



# Committee Report

To: Councillor Steve Hammell, Chair and  
Members of the Planning and Development Committee

From: Claire Dodds  
Director of Planning and Development

Date: October 20, 2022

Re: Local Official Plan Amendment L-2021-014 (JK Development GP2 Limited)

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## Staff Recommendation:

That Local Official Plan Amendment L-2021-014 be approved; and,

That the Director or Manager of Land Use Planning be authorized to sign the Decision Sheet.

## Summary:

The purpose of the application is to amend the Town of Saugeen Shores Official Plan by increasing the maximum density permitted in the Residential designation. If approved, the amendment would facilitate the construction of two 4-storey apartment buildings with a total of 124 residential units.

The application is being referred to the Committee for a decision due to objections and concerns raised by neighbouring landowners.

## Alignment with Guiding Principles:



### GOOD GROWTH

To put growth in the right locations with the right services



### AGRICULTURE

To support our key economies, including supporting a thriving agriculture community



### CONNECTING

To improve our ability to move people, goods, and information between communities



### HOMES

To increase the supply and mix of homes



### BUSINESS

To create opportunities for a diversity of businesses, jobs, and employers



### COMMUNITIES

To create wellbeing through access to healthy complete communities



### HERITAGE

To identify and manage our cultural heritage resources



### NATURAL LEGACY

To manage natural resources wisely for future generations

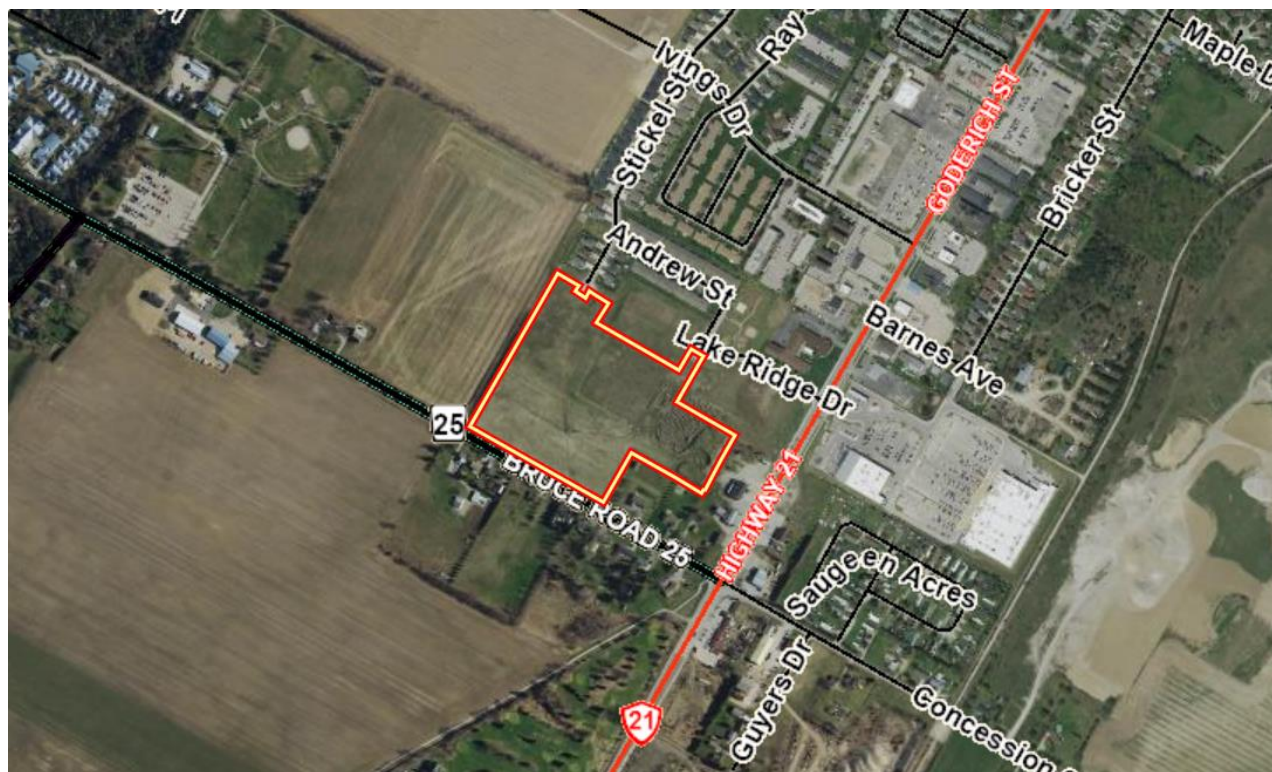
- Not applicable
- Not aligned
- Aligned
- Strongly aligned

The 1.03 ha site is part of a larger 7.0 ha parcel northwest of Highway 21 and Bruce Road 25 in Port Elgin. This is a logical infill project in the Settlement Area that makes efficient use of land and infrastructure. Therefore, the plan is aligned with the Good Growth guiding principle.

