

Addendum to Report PDR-PCD-41-14

To: Chair Wright and Members of the Planning and Community Development Committee
From: Scott Taylor, Senior Planner
Meeting Date: April 21, 2015
Subject: **Applevale Properties Ltd. Ashbury Court Plan of Subdivision 42T-2014-04**
Status: Recommendation adopted by Committee as presented per Resolution PCD53-15; Endorsed by County Council May 5, 2015 per Resolution CC72-15;

Recommendation(s)

WHEREAS the County has received plan of subdivision application 42T-2014-04 for lands described as Part of Park Lots 9 and 10, S/W of Albert Street, geographic Town of Thornbury, Town of The Blue Mountains;

AND WHEREAS the corresponding zoning by-law amendment application has been approved by the Town of The Blue Mountains;

NOW THEREFORE BE IT RESOLVED THAT Addendum to Report PDR-PCD-41-14 be received;

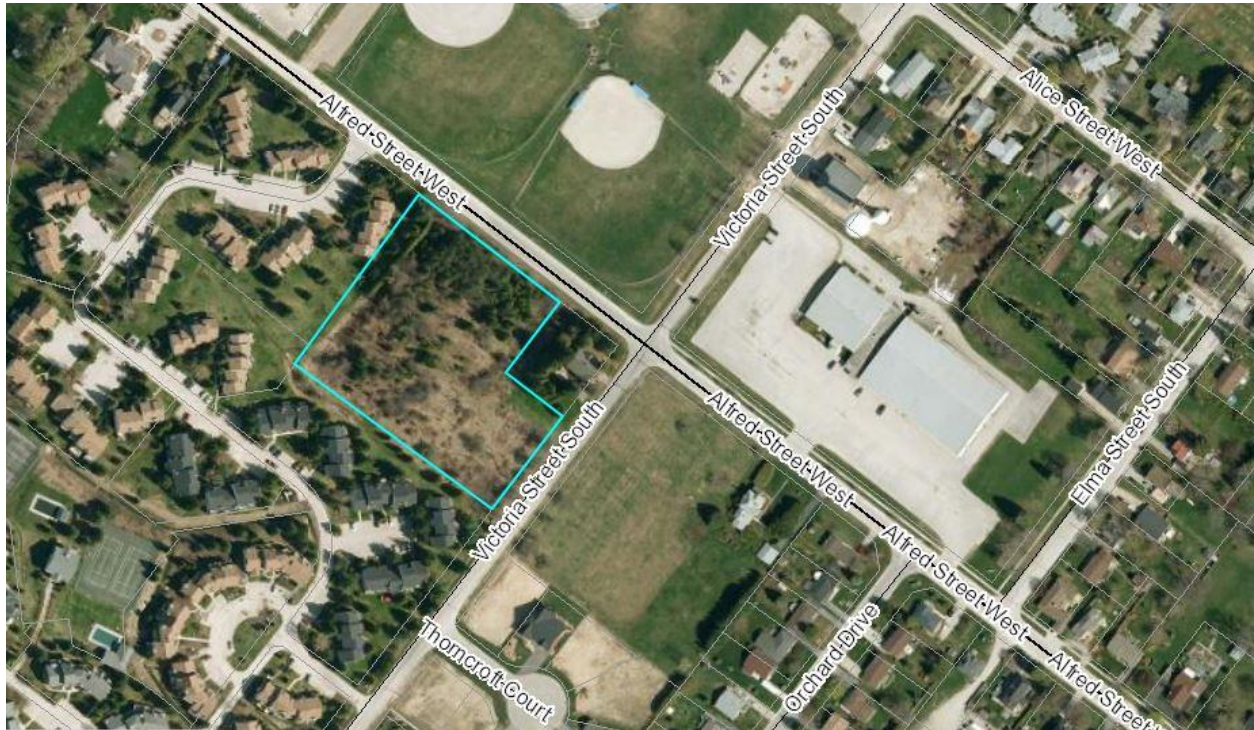
AND THAT in consideration of the draft plan of subdivision and the matters to have regard for under Subsection 51(24) of the Planning Act RSO 1990 as amended, the Grey County Planning and Community Development Committee hereby approves plan of subdivision file 42T-2014-04 to create eleven (11) new lots, subject to the conditions set out in the Notice of Decision.

