
HALDIMAND COUNTY

Report PED-PD-36-2018 Information Report–Applications for McClung South-McClung Properties Limited and Park and McClung Limited



For Consideration by Council in Committee on September 18, 2018

OBJECTIVE:

To inform Council regarding applications for approval of draft plans of subdivision and associated zoning by-law amendments which were submitted to facilitate a residential development in Caledonia known as McClung South.

RECOMMENDATIONS:

1. THAT Report PED-PD-36-2018 Information Report–Applications for McClung South-McClung Properties Limited and Park and McClung Limited be received;
2. AND THAT in accordance with County By-law 7/01, the General Manager of Planning and Economic Development advise Council when draft approval for the two plans of subdivision have been issued.

Prepared by: Ashley Taylor, M.Pl, Planner

Reviewed by: Mike Evers, MCIP, RPP, BES, Manager, Planning and Development

Respectfully submitted: Craig Manley, MCIP, RPP, General Manager of Planning and Economic Development

Approved: Donald G. Boyle, Chief Administrative Officer

EXECUTIVE SUMMARY:

Applications for two draft plans of subdivision and accompanying zoning by-law amendments have been submitted by McClung Properties Limited and Park and McClung Limited to facilitate a residential development in Caledonia. The subdivisions will serve to fill the gap between the existing, low density neighbourhood south of the subject lands and Phase 1 of Avalon (see Attachment 2). On the ground, the development will be designed and function like an extension of Avalon. Similar to Avalon, the proposed development consists of lotless blocks which could achieve a maximum buildout of 188 units consisting of 90 single or semi-detached dwellings and 98 townhouse units (equating to a maximum of 553 people). With the range of lot sizes that are proposed, the actual yield will likely be 160 lots (465–477 people depending on the unit mix (single or semi-detached/townhouse)). The blocks would subsequently be divided after review by the County and prior to registration. This approach allows greater flexibility to respond to consumer demand.

Further, the development will contain one parkette in the northwest portion of the subject lands. The subdivisions will be constructed with new municipal roads (extensions of Seneca Street and Larry Crescent in Avalon Phase 1) and full municipal water and sanitary services. Park Street will be constructed between Cayuga Street and Seneca Street.

The proposed development meets Provincial and County density targets and other matters of Provincial and County interest. The proposed zoning will support more dense development style with lot frontages ranging from 8 to 13.4 metres for single and semi-detached dwellings and 5.5 to 6.1 metres for townhouse units. Based on assessment of various technical studies provided, the development has been deemed functional and is considered good planning. Among other items, the layout of on-street parking will determine the final lot and unit count.

The subject report advises Council of the details relating to the draft plans of subdivision and accompanying zoning by-law amendments. The subject report is intended to assist Council in understanding the potential impacts of the proposal and provide an opportunity for public involvement and engagement in the planning process.

BACKGROUND:

The subject lands consist of the following three properties/parts (Attachments 1):

1. Part 1 has no municipal address and is approximately 2.54 hectares (6.27 acres) in size. Part 1 surrounds Part 2B, fronts onto the north side of Park Street, and abuts McClung Road to the east. Part 1 is owned by Park and McClung Limited (also referred to as Park and McClung).
2. Part 2A is municipally known as 31 Seneca Street, is approximately 6.15 hectares (15.19 acres) in size, and fronts onto Seneca Street. Part 2A is owned by McClung Properties Limited (also referred to as Empire).
3. Part 2B is municipally known as 654 Park Street, is approximately 0.09 hectares (0.22 acres) in size, and fronts onto the north side of Park Street. Part 2B is surrounded by Part 1. Part 2B is owned by McClung Properties Limited.

Previous Applications and Evolution of the Subject Proposal

In the fall of 2013, Haldimand County received a series of planning applications to facilitate the development of the master planned McClung community (also referred to as Avalon) in north-east Caledonia, consisting of 3,000 residential units (mix of singles, semis, townhouses, and apartments), neighbourhood commercial uses, institutional development (school), recreational spaces (parks and trails), and natural heritage areas (preserved/protected natural space). The proposal was considered through report PED-PD-23-2014 on August 4, 2014 and subsequently approved. That project is now being developed with the first three phases fully registered and being constructed immediately north of the subject lands.

In connection with Avalon, a draft plan of subdivision and zoning by-law amendment were submitted in early 2014 by Park and McClung Limited to facilitate the buildout of 5 blocks on Part 1 of the subject lands for the development of 69 street townhouse units (Attachment 3). The subdivision was proposed to have an internal municipal road system, including a cul-de-sac, be on full municipal services, and connect into Avalon (Attachment 4). The information report was heard and received by Council-in-Committee and the public meeting was held on October 07, 2014 through report PED-PD-30-2014. At that time, it was Planning staff's opinion that based on a preliminary review of the proposal, the development generally complied with Provincial and County policy and was deemed functional. However, the applications did not move forward following the information report and public meeting to draft plan approval and passing of the site specific zoning by-law due to the applicant's intentions of redesigning the project.

Further, at the time that Avalon was approved and the plan for Part 1 was reviewed, Parts 2A and 2B were owned by Haldimand County residents and there were no development plans for these lands. Since that time, McClung Properties Limited has purchased Parts 2A and 2B (Attachments 1 and 2) from the previous owners. They have worked with the owner of the other lands (Part 1) to design an integrated subdivision. While two draft plans of subdivision and zoning by-law amendments were submitted, the overall development will function as one subdivision (Attachment 7). As such, staff and agencies have reviewed the proposal comprehensively to ensure integrated design and functionality.

Subject Application/Development Proposal

The new proposed development consisting of both subdivisions is referred to as McClung South and has been reviewed as a comprehensive development. If approved, the new overall proposal will facilitate a residential development in Caledonia that will consist of single-detached, semi-detached, and street townhouses in lotless blocks. The lotless block approach could conceivably result in a maximum build-out of 188 units across the three properties as listed in the table below. Table 1 below provides the breakdown of lot types and numbers on Parts 1, 2A, and 2B. However, given the range of lot sizes that will be developed, it is anticipated that approximately 160 units will be constructed.

Table 1: Maximum Yield (Units)

Dwelling Type	Part 1	Part 2A	Part 2B	Total
Minimum 8.0 metre single and semi-detached dwellings	10	77	3	90
Minimum 5.5 metre townhouse	90	8	0	98
Total	100	85	3	188

The proposed development will connect the existing Avalon residential neighbourhood north of the Grand River via an extension of Seneca Street to Larry Crescent. A second access (Street E) will connect into Park Street which will be upgraded to urban standards and which has an existing connection to McClung Road. McClung South will ultimately function and feel like an additional phase of Avalon rather than a new/unique subdivision. Attachments 2, 4 and 7 illustrate the location of the subject lands relative to the neighbourhood to the south and Avalon to the north. The development will be located outside of the Seneca Creek valley system, slopes and environmental buffer located on the western portion of Part 2A. A new parkette (Block 14 of Part 2A, measuring 0.16 hectares/0.40 acres) will be provided in the north west corner of Part 2A. The parkette will be conveyed to the County. A natural systems area will also be conveyed to the County. The proposed development will also abut the park and open space system to the north, which was provided in Avalon.

Part 1 (the lands closest to McClung Road) will mostly contain townhouses, which will be internal to the site. This layout is a revision to the original submission to address feedback from neighbouring residents with respect to the location and number of townhouses. As a result of the feedback, the proponents redesigned the layout such that the interface along Park Street consists entirely of single detached dwellings. The balance of the lands located to the west (Part 2A) will contain mostly single and semi-detached dwellings. An existing residential dwelling lot located at 654 Park Street (Part 2B) will be redeveloped for three (3) single detached dwellings with 8.0 metres of frontage each. Additional details regarding the layout of the subdivision and preliminary technical details will be provided in section 3.0 Plan of Subdivision of the Analysis section.

Location and Description:

The subject lands are located on the north side of the Grand River in the urban area of Caledonia. The subject lands abut Park Street (part of which is currently unconstructed) to the south and McClung Road to the east. The subject lands are legally described as:

1. Part 1: Part of Lot 12, Range 2, East of Plank Road and Part of Lot 6, Registered Plan No. 51 in the Township of Seneca, Haldimand County.
2. Part 2A: Part of Lot 12, Range 2, East of Plank Road and Part of Lots 4 and 5, Registered Plan No. 51 in the Township of Seneca, Haldimand County.
3. Part 2B: Part of Lot 12, Range 2, East of Plank Road and Part of Lot 6, Registered Plan No. 51 in the Township of Seneca, Haldimand County.

Part 1 is currently vacant. Part 2A is currently occupied by a single-detached dwelling and detached garage, which are to be demolished. Part 2A is currently accessed via Seneca Street. The Seneca Creek valley system runs through the western half of the site, which drains directly into the Grand River. This area is characterized by a woodlot and steeper slopes. The proposed development will be on the eastern portion of Part 2A. Part 2B until recently contained a single-detached dwelling and detached garage, which have been demolished. The entire subject lands are approximately 8.78 hectares (21.68 acres) in size. The developable area (total area of the subject lands minus Blocks 15 (10 metre buffer) and 16 (Seneca Creek valley system)) measures approximately 5.92 hectares (14.62 acres) in size.

As identified above, the lands to the north are approved for Avalon, some of which is partially constructed. The first three of sixteen phases are either under construction or occupied. The expected registration of McClung South is to coincide with Avalon phases four to six in 2019–2020 (Attachment 10) located on the east side of McClung Road. The lands to the south are mostly comprised of existing, larger lots with single-detached dwellings. South of Part 2B is a 0.8 hectare (2.0 acre) woodlot. The Grand River and Riverside Trail are located further south (less than 250 metres). The lands to the east side of McClung Road are comprised of larger residential lots. Further east is the continuation of Avalon. The lands to the west comprise the Seneca Creek valley system and Seneca Creek is located 80 metres southwest. The subject lands are situated in the Seneca Creek subwatershed and Lower Grand North Subwatershed. Further west is low density (single detached) residential development.

The Process:

The purpose of the subject report is as follows:

1. Advise Council-in-Committee of the details relating to the subject application (as described above);
2. Provide a summary of the key planning and development issues, including results of agency/division reviews and a detailed staff analysis to the matters; and
3. To hold the statutory public meeting to provide an opportunity for community stakeholders to identify issues and to provide comments relative to the proposed subdivision modification and zoning applications.

The presentation of an information report in advance of a recommendation report is a standard approach to be implemented by the County for applications that are identified as complex and/or those that would have a significant interest to the members of the community. This approach ultimately allows the formal public meeting to be held and any public input to be received and considered in advance of preparing staff recommendations on the merits of the proposal. In this

circumstance, there is a need to fully understand and manage the issues relating to a development of this scale and in this location. This approach, which works as an opportunity for the identification of any issues early on in the process, is invaluable as it allows for early public engagement in the planning process. This early engagement will allow for up-front identification of any potential development issues and the opportunity for such to be addressed prior to a recommendation relating to the principle of land use (i.e. the re-zoning) coming forward for the Committee's consideration. This will ensure that the Committee has full and complete information available prior to making a decision. Public notice of this proposal was provided via a notice of complete application on April 17, 2018 and a notice of public meeting on or prior to September 04, 2018. A private open house was held by the proponents on Tuesday, July 3, 2018. Details relating to the public meeting circulation and open house are included in the Stakeholder Impacts section below.

ANALYSIS:

The proposal involves two types of planning applications:

1. A zoning approval which is intended to address key principle of use matters; and
2. A subdivision approval which is more technical in nature and relates to the actual layout, servicing and property division matters.

The subject proposal does not require a policy decision to be made in terms of amending the Official Plan and has progressed to a stage where Staff feel that substantive key matters relating to the type, form and density of development are aligned with approved policy frameworks, there is potential for servicing capacity allocation (further discussion provided in subsections 3.2.3. Water Servicing and 3.2.4. Sanitary Servicing), and that key technical matters such as the overall subdivision design, access points, servicing, stormwater management, environmental and archaeological impact have been assessed, and the overall concept is considered feasible subject to detailed evaluations.