The proposed development would increase the supply and mix of homes in Port Elgin by adding 124 apartment dwelling units. This is strongly aligned with the Homes guiding principle.



On balance, this proposal is aligned with the Guiding Principles and the Vision of a healthy, diverse and thriving future.

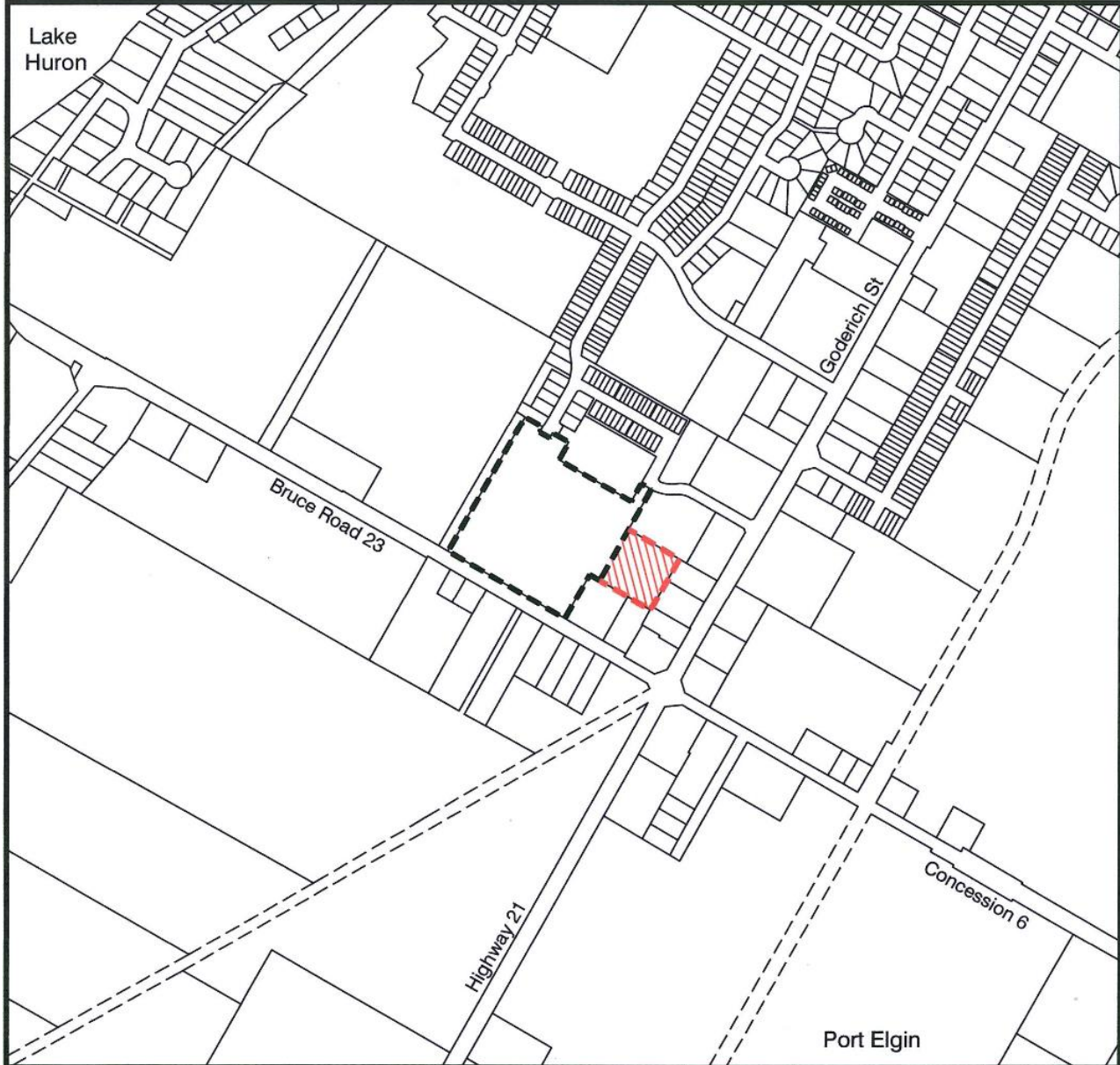
### Airphoto



# Location Plan

## Figure 1: Location Map

-  Lands subject to proposed Official Plan Amendment and Zoning By-law Amendment
-  Remainder of lands owned by Barry's Construction and Insulation Ltd. (not subject to this development proposal)

