process, adherence to the County’s high quality design criteria will ensure this development maintains and enriches the rural and small-town character.</p> <p>The mix of housing options provided in this development will achieve a density of 42 uph to ensure efficient use of land while maintaining compatibility with surrounding residential land uses. The location of this development will provide its residents with easy access to Old Highway 24 in order to access employment opportunity across Norfolk County.</p>	✓
5.3	<p>Housing The provision of housing is an essential part of planning in Norfolk County. The County shall ensure that a full range of housing types are</p>	<p>The proposed application is consistent with the policies of this section of the official plan. This residential development will provide a unique and much need form of housing. The proposed application provides a number of</p>	✓

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	<p>provided to meet the anticipated demand and demographic change.</p> <p>5.3 e) Under this section the County shall encourage innovative and appropriate housing development that exhibits design and adaptability characteristics, and may represent non-traditional additions to the County’s housing stock.</p> <p>5.3 g) Further the County shall encourage that housing be considered when opportunities for redevelopment become available. This includes the redevelopment of existing single-use and underutilized areas with full municipal services, such as shopping plazas, business and employment sites and older commercial and residential areas, especially where the land is in close proximity to human services. Special attention shall be given to the design of buildings, the landscaping treatment and features of the site to ensure that the proposed redevelopment is physically compatible with the adjacent uses.</p>	<p>different housing forms, including: traditional and stacked townhouses. The stacked townhouses will also include a smaller single storey townhouse, which will provide a much-needed lower cost housing option in Norfolk.</p> <p>e) This section of the Official Plan requires the County to consider innovative and appropriate housing options. As shown on the concept site plan, the design of this development will provide a form of housing not readily available in Norfolk County.</p> <p>g) Currently this vacant parcel of land remains underutilized, partially zoned and designated residential and commercial. The mixed zoning and designation make the parcel less attractive to many of the permitted uses. The proposed application will make effective use of the land and provide efficient access to human services in the neighbouring shopping plaza and easy access to the downtown area. As shown through the D-6 compatibility study there are no negative impacts on the proposed development or surrounding land uses. Through the site plan process, buffering and landscaping will be provided on site to further mitigate any potential impacts. The innovate site design has incorporated a set back from Old Highway 24 which will further mitigate any non-compatibility and provide increased visual appeal for people travelling through Waterford.</p>	<p>✓</p>
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	<p>5.3.1 f) The County shall consider applications for infill development, intensification and redevelopment of sites and buildings through intensification based on the following criteria:</p> <ul style="list-style-type: none"> i. the development proposal is within an Urban Area, and is appropriately located in the context of the residential intensification study; ii. the existing water and sanitary sewer services can accommodate the additional development; iii. the road network can accommodate the traffic generated; iv. the proposed development is compatible with the existing development and physical character of the adjacent properties and surrounding neighbourhood; and v. the proposed development is consistent with the policies of the appropriate Land Use Designation associated with the land. 	<p>The proposed application is for a residential development on an existing lot of record within the serviced urban area of Waterford. The development will be provided with access to municipal water and sewer services. As part of the application the necessary studies have been completed to show capacity exists within these systems along with a traffic impact study. A Ministry of Environment D-6 compatibility study has shown the proposed development will not be negatively impacted.</p> <p>The site plan concept demonstrates that two storey development will occur closer to the existing residential area to the east and three storey development is located central to the site. This site design allows the development to transition from a scale perspective to the existing residential area.</p>	<p>✓</p>
<p>5.4</p>	<p>Community Design The following shall be the policy of the County:</p> <ul style="list-style-type: none"> a) Through implementation of this Plan, the County shall seek to maintain and improve the physical design characteristics of the Urban Areas in the context of new and existing development and stress a generally high 	<ul style="list-style-type: none"> a) This development will be subject to the site plan control process which will ensure high quality design. 	<p>✓</p>