1. Provincial Policy

1.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS), 2014 provides overall policy direction on matters of provincial interest related to land use planning and development in Ontario. The PPS sets the policy foundation for regulating the development and use of land. All decisions affecting planning matters shall be consistent with the PPS policies. The following items are discussed below: subject proposal in relation to land supply needs, building strong communities, infrastructure considerations, natural heritage, cultural heritage and archaeology, natural hazards, parklands, and land use compatibility.

1.1.1. Subject Proposal in Relation to Land Supply Needs

The subject lands are located within the settlement boundary of Caledonia. The PPS requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to twenty years. As the subject lands are located within the settlement boundary and are designated for residential purposes, the subject lands are considered within the County's land supply needs over the next twenty-year time horizon. The subject lands are also located in-between a longstanding, low density residential neighbourhood and Avalon. The proposed development will serve to fill the gap between these two residential neighbourhoods, and McClung South will ultimately feel and function as an additional Avalon phase.

1.1.2. Subject Proposal in Relation to Building Strong Communities

Building strong communities is a provincial interest and is to be addressed, in part, through promoting efficient land use and development patterns that support strong, livable, and healthy communities,

protect the environment and public health and safety, and facilitate economic growth. Furthermore, settlement areas such as Caledonia shall be the focus of growth and development, and land use patterns and development shall have compact form, a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. Specific to the subject proposal, the subject lands are located on the north side of the Grand River, close to and inside the eastern portion of the settlement boundary. The proposed development is located adjacent to existing development and will logically connect two neighbourhoods. The proposed development will be in proximity to public service facilities, including schools (a 2.5 hectare block has been preserved in Avalon for an elementary school and Cayuga Secondary School can accommodate an increase in students), Caledonia Public Library (located west of Argyle Street on Haldimand Highway 54, north of the Grand River), Haldimand County Fire Station 1 (located west of Argyle Street, north of the Grand River), Cayuga Police Station, West Haldimand General Hospital (located in Hagersville), the Haldimand-Norfolk Health Unit (located on Argyle Street, south of the Grand River), and the Community Support Centre for Haldimand and Norfolk (located west of Argyle Street, north of the Grand River). The proposed development will also be located in proximity to recreational facilities, including the Caledonia pool (located to the west of Argyle Street, north of the Grand River), Haldimand County Community Centre (located to the south of the Grand River), the McClung Soccer Park (located to the north west of the subject lands) and the County's trail system. The proposed development will also contain a parkette in the northwest portion of Part 2A and will be integrated into the walking trails and open space and parks to be provided in Avalon and those already established along the Grand River.

This proposal will provide for efficient use of land and infrastructure by utilizing compact, urban form. It is anticipated that the detached dwellings and townhouses will be built at a similar density to those in the initial phases (one to three) of Avalon with similar lot frontages and lot areas. The width of the right of ways will also be reduced to 18 and 15 metres, which is similar to those in Avalon. The reduced lot frontages and rights of way will serve to ensure compact, urban form while maintaining functionality.

1.1.3. Subject Proposal in Relation to Infrastructure Considerations

The PPS identifies that the preferred form of servicing for settlements is municipal sewage services and municipal water services. The PPS also directs that planning authorities may allow lot creation (i.e. subdivision) only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services. Discussion relating to water and wastewater will be provided in subsection 3.2.3. Water Servicing and 3.2.4. Sanitary Servicing. Overall, staff is satisfied that the proposed infrastructure is appropriate and there will be servicing capacity available at the time of draft plan approval and prior to registration of the subdivision.

Further, the PPS also requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. The planning of servicing infrastructure will be closely coordinated with County staff to ensure its construction aligns with municipal capital expenditures and to ensure servicing availability and capacity is sufficient as the development proceeds.

The PPS also provides direction on stormwater management. In terms of stormwater management, only quality controls are required. Low impact development measures are proposed to serve the areas of development and the undeveloped portion (western portion of 2A) will drain towards Seneca Creek. Haldimand County and the Grand River Conservation Authority (GRCA) accept the

preliminary stormwater management plan. An overview of additional, technical details will be provided in subsection 3.3.2. Stormwater Management.

1.1.4. Subject Proposal in Relation to Natural Heritage

The PPS requires natural features and areas to be protected for the long term. A scoped Environmental Impact Study (EIS) was prepared by WSP Canada Ltd. to evaluate the natural heritage features on-site. This includes a survey of natural heritage features, vegetation communities, flora, fauna, and species at risk. Appropriate buffers and mitigation measures are proposed. The development limits respect the proposed buffers to ensure protection criteria are met. Recommendations from the EIS will be carried forward in the subdivision agreement and incorporated as draft plan conditions. The EIS has been accepted by the Ministry of Natural Resources and Forestry (MNR) and the GRCA. Additional discussion is provided in subsection 3.2.1. Environmental Impact Study.

1.1.5. Subject Proposal in Relation to Cultural Heritage and Archaeology

The PPS identifies that development and site alteration shall not be permitted on lands containing archaeological resources or area of archaeological potential unless significant archaeological resources have been conserved. Parts 1 and 2B have been cleared of archaeological potential. Part 2A will require additional work prior to any site alteration and registration of the subdivision. This will be addressed as condition of draft plan approval. Additional discussion is provided in subsection 3.3.4. Archaeological Assessment.

1.1.6. Subject Proposal in Relation to Natural Hazards

The PPS identifies that development shall generally be directed outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards, and hazardous sites. The stable top of slope, affecting the western portion of the site, has been delineated based on geotechnical and topographic information. Development is proposed beyond the top of slope (the naturalized buffer extends 10 metres beyond the stable top of slope). Additional details are provided in subsection 3.3.2 Geotechnical Investigation/Slope Stability Analysis. The proposal is considered safe.

1.1.7. Subject Proposal in Relation to Park Lands

The PPS identifies that healthy, active communities should be promoted, in part, by: planning public streets, spaces and facilities to be safe, meeting the needs of pedestrians, fostering social interaction and facilitating active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where possible, water-based resources. In this regard, sidewalks will be provided on at least one side of the street to promote social interaction, active transportation, and community connectivity. Front porches will also be incorporated into the design of the dwellings to foster social interaction. McClung South will connect into Avalon which will include an extensive trail network and large master planned park. A parkette is also proposed in McClung South. McClung South will be located a short walk to the trails system along the Grand River and the McClung Soccer Park. The proposal is considered appropriate from a parks and trails perspective.

1.1.8. Land Use Compatibility

The PPS identifies that major facilities (including transportation infrastructure and corridors) and sensitive land uses (residential) should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term

viability of major facilities. The subject lands abut McClung Road to the east and are located in proximity to Caithness Street, both of which are arterial roads. Arterial roads typically carry large volumes of traffic as well as higher levels of larger vehicles (e.g. transport trucks) that emit increased amounts of noise. The impacts of McClung Road and Caithness Street East (and Haldimand Road 66) were assessed via a study by Novus Environmental that examined the potential for transportation noise impacts for Avalon and the previous plan for Part 1 of the subject lands. This assessment was required to satisfy the Ministry of Environment and Climate Change's (MOECC) sound level criteria for new residential development (i.e. MOE Publication LU-131). The data collected was used to identify façade, ventilation and warning clause requirements for potentially impacted residents within Avalon. The following conclusions can be carried forward for McClung South:

- Façade construction: standard *Ontario Building Code* construction is predicted to be adequate construction and upgraded window glazings of wall construction are not required. Minimum *Building Code* requirements must be met with no deviations being permissible.
- Ventilation: forced air heating is required with provision being made for future installation of air conditioning. A warning clause is also required to be registered on title describing the potential for noise impact.
- Screening–Outdoor Living Area: the study concludes that noise barriers may be required to shield the rear yard amenity areas for some residences. The precise locations and specifications (i.e. height, construction type) for the barriers is best determined when detailed house layouts and yard configurations are confirmed. At that time, more accurate modelling can be completed. A warning clause is also required to be registered on title describing the potential for noise impact.

The MOECC reviewed the studies through the Avalon circulation process and generally accepted the conclusions and implementation measures proposed by Novus Environmental. County staff had no concerns with the methodologies and conclusions of the study. The above requirements will be identified as conditions of draft plan approval and will also be addressed through the subdivision agreement process.

Overall, it is Planning staff's opinion that the proposed development is consistent with the PPS.

1.2 Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe (also referred to as the Growth Plan) is the framework for implementing the Province's vision for building stronger, prosperous communities by controlling and directing growth in the Greater Golden Horseshoe until 2041. The Growth Plan establishes the long-term framework for where and how the Greater Golden Horseshoe will grow, while recognizing the realities that face cities and smaller communities and acknowledging what governments can and cannot influence. The purpose of the Growth Plan is to address challenges related to the magnitude and pace of forecasted growth and changes expected in this Region, and to ensure the protection and effective use of finite resources. The Growth Plan establishes a unique land use planning framework for this Region that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity. The Growth Plan speaks to issues relating to economic prosperity, which include transportation, infrastructure planning, land use planning, urban form, housing, natural heritage, and resource protection.

The Growth Plan contains a list of ten guiding principles, with the following four applying:

1. Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout their entire lifetime.

Planning Comment:

The subject lands are located in the settlement boundary of Caledonia and immediately adjacent to the built boundary. The subject proposal will serve to connect an existing residential area with Avalon (Attachment 2), which will contain a school, neighbourhood commercial uses, open space, and walking trails that residents of McClung South can partake in and enjoy (Attachment 4). The subject lands are also located a five minute drive to downtown Caledonia, where public service facilities, shopping, and recreational opportunities are present. The subject lands are also located in proximity to the other urban settlement areas that contain additional facilities (i.e. Cayuga Secondary School in Cayuga and West Haldimand General Hospital in Hagersville). The subject proposal is consistent with this criterion.

2. Prioritizing intensification and higher densities to make efficient use of land and infrastructure and supporting transit viability.

Planning Comment:

A key policy pertaining to the subject proposal is the establishment of greenfield areas for settlement areas where a minimum density for new residential development is to occur. The subject lands are located within the greenfield area of Caledonia, therefore these policies are applicable. While the updated Growth Plan has set out new targets that municipalities are to plan for, they are not applicable until the County completes its Official Plan update. In the interim, the targets that were set through the Housing and Places to Grow Implementation Study (approved by the Province in 2011) remain in effect and thus Haldimand County is required to target a minimum of 46 persons per hectare for all new residential development in developing areas (i.e. greenfields, which are typically at the fringes of urban areas). The subject proposal represents an opportunity to satisfy the objective of the Growth Plan as it exceeds current density targets such that it is more inline with the updated 2017 targets. At anticipated build-out, the development will be in line with the Avalon project achieving and exceeding minimum densities in the urban area of Caledonia where full municipal services will be installed which allows greater flexibility in terms of scale of development in smaller urban centres. More details relating to the targets is included in subsection 2.2 Greenfield Density Target below.

3. Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Planning Comment:

The proposal is for single detached, semi-detached, and townhouse units. If maximum buildout is achieved, 90 single detached/semi-detached dwellings and 98 townhouse units will be built. The range of units and the choice of lot size will serve varying family needs.

4. Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

Planning Comment:

Seneca Creek, valley system, woodland, and its inhabitants will be maintained and protected by erosion and sediment control barriers during construction. Permanent fencing and a 10 metre buffer (Block 15 of Part 2A) is proposed along the rear property line of lots abutting the valley system and woodlands (block 5 of Part 2A) and the parkette (block 14 of Part 2A) (Attachments 6 and 8) to reduce intrusion, uncontrolled dumping, and rear lot spreading into sensitive valley lands and woodlands. Signage identifying the sensitive natural area is

required at regular intervals along the development/valley interface. A homeowner information brochure will be provided as an educational tool to inform the residents about the environmental features bordering their community and how they can be responsible stewards of these natural resources. Also, the proposed quality controls for lot drainage and stormwater management will ensure the Grand River is protected.