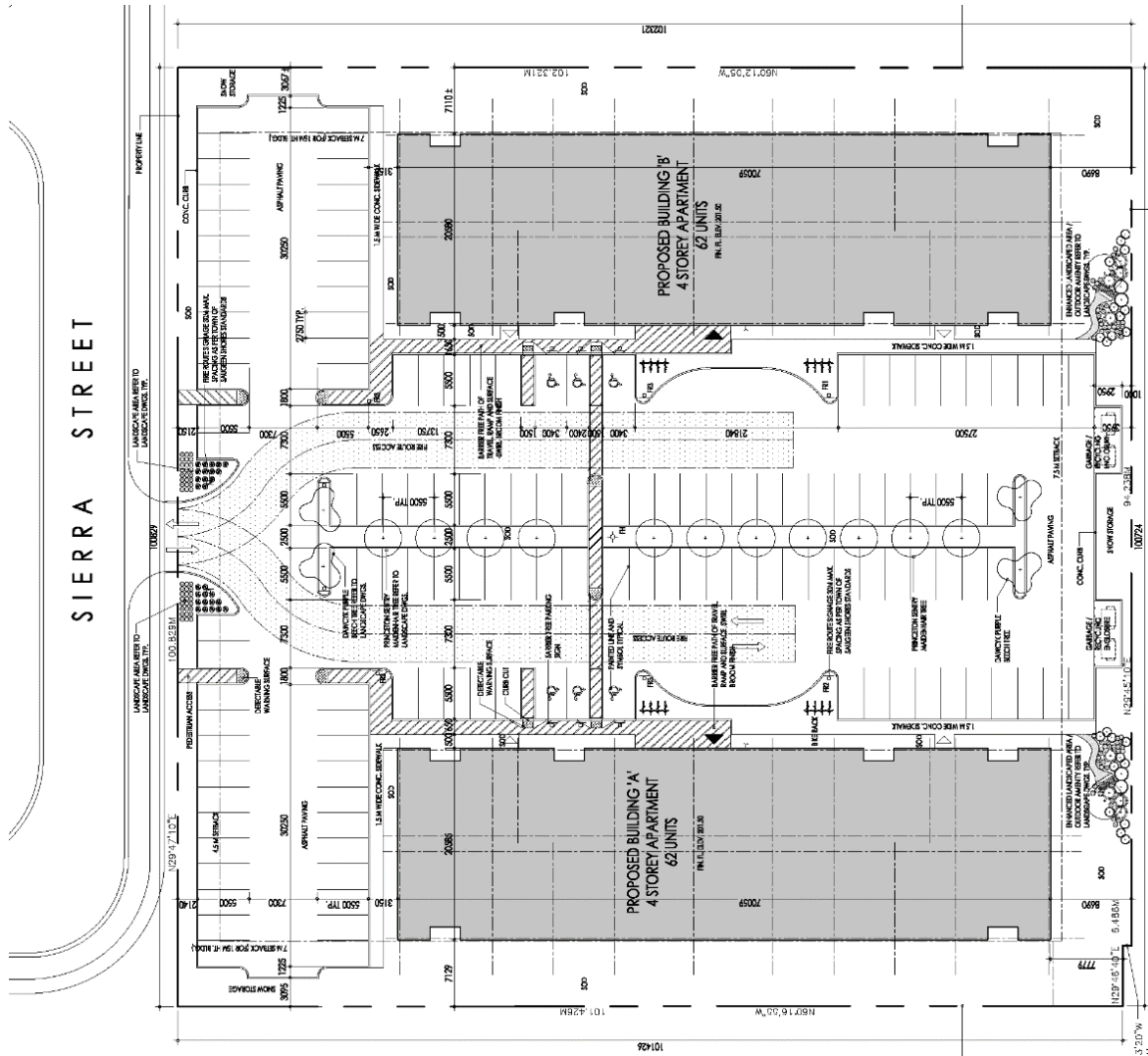


Proposed Apartment Complex  
Port Elgin, ON

**RD** **RON DAVIDSON**  
LAND USE PLANNING CONSULTANT INC  
OWEN SOUND, ONTARIO  
SCALE 1:10 000



## Site Plan (full site plan attached separately)



### Planning Analysis:

The following section provides an overview of the planning considerations that were factored into the staff recommendation for this application, including relevant agency comments (attached), public comments (attached) and planning policy sections.

### Density

The subject property is located on the south side of Port Elgin within the Settlement Area. The lands are designated Primary Urban Communities in the Bruce County Official Plan and Residential in the Town of Saugeen Shores Official Plan. The goals and objectives of both the County and local Official Plans direct much of the future growth to Primary Urban Communities, such as Port Elgin.

Both Official Plans require the residential portion of all multi-unit developments that will be serviced with municipal sewer and water to achieve a density of 15 units per gross developable hectare. The current proposal will permit residential uses in the context of the

High Density Development policies of the local Official Plan which permits a maximum of 90 units per gross hectare.

The purpose of the Local Official Plan Amendment application is to increase the maximum density permitted in the Residential designation from 90 to 110 units per gross hectare (i.e., 121 units per hectare if the road were excluded from the calculation). If approved, the amendment would facilitate the construction of two 4-storey apartment buildings with a total of 124 residential units. The increased density and associated compatibility and privacy impacts are the primary concerns raised by members of the public.

Increased densities allow for the efficient use of land and resources within settlement areas and lower material and building costs, which equates to lower housing costs. Purpose-built rental housing projects, such as the one proposed, are desired in the community and provide a more affordable form of housing than lower-density ground-oriented development. This increased density is supported, in part, due to this overall community benefit.

The increased density is also appropriate given the site's proximity to collector and arterial streets, and nearby commercial, service and recreational amenities in accordance with the high density policies of the local Official Plan.