Background

The County has received a plan of subdivision application from Applevale Properties Limited to establish a plan of subdivision approval for 11 single detached lots (known as Ashbury Court), in Town of The Blue Mountains (geographic Town of Thornbury). The subject lands have frontage on Victoria Street and Alfred Street West. The proposed lots would front onto a new cul-de-sac coming off of Victoria Street.

Surrounding the subject lands are; townhouse condominiums, ball diamonds, a dog park, a skateboard park, a community centre, detached dwellings, and a larger underdeveloped lot.

See Map 1 below for an aerial view of the subject property and surrounding area. Map 2, also provided below, is a copy of the proposed draft plan of subdivision.



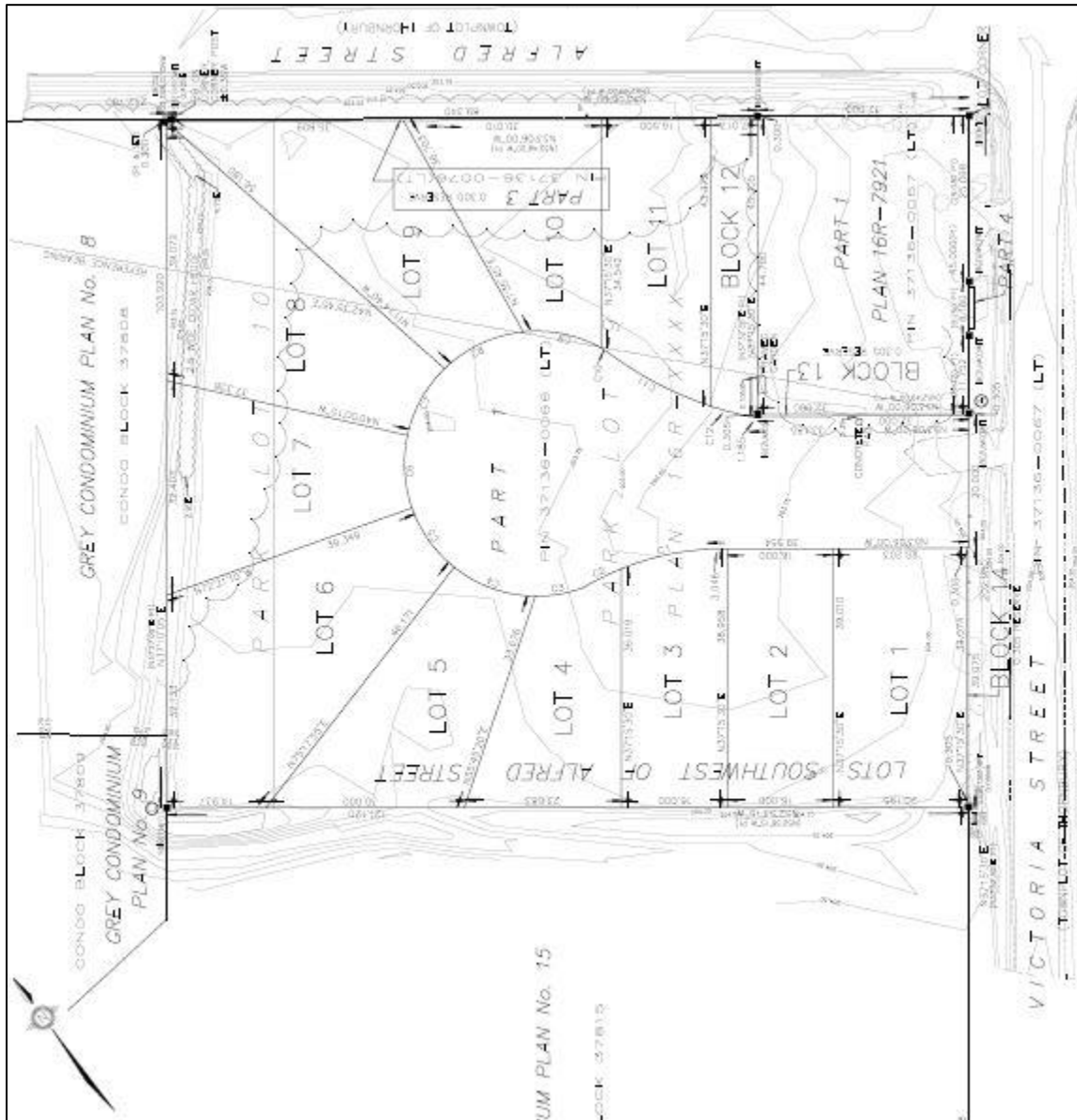
Map 1: Applevale Properties Limited – Ashbury Court - Subject Lands