Further, the Growth Plan directs the majority of development to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities such as Caledonia. The subject lands are located within the designated greenfield area of Caledonia, which is the land within the settlement area of Caledonia but outside of the delineated built-up area that has been designated in the Haldimand County Official Plan for development and is required to accommodate forecasted growth to the horizon of the Growth Plan (2041). The subject lands abut the built-boundary to the south and the proposed development will be contiguous with Avalon, which will provide convenient access to a school, local stores, and trail and park system. The planned water and wastewater upgrades can support the proposed development. The proposal includes a treatment train approach to stormwater management rather than a traditional stormwater management pond which is encouraged by the Growth Plan. Overall, it is Planning staff's opinion the subject proposal conforms to the Growth Plan.

2.0 Local Policy

2.1 Haldimand County Official Plan

The Haldimand County Official Plan (OP) creates the framework for guiding land use changes in the County to 2026 by protecting and managing the natural environment, directing and influencing growth patterns, and facilitating the vision of the County as expressed through its residents. The OP also provides the avenue through which Provincial Policy is implemented into the local context.

The subject lands are predominately designated Residential (Attachment 11). The western portion of Part 2A of the subject lands is designated Riverine Hazard Lands and Floodway. The area subject to natural hazards will not be developed and will be zoned Hazard Land (HL) Zone.

According to the OP, the residentially designated areas are expected to continue to accommodate attractive and functional neighbourhoods that provide a variety of housing forms and community facilities supportive of a residential environment. The predominant use of lands within the Residential designation shall be for residential purposes, including all forms of residential development in accordance with the policies of the Official Plan. Development is to proceed in an orderly, phased manner contiguous to existing development and take into consideration, the availability of services. This proposal is an opportunity to develop adjacent to the built boundary and connect an existing residential neighbourhood to the south with Avalon. As such, there will no longer be a gap between developments such that development is contiguous. It is Planning staff's opinion that the proposed plans of subdivision and associated zoning by-law amendments maintain the intent of these OP policies.

The following items will be discussed below: greenfield density target, criteria for minimum density development, hazard land policies, and other policies.

2.2 Greenfield Density Target

The subject lands are required to meet appropriate density targets as set out in the Growth Plan section above. In particular, there are two areas that need to be addressed which are as follows:

1. Density in terms of persons per hectare—County policy sets 46 persons/jobs for residential development.

2. Density in terms of minimum and maximum number of units per gross residential hectare—the minimum density for low density development (i.e. singles/semi-detached dwellings) is 15 units per hectare and the maximum is generally 20. The minimum density for medium density development (i.e. townhouses) is 35 units per hectare and the maximum is generally 40.

The table below outlines targets/measures for the first target (persons per hectare) in the greenfield area. The proposed development of 188 units exceeds the minimum requirement and could be achieved if every lot were developed with the smallest lot frontage and area. The proponents anticipate an actual density of 160 units.

The proposed population density is almost twice the required density and is higher than traditional developments in Caledonia. However, the proposed density is inline with the approved density for Avalon (Avalon project measure = 75.1) and will be subject to exactly the same zoning provisions.

Also, the density targets apply County-wide and do not account for the settlement area in which they are located or local nuances (i.e. Townsend, Jarvis, Hagersville, Caledonia, Cayuga, or Dunnville). It is appropriate to vary density targets in response to development type, community character, and servicing capacity. To that end, the development will be located within Caledonia which has exemplified a higher density of development than other settlement areas in the County due to the different market demands it has experienced (i.e. demand for more compact development, for townhouses, and low rise apartments). Further, the development will be adjacent to Avalon which is higher density in nature and there will be servicing capacity available to accommodate the development. McClung South will contribute towards Haldimand County achieving a greater level of population density and more efficient form of land use, which is the underlying intent of the Growth Plan and OP while still recognizing the nature of the community in which it is proposed.

Further, the same table outlines targets/measures for the second target (units per gross residential hectare) in the greenfield area. The maximum density target for low density development (20 units per GRH) and minimum density target for medium density development (35 units per GRH) are generally satisfied. On average, between 27.2 and 31.8 units per hectare is expected across the entire McClung South development, depending on buildout. Further, McClung South's population at maximum buildout will be 553 persons. At the anticipated buildout, the population will range from 423 to 477 persons depending on the type of units that are built. The proposed density conforms to the Official Plan.

Table 2: Persons per Hectare and Units per Gross Residential Hectare Target and Measure

Development	Official Plan Measure	Maximum Project Measure	Anticipated Project Measure
Persons per Hectare	46 persons per hectare	93.4 persons per hectare*	79.9 persons per hectare*
Minimum Units per Gross Residential Hectare Low Density Component (Single Detached Dwellings)	15	25.6	21.6
Maximum Units per Gross Residential Hectare Low Density Component (Single Detached Dwellings)	20	25.6	21.6

Development	Official Plan Measure	Maximum Project Measure	Anticipated Project Measure
Minimum Units per Gross Residential Hectare Medium Density Component (Townhouse Dwellings)	35	40.8	35.4
Maximum Units per Gross Residential Component Medium Density Component (Townhouse Dwellings)	40	40.8	35.4
Total Units Per Gross Residential Hectare (Both Low Density and Medium Density Component)	N/A	31.8	27.2

Notes:

**Based on 3.16 persons per single/semi-detached dwelling and 2.74 persons per townhouse—Source: Haldimand County Population, Household and Employment Forecast Update (2011 to 2041).*

Of note, staff have completed an independent analysis to corroborate the developer's submission and have determined that it is accurate. Planning staff is satisfied that the proposed development meets the Growth Plan density target and OP standards. As will be discussed in the following section, the final lot and unit count will be dependent upon the ability of the subdivision to accommodate on-street parking, among other items.

The foregoing analysis represents the maximum and anticipated density scenario, which theoretically could be achieved. The County's experience with the lotless block approach/flexible zoning standards that permit a range of use types is that the maximum density will not be realized. To ensure compliance with the Growth Plan and Official Plan density targets, a draft plan condition will be included to ensure the minimum density is achieved. This is the same approach as was undertaken with Avalon.

2.3 Criteria for Medium Density Development

The subject proposal contains medium density development (i.e. townhouses). The OP contains a series of criteria that are to be used to assess such development. Planning staff have completed a review of the associated development criteria to ensure this component of the project is appropriate.

- a) the effect of the development on the overall housing needs of the community;

Planning Comment:

The proposed development will assist in addressing the varied housing needs of the community of Caledonia. Caledonia is anticipated to attract new residential development across a range of housing products by price and structure type, and accommodate the majority of growth within the County, accounting for approximately 53% of the residential development within the entire County. The Population, Household and Employment Forecasts Update, concluded that the demand for townhouse dwelling units is expected to increase in line with demographic trends and decreasing housing affordability as the prices of low density units continue to increase. The distinct aspects of forecasted unit growth in Caledonia are that townhouse units will account for approximately 20% of overall unit growth. The portion of townhouses will make up 52% of McClung South; Planning staff have no

concerns as unit growth is to be measured across the entire County. The subject development is anticipated to fulfill and satisfy a portion of the increased need and demand within Caledonia for townhouse units.

- b) the effect of the use on neighbouring residential development with respect to the density, form, height and arrangement of buildings and structures;

Planning Comment:

The lands to the north and east were approved in 2014 for Avalon. The subject development will be complementary to this newly developing community. The impact of the proposal on the existing low density residential lands to the south will be mitigated by the construction of single detached dwellings fronting or adjacent to Park Street. The townhouses will be internal to the subdivision. The proposed development will benefit from the school, local shops, trails, parks, and open space system being developed as part of Avalon. Also, the proponents submitted Urban Design Guidelines and the development will have a similar appearance to the dwellings in Avalon which includes articulated building entrances and porches on each dwelling, recessed garages, and a varied mix of home models and elevations. The subdivision agreement will ensure the Urban Design Guidelines are adhered to.

- c) the ability of the site to provide adequate parking facilities for the use in a manner that does not compromise the provision of other amenities and facilities such as outdoor common areas, landscaped buffers, garbage storage enclosures and emergency vehicle access;

Planning Comment:

A minimum of two parking spaces per dwelling unit will be provided as per the requirements of the Zoning By-law. Also, all units (townhouses) will have a garage which will provide additional parking opportunities for those lots where double length or width driveways are installed. As part of the overall development and draft approval of the subdivision, an on-street parking plan will be required. The parking plan will be developed in consultation with staff to identify appropriate areas for on street parking. This will address lot frontage and sizes, driveway locations, and on-street parking assessment. The final lot and unit count will depend, among other items, on the ability to provide on-street parking within the subdivision as on-street parking is affected by both lot frontages and driveway locations. As such, while it is appropriate to allow some lots to have the minimum lot frontage and size, some lots will be required to exceed these minimums to ensure adequate on-street parking spaces are provided and housing variety. Some on-street parking may be permitted on Park Street. However, it should be restricted to the north side to preserve the development potential of the lands to the south. In terms of emergency vehicle access, this will be by way of a municipally maintained public street system as in any typical subdivision.

- d) the proximity of the use to arterial or collector roads in order to reduce the need to direct additional traffic to local streets within stable, low density residential areas;

Planning Comment:

The proponent submitted a Functional Servicing Report and Transportation Assessment, both prepared by WSP Canada Ltd. (WSP) as part of the complete application package for McClung South. As previously discussed, McClung South will connect into Avalon via Larry Crescent and will connect into the existing residential neighbourhood to the immediate south via Seneca Street and a new street (Street E) which will connect into Park Street. While some traffic will infiltrate the neighbourhood to the south, WSP recommends the following traffic calming measures be utilized:

- not upgrading/widening the rights of way of Seneca Street since doing so would provide an incentive for motorists to use Seneca Street as a by-pass route;
- ensuring necessary improvements at the intersection of McClung Road and Caithness Street East are undertaken such that delays are prevented (as delays encourage motorists to look for short cuts); and
- monitoring traffic volumes on Seneca Street once the McClung South development is occupied to determine if additional traffic calming measures are required.

Additional transportation details will be provided in section 3.2.2. Roads and Grading. Overall, staff are satisfied that while there likely will be some impact, it will not be detrimental and will be mitigated through traffic calming measures. Conditions of approval will be in place to ensure these measures are implemented.

- e) the proximity of the use to public parks and other open space amenities and pedestrian access to these amenities; and

Planning Comment:

The proposed development includes a 0.16 hectare (0.39 acre) parkette in the north west corner of Part 2A of the subject lands. The proposed parkette makes up approximately 2.7% of the developable land (i.e. 5.92 hectares/14.63 acres which excludes the hazardous/natural heritage land) of the subdivision.

The *Planning Act* permits the County to impose a draft plan condition that requires the proponent to convey up to 5 percent of the land in the subdivision to the County for park or other recreational purposes. If the County imposes such a condition, the *Planning Act* allows the County to require a payment in lieu of to the value of the land, otherwise, required to be conveyed if less than 5 percent of the land in the subdivision is provided for park or other recreational purposes. Since less than 5 percent of the subdivision will be conveyed to the County for such purposes, the proponent will be required to pay the County cash in lieu of parkland for the remainder of the 5 percent. This will be included as a draft plan condition and included in the subdivision agreement.

Staff have no concerns with the reduction in parkland provided for the following reasons:

1. McClung South will contain a park that (given its size and location) will likely only be used by the residents of McClung South. Facilities and Parks Operations is satisfied with the proposed parkland.
2. McClung South will be connected to the master planned Avalon Community and once built-out, the two subdivisions will (on the ground) function and feel like one subdivision. There will be some open space between the two subdivisions. Also, the residents of McClung South can enjoy the linear park, large park block, and trail system in the master planned Avalon once built.
3. McClung South is located within very close proximity to the Rotary Trail along the Grand River that begins at the intersection of McClung Road and Caithness Street East.