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	<p>quality of settlement design throughout the County.</p> <p>b) Through the review of development applications, including plans of subdivision, site plans and other development proposals, the County:</p> <ul style="list-style-type: none"> i. shall ensure that new development is designed in keeping with the traditional character of the Urban Areas, in a manner that both preserves the traditional image of the Urban Areas and enhances the sense of place within the County while maintaining the community image of existing settlement areas; ii. shall promote efficient and cost-effective development design patterns that minimize land consumption; iii. shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks; iv. shall encourage tree retention and tree replacement; v. shall ensure that design is sympathetic to the heritage character of an area, including the area’s cultural heritage resources; vi. shall strongly encourage design that considers and, wherever possible, continues existing and traditional street 	<ul style="list-style-type: none"> i. The proposed development will achieve 42 uph to ensure efficient use of the land while providing a density that maintains an overall small-town characteristic. ii. The proposed development will provide 42 uph to ensure efficient use of the lands on an existing lot of record. iii. As shown on the site plan, this development will provide increased setbacks and ample buffering along Old Highway 24 to help improve the streetscape in the area. iv. A tree planting plan can be provided during the site plan approval process. v. Consideration can be given during the site plan approval process to help implement this policy. vi. Increased setback from Old Highway 24 will help maintain the existing street patterns. 	<p>✓</p> <p>✓</p>
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	<p>patterns and neighbourhood structure; and</p> <p>vii. may require, at the County's sole discretion, that proponents submit design guidelines with development applications, establishing how the policies of this Section have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, sidewalks, signage, garage placement, and architectural treatment</p> <p>c) Adequate measures shall be taken to ensure that the permitted uses have no adverse effects on adjacent land uses. Adequate buffering shall be provided between any uses where land use conflicts might be expected, and such buffering may include provisions for grass strips and appropriate planting of trees and shrubs, berms or fence screening, and other means as appropriate. Modifications to building orientation may also be appropriate buffering measures, but not in replacement of appropriate plantings.</p> <p>d) Development design that establishes reverse lotting on Provincial Highways and County Roads will not be permitted. Development design that requires features such as noise attenuation or privacy fencing will be discouraged. Wherever possible, new development will be oriented toward streets or parks.</p>	<p>vii. This requirement will be met during the site plan application process.</p> <p>c) These requirements will be met during the site plan approval process. Recommendations from the D-6 Land Use Compatibility Study, including increased setback, landscape buffering, noise fences and construction requirements will be incorporated into the development of the site.</p> <p>d) As shown on the site plan, no reverse lotting is proposed for any dwelling units on this development.</p>	<p>✓</p> <p>✓</p>
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<p>6.4</p>	<p>Urban Areas This section of the Official Plan identifies the six Urban Areas of Norfolk County – Delhi, Courtland, Port Dove, Port Rowan, Simcoe, and Waterford – as the focal points for growth and development activity.</p>	<p>The proposed application is within the urban boundary of Waterford and will help Norfolk County meet its growth targets.</p>	<p>✓</p>
<p>6.5.4</p>	<p>The County will support and promote the continued development of Waterford as an important urban community and agricultural support centre in the County. The following shall be the policy of the County:</p> <ul style="list-style-type: none"> a) Waterford is the closest Urban Area to Highway No. 403. The County shall encourage employment growth and development in the Urban Area. b) Many of the historic residences in the Waterford Urban Area are of cultural heritage value or interest. The County will encourage the maintenance, rehabilitation, and adaptive reuse of the historic residences. c) Trail linkage opportunities exist in the Waterford Urban Area due to the presence of abandoned rail corridors and other linear open space features. The County will encourage the development of trails integrating Waterford with other areas of the County. 	<p>This development is located within the urban area of Waterford and does not offend these policies.</p>	<p>✓</p>

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<p>7.7</p>	<p>Urban Residential Designation The Urban Residential Designation applies to the Urban Areas of the County. The Urban Areas are expected to continue to accommodate attractive neighbourhoods which will provide for a variety of residential forms.</p> <p>A variety of housing types are needed to meet the needs of a diverse population.</p> <p>Under Permitted uses 7.7.1 b) Medium density residential uses shall be permitted including triplex dwellings, fourplex dwellings, row or block townhouse dwellings, converted dwellings containing more than two dwelling units, walk-up apartments and similar medium profile residential buildings.</p>	<p>The proposed development will provide a variety of housing forms including traditional townhouses, three storey stacked townhouses and single storey stacked townhouses.</p> <p>The policies of section 7.7.2b) require development to <u>generally</u> have a net density of between 15 and 30 uph. While the proposed development provides 42 uph, it is achieved through a creative site design implementing a housing form aligned with this section.</p> <p>As a proposed medium density condominium, subject to Section 9.6.5 Site Plan Control, the development will adhere to Norfolk County's design criteria to ensure all requirements of this section are satisfied. This will include the necessary studies and modeling to ensure service capacity exists and appropriate buffering and landscaping is implemented.</p>	<p>✓</p>
<p>7.7.2</p>	<p>Land Use Policies 7.7.2 b) Triplex, fourplex, townhouses, and other medium density housing forms, shall generally have a net density of between 15 and 30 uph, save and except for in the Courtland Urban Area where private servicing limitations shall determine the density of development. New medium density residential development and other uses that are similar in terms of profile, shall meet the following criteria:</p> <ul style="list-style-type: none"> i. the density, height and character of the development shall have regard to adjacent uses; ii. the height and massing of the buildings at the edge of the medium density residential development shall have regard to the height and massing of the buildings in any adjacent 	<p>Despite achieving 42 uph, given the proposed developments close proximity to parks, public transit and local services (grocery store, pharmacy) this development meets all policy requirements established under Section 7.7.2b) and 7.7.2c).</p>	