Pre-submission consultation between the proponent, the Town of Blue Mountains, the Grey Sauble Conservation Authority, and the County identified the submission requirements for the proposed plan of subdivision, which are as follows;

1. a Planning Report,
2. a Stage 1-2 Archaeological Assessment,
3. a Draft Plan of Subdivision,
4. a Preliminary Landscape and Tree Preservation Plan, and
5. a Servicing Brief, which assesses functional servicing and stormwater management.

Copies of all background reports and plans can be found at the below link:

[Link to Background Materials](#)



Map 2: Ashbury Court – Draft Plan of Subdivision

A corresponding zoning by-law amendment application has also been submitted and now approved by the Town of The Blue Mountains for this development. A public meeting was held for the zoning by-law amendment and the plan of subdivision applications on January 12, 2015 by the Town of The Blue Mountains. A link to the minutes from that meeting has been provided below (the minutes to this particular public meeting begin on page 9 of the below-linked PDF).

[Applevale Public Meeting Minutes](#)

Public and Agency Comments Received

As part of the planning application process, the following members of the public submitted written comments or made verbal submissions at the public meeting;

- Rick Tipping.

A general summary of the comments received is as follows;

- concerns regarding snow storage within the cul-de-sac,
- questioning the possibility of converting the cul-de-sac to a through road, and
- sidewalk connectivity.

As part of the planning application process comments were also received by the following groups, agencies, and public bodies.

Historic Saugeen Metis (HSM)

In an email dated November 13, 2014, the HSM have noted that they do not have any objections to the proposed development.

Union Gas Limited

As a condition of final approval Union Gas Limited would request that the owner/developer provide to Union Gas Limited the necessary easements and/or agreements for the provision of gas services to the development. County staff have included a recommended draft condition related to the requisite easements in this regard.

Rogers Communications

In a letter dated December 8, 2014, Rogers Communications Inc. requests two conditions of draft approval in addition to requesting notice of decision on the subject applications. County staff have included the recommended draft conditions related to their request in this regard.

Canada Post

In an email dated November 16, 2014 Canada Post notes that the subdivision falls within the post office box boundaries of Thornbury. These future residential dwelling units would receive mail via the post office boxes at the Thornbury post office.

County of Grey Transportation Services Department

The County Transportation Services department initially submitted comments in an email dated November 24, 2014 and noted that they have no objections to the proposed development. They did however note that Lots 9, 10, and 11 are subject to the Transportation Services Department's setback policy of 75 feet from the centerline of the road, and in this case exemptions may be required. There are no entrances proposed onto the County Road.

In response to Planning and Community Development Committee's questions about a through road in this location the County Transportation Services department submitted the following;

"Intersections

The number and location of intersections on a road has a significant impact on the safety, efficiency and cost of a road. In general the fewer intersections the better it is for the overall road network.

At road intersections there is constant conflict of traffic proceeding in various directions. As a result many accidents occur at intersections. As a driver approaches intersections there are a higher number of observations, decisions and maneuvers that must be completed which results in many potential conflicts. In addition the greater number of intersections results in more conflict with pedestrians and bicyclists.

If intersections are located too close together the vehicle operators must concentrate on maneuvers from two areas of conflict at one time. This often causes confusion and poor lane adherence. In addition when intersections are located too close together it reduces the flexibility to complete future modifications (traffic control signals or auxiliary lanes).

The overall efficiency of a road is reduced with the increase of intersections. At intersections motorist must observe the surroundings and adjust their speed to vehicles entering and exiting the road. The efficiency can be compared to a school bus that stops at ten driveways for one student or making one stop at one location to service ten students.

The installation of an intersection is expensive. Once the intersection is constructed it must be rehabilitated and maintained. These costs can be reduced by having fewer intersections.