Additional discussion will be provided in section 3.1 Parkland and Active Transportation.

- f) the adequacy of community services and facilities, including special needs facilities, to accommodate the needs of the residents of the use.

Planning Comment:

Caledonia is a viable centre with a number of community oriented services and amenities. The development is anticipated to add to the overall growth of the town, and not have any detrimental impacts relating to service provision. All services in Caledonia will be accessible for residents of this subdivision and are conveniently accessible due to the compact nature of the community. The subject applications were circulated to the Grand Erie District School Board and the Brant-Haldimand-Norfolk District School Board and no objections were received.

Overall, Planning staff is satisfied that the proposed development is compatible with existing and approved development.

2.4 Hazard Land Policies

Haldimand County is committed to the protection of life and property by respecting the natural and man-made hazards. As such, development shall generally be directed away from hazard lands.

The western portion of Part 2A of the subject lands is designated Riverine Hazard Lands and Floodway. The proposed development will be located outside of these designations.

In addition, a site specific slope stability study was carried out based on eight boreholes as part of the requirement by the GRCA to support the proposed development. The study states that the factor of safety is higher than the minimum and suggests that the existing slope, in its current condition, is stable in the short and long-term. WSP provides recommendations to preserve slope stability through construction. The GRCA has reviewed the study and accepts it and construction requirements will be addressed through the GRCA permitting process.

2.5 Other policies

The OP also speaks to servicing and stormwater management, which will be addressed in the subsection 3.2 Functional Servicing and Technical Analysis of the subject report.

3.0 Plan of Subdivision

Subdivision applications for the proposed development has been submitted by the proponents to facilitate the draft approval of subdivision and a related zoning amendment applications. The subdivision review process will address various details of the proposed development.

Under Section 51 (24) of the *Planning Act*, there is a list of criteria that an approval authority must have regard to when assessing the merits of a plan of subdivision application. Based on said criteria, Planning staff have reviewed these criteria and provide the following list itemizing the matters to be considered and staff's comments with respect to each item:

Table 3: Subdivision Criteria

CRITERIA		COMMENTS
a.	The effect of development of the proposed subdivision on matters of provincial interest.	Does not conflict with and meets the intent of provincial interest in terms of providing a variety of housing and increased density. Seneca Creek and the associated valley system will be protected to the satisfaction of the GRCA and MNRF. Archaeological clearance of the site will be required prior to grading or construction as a condition of draft approval for Part 2A. An archaeological assessment has been completed

CRITERIA		COMMENTS
		for all three lots and submitted to the MTCS for review. The MTCS has cleared Parts 1 and 2B. The proposal is being reviewed by the GRCA and the County for stormwater management, grading, and drainage matters. Detailed design plans relative to these items will be incorporated as draft plan conditions. Clearance is required prior to initiating any development.
b.	Whether the proposed subdivision is premature or in the public interest.	The proposed development is a continuation of Avalon and will fill the gap between Avalon and the existing, low density neighbourhood to the south. The development will provide new housing within the urban area of Caledonia to meet market demands. Additionally, it will assist in the growth and development of the community and focus growth in an identified growth area.
c.	Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any.	The proposed development conforms to the Official Plan designation and is compatible with surrounding residential development. The lands proposed to be developed are designated Residential which is to accommodate all forms or residential units.
d.	The suitability of the land for the purposes for which it is being subdivided.	The proposed development is considered appropriate. The subject lands are designated Residential and are located within the urban/settlement area of Caledonia. At this stage, the developers have not determined if the projects will be phased or completed together and at the same time. Any plan to phase will require County approval (which is addressed by way of subdivision draft plan condition).
d.1	If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing.	No affordable units are proposed.
e.	The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.	Generally, the layout is considered appropriate. A subdivision agreement will be required to ensure the proper installations of the proposed internal roads and construction/upgrades to Park Street. Final grading information will be required as a condition of draft plan approval.
f.	The dimensions and shapes of the proposed lots.	The lot sizes and shapes are consistent with those approved/built in Avalon. The lotless block approach provides the opportunity for varied lot frontages and complies with density targets

CRITERIA		COMMENTS
		identified in the Provincial Growth Plan and carried forward in the OP.
g.	The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.	The proposed zoning provides adequate regulations.
h.	Conservation of natural resources and flood control.	Haldimand County and the GRCA have reviewed the preliminary stormwater management documents and generally accept the approach. Detailed grading and stormwater management plans will be required as a condition of approval and engrained within the subdivision agreement. Clearance is required by the GRCA and Haldimand County prior to any works being initiated.
i.	The adequacy of utilities and municipal services.	The proposed internal road allowances will be conveyed to the County. The provision of utilities and installation of infrastructure will be reviewed and approved as conditions of draft approvals and included within the subdivision agreement.
j.	The adequacy of school sites.	No objections were received concerning the adequacy of school sites. The abutting master planned Avalon to the north is proposed to accommodate an elementary school and Cayuga Secondary School can accommodate additional students.
k.	The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.	Staff have no concerns with receiving the parkette (Block 14) and blocks 15 and 16. The eastern limit of block 15 will be fenced to reduce intrusion, illegal dumping, and rear yard spreading. Blocks 15 and 16 will be naturalized. A gate will be required to ensure passage of equipment should maintenance/removal of trees be required.
l.	The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	Considered appropriate residential density, opportunities for active transportation and community connections and road network connections are addressed through the development.
m.	The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is	The R1 Zone which will permit singles and semi-detached dwellings is not subject to site plan control. However, the actual lot sizes and development will be reviewed at the detailed

CRITERIA		COMMENTS
	also located within a site plan control area designated under subsection 41 (2) of this <i>Act</i> .	design stage. The R4 Zone is typically subject to site plan control. However, in this case, the development will be reviewed during the detailed design stage such that site plan control would be redundant and is therefore unnecessary. The same is true for the 'OS' Zone.

3.1 Parkland and Active Transportation

A parkette is proposed for the entire development and will service the residents sufficiently, as discussed in above subsection 2.3 Criteria for Medium Density Development. More specifically, the size of the parkette is satisfactory given that the development is in close proximity to existing and planned recreational facilities (i.e. McClung Soccer Park, master planned community park in Avalon, trail network in Avalon, and trail network along the Grand River). Cash in-lieu of parkland will be required in addition to the land dedication to meet the *Planning Act* requirements for park provision.

3.2 Functional Servicing and Technical Analyses

To support the subject applications, a functional servicing memo, stormwater management brief, and transportation analysis were completed by WSP and submitted by Armstrong Planning. The current memo has been through two reviews by the County's technical staff and the project has been deemed to be functional in its entirety (Parts 1, 2A, and 2B). The intent of the memo is to provide the conceptual framework for the McClung South stormwater management, roads and lot grading, water servicing, and sanitary servicing—those categories are further discussed below.

3.2.1. Stormwater Management

Generally, flows will be directed to a storm sewer system, a bio-swale, and a filtration unit (Jellyfish Filter) to ensure stormwater is directed to and cleaned prior to outletting to the Grand River. No quantity (retention) control is required.

Under existing conditions, the site consists of grassed, treed, and agricultural areas. The site can be subdivided into three drainage catchments. Approximately 4.46 hectares (11 acres) drains to the west across a treed area to Seneca Creek, approximately 250 metres upstream of the Grand River. A second catchment area of approximately 1.12 hectares (2.77 acres) drains south of the site towards a residential area. Approximately 3.36 hectares (8.3 acres) drains to the south east of the McClung roadside ditch. All runoff from the site drains to the Grand River downstream of the site.

Post development, a storm sewer system will collect flows from approximately 5.61 hectares (13.86 acres) of the developed area (streets and residential lots). The runoff collected by the storm sewer will outlet to a proposed storm sewer on McClung Road, which will direct flows south-east of the McClung Road and Caithness Street intersection where flows will be conveyed overland to the Grand River. Rear lots and roof areas of lots located on the west side of the Seneca Street extension will drain towards the western area of the site. The western area of the site will remain undeveloped and approximately 3.33 hectares (8.23 acres) will drain towards Seneca Creek. Approximately 45% (4.03 hectares/9.96 acres) of the subject lands will be impervious area (road, driveways, and roof area), with 3.98 hectares (9.83 acres) of impervious area contributing to the storm sewer system, and 0.05 hectares (0.12 acres) of impervious area contributing to the Seneca Creek runoff.

In order to reduce the volume of runoff produced by the proposed development, increased topsoil depth is proposed for lawn area. An increase in topsoil depth has been shown to reduce the volume

of runoff produced by landscaped areas from larger rainfall events. Lawn areas will consist of a minimum topsoil depth of 0.3 metres (1 foot), and roof downspouts are directed to lawn area.

In terms of quality control, WSP proposes that runoff be treated by:

1. A linear bio-retention system (bio-swale) within the Park Street right-of-way (200 metres long, 1.5 metres wide). A bio-swale is a landscaped area that removes debris and pollution out of surface, runoff water from large impervious surfaces such as roads. Bio-swales have gently sloping sides and are filled with vegetation or aggregate material to slow runoff water to allow filtration (cleaning) and infiltration. The bioswale will treat a small area of the site (Park Street area).

A bioswale has also been approved in concept for Haldimand Garden (recently approved subdivision) which is currently in the detailed design phase. The bioswale will require basic landscaping until well established (approximately two years from construction) after which landscaping is minimal. Sediment removal is required when build-up is observed.

2. A filtration unit (Jellyfish Filter). The Jellyfish Filter is an engineered stormwater quality treatment technology featuring membrane filtration in a compact standalone treatment system that removes a high level and wide variety of stormwater pollutants. As stormwater enters the Jellyfish Filter through the inlet pipe, it traps floating pollutants. Water is then pushed down into the treatment chamber where a separation skirt traps oils, floatables, trash and debris and allows small particles (sand) to collect on the bottom. Water is forced up from the treatment chamber (and filtered through membranes). Water then exits the outlet pipe.

This technology is not currently used in Haldimand County. The traditional approach to achieving quality control would typically include a stormwater management pond, which would release flows over an extended period of time allowing sediment to settle out. With the anticipation of stricter MOECC guidelines on stormwater quality treatment (i.e. cleaning of stormwater before it outlets into the Grand River) and the 2017 Growth Plan's directive to incorporate an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds (which are land extensive) in urban areas, this development serves as an opportunity for a pilot project.

The Jellyfish Filter will require regular (annually) scheduled inspections and maintenance to ensure proper functioning. The Jellyfish Filter will require more frequent inspection and maintenance than a stormwater pond. However, according to WSP, this is less expensive than inspection and maintenance of a stormwater management pond. From an operational and financial perspective, the County does not currently have a program in place to inspect and maintain stormwater quality technology (including stormwater management ponds). The Public Works Department is working on a program. As this program is currently developing, this serves as an opportunity for a pilot project and the operational needs and costs of this technology will serve to inform other projects.

Planning staff have discussed this technology with the Director of Engineering who has accepted this approach to stormwater management in principle as a pilot project. Final approval of this treatment technology will be subject to detailed design. Further, while this technology is commonly used on private lands and in municipal parking lots, according to Forterra Pipe and Products Inc., which is an official representative, other municipalities such as Richmond Hill and the City of Toronto have assumed this type of technology after installation.

3.2.2. Roads and Grading

The proposed development network consists of a series of local residential roads that generally follow a north to south and west to east direction. The proposed development will connect into (existing) Larry Crescent from Avalon Phase 1 to the north which provides access to the northerly portion of Avalon including east-west roads (e.g. Arnold Marshall Boulevard) which then connect onto (major collector) McClung Road. The proposed development will also connect into Park Street to the south which also connects onto McClung Road. Overall, the combination of Larry Crescent and Park Street will provide access/egress routes for McClung South.