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	<p>low density residential area and may be subject to additional setbacks, or landscaping to provide an appropriate buffer;</p> <p>iii. the development will be encouraged to have direct access to an arterial or collector road, where possible and appropriate;</p> <p>iv. the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to extending services at no cost to the County, save and except for in the Courtland Urban Area, where private septic systems shall be permitted;</p> <p>v. the development is adequately serviced by parks and school facilities;</p> <p>vi. in developments incorporating walk-up apartments, block townhouse dwellings and medium-profile residential buildings, on-site recreational facilities or amenities such as playground equipment may be required;</p> <p>vii. the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;</p>		
<p>7.11</p>	<p>Commercial Designation Commercial areas are accessible locations along the County's major transportation routes offering suitable accommodation for a specific range of commercial uses which have the following basic characteristics:</p> <p>c) space-extensive uses having physical requirements in terms of the size or configuration of the site or building such that they cannot be accommodated within the Downtown Areas;</p>	<p>As a parcel of mixed designations, representing less than 0.5ha of Commercial area, the parcel size conflicts with its current designation and its intention to encourage commercial development. Redesignation of this small parcel does not offend the policies of the official plan.</p>	<p>✓</p>

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<p>7.11.1</p>	<p>The Commercial Designation encourages the establishment of commercial uses and permits limited residential development provided that the uses do not negatively impact the planned function of the Commercial areas. Residential uses are permitted as follows:</p> <ul style="list-style-type: none"> i. in a building of commercial character, residential uses shall only be permitted above the ground floor; and ii. in a building of residential character, either single detached or multiple dwelling, residential and/or commercial uses shall be permitted, provided the residential character of the building is maintained. 	<p>The proposed land use is for a multi-residential dwelling unit development which will be designed with residential character and therefore is permitted.</p> <p>The commercial portion represents less than 0.5 ha in area which provides reduced space for many of the uses permitted under the CS zone. Higher intensity permitted uses (including but not limited to lumber yard, garden supply center, equipment rental establishment, etc.) require large retail buildings and associated parking / display / storage areas. Lower intensity permitted uses (including but not limited to clinic or doctor office, daycare nursery, dry cleaning establishment, etc.) are normally grouped in a large shared plaza which also requires extensive parking areas.</p> <p>In addition to the area required for a commercial building and parking space, additional lands are also required for landscaping, snow storage, garbage collection, and stormwater management. These factors make a smaller parcel unattractive for many of the permitted uses under the CS zone.</p>	<p style="text-align: center;">✓</p>
<p>7.11.2</p>	<p>Land Use Policies The following policies apply to land designated Commercial.</p> <ul style="list-style-type: none"> a) Commercial development shall be compatible with surrounding uses and shall be adequately buffered from adjacent sensitive land uses. b) Adequate off-street parking and loading spaces shall be provided in accordance with the Zoning By-law 	<p>Given the requirements under this section, the small size of the commercial designation makes this parcel less attractive to many commercial uses.</p> <p>These requirements further restrict and reduce the area of land available for commercial uses.</p>	<p style="text-align: center;">✓</p>

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	<p>c) Commercial uses shall only locate on Provincial Highways, subject to the approval of the Province and the County, or arterial or collector roads, subject to the approval of the County.</p> <p>d) A high standard of site design shall be required through site plan control.</p> <p>e) Proposals to designate additional land as Commercial within the County shall be subject to the policies of Section 9.6.1 (Official Plan Amendments) and the criteria outlined in Section 7.10.2 (f) (Shopping Centre Commercial Designation – Land Use Policies), notwithstanding the size of the proposed use(s), or the presence or absence of a proposed Large Retail Use.</p>	<p>Conversion of this parcel to residential will help achieve appealing and much needed development on this underutilized property.</p>	
<p>8.8</p>	<p>Noise, Vibration, Odour and Light Emissions Noise, vibration, odour and other contaminants resulting from industrial activity can impact adjacent land uses, and the residents, businesses and visitors of Norfolk County. Managing noise, vibration and odour levels in the County is important to ensuring the health and well-being of the County, and in managing appropriate relationships between sensitive land uses, land uses that emit noise, vibration and/or odour, and certain elements of the transportation network</p>	<p>A D-6 Compatibility Assessment was completed by CCS Engineering Inc. to determine if noise, odour, vibration or dust emissions from surrounding sources might adversely impact the proposed townhouse development sensitive land uses.</p> <p>As shown through the D-6 Compatibility and Noise Assessment completed by CCS Engineering Inc., there are no existing facilities (industrial or commercial) that are expected to adversely impact the proposed development with noise, dust or odour emissions.</p> <p>Any future proposed industrial facility will already have to take into consideration these provincial guidelines and standards due to existing residential land uses located on the west side of Blueline Road.</p>	<p>✓</p>