It is important to have adequate space between intersections to accommodate future growth and traffic devices such as traffic control signals or auxiliary lanes.

To ensure the safety of all road users, have the flexibility for future expansion, maintain the integrity of the roads and minimize cost, intersections on County Roads should be spaced at least 400m when possible."

Grey Sauble Conservation Authority (GSCA)

GSCA has submitted a letter on March 9, 2015 with some recommended draft conditions. These recommendations have been incorporated into the County's recommended draft approval conditions as attached to this report.

Town of The Blue Mountains

On March 2, 2015, Town of The Blue Mountains Committee of the Whole supported a recommendation for a series of draft approval conditions on the plan of subdivision. These conditions were then endorsed by Town Council on March 9, 2015. These recommendations have been incorporated into the County's recommended draft approval conditions as attached to this report.

Planning Policy Analysis

Planning decisions in Ontario must have regard for matters of Provincial Interest under the *Planning Act*, be consistent with the Provincial Policy Statement (PPS) 2014, and conform to the goals and objectives of any official plans governing the lands. In this case the County of Grey Official Plan and the Town of The Blue Mountains Official Plan are applicable to the subject lands.

The Planning Act

Section 1.1 of the *Planning Act* outlines the purposes of the Act. The purposes of the Act promote sustainable economic development in a healthy natural environment within a land use planning system, led by provincial policy and matters of provincial interest. Section 2 of the *Planning Act* outlines matters of Provincial Interest, which decision makers must be consistent with when carrying out their responsibilities under the Act. The most relevant matters of provincial interest to this application are: (a) the protection of ecological systems, including natural areas, features and functions; (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems, (h) the orderly development of safe and healthy communities, (j) the adequate provision of housing, including affordable housing, (p) the appropriate location of growth and development, and (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

- (a) There have been no identified natural heritage features on-site. Both at the pre-submission consultation stage, and at the development application review process stage, it was determined that an Environmental Impact Study (EIS) was not warranted for this development. A tree preservation and landscape plan is being recommended as a condition of draft approval to the satisfaction of the GSCA and the Town of The Blue Mountains.
- (f) The subject development will be serviced by municipal water and municipal sewer services, and it has been determined that there is sufficient reverse capacity to service this development.

There have been some comments received on this application questioning whether there are any alternatives to a cul-de-sac in this location. General

land use planning principles would suggest that in most cases a connecting road would be preferable to a cul-de-sac, where it can be safely accommodated. One of the suggested alternatives has been an 'L-shaped' road which would connect Victoria Street South to Alfred Street West. At the time of pre-submission consultation the County Transportation Services department offered initial comments on the development proposal which stated that they could support development in this location, provided that no new entrances or intersections were being proposed onto the County Road (Alfred Street West).

Following the submission of the application, and the comments by the Planning and Community Development Committee at the time the information report was presented in November 2014, County Transportation Services staff had a second look at the application. In their second review of the development proposed, Transportation Services staff specifically looked at whether or not a through road was feasible in this location. The comments from this second review have been quoted above in the 'Public and Agency Comments Received' section of this report. Based on the proximity to the intersections of Victoria Street South and Alfred Street West and the Applejack condominiums, which also intersects with Alfred Street West, a new intersection which would accommodate a through road is not recommended at this location.

- (h) The subject development is within the 'Primary Settlement Area' designation in the County Official Plan. Within this land use designation the County Plan defers to the detailed land use policies found within the Municipal Official Plan. The proposed plan of subdivision does meet the density provisions of the Town's Official Plan, which targets single detached residential units at 10 – 15 units per hectare. In the County Official Plan it recommends an average development density of 20 units per net hectare. The proposed plan of subdivision would factor out at approximately 12.4 units per net hectare. In the justification supporting the development, the applicant's planning consultant, Ron Davidson, has suggested that the existing neighbourhood is a mixture of single detached dwellings and more intensive condominium style development. It is the assertion of Mr. Davidson that the proposed 12.4 units per net hectare would fit nicely with the surrounding developments, and would approximate the County's recommended 20 units per net hectare when the neighbouring intensive developments are factored in.

County and Town staff both saw some merit in the above-noted rationale by Mr. Davidson, but also 'pushed' the proponent to explore a higher density for this site. Based on the constraints of the site, and the existing neighbouring

sites, the developer was unable to present an alternative development scenario which would allow for a significantly increased density.