The proposed development includes the extension of Park Street between Seneca and Cayuga Street as part of the overall urbanization of the Park Street right-of-way. The roadway and north boulevard of Park Street will be upgraded to the County standard from McClung Road westward to Seneca Street. The south boulevard will need to match the existing grades at the street line, which will require transitional grading based on the existing topography. WSP has provided some options which includes upgraded pavement, curb and gutter, and sidewalk. The preferred design will be reviewed and confirmed as part of the detailed design stage.

Further, the traffic assessment evaluates the traffic impact of McClung South and the proposed site access arrangement with respect to the existing neighbourhood. WSP finds that McClung South can be accommodated by both the interim (2022) and built-out (2033) horizons for Avalon. Under the 2022 horizon, an auxiliary southbound right-turn lane needs to be added at the intersection of McClung Road and Caithness Street East, together with the implementation of an all-way stop control. Doing so helps to facilitate the traffic from McClung South and Avalon and minimizes the likelihood for traffic infiltration into the existing low-density, residential neighbourhood. Under the 2033 build-out, the intersection of McClung Road at Caithness Street East would need to be signalized, along with the provision of an auxiliary southbound right-turn lane. These improvements are required at this intersection to avoid excessive delays or capacity issues. These improvements are required as part of the Avalon development and have been included as draft plan conditions and engrained in the Avalon subdivision agreement.

WSP also provided traffic calming measures to ensure traffic infiltration through the existing, low density residential development is minimized. As discussed previously, traffic calming measures include:

- not upgrading/widening the rights of way of Seneca Street since doing so would provide an incentive for motors to use Seneca Street as a by-pass route;
- ensuring necessary improvements at the intersection of McClung Road and Caithness Street East are undertaken such that delays are prevented (as delays encourage motorists to look for short cuts); and
- monitoring traffic volumes on Seneca Street once the McClung South development is occupied to determine if additional traffic calming measures are required.

Overall, staff is satisfied with the traffic calming measures proposed. The proposed measures will be incorporated as draft plan conditions and implemented through the subdivision agreement/detailed engineering review processes. Also, given that McClung South is essentially an additional phase of Avalon, traffic infiltration can also be reviewed through the ten year traffic update in 2024 which is required as part of the Avalon development.

The proposed grading design will generally follow the existing land topography, in an effort to minimize the overall earthmoving required for road and lot construction and provide adequate cover for underground services. Along the perimeter of the subject lands and the natural heritage areas,

existing grades will be maintained. The pavement structure will be in accordance with the Haldimand County Design Criteria and the recommendations of the geotechnical consultant.

3.2.3 Water Servicing

The water distribution network for the proposed development will be supplied from the existing 350 millimetre diameter trunk watermain on McClung Road and loop into the existing watermain network north at Larry Crescent in McClung Phase 1. The proposed water distribution system will follow the road network in order to provide a looped system to all areas of the proposed development. It is anticipated that the existing watermain network will provide adequate service for both water demands and fire flows. A detailed water distribution analysis will be completed at the detailed design stage to ensure adequate service pressures and flows to the development. The estimated, maximum water demand for the proposed development is 560 cubic metres per day. The requested allocation can be accommodated.

3.2.4 Sanitary Servicing

The proposed sanitary flows will be directed to the McClung South Sanitary Pumping Station (SSPS) at the south-east corner of McClung Road and Caithness Street East via the existing gravity sewer on McClung Road which was installed as part of the initial phases of Avalon. The proposed internal sanitary network will follow the road network, connect to the existing sanitary sewer along McClung Road and ultimately to the McClung SSPS. Capacity of the existing gravity sewers and McClung SSPS are adequate to support the proposed Draft Plans.

At maximum build-out of 188 units the proposed development requires 210 cubic metres of wastewater. As outlined in Report PED-PD-39-2017 Servicing Allocation 2017 Year End Update and Recommendations which was presented on December 05, 2017, the Caledonia Water and Wastewater Treatment Plant (WWTP) is not capable of running at its full rated capacity due to a process limitation in the aeration system. The solution to the process limitation is to install new air diffuser heads which is a relatively simple process. The funding for this work was approved in the 2017 Rate Supported Water and Wastewater Capital forecast and the project has been initiated and is scheduled for completion by the end of 2018. Once the aeration system project is completed, the Caledonia WWTP will be capable of treating flows up to its rated capacity of 7,200 cubic metres/day which will bring an additional 2,750 cubic metres per day on line for the purposes of allocating to development. That amount of capacity is equivalent to 3,055 single detached dwellings. The increase in capacity will essentially be enough to cover just the remaining phases of Avalon and all of Beattie Estates (approximately 700 units) and McClung South. This capacity will be managed by allocating it to developments proceeding to construction. It is noted that the County has budgeted to begin the process of either further expanding treatment capacity or developing a new treatment plant to meet long term needs.

Further, the registration of McClung South (188 units) is to coincide with Avalon Phases four to six in 2019–2020 after the improvements to the Caledonia WWTP. Given that servicing capacity has not been granted to/tied up in all phases of Avalon over the next ten years and the short term solution is to be completed by year end, the County has the opportunity to grant servicing capacity to McClung South prior to the long-term solution.

3.3 Environmental and Archaeological Matters

3.3.1 Environmental Impact Study

WSP completed a scoped Environmental Impact Study (EIS) to support the proposed development. The purpose of the scoped EIS was to document existing natural heritage features and functions within the study area in order to determine potential impacts of the proposed undertaking,

recommend appropriate mitigation measures to reduce identified impacts, and identify permitting requirements. The ecological scope of work was based on an approved Terms of Reference (ToR) prepared by WSP and circulated to the GRCA, with comments incorporated.

The EIS identifies that the subject lands contain isolated natural features as a result of surrounding lands uses. More specifically, the subject property abuts existing or approved/under construction urban areas to the north, east and south. There is a major road to the east (McClung Road). Ecological connectivity and wildlife movement opportunities are thus very limited in those directions. Wooded areas on the property are contiguous with natural woodland areas to the west, associated with the Seneca Creek valley. This presents an opportunity for wildlife movement and ecological connectivity.

The EIS further identifies that a portion of the Seneca Creek valley extends on the west portion of the subject lands. The valley slope is defined by the floodplain limit at the toe of slope and a top of slope defined by slope erosion limit (GRCA) and topography. Development limits are at least 50 metres from the floodplain. The slope of the subject lands is stable and there is no recommended setback. No development or site alteration is proposed on the valley slope. A 10 metre buffer area (Block 15 of Part 2A, measuring 0.45 hectares/1.11 acres) between the proposed subdivision and the top of slope of the Seneca Creek valley system will also be conveyed to the County. A portion of the Seneca Creek valley system will also be conveyed to the County (Block 16 of Part 2A, measuring 2.38 hectares/5.89 acres). This area will be fenced, signed, and naturalized (Attachment 8). Given that this natural area will be owned by the County, it will be preserved in the long-term.

Further, stormwater runoff will not be directed to the steep slope/erosion prone area and an erosion and sediment control (ESC) plan will be developed prior to grading and construction. The woodlot on the subject property will be retained in full with development setbacks and other mitigation/protection measures.

There are no provincially designated features (i.e. Provincially Significant Wetlands (PSWs) and Areas of Natural and Scientific Interest (ANSI)) found on or immediately adjacent to the subject lands. There are also no regulated watercourses present on the subject lands. Seneca Creek and the Grand River are located to the south and Lindsay Creek tributary is located to the northwest. The EIS determined that there would be no impacts to Significant Wildlife Habitats (SWH) as a result of the development.

The EIS identifies a number of during-construction best management practices which include, among other items, the installation of temporary vegetation protection fencing, erosion and sediment control fencing and regular inspection, and maintenance/operation limitations (i.e. restricting location of refueling/washing and stockpiling of construction items around natural heritage features). Timing of vegetation removals is to be in compliance with the *Migratory Birds Convention Act (MBCA)*. Permanent best practices include a 10 metre setback to the top of slope, permanent fencing at lot/park limits west of Street A (Seneca Street extension) with ecological enhancement of the intervening buffer area through a combination of native herbaceous seeding and nodal native species planting. Details regarding appropriate fencing and ecological enhancements will be reviewed at the detailed design stage and implementation of the recommended measures will be secured through the subdivision agreement.

The MNRF and GRCA have accepted the EIS.

3.3.2 Geotechnical Investigation/Slope Stability Analysis

WSP completed a preliminary geotechnical investigation to support the proposed development. The purpose of the preliminary geotechnical investigation was to obtain information regarding the subsurface conditions to make preliminary recommendations pertaining to the geotechnical design

of underground utilities, roads and to comment on the foundation conditions for building construction. The investigation also entailed a global stability check for the natural steep slopes.

The geotechnical investigation examined the characteristics of the topsoil, fill, etc. and concludes that topsoil cannot be reused for structural purposes and only for general landscaping purposes. Also, to avoid the undesirable effects on long-term post construction settling, the geotechnical report recommends that the soil be improved in advance of final grading. Recommendations relating to identified compressible ground issues will be included as draft plan conditions and carried forward in the subdivision agreement.

With regards to the slope stability analysis, it was concluded that existing slopes, in current condition, are stable in the short and long term and no top of slope setback is required or recommended. WSP made the following recommendations, which will be undertaken:

1. Limit the direct run-off in an uncontrolled fashion over the crest of the slope. Post construction, uncontrolled run-off (such as pool draining) will be mitigated as follows:
 - There will be a 10 metre buffer between the rear lot lines and the top of slope, which will be owned by the County and naturalized. As such, if a pool was to be illegally drained into the buffer, the water would have to run in excess of 10 metres to the top of the slope (Attachment 8 illustrates the 10 metre buffer area).
 - A condition will be included which requires that the proponents prepare and provide to all purchasers an educational brochure that deals with environmental management considerations such as maintenance of any lot level infiltration, restoration, dumping in buffers and stormwater management facilities and maintaining lot drainage and grading. This is alike the condition included in the Avalon approvals.
 - A condition will be included which requires that in the Agreement of Purchase and Sale, any future owner agrees not to dump any item (including pool water) in buffers and that the owner agrees to maintain the original grade of the property and stormwater management facilities.
2. A sediment control fence must be erected and maintained during construction to isolate work area from the adjoining slope and valley system.
3. The existing slope vegetation should be maintained. Any slope areas disturbed by construction should be restored with suitable native vegetation.

3.3.3 Hydrogeological Study

The purpose of the preliminary hydrogeological assessment was to evaluate groundwater conditions at the site. It is not anticipated that extensive dewatering will be required during construction and grading activities. A Permit to Take Water (PTTW) or registration on the Environmental Activity and Sector Registry (EASR) are not expected to be required. However, a detailed dewatering assessment will be completed based on the development and construction plans to determine whether or not water taking volumes will be greater than 50,000 L/day and require permitting (EASR and PTTW).

3.3.4. Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment (AA) was prepared for each Part (Parts 1, 2A and 2B) of the subject lands. A Stage 1 AA consists of a background study and property inspection to determine whether there is potential for archaeological sites on the property. A Stage 2 AA consists of a property assessment to identify any archaeological resources on the property being developed.

The AA recommends Parts 1 and 2B be cleared of any further archaeological concern. The Ministry of Tourism, Culture and Sport (MTCS) has reviewed the AA and entered the Stage 1-2 AA for Part 1 into the Ontario Public Register of Archaeological Reports on July 13, 2017. The MTCS has reviewed the AA and entered the Stage 1-2 AA for Part 2B into the Ontario Public Register of Archaeological Reports on April 13, 2018. The MTCS has no further concerns with regards to Parts 1 and 2B.

The AA for Part 2A recommends eight sites be subject to a Stage 3 assessment. A Stage 3 AA is required to accurately determine the size of the archeological site, evaluate cultural heritage value or interest and, where necessary, make recommendations for Stage 4 mitigation strategies. A Stage 3 AA will require monitors from Six Nations and the Mississaugas of New Credit. A draft plan condition will be included and a holding provision will be affixed to the zoning to ensure no site alteration or development is permitted until the subject lands are cleared of archaeological potential.