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		Recommendations from the D-6 Compatibility and Noise Assessment including buffering and construction requirement will be incorporated into the development at the site plan stage to further mitigate any potential for future land use conflicts.	✓
8.9.1	<p>Services in Urban Areas</p> <p>8.9.1 c) All development in the Urban Areas shall be fully serviced by municipal piped water supply and waste water treatment systems, save and except for circumstances outlined in Section 8.9.1 f) (Services in Urban Areas). Notwithstanding this, appropriate development shall be permitted in the Courtland Urban Area on the basis of a municipal water system and private waste water disposal systems.</p> <p>e) Infilling of vacant areas within the Urban Areas which are already provided with full municipal services is encouraged, and shall be a criterion when evaluating proposed plans of subdivision and consents, with respect to the extension of services, utilities or the associated construction.</p>	As demonstrated by the Functional Servicing Report prepared by G. Douglas Vallee Limited dated December, 2021, adequate capacity exists within the water and sanitary mains along Lam Boulevard to service the development. As an existing lot within the urban area, this form of development is encouraged by the policies of this section.	✓
9.6	<p>Development Control</p> <p>9.6.1 c) The County shall consider the following criteria when reviewing applications to amend this Plan:</p> <ul style="list-style-type: none"> i) the manner in which the proposed amendment conforms to prevailing Provincial policy and regulations; ii) the manner in which the proposed amendment conforms to the Strategic Plan prepared in support on this Plan; 	The proposed application is for an Official Plan and Zoning Bylaw amendment in order to facilitate a medium density multi-unit condominium with innovative forms of housing. The development will be located on an existing lot of record within the Urban Settlement area of Waterford and will have access to adequate municipal water and sanitary services. The necessary studies and modeling have been completed to ensure there are no adverse impacts on surrounding land	✓

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	<ul style="list-style-type: none"> iii) the manner in which the proposed amendment conforms to the Goals and Objectives, and policies of this Plan; iv) the impacts of the proposed amendment on the provision of and demand for municipal services, infrastructure and facilities; v) the adequacy of the proposed servicing solution with respect to the servicing policies of this Plan; vi) the impact of the proposed amendment on surrounding land uses, the transportation system, municipal services and community amenities and services; vii) the impact of the proposed amendment on the community structure and nature of the Urban Areas and/or Hamlet Areas; viii) the impact of the proposed amendment on cultural heritage resources and/or Natural Heritage Features; ix) the impact on agricultural uses and land; x) the impact of the proposed amendment on the financial sustainability of the County; and xi) any other information determined by the County, in consultation with the appropriate, agencies, to be relevant and applicable. 	<p>uses the necessary capacity exists within the municipal services to accommodate this development.</p> <p>This type of development will provide the citizens of Norfolk with increased housing options and is supported and encouraged by provincial and county land use planning policies.</p>	
<p>9.10.5</p>	<p>Parkland Dedication The County shall secure the maximum benefit of the Planning Act with respect to land dedication for park development and shall strive to meet the policies of Section 7.5.1 (Parks) of this Plan relating to park development.</p>	<p>Given the policies of Section 9.10.5, it is requested that the County accept cash-in-lieu of land dedication. Due to the size of the site, a parkland dedication large enough to provide a reasonable park facility would render the site impractical for development.</p>	<p>✓</p>

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	<p>g) The County may accept cash-in-lieu of the land dedication to be paid into a special account and used as specified in the Planning Act. Council will consider cash-in-lieu of parkland dedication under the following circumstances:</p> <ul style="list-style-type: none"> a. where the required land dedication fails to provide an area of suitable shape, size or location for development as public parkland; b. where the required dedication of land would render the remainder of the site unsuitable or impractical for development; and/or c. where it is preferable to have consolidated parkland of a substantial size servicing a wide area d. The County may establish a flat rate for cash-in-lieu payments for parkland dedications from new residential, commercial and industrial lots created by consent. 	<p>Additionally, the area is already serviced by adequate parklands located on the adjacent property. Cash-in-lieu of parkland dedication from this development could be used to provide facility upgrades to existing parks in Waterford.</p>	
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