- (j) It is unlikely that any of the housing being proposed would fall within the affordable range, based on the lot sizes. It is conceivable that the proposed single detached dwellings could accommodate secondary suites or apartments which could offer affordable rental housing; however based on the current zoning of the property, a further zoning by-law amendment would be required to facilitate any further secondary units.
- (p) The subject lands are located in a designated settlement area and have been designated for residential growth. In very close proximity to the subject lands is a community centre and sports fields which would provide recreational opportunities within walking distance. The location of this proposed development would appear to be appropriate and represent an orderly infill opportunity.
- (q) Thornbury does not have any public transit. There are plans, and it has been identified within the Town's Development Charges Background Study, that Victoria Street South is to be built to an urban standard and have sidewalks constructed. The proposed development would contribute Development Charges towards that goal.

The subject plan of subdivision application, with the attached conditions of draft approval, would have regard for matters of Provincial Interest under *The Planning Act*.

Provincial Policy Statement

A key goal of the PPS is directing new growth to serviced settlement areas, and promoting the vitality of such settlement areas through re-development, infill and intensification. The proposed development would represent an infill opportunity for residential growth within a settlement area.

Section 1.6.6.1 of the PPS outlines the servicing hierarchy to be utilized in the Province of Ontario. At the top of the hierarchy are municipal water and sewer services. The proposed development will be serviced by municipal water and sewer services.

Section 2.1 of the PPS speaks to the long-term protection of significant natural heritage features. As noted above there were no such features identified on-site.

Section 2.6 of the PPS speaks to the protection of cultural and archaeological resources within the Province. A Stage 1-2 Archaeological Assessment was completed on this property, and there were no further archaeological assessments recommended for this site.

Section 3.1 of the PPS directs development away from areas of natural hazard. There have been no natural hazards identified on-site.

It can be concluded that the proposed plan of subdivision application, with the attached conditions of draft approval, is consistent with the PPS.

County of Grey Official Plan

The subject property is designated as 'Primary Settlement Area' in the County Official Plan. No known constraints have been mapped on this property or any of the immediately adjacent properties.

Many of the policies in the County Plan mimic those discussed above in the review of the *Planning Act* and the PPS. A further in-depth review of those same policies in the County Plan will not be provided below. County staff will however note that this application has been challenging both from a density perspective and from a cul-de-sac versus through road perspective. Section 6.12.1 of the County Plan addresses criteria to be considered in any new plan of subdivision or condominium. More specifically section 6.12.1(a)(vi) states;

"The street pattern of the proposed plan and how it fits with the surrounding neighbourhood. Plans which utilize a grid pattern or a modified grid pattern shall be considered more favourably than those with a curvy street pattern or cul-de-sacs,"

At the March Planning and Community Development Committee meeting County Planning Staff were adamant that the Boulter Estates plan of subdivision had to incorporate a through road, rather than ending in a cul-de-sac. In that case the new road would have been connecting two straight Township roads, and helping avoid a new intersection with the County Road. In this case a cul-de-sac is being recommended as per the engineering advice of the County Transportation Services staff. In this case a through road would slightly improve connectivity for pedestrians, cyclists and automobile traffic; however the cul-de-sac would not represent a significant barrier based on the location of the new intersection onto Victoria Street South and the proximity from there to Alfred Street West. As explained by the Transportation Services comments a new intersection onto the County Road could create safety issues and impair the function of the County Road.

Although a through road is not possible at this location, County staff would be remiss not to raise the fact that with a through road it may be possible to accommodate additional residential units at this location and thereby increase the density as well.

Section 6.12.1(a)(xi) speaks to the provision of usable parkland and green space. The Town of The Blue Mountains has noted that they do not wish to acquire any further parkland in this location, based on the sports fields and community centre across the road, and are instead recommending that the owner pay 5% cash-in-lieu of parkland.

Section 6.12.1(b)(c) and (d) of the Plan speak to the provision of a range of housing, including affordable housing, and employment opportunities. As noted above, the proposed lots will not be built at a density to provide for affordable housing, unless it is accommodated through secondary suites, which as noted above would require a zoning by-law amendment. There are currently no employment lands being considered as part of this development.