In addition, the MTCS had concerns with regards to the AA for Part 2A. More specifically, the AA reported that a fallow field at the bottom of the wooded slope was not subject to assessment as it was within Block 16 (Natural Heritage) of the Draft Plan of Subdivision. The AA states that there are outstanding archaeological concerns for this fallow field and that it must be subject to an AA prior to any land disturbing activities. However, this area has been deemed undevelopable due to the steep slope, natural heritage protection of the woodlot, and the floodplain associated with Seneca Creek. This is based on various technical studies in support of the development, including a geotechnical investigation and slope stability analysis, a hydrogeological assessment and an environmental impact study. This area is within Block 16 (Attachment 6) which is proposed to be zoned Hazard Land (HL) Zone (Attachment 13) to prohibit development and upon registration of the subdivision, Block 16 will be conveyed into the County's ownership. Planning staff is of the opinion that further study of that area is not required and has expressed this to the MTCS. This is the same approach as taken with Avalon. At present, staff await further correspondence with MTCS. Notwithstanding this item, planning staff are satisfied that the proposal is consistent with Cultural Heritage and Archaeology policies of the PPS and policies of the County's OP.

3.4 Urban Design/Community Quality

3.4.1 Landscaping

A landscaping plan was not part of the initial submission of this draft plan of subdivision, but landscaping and tree planting requirements will become part of detailed design submissions moving forward through conditions of approval. This is a standard requirement for all plans of subdivision and undergoes review by the County's Roads Operations and Facilities and Parks Operations Divisions. Review of formal landscaping and tree plans is undertaken to ensure suitability of the plans for the standpoints of design, species mix and maintenance. Upon approval of all landscaping details, detailed cost estimates are provided and the County collects securities which are held until such time as the landscaping is completed and takes within its environment. It is anticipated that the plans will be in keeping with those in Avalon.

3.4.2 Urban Design

Armstrong Planning submitted an addendum to the Avalon Urban Design and Architectural Guidelines to include the subject lands. The addendum outlines the vision and design guidelines for the subject proposal. The urban design principles are alike those in Avalon, although new architectural designs will be prepared for McClung South; they will be in keeping with the established guidelines. There will be no reverse frontages (where rear yards face a road) within the subdivision which helps to facilitate a strong connection to the street and also positions eyes on the street as a measure of enhancing community safety. As a central design feature of Empire, and highlighted

within their requested zoning amendment, dwellings are pushed close to the street, creating a sense of community with an increased opportunity for pedestrian interaction. Many of the architectural styles favour a familiar tradition with accessible and usable front porches suited to outdoor living and community interaction. There will be varied, but harmonious, mix of home models and elevations. The subject proposal will have additional guidelines for priority lots, including corner lots, lots facing parks/open spaces, and terminus lots. Additional design details will be required as part of the draft plan conditions, including street trees, community entrances, and lighting.

4.0 Town of Haldimand Zoning By-law 1-H 86

The purpose of the Zoning By-law 1-H 86 is to control the use of land within the County by stating exactly how land may be used, where buildings and other structures can be located, the types of buildings that are permitted and how they may be used, and the lot sizes and dimensions, parking requirements, building heights and setback from the street. The Zoning By-law implements the Official Plan and is legally enforceable.

The subject lands are currently and predominately zoned Agriculture (A) Zone (Attachment 12). The western portion of Part 2A of the subject lands is currently zoned Hazard Land (HL) Zone. The intent of the subject zoning amendment is to rezone the lands to a site specific Urban Residential Type 1-B (R1-B) Zone, Urban Residential Type 4 (R4) Zone, Open Space (OS) Zone, and Hazard Land (HL) Zone as illustrated in (Attachment 13). The requested special provisions are exactly the same as in Avalon, which have been implemented with success, and are intended to provide the developer with more flexibility when it comes to achieving Provincial and County density requirements. The table below outlines the requested alternative provisions for the R1-B and R4 Zones. The rationale provided in the Staff Comments section of the table is exactly the same as those provided for Avalon.

4.1 Zoning for Single and Semi-Detached Dwellings

In general, the provisions for single detached dwellings are intended to allow for efficient use of land; a more dense approach to development to meet required standards and targets; and, design that allows living space to be closer to the street (with garages recessed) to create a stronger street presence, sense of community, and eyes on the street effect. The single and semi-detached dwellings are proposed to have a site specific Urban residential Type 1-B (R1-B) Zone. The provisions below represent the exceptions to the zone standards and where not listed as an exception, the current zone standard will apply (e.g. minimum of 2 parking spaces per dwelling are required).

Table 4: Zone Provisions for Urban Residential Type 1-B (R1-B) Zone

Current By-law Requirement	Proposed Provision	Staff Comments
Permitted Uses (R1): Single detached dwelling	Permitted Uses (R1): Single detached and semi-detached dwelling	Allowing semi-detached as well as singles provides flexibility in unit design and opportunity for increase to density.
Minimum Lot Area: Interior Lot–372 square metres Corner Lot–412 square metres	Minimum Lot Area: Interior Lot–220 square metres Corner Lot–265 square metres	The reduced lot area will allow for more efficient use of land, compact urban development and achievement of Growth Plan targets. As this is an undeveloped area, there are no impacts to existing

Current By-law Requirement	Proposed Provision	Staff Comments
		neighbourhood character and this will be the standard for northeast Caledonia.
Minimum Lot Frontage: Interior Lot–12 metres Corner Lot–15 metres	Minimum Lot Frontage: Interior Lot–8 metres Corner Lot–10 metres	Similar rational as immediately above.
Minimum Front Yard Setback: 6 metres	Minimum Front Yard Setback: 4.5 metres to dwelling; 6.0 metres to garage	This will allow more compact development and also gives dwelling more prominence along street and lessens impact of garage on streetscape. Parking space can still be accommodated in front of garage and second required space in the garage to achieve parking compliance.
Minimum Exterior Side Yard Setback: 5.0 metres	Minimum Exterior Side Yard Setback: 2.4 metres, except that an attached garage fronting on flankage street shall be 6.0 metres from the lot line on the flankage street	This will allow more compact development and also gives dwelling more prominence along street.
Minimum Interior Side Yard Setback: 3.0 metres on one side and 1.0 metre on other; except where private garage attached, in which case 1.0 metre on each side	Minimum Interior Side Yard Setback: Singles–1.2 metre on one side and 0.6 metres on the other side Semis–1.2 metres; except no interior side yard is required along common lot line	Allows more compact development and efficient use of land. No impacts on surrounding or traditional character to the location of the development.
Minimum Rear Yard Setback: 9.0 metres	Minimum Rear Yard Setback: 7.0 metres	This will allow more compact development and opportunity to increase density.
Minimum Parking Space Dimension (in garage): 6 metres x 3.3 metres with no encroachment	Minimum Parking Space Dimension (in garage): 6 metres x 3 metres with encroachment of 3 stair risers (approximately 0.61 metres/2.0 feet)	The reduction to the garage width is minor (i.e. 0.3 metres or 1 foot) and is conducive to the standard designs of the developer. A 6 x 3 metre garage parking size is very typical of other municipalities. Further, the protrusion of 3 risers (0.61 metres/2.0 feet)

Current By-law Requirement	Proposed Provision	Staff Comments
		into the space is considered minor and will not prevent the garage from being utilized for its intended purpose. For the Avalon subdivision, the developer provided additional data relating to the length and width of various types of vehicles (small, medium, and large size) which demonstrates the reduced garage size would be functional as a parking space, even with the encroachment of the risers.
<p>Maximum Porch Encroachment:</p> <p>1.5 metres into front, rear and exterior side yards</p>	<p>Maximum Porch Encroachment:</p> <p>Front Yard–2.0 metres</p> <p>Exterior Side Yard–1.8 metres</p> <p>Rear Yard–2.5 metres with restriction on deck size of 3.1 metres x 2.5 metres</p>	<p>This will allow more compact development and opportunity to increase density. Also facilitates interaction of residents as porch sitting areas are moved closer to the street (front and exterior). Restricting deck size in rear yard ensures suitable amount of open space preserved and allows for impermeable area to facilitate drainage and stormwater management.</p>
<p>Maximum Stairs Encroachment:</p> <p>1.5 metres into front, rear and exterior side yards</p>	<p>Maximum Stairs Encroachment:</p> <p>3.5 metres into front, rear and exterior side yards</p>	<p>This will allow more compact development and opportunity for increase to density.</p>
<p>Maximum Soffit/Cornice/Eaves Encroachment:</p> <p>0.65 metres into any yard</p>	<p>Maximum Soffit/Cornice/Eaves Encroachment:</p> <p>0.4 metres into any yard</p>	<p>This will allow more compact development and opportunity for increase to density. Reduced setback is minor and still allows for adequate separation and maintenance provision within lot boundaries.</p>
<p>Minimum Setback of Air Conditioning Units:</p> <p>Not applicable</p>	<p>Minimum Setback of Air Conditioning Units:</p> <p>Rear or Side Yard-0.6 metres from rear or side lot line</p> <p>Front yard–not permitted</p>	<p>Minimum setback ensures adequate separation exists from property line to allow for passage from front to rear of property. Prohibition in front yard ensures certain aesthetic for community.</p>

Current By-law Requirement	Proposed Provision	Staff Comments
Maximum Accessory Building Size	Maximum Accessory Building Size: Permitted in rear yard at 10% lot coverage to a maximum of 10 square metres	Restricting size in rear yard ensures suitable amount of open space preserved and allows for impermeable area to facilitate drainage and stormwater management.
Maximum Hardscaping Front in Front Yard: Not applicable	Maximum Hardscaping in Front Yard: Maximum 70% of front yard can be hardscape/hard surface	Restricting hardscape ensures minimum portion of front yard reserved for landscaping to ensure attractive streetscape, allow for drainage and stormwater management.
Maximum Distance in which a garage can extend in front of ground floor porch: Not applicable	Maximum Distance in which a garage can extend in front of ground floor porch: 1.0 metre	Ensures garage does not dominate the streetscape and ensures dwelling will have prominence.

4.2 Zoning for Townhouses

In general, the provisions for townhouse dwellings are similar in their intents as those for the singles/semis—i.e. efficient use of land; a more dense approach to development; and, design that creates a stronger street presence, sense of community and eyes on the street effect. The townhouse dwellings are proposed to have a site specific Urban Residential Type 4 (R4) Zone. The provisions below represent the exceptions to the zone standards and where not listed as an exception, the current zone standard will apply (e.g. minimum of 2 parking spaces per dwelling are required).