In addition, the Plan of Subdivision in which this site is located was draft approved in 2004 as was the associated Zoning By-law Amendment. Subsequent revisions were approved in 2004 and 2005 (there was one later revision in 2021). The 2005 revision identified these lands for townhouse development purposes with a maximum of 36 dwelling units. A maximum number of units was applied on this site to ensure all medium density blocks within the broader subdivision did not exceed the maximum density permitted in the Official Plan. However, the policy direction and housing demand has changed in the seventeen years since the draft plan was revised. The subject lands represent the potential to develop to a higher density than what was originally approved to address the Town's increasing demand for apartment dwelling units.

The increased density is not expected to impact adjacent uses. The adjacent uses include highway commercial lands to the north and east, two existing single detached dwellings to the south, and future single detached dwellings to the west. The proposed single family homes will be separated from the apartment block by Sierra Street. These adjacent uses will be appropriately setback from the proposed apartment complex.

To address comments from adjacent landowners, the applicant has also agreed to provide visual screening between the proposed development and adjacent uses, particularly the two existing single detached dwellings to the south. There are currently mature trees along the shared property boundary. The applicant has indicated a willingness to also erect a privacy fence. Town staff have noted appreciation of the applicant's efforts to address this issue. The Town will examine and work with the applicant to implement the most appropriate visual screen through the site plan process and in the context of all relevant site planning matters. This screening may be through privacy fencing or other means.

In light of the above, the increased density on the site is appropriate.

## Services

The lands will be connected to existing municipal water and sewer services through extension of these services to the site as part of the Lake Ridge Estates subdivision. Stormwater will also be addressed through connections to the existing storm sewer system. The applicant's consultant has indicated there is adequate capacity in the water, sewer and stormwater systems to accommodate the proposed development in accordance with the policies of the local Official Plan. This will be further confirmed at the site plan approval stage. Full municipal services are the preferred form of servicing in Port Elgin.

There are Holding provisions in the related Zoning By-law Amendment (File Z-2021-071) to ensure servicing is adequately addressed prior to development.