The section 5.2 County Road policies from the Plan have been addressed through the review of the Transportation Services comments noted above.

The proposed plan of subdivision application, with the attached conditions of draft approval, conforms to the goals and objectives of the County of Grey Official Plan.

Financial / Staffing / Legal / Information Technology Considerations

At this point there are no financial, staffing, legal or Information Technology considerations beyond those normally encountered in processing a plan of subdivision application. The County has collected the requisite fee for the application.

Should the application be appealed to the Ontario Municipal Board (OMB) additional financial, legal, or staff resources may be required. However it should also be noted that unless the County refuses the application, the County would not by default be a party to an OMB hearing on this matter, as per the County's OMB attendance policy.

Link to Strategic Goals / Priorities

Action 2.10, under Goal 2 of the County's Strategic Plan requires the continued management of growth and the application of sound land use planning principles. There will be protections in place on this application, through the conditions of draft approval, which help ensure the application is aligned with the County's strategic goals.

Attachments

Notice of Decision and Draft Conditions

Respectfully submitted by,

Scott Taylor, MCIP, RPP
Senior Planner

Director Sign Off: *Randy Scherzer*

Applicant: Applevale Properties Limited
Municipality: Town of The Blue Mountains
Location: Part of Lots 9 and 10, S/W of Albert Street (Geographic Town of Thornbury)
Date of Decision:
Last Date of Appeal:

File No.: 42T-2014-04
Date of Notice:

NOTICE OF DECISION

On Application for Approval of Draft Plan of Subdivision

under Subsection 51(16) of the Planning Act

Draft Plan Approval, is hereby given by the County of Grey for the application regarding the above noted lands. A copy of the Decision is attached.

WHEN AND HOW TO FILE A NOTICE OF APPEAL

Notice to appeal the decision to the Ontario Municipal Board must be filed with the County of Grey no later than 20 days from the date of this notice, as shown above.

The notice of appeal should be sent to the attention of the Director of Planning and Development of the County, at the address shown below and it must,

- (1) set out the reasons for the appeal, and
- (2) be accompanied by the fee prescribed under the Ontario Municipal Board Act.

WHO CAN FILE A NOTICE OF APPEAL

Only individuals, corporations or public bodies may appeal decisions in respect of applications for approval of draft plans of subdivision to the Ontario Municipal Board. A Notice of Appeal may not be filed by an unincorporated association or group. However, a Notice of Appeal may be filed in the name of an individual who is a member of the association or group.

RIGHT OF APPLICANT OR PUBLIC BODY TO APPEAL CONDITIONS

The applicant or any public body may, at any time before the final plan of subdivision is approved, appeal any of the conditions imposed by the County of Grey to the Ontario Municipal Board by filing with the Director of Planning and Development of the County, or her delegate, a Notice of Appeal.

HOW TO RECEIVE NOTICE OF CHANGED CONDITIONS

The conditions of an approval of draft plan of subdivision may be changed at any time before the final approval is given.

You will be entitled to receive notice of any changes to the conditions of the approval of draft plan of subdivision if you have either,

- (1) made a written request to be notified of the decision to give or refuse to give approval of draft plan of subdivision, or
- (2) make a written request to be notified of changes to the conditions of approval of the draft plan of subdivision.

GETTING ADDITIONAL INFORMATION

Additional information about the application is available for public inspection during regular office hours in the Planning & Development Office at the address noted below or by calling 519-376-2205 or 1-800-567-GREY.

**Applicant: Applevale Properties Limited
Municipality: Town of The Blue Mountains**

File No.: 42T-2014-04

Location: Part of Lots 9 and 10, S/W of Albert Street (Geographic Town of Thornbury)

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ADDRESS FOR NOTICE OF APPEAL

County of Grey

595-9th Avenue East

OWEN SOUND, Ontario N4K 3E3

Attention: Mr. Randy Scherzer, MCIP RPP

Director of Planning & Development

Plan of Subdivision File No. 42T-2014-04 has been granted draft approval. The County's conditions of final approval for registration of this draft plan of subdivision are as follows:

No. Conditions

General Planning Requirements

1. The final plan shall conform to Draft Plan of Subdivision Drawing "Proposed Draft Plan of Subdivision Ashbury Court Subdivision Town of The Blue Mountains" Drawing Number 131-25444-DPS prepared by WSP Owen Sound and last revised February 2015.
2. A Subdivision Agreement shall be entered into and executed by the applicant, and the Town of The Blue Mountains to satisfy all financial, legal, and engineering matters, including the installation of municipal services, landscaping and other requirements of the Town of The Blue Mountains, Grey Sauble Conservation Authority and the County of Grey including the payment of all applicable Town and County development charges in accordance with their applicable Development Charges By-law.
3. Prior to registration, the Zoning By-law to permit the development of these lands in accordance with the Draft Plan of Subdivision, including the use of the holding 'h' provision under the *Planning Act*, shall be approved under Section 34 and 36 of the *Planning Act*.
4. The new municipal road shall be named to the satisfaction of the Town in accordance with the Town's Street Naming Policy.

Servicing, Grading and Road Requirements

5. Prior to the initiation of any site grading or servicing and prior to the registration of the plan, the owner shall submit for the approval of the Town Engineering and Public Works Department and the Grey Sauble Conservation Authority:
 - a) A detailed engineering and drainage report which describes the stormwater drainage system for the proposed development on the subject lands. The report should include:
 - i. Plans illustrating how the drainage system will tie into the drainage of surrounding properties,
 - ii. The stormwater management techniques required to accommodate the 5 year storm event,

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- iii. The stormwater management techniques required to accommodate the 100 year storm event,
- iv. How external flows will be accommodated and the design capacity of the receiving system,
- v. Location and description of all outlets and other facilities which may require permits, and
- vi. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.

It is recommended that the developer or his consultant contact the Town Engineering and Public Works Department and the Grey Sauble Conservation Authority prior to preparing the above report to clarify the specific requirements of this development.

- b) Overall grading plans for the subject lands
- c) The Owner shall agree in the subdivision agreement, in wording acceptable to the Town of The Blue Mountains and the Grey Sauble Conservation Authority:
 - i. To carry out, or cause to be carried out, all the works referred to in condition 5(a) above,
 - ii. To obtain any necessary permits from the Grey Sauble Conservation Authority, and
 - iii. Prior to the initiation of any grading or construction on the site, to erect any silt fence as referred to in condition 5(a)(vi) above.
- 6. Prior to the registration of the Plan, arrangements shall be made to the satisfaction of the Town for any relocation of utilities required by the development of the subject lands, to be undertaken at the developers expense.
- 7. Stormwater overland flow routes shall be kept within roads or approved walkways only, to the satisfaction of the Town Engineering and Public Works Department and the Grey Sauble Conservation Authority.

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8. Prior to the initiation of any site grading or servicing and prior to registration of the plan, submit for the approval of the Town Engineering and Public Works Department and the Grey Sauble Conservation Authority a detailed soils investigation of the site prepared by a qualified geotechnical engineer. A copy of this report shall also be submitted to the Town's Chief Building Official.
9. Prior to the initiation of any site grading or servicing and prior to the registration of this plan, submit to the Town and the Grey Sauble Conservation Authority:
 - a) A Phase 1 Environmental Site Assessment,
 - b) A Phase 2 Environmental Site Assessment if required as a result of the Phase 1 Environmental Site Assessment,
 - c) A decommissioning report if contaminated material has been identified and is removed, or alternatively, a copy of the risk assessment together with a copy of the written acknowledgement of its acceptance by the Ministry of the Environment, and
 - d) A copy of a Record of Site Condition and confirmation of the filing of the Record of Site Condition in the Environmental Site Registry.
10. Prior to the initiation of any site grading or servicing, the Owner shall provide a report identifying all existing water wells and private sewage disposal systems on the lands. The applicant shall provide verification to the satisfaction of the Town and the Grey Sauble Conservation Authority that all wells and septic systems identified have been decommissioned in accordance with all applicable laws and regulations.
11. The horizontal and vertical alignments of all roads and underground services including their intersection geometrics shall be designed to the Town of The Blue Mountains Engineering Standards. In this regard, minor revisions to the road pattern and intersection alignments may be required
12. Prior to the approval of any engineering drawings, arrangements shall be made to the satisfaction of the Town for a suitable construction traffic route.
13. The street lighting system on all roadways for this subdivision shall be designed and constructed in accordance with the Town of The Blue Mountains Engineering Standards or as otherwise approved by Town.