Table 5: Zone Provisions for Urban Residential Type 4 (R4) Zone

Current By-law Requirement	Proposed Provision	Staff Comments
Permitted Uses (R4)— street/group townhouses, apartment dwelling	Street/Group Townhouses and all R1-B exceptions (i.e. table above)	Allowing single and semi-detached as well as townhouses provides flexibility in unit design.
Minimum Lot Area: Interior Lot—156 square metres Corner Lot—215 square metres	Minimum Lot Area: Interior Lot—150 square metres Corner Lot—210 square metres	The reduced lot area will allow for more efficient use of land, compact urban development and achievement of Growth Plan targets.
Minimum Lot Frontage: Interior Lot—6 metres Corner Lot—11 metres	Minimum Lot Frontage: Interior Lot—5.5 metres Corner Lot—8 metres	Similar rational as immediately above.
Minimum Front Yard Setback: 6 metres	Minimum Front Yard Setback: 4.5 metres to dwelling	This will allow more compact development and also gives dwelling more prominence

Current By-law Requirement	Proposed Provision	Staff Comments
	6.0 metres to garage	along street and lessens impact of garage on streetscape. Parking space can still be accommodated in front of garage and second required space in the garage to achieve parking compliance.
Minimum Exterior Side Yard Setback: 6.0 metres	Minimum Exterior Side Yard Setback: 2.4 metres; except that an attached garage fronting on flankage street shall be 6.0 metres from flankage street	This will allow more compact development and also gives dwelling more prominence along street. Parking space can still be accommodated in front of garage.
Minimum Rear Yard Setback: 7.5 metres	Minimum Rear Yard Setback: 6.0 metres	This will allow more compact development and opportunity for increase to density.
Minimum Parking Space Dimension (in garage): 6 metres x 3.3 metres with no encroachment	Minimum Parking Space Dimension (in garage): 6 metres x 3 metres with encroachment of 3 stair risers (approximately 0.61 metres/2.0 feet)	The reduction to the garage width is minor (i.e. 0.3 metres or 1 foot) and is conducive to the standard designs of the developer. A 6 m x 3 m garage parking size is very typical of other municipalities. Further, the protrusion of 3 risers (0.61 metres or 2.0 feet) into the space is considered minor and will not prevent the garage from being utilized for its intended purpose. The developer has provided additional data relating to the length and width of various types of vehicles (small, medium, and large) which demonstrates the reduced garage size would be functional as a parking space, even with the encroachment of stair risers.
Minimum Porch Encroachment –1.5 metres into front, rear and exterior side yards	2.0 metres into front yard; 1.8 metres into exterior side yard; and 2.5 metres into rear yard with restriction on deck size of 3.1 metres x 2.5 metres	This will allow more compact development and opportunity for increase to density. Also facilitates interaction of residents as porch sitting areas are moved closer to the street

Current By-law Requirement	Proposed Provision	Staff Comments
		(front and exterior). Restricting deck size in rear yard ensures suitable amount of open space preserved and allows for impermeable area to facilitate drainage and stormwater management.
<p>Maximum Porch Encroachment:</p> <p>1.5 metres into front, rear and exterior side yards</p>	<p>Maximum Porch Encroachment:</p> <p>Front Yard–2.0 metres</p> <p>Exterior Side Yard–1.8 metres</p> <p>Rear Yard–2.5 metres with restriction on deck size of 3.1 metres x 2.5 metres</p>	<p>This allows more compact development and opportunity for increase to density. Also facilitates interaction of residents as porch sitting areas are moved closer to the street (front and exterior). Restricting deck size in rear yard ensures suitable amount of open space preserved and allows for impermeable area to facilitate drainage and stormwater management.</p>
<p>Maximum Stairs Encroachment:</p> <p>1.5 metres into front, rear and exterior side yards</p>	<p>Maximum Stairs Encroachment:</p> <p>3.5 metres into front, rear and exterior side yards</p>	<p>This will allow more compact development and opportunity for increase to density.</p>
<p>Maximum Soffit/Cornice/Eaves Encroachment:</p> <p>0.65 metres into any yard</p>	<p>Maximum Soffit/Cornice/Eaves Encroachment:</p> <p>0.4 metres into any yard</p>	<p>This will allow more compact development and opportunity for increase to density. Reduced setback is minor and still allows for adequate separation and maintenance provision within lot boundaries.</p>
<p>Minimum Setback of Air Conditioning Units:</p> <p>Not applicable</p>	<p>Minimum Setback of Air Conditioning Units:</p> <p>Rear or Side Yard-0.6 metres from rear or side lot line</p> <p>Front yard–not permitted</p>	<p>Minimum setback ensures that adequate separation exists from property line to allow for passage from front to rear of property. Prohibition in front yard ensures certain aesthetics for community.</p>
<p>Maximum Accessory Building Size</p>	<p>Maximum Accessory Building Size:</p> <p>Permitted in rear yard at 10% lot coverage to a maximum size of 10 square metres</p>	<p>Restricting size in rear yard ensures suitable amount of open space preserved and allows for impermeable area to facilitate drainage and stormwater management.</p>

Current By-law Requirement	Proposed Provision	Staff Comments
Maximum Hardscaping in Front Yard: Not applicable	Maximum Hardscaping in Front Yard: Maximum 70% of front yard can be hardscape/hard surface	Restricting hardscape ensures minimum portion of front yard reserved for landscaping to ensure attractive streetscape, allow for drainage and stormwater management.
Maximum distance in which a garage face can extend in front of the ground floor porch: Not applicable	Maximum distance in which a garage can extend in front of the ground floor porch: 1.0 metre	Ensures garage does not dominate the streetscape and ensures dwelling will have prominence.
Maximum number of attached units in a townhouse row: Not applicable	Maximum number of attached units in a townhouse row: 8	Limiting the number of dwellings ensures that the streetscape will not contain a continuous wall of units with no breaks. Additional benefit is breaks between blocks allow for drainage swales, assist in stormwater management implementation, etc.
Location of garage/driveway for corner lots fronting onto collector street: No applicable	Location of garage/driveway for corner lots fronting onto collector street: For end unit townhouses on corner lots fronting on a collector street, the garage and driveway shall be constructed on the local road in the flanking yard	This ensures corner lot has positive design features of dual frontage and also reduces number of direct accesses to the collector street system thereby improving traffic safety.

4.3 Zoning for Hazard Lands

The Hazard Lands (HL) Zone will be applied to block 16. A site specific provision will be affixed to the HL Zone to ensure no site alteration or development is permitted in Block 16 (i.e. the Seneca Valley System). Block 16 will be preserved as natural space only to ensure that MTCS's archaeological concerns are addressed. The lands will be transferred into County ownership and remain naturalized.

4.4 General Provisions

4.4.2. Density Requirements

Alike Avalon, staff is recommending that a general provision be added to the entirety of the subject lands that sets out a minimum density target for the overall development of 46 persons and jobs per hectare. This will provide consistency with the Avalon development and will implement the Official Plan target that has been enacted in response to the Growth Plan and which the County is required to comply with. The provision will allow for maximum flexibility in terms of how the lands are developed from a unit and lot size standpoint, but at the same time will provide a mechanism to

ensure that a regulatory requirement is in place that obligates the developer to achieve the minimum target over time. The 46 persons and jobs per hectare would be measured using the following inputs: 3.16 persons per single/semi-detached and 2.74 persons per townhouse (source: Haldimand County Population, Household and Employment Forecast Update (2011 to 2041)).

4.4.3 Sight Triangle Reduction

The sight (daylight) triangle dimensions within the Zoning By-law are proposed to be amended to be consistent with the sight (daylight) triangle approved for Avalon. The sight triangle is the triangular space formed by the intersecting street lines of a corner lot and a line drawn from a point on one of the street lines to a point on the other street line, each point being measured 9 metres from the point of intersection of the street lines. Nothing can be constructed or planted within the triangle which could obstruct the view of motorists. The intent of this provision is to ensure that vehicles pulling into the intersection have a clear line of sight and adequate reaction time. The 9 metres x 9 metres triangle is considered appropriate for high volume and high speed roads and is typical of arterial streets. The subject proposal would result in sight triangles for local streets set at 4.5 metres x 4.5 metres and local/collector intersections set at 7.5 metres x 7.5 metres. Staff accepted the proposal for reduced sight triangles for Avalon and McClung South will be an extension of such. The rationale provided for McClung South is set out in subsection 5.2 Reduced Daylight (Sight) Triangles below.

4.5 Zoning Summary

The zoning provisions are exactly the same as those approved in Avalon and similar to other projects approved in Hagersville, Jarvis, and Caledonia. McClung South will, on the ground, function as an additional Avalon phase. Given that Avalon has been implemented with success, staff is supportive of the zoning amendment proposal to create specialized R1-B and R4 Zones. Staff will also recommend as part of the zoning amendments (to be passed by Council at a later date) that a Holding Provision (H) be affixed to the zoning of the subject lands and remain in place until such time:

- Confirmation of availability of sanitary treatment (i.e. wastewater treatment plant capacity) and sanitary conveyance (forcemain capacity, pumping station capacity); and
- Pre-servicing agreement and draft subdivision agreement completion and execution.

5.0 Engineering Design Criteria

The proponent has requested variance from the County's Engineering Design Criteria (Criteria) with respect to one right-of-way width (Street C) and daylight triangles.

5.1 Reduced Road Allowances

The Official Plan sets out that alternative standards may be accepted in consideration of compact urban form by the County where such an alternative is considered to be an advantage to the County and will not interfere with or restrict the flow of traffic. The County's Growth Plan conformity study also identified reduced right-of-way widths as a key element of the County's growth strategy that would facilitate more compact urban form and higher densities. The proponent is requesting a reduction in the right-of-way width for Street C. The required width is 18 metres and the proposed width is 15 metres. Street C is considered to be a window road and is located at the perimeter of McClung South. Street C will only have dwellings on one side of the street. Street C will be adjacent to arterial McClung Road which allows opportunity to share the boulevard, service corridor, drainage conveyance, etc. with those road allowances. Fifteen (15) metre window roads were permitted in Avalon. Staff have reviewed the window street and are satisfied.

5.2 Reduced Daylight (Sight Triangles)

The purpose of the daylight triangle is to ensure there is an adequate amount of unimpeded space at the corner of intersections so that sight lines for motorists are minimized. As noted in the zoning section above, the County employs a single 9 metres x 9 metres for all intersections; however, this is a standard that is typically for high volume and high speed roads (i.e. arterial roads) where reaction times are significantly less. The proponent is proposing reduced daylight triangles of 4.5 metres x 4.5 metres at the intersections of local roads and 7.5 metres x 7.5 metres where a local road intersects a collector. The following rationale follows from the Avalon Report (PED-PD-23-2014) presented on August 5, 2014:

A lesser triangle is typically supportable for local roads as the speeds and volumes are significantly less than those roads of a higher order (arterials). The proponent's proposal of 4.5 metres x 4.5 metres is used in many other Ontario municipalities for local roads and has proven to be effective. The same rationale can be applied to the local/collector intersections and a 7.5 metres x 7.5 metres triangle is suitable. In addition, staff conducted a field test and investigation of these standards as part of site visits of two of the proponent's projects (Brantford, Binbrook) as part of the Avalon project. It was determined that the combination of boulevard, property setbacks and corner dwelling styles (i.e. wrap around porch and driveway to the inside of the lot) provides for ample, unimpeded visual space and protects sightlines as appropriate. Staff accepted this alternative standard as part of Avalon and will accept it as part of McClung South. The daylight triangles are to be conveyed to the County as part of the road allowances. This will be addressed as a condition of draft approval and daylight triangles will need to be identified on the final M-Plan.

6.0 Next Steps

Planning staff have completed a detailed review of the proposed subdivisions and zoning by-law amendments. Based on the presented information, the development generally complies from a policy and functional perspective. Based on comments and requirements of various departments and agencies, new draft plan conditions will be produced and provided to the General Manager of Planning and Economic Development for approval. Draft Plan Conditions will include, but not limited to the following:

- Detailed evaluation and completion of infrastructure requirements, including water, storm, and sanitary systems;
- Detailed stormwater management works;
- Final approval requirements from external agencies including Grand River Conservation Authority, Hydro One, and telecommunication providers;
- Final acceptance and approval of technical studies;
- The requirement to enter into a Subdivision Agreement including providing financial securities; and
- Confirmation of servicing allocation.

If approved, notice of approval will be provided to Council (including outlining how any public comments were addressed), all required parties under the *Planning Act* and those requesting a copy of the notice through the public meeting process. Pursuant to the delegation by-law, if the proponent objects to a proposed condition or the General Manager of Planning and Economic Development does not approve the subdivision, the matter would be referred to Council for a decision.

With regards to zoning approval, once the detailed technical matters are dealt with and functionality/appropriateness of design is determined, the final zoning requirements for the project

can be established and the implementing zoning by-law will then be brought forward to Council for consideration and approval as part of the Council Agenda process. This is intended as an implementation step based upon the complete policy analysis and technical review being completed in the previous stages and the required public meeting having been held previously.