## Transportation

The site will front onto Sierra Street which is a municipal road. Sierra Street has not been constructed in this location and will need to be extended to the property. Sierra Street will connect with Lake Ridge Drive and Stickel Street which currently have or will be built to have immediate access to Highway 21 and Bruce Road 25. There is a Holding provision in the related Zoning By-law Amendment to ensure access is addressed prior to development occurring on the subject lands.

The Town of Saugeen Shores Official Plan also requires high density residential development to have frontage or access to an arterial or collector road. The site is in close proximity to Highway 21 and Bruce Road 25 which are arterial roads. As such, the proposed apartments are appropriately sited in accordance with the policies of the Official Plan.

## Status of the Local Official Plan Amendment and Related Zoning By-law Amendment

The local Official Plan Amendment was adopted by the Town of Saugeen Shores on September 19, 2022. The Town also passed the related Zoning by-law Amendment, which changed specific provisions in the existing Residential Fourth Density zone to reduce the minimum lot area per dwelling unit, to reduce the minimum visitor parking requirement per dwelling unit, to reduce the setback for a parking area to a street, and to increase the coverage for a parking area when located in the front yard. The Zoning By-law Amendment can come into effect provided that the Local Official Plan Amendment comes into effect.

## Financial/Staffing/Legal/IT Considerations:

Potential Appeal to the Ontario Land Tribunal.

### Report Author:

Coreena Smith  
Senior Development Planner

### Departmental Approval:

Claire Dodds  
Director of Planning and Development

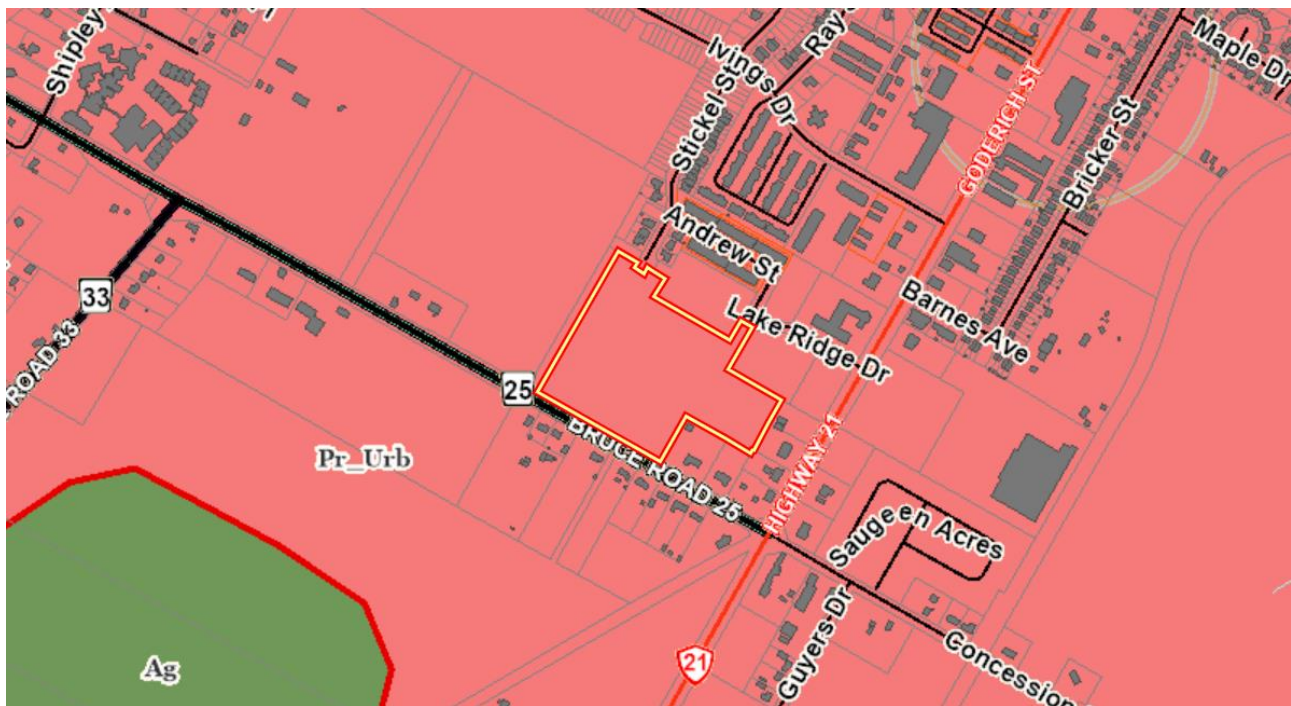
## Approved for Submission:

Derrick Thomson  
Chief Administrative Officer

## Appendices

- County Official Plan Map
- Local Official Plan Map
- Local Zoning Map
- List of Supporting Documents and Studies
- Agency Comments
- Public Comments
- Public Notice
- Notice of Adoption
- Site Plan
- Decision Sheet

## County Official Plan Map (Designated Primary Urban Communities)









## List of Supporting Documents and Studies

Original submission:

- Site Plan Revised
- Planning Justification Report
- Servicing Feasibility Review

Second submission:

- Planning Justification Addendum

## Agency Comments

**Town of Saugeen Shores:**

Original Comments: Town staff have reviewed the noted files and offer the following comments:

1. The proposal to create additional purpose built rental units in Saugeen Shores is supported. Our thrust to encourage, advocate and work toward increasing the supply of a diversity of housing options for all in the community is worth pursuing when applications have been recently submitted, including this proposal, continue to work their way toward construction and operation.
2. There are a number of matters which must be considered at the site plan stage or through further planning relief which may be highlighted here: landscaping, buffering, servicing and access and other matters that need to be addressed to the Town's satisfaction.
3. We note that servicing and access are not being addressed in the either the OPA or the ZBA. Based on this, it is expected that servicing and access are to be provided traditionally via open and maintained municipal roads. As such, it is recommended that a holding provision be included in any zoning by-law to ensure servicing and access are adequately addressed.
4. We are generally supportive of alternative parking provisions provided it is clearly supported that a reduction can still accommodate the expected volume of parking. We note the planning justification outlines the excessiveness of the current requirements. It is recommended additional commentary be provided to support the reduction.

Additional Comments: Town staff have reviewed Mr. Davidson's responses on Parking and Visual Screening.

1. We accept the commentary provided by Mr. Davidson related to parking. It is acknowledged that a reduction in parking is appropriate for this proposal.
2. On the visual screening matter, staff acknowledge the willingness of the proponent to provide visual screening. However, the Town reserves the right to examine and implement the most appropriate visual screen through the site plan process and in context of all relevant site planning matters.

**Enbridge Gas Inc.:** Enbridge Gas Inc., formerly Union Gas Ltd., does have service lines running within the area which may or may not be affected by the proposed Site Plan.

Should the proposed site plan impact these services, it may be necessary to terminate the gas service and relocate the line according to the new property boundaries. Any service relocation required would be at the cost of the property owner.

If there is any work (i.e., underground infrastructure rebuild or grading changes) at our easement and on/near any of our existing facilities, please contact us as early as possible (1 month in advance at least) so we can exercise engineering assessment of your work. The purpose is to ensure the integrity of our main is maintained and protected. Confirmation of the location of our natural gas pipeline should be made through Ontario One Call at 1-800-400-2255 for locates prior to any activity. *(Note: This comment has been noted for the future site plan approval process.)*

**Bruce-Grey Catholic District School Board:** No comments.

**Canada Post:** Canada Post has reviewed the proposal for the above noted Development Application and has determined that the project adheres to the multi-unit policy and will be serviced by developer/owner installed Lock Box Assembly. *(Note: This comment has been noted for the future site plan approval process.)*

**Saugeen Valley Conservation Authority:** SVCA staff find this proposal acceptable.

**Bruce County Transportation and Environmental Services:** No comment.

**Port Elgin Airport (c/o Tony Alberts):** Although I do not believe there is a specific challenge to the development of this land, as Chair of the Port Elgin Airport Committee I would like to confirm your awareness to the proximity of the airport in regards to this proposed development.

The Port Elgin Airport (CNL4) although not a “certified aerodrome” it is within close proximity of the lands in the proposal. Transport Canada does have regulations for the development of land in the vicinity of aerodromes (TP1247E). Because of our current certification status, we do not specifically fall under Transport Canada regulations for development. That document does reference height restrictions of 45 meters within a 4000 meter radius of the geographical centre of the aerodrome. The line of sight distance from the centre of the airport to the lands in questions is 1600 meters and only 200 meters from the approach and departure path of our runway. I suspect the proposed buildings would be under the 45 meter height and therefore not be an obstruction for approaching or departing aircraft. *(Note: The maximum building height permitted in this location is 20 m which is below the 45 m identified in this comment.)*