Landscape, Fencing and Streetscape Requirements

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14. Prior to the registration of the Plan, the Owner shall complete a Landscape Analysis and Landscape Plan to the satisfaction of the Town and the Grey Sauble Conservation Authority.
15. The Subdivision Agreement shall ensure that the Owner shall save and/or remove any trees and vegetation on the subject lands as required by the Landscape Analysis / Landscape Plan to the satisfaction of the Town and the Grey Sauble Conservation Authority.

Park and Open Space Requirements

16. The Owner shall pay cash-in-lieu for 5% parkland dedication to the Town in accordance with the Planning Act.

Miscellaneous Requirements

17. The Owner shall grant all necessary easements and/or blocks and/or enter into agreement for drainage, utility and servicing purposes, as may be required, to the appropriate agency or public authority.
18. Prior to the registration of the plan of subdivision, the owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively, the "Communications Service Providers"). Wording shall be included in the subdivision agreement which causes these documents to be registered on title.
19. Prior to the registration of the plan of subdivision, the owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the subdivision, as well as the timing and phasing of installation.
20. The Owner shall dedicate Block 12 of the Draft Plan to the Town for Stormwater Management purposes.
21. The Owner shall obtain a letter from the Ministry of Tourism, Culture and Sport that the Archaeological Assessment has been entered in the Ontario Public Register of Archaeological Reports.
22. That the owner, submit to the County of Grey and the Town with a computer disk containing a digitised copy of the Final Plan in a format acceptable to the County of Grey and the Town of The Blue Mountains.

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23. That prior to final approval the County is advised in writing by the Grey Sauble Conservation Authority how Conditions 2, 5, 7, 8, 9, 10, 14 and 15 have been satisfied.
24. That prior to final approval the County is advised in writing by the Town of The Blue Mountains how Conditions 2 to 23 have been satisfied.
25. If final approval is not given to this plan within three years of the draft approval date, and no extensions have been granted, draft approval shall lapse under Subsection 51(32) of the Planning Act, RSO 1990, as amended. If the owner wishes to request an extension to draft approval, a written explanation together with the applicable application fee and a resolution from the local municipality must be received by the County of Grey Director of Planning, prior to the lapsing date. Please note that an updated review of the Plan and revisions to the conditions of approval may be necessary if an extension is to be granted.

NOTES TO DRAFT APPROVAL

1. It is the applicant's responsibility to fulfil the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the County of Grey, quoting the County file number.
2. An electrical distribution line operating at below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 - Proximity - of the Regulations for Construction Projects in the Occupational Health and Safety Act, requires that no object be brought closer than 3 metres (10 feet) to the energized conductor. It is proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors can raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on the wood poles supporting the conductors stating "**DANGER - Overhead Electrical Wires**" in all locations where personnel and construction vehicles might come in close proximity to the conductors.
3. Clearances are required from the following:

Town of The Blue Mountains
P.O. Box 310, 32 Mill Street
Thornbury, ON, N0H 2P0

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Municipality: Town of The Blue Mountains
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Grey Sauble Conservation Authority
237897 Inglis Falls Road, Rural Route #4
Owen Sound, ON, N4K 5N6

4. We suggest you make yourself aware of the following subsections of the Land Titles Act:
 - a) subsection 144(1) requires all new plans to be registered in a Land Titles system if the land is situated in a land titles division; and
 - b) subsection 144(2) allows certain exceptions.

The subdivision plan for Registration must be in conformity with the applicable Ontario Regulation under The Registry Act.

5. Inauguration or extension of a piped water supply, a sewage system or a storm drainage system, is subject to the approval of the Ministry of the Environment and Climate Change under the Ontario Water Resources Act, RSO 1990, as amended.
6. All measurements in subdivision final plans must be presented in metric units.
7. The subdivision falls within the post office box boundaries of Thornbury. These future residential dwelling units would receive mail via the post office boxes at the Thornbury post office.
8. The final plan approved by the County must be registered within thirty (30) days or the County may withdraw its approval under subsection 51(32) of the Planning Act RSO 1990, as amended.