The holding provision placed on the subject lands will remain in place until such time as servicing capacity is confirmed, all matters of a technical nature are addressed, and the developer completes and registers a subdivision agreement. The General Manager of Planning and Economic Development can then remove the holding provision to allow for development to proceed. This is an in-house process and does not require a return to Council for passage of a further by-law.

Ultimately, this process recognizes that subdivision approval is largely a technical matter and it allows the subdivision to proceed through the approvals process in a more expeditious manner, while still allowing for public input prior to decision making and further eliminating the presentation of long and detailed technical reports that address conditions of draft approval. Registration of the subdivision can take place only when all draft plan conditions are fully met.

FINANCIAL/LEGAL IMPLICATIONS:

All financial requirements will be addressed through the required subdivision agreement for the proposed development. Additionally, development charges will be required at the time of building permit application.

STAKEHOLDER IMPACTS:

Private Open House:

The proponent held a private open house on Tuesday, July 3, 2018 from 6–7:30 pm at the Lion's Hall in Caledonia to discuss the proposal and gather feedback from the attendees. The proponent invited property owners via standard mail within 120 metres of the property to attend the private open house. The proponent's information relating to the open house is included as Attachments 14 and 15. Four residents signed the attendance sheet. Concerns raised include the following:

- 1) Traffic infiltration into the existing, low density neighbourhood to the south of the subject lands. Residents inquired about connecting Street A, B, or something in between to McClung Road.

Empire Response:

The County does not want connections to McClung Road given it is an arterial road. Also, it would not be feasible given distance to existing intersection (Park Street and McClung Road), visibility on McClung Road where it bends and queuing (cannot connect from Street C as it is a window street parallel with McClung). Potential option of dead ends on Seneca and Cayuga Street to be explored.

Planning Comment:

Staff reviewed changes to the subdivision layout, including closing Park Street and opening Street B. Constructing the rest of Park Street and extending municipal services in the right of way provides opportunities for infill and intensification to the south in a cost effective and efficient manner. The current plan is also the most functional option for McClung South. Should concern still exist after full build out, closure and dead ending of Seneca Street remains an option, although these are not recommended by staff. Staff accept the traffic calming measures put forth (not improving Seneca and Cayuga Street) followed by monitoring.

2) Parking.

Empire Response:

Engineering design will require a threshold of parking be provided. Some dwellings will have double car driveway/garages.

Planning Comment:

A parking assessment will be required as a draft plan condition and will be reviewed at the detailed design stage. The proponent will be required to provide two parking spaces per dwelling unit and at least one on-street parking space for every two dwelling units consistent with Avalon. No on-street parking will be permitted on the south side of Park Street.

Public Notice:

A notice of complete application was circulated to residents within 120 metres of the subject lands on April 17, 2018. A notice of public meeting will be circulated prior to September 4, 2018 in accordance with the *Planning Act*. Four yellow development signs were posted on the subject lands well in advance of the public meeting in accordance with the *Planning Act*. New signs were requested by the proponent when they were noticed missing. At the time of writing the subject report planning staff received no concerns in writing. Planning staff have only received one phone call relating to location/appearance of townhouse units (concern has been alleviated) and construction and traffic on Park Street. Response to these concerns has been addressed above.

Staff/Agency Comments:

Bell Canada—No comments received.

Canada Post Corporation—The development will be serviced by Community Mailboxes and Canada Post will work with the proponent on the locations.

Grand River Conservation Authority (GRCA)—The following comments are provided for your review and consideration. The GRCA has no objections to the proposed Draft Plan of Subdivision and as previously commented we have no objection to the rezoning application. Please find GRCA's requested conditions of Draft Plan approval:

1. Prior to any grading or construction on the site and prior to registration of the plan, the owners or their agents submit the following plans and reports to the satisfaction of the Grand River Conservation Authority:
 - a) A detailed Stormwater Management Report in accordance with the 2003 Ministry of Environment Report entitled, Stormwater Management Practices Planning and Design Manual and in keeping with The Functional Servicing and Stormwater Management Report (WSP March 12, 2018).
 - b) Detailed Lot Grading and Drainage Plans showing existing and proposed grades.
 - c) An Erosion and Siltation Control Plan in accordance with the Grand River Conservation Authority's Guidelines for sediment and erosion control, indicating the means whereby erosion will be minimized and silt maintained on-site throughout all phases of grading and construction.

Planning Comment:

The requested items will be incorporated into the draft plan conditions.

Grand Erie District School Board—No comments received.

Brant Haldimand Norfolk District School Board—No objections.

Consiel Scholaire District Catholique Centre-Sud—No comments received.

Ministry of Municipal Affairs (MMA)—No objections.

Ministry of Natural Resources and Forestry (MNRF)—No objections. MNRF staff would like to be circulated on the details of the Erosion and Sediment Control Plan when it is prepared at the detailed design stage. There's potential for several aquatic species at risk to be present within the adjacent Seneca Creek and nearby Grand River, so it would be proactive for MNRF to review these plans to ensure the construction activities will not have any indirect impacts on mussels or fish protected under the *Endangered Species Act*.

Ministry of Environment and Climate Change (MOECC)—MOECC offers their assistance in interpreting MOECC technical guidelines if needed. No objection received.

Ministry of Transportation (MTO)—The subject lands are beyond MTO's limits of permit control. MTO review, approval and permits will not be required.

Ministry of Tourism, Culture and Sport (MTCS)—Stage 3 and potentially stage 4 archaeological assessment required for 31 Seneca Street. County should be satisfied that built and landscape heritage is addressed. MTCS recommends that the staff report for this application summarizes how the cultural heritage and archaeological policies of the PPS (section 2.6) were met. Information on which records and inventories were checked, as well as any other screening or background research, should be included here.

Planning Comment:

A stage 3 and 4 (if required) archaeological assessment will be required as a draft plan condition to ensure that there are no significant archaeological resources present or that they are conserved to the satisfaction of MTCS. The Supervisor of Heritage and Culture for Haldimand County was consulted on built heritage resources and cultural heritage landscapes. She identified that Heritage Haldimand has not identified the subject lands as built heritage or cultural landscapes and they have not been included on the Council approved List of Properties of Potential Heritage Significance. Staff are satisfied that Section 2.6 Cultural Heritage and Archeology of the PPS has been appropriately addressed and that the proposal is consistent with said policies.

Mississaugas of the New Credit Council—No comments received.

Six Nations Council—No comments received.

Union Gas Limited (Union)—It is Union's request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas service for this project, in a form satisfactory to Union.

Hydro One (High Voltage/Corridor)—No comments or concerns at this time.

Hydro One (Local)—No objections.

Emergency Services/Fire Department—No objections.

Public Works (Water and Wastewater)—No objections. Planned municipal infrastructure upgrades can support the development.

Public Works (Environmental Services—Solid Waste Management)—No comments from the Solids Waste Division.

Public Works (Roads Operations)—Confirmation of phasing of construction in terms of Part 1, Part 2A and the development of Park Street will be important to ensure there are no dead ends with housing. If it is all being done as one construction phase no issues.

Planning Comment:

The proponent has stated that phasing is to be determined. Temporary turning circles would be proposed to the satisfaction of the County to avoid any dead ends.

Fifteen metres (15 m) right of way (ROW) does not meet Design Criteria. Confirmation that this has been approved by the Manager of Engineering Services and/or Planning and Development. Also please provide road profile that is approved for this right of way.

Planning Comment:

The Director of Engineering Services and Manager of Roads Operations have no concerns with the 15 m ROW. Fifteen metre ROWs have been previously approved in Avalon. The operational needs should dictate how they are implemented in particular how parking is laid out and snow storage.

Park street upgrades will require detailed plan/profile for review.

Planning Comment:

This will be required as part of the detailed design stage.

Will need details, engineered drawings, and as-built drawings of proposed retaining wall within Park Street right of way.

Planning Comment:

The Functional Servicing Report (FSR) proposed three options for urbanizing the south boulevard of Park Street. Further discussion and plans will be required at the detailed design phase to the satisfaction of the County.

Public Works (Transportation Engineering Technologist)—No objections.

Planning and Development (Development and Design)—At this time, in general, we have no concerns regarding the technical aspects of the proposed conceptual design approach as outlined in the FSR which supports the Draft Plan(s). Furthermore, our review has revealed the latest re-submission of this development proposal has been prepared satisfactorily in accordance with the Haldimand County Design Criteria.

Community Development and Partnerships—No comments. All walkable pieces and trails have been addressed through Avalon.

Facilities and Parks Operations—Chain link (as opposed to wood) fence separating park and valley is preferred to deter illegal dumping in valley. A gate is required to get lawn cutting and tree removal equipment into this area. A ten metre (32.8 feet) buffer from the crest of the hill will be plenty of room for the tree removal equipment. The fence should be raised off the ground to get mower deck or weed eater under gate. Any plantings are to be kept back approximately 3.66 metres (12 feet) to ensure staff can get lawn mowers and any tree maintenance equipment safely along the fence.

Treasurer/Finance—No comments received.

Building Controls and By-law Enforcement—Not building in GRCA jurisdiction. No objections.

Economic Development and Tourism—No comments related to this subdivision.

Municipal Property Assessment Corporation—No comments received.

Haldimand-Norfolk Health Unit (HNHU)—The HNHU and Housing Services have a vested interest in new developments in Haldimand County from a number of perspectives that can impact the health of the community and its residents.

Active Transportation—The Health Unit encourages developments that make it easier for people to choose active forms of transportation (walking, cycling, and wheeling) for short trips.

Walkability, a measure of how easy, safe, and enjoyable it is to walk in a neighbourhood, can have a large impact on walking behaviour and willingness to use walking for transport and recreation. Public health, planning, and transportation researchers have identified key factors that influence walkability and promote walking. These important factors include access to amenities and destinations, residential density, positive walking experiences, street and sidewalk connectivity, and safety. Walkable communities encourage walking by investing in appropriate and safe infrastructure, which increases comfort and convenience of a route while also reducing the risk of collisions. A walkable community offers a safe and enjoyable walking experience for citizens of all ages and abilities.

Specific to this development: The McClung South development will connect nicely with the planned community to the north. Sidewalks will be expected throughout the development.

Housing Services—Haldimand County has an acute need for additional affordable rental and ownership housing. The incorporation of higher density housing is an important component to any new development, including townhouses and apartment-type development. Based on the information provided, it appears these will be homeownership units. It is unknown at this time if any of the units will be affordable per the definition of the Provincial Policy Statement. Contemplation of second units within the new development should also be considered, in consultation with Haldimand Planning and Building staff.

Planning Comment:

According to the proponent, comments from the public on the initial proposal for Part 1 revolved around the proposal being too dense (all townhouse units). This revised proposal balances a mix of detached and townhouses. No secondary units are contemplated. The units are not intended to be affordable per the definition of the PPS.

Access to Healthy Food—No comment at this time (commented on Avalon).

Support Services (Property Coordinator)—From a property perspective, ensure the required lands that are conveyed to the County for municipal purposes and that these lands (if not dedicated as road on the future plan of subdivision, M Plan) are free of encumbrances: any streets/roads, road widenings, 1 foot reserves and lands required for municipal purposes and/or parklands (need to ensure that these are free of encumbrances as they are not usually dedicated as road on the future plan of subdivision), easements required for municipal purposes.

REPORT IMPACTS:

Agreement: Yes

By-law: Yes

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Location Map 1.
2. Location Map 2.
3. Original Layout for Part 1 (2014).
4. Draft Approved Avalon Concept Plan.
5. Amended Plan for Part 1 (2018) of McClung South.
6. New Plan for Parts 2A and B (2018) of McClung South.
7. Overall Plan for McClung South.
8. Ten Metre Buffer and Fencing.
9. Planned Registration of McClung South Relative to Avalon.
10. Avalon Phases.
11. Official Plan Designation Plot.
12. Zoning Plot.
13. Proposed Zoning.
14. Private Open House Information 1.
15. Private Open House Information 2.