



Herrema Boulevard Apartment

Planning Rationale Report

Evendale Developments Ltd.





Table of Contents

- 1. Introduction..... 1
- 2. Site Context and Development Proposal 2
 - 2.1 Subject Lands and Adjacent Uses..... 2
 - 2.2 Site Context 2
 - 2.3 Proposed Development 5
- 3. Development Approvals 9
 - 3.1 Uxbridge Official Plan 9
 - 3.2 Zoning By-Law Amendment..... 9
 - 3.3 Site Plan Control 9
- 4. Basis for Proposed Official Plan Amendment and Zoning By-Law Amendment 12
 - 4.1 Uxbridge Official Plan 12
 - 4.1.1 Criteria of Section 2.5.6.3.1 12
 - 4.1.2 Policies of Section 2.4 13
 - 4.1.3 Policies with Regard to Height..... 14
 - 4.1.4 Policies with Regard to Unit Density..... 14
 - 4.2 Uxbridge Zoning By-Law Precedents 15
 - 4.2.1 Permitted Uses 15
 - 4.2.2 Parking Provisions 15
 - 4.2.3 Setbacks 15
 - 4.2.4 Floor Space Index (FSI) 16
 - 4.2.5 Minimum Landscaped Open Space 16
 - 4.2.6 Maximum Building Height..... 16
 - 4.2.7 Maximum Building Frontage Abutting Brock Street..... 16
 - 4.2.8 Summary Statement on Zoning By-Law Provisions..... 16
- 5. Senior Planning Policy Conformity..... 17
 - 5.1 Durham Regional Official Plan..... 17
 - 5.2 Provincial Policy Statement, 2020 17
 - 5.3 Growth Plan for the Greater Golden Horseshoe, 2019 (as amended)..... 19
 - 5.4 Greenbelt Plan, 2017 19
- 6. Technical Studies 20
 - 6.1 Traffic Impact Study 20
 - 6.2 Servicing and Stormwater Management Report..... 20
 - 6.2.1 Sanitary Sewers..... 20
 - 6.2.2 Water Supply 21
 - 6.2.3 Stormwater Management 21
- 7. Conclusion..... 22



Figure Index

Figure 1	Site Location	3
Figure 2	Uxbridge Urban Area Site Location Context	4
Figure 3	Proposed Site Plan.....	6
Figure 4	Ground Floor Plan	7
Figure 5	Building Elevation Drawing.....	8
Figure 6	Township of Uxbridge Official Plan	10
Figure 7	Existing Zoning By-law	11
Figure 8	Durham Regional Official Plan (DROP)	18

Appendix Index

Appendix A	Proposed Official Plan Amendment
Appendix B	Form of Proposed Zoning By-law Amendment
Appendix C	Cross Section Showing 45°Angular Plane
Appendix D	Shadow Analysis



1. Introduction

Evendale Developments Ltd. has made applications for Official Plan Amendment, Zoning By-Law Amendment and Site Plan Approval for 0.49 hectares at the northwest corner of Brock Street East and Herrema Boulevard in the Uxbridge Urban Area of the Township of Uxbridge.

This report describes the development proposal and the Planning Act approvals required for it to proceed. It also explains how the Official Plan Amendment is in keeping with the intent of the Uxbridge Official Plan and the Zoning By-law is in keeping with other By-laws for similar developments in the Urban Area. Furthermore, it describes how the planning applications conform to Regional and Provincial Land Use policies. The report also summarizes the conclusions of technical studies that support the form and density of development proposed for the subject property.



2. Site Context and Development Proposal

2.1 Subject Lands and Adjacent Uses

The location of the subject property is shown on **Figure 1** in the context of the adjacent existing and planned uses. It consists of 0.49 hectares (1.2 acres) that have been formed by the recent extensions of Herrema Boulevard and Low Boulevard north of Brock Street East.

Brock Street is a Type 'B' Arterial Road under the jurisdiction of the Region of Durham. It is also known as Regional Highway 47 and is one of the two main accesses into the Uxbridge Urban Area from the east.

Herrema Boulevard is a major local road. It extends to the north limit of the urban area and aligns with Nelkyd Lane on the south side of Brock Street. Low Boulevard is a local street that extends only one block west of Herrema Boulevard to Fourth Avenue. The land uses immediately adjacent to the subject property as shown on **Figure 1** are:

West

Hydro Sub-Station lands owned by Hydro One and Elexicon fronting onto Brock Street.

A single detached house fronting onto the south side of Low Boulevard.

North

Six single detached dwellings, under construction, fronting onto the north side of Low Boulevard.

East

Townhouses and a mixed use building containing commercial uses on the ground floor and 5 apartment units on the second floor will be built fronting the east side of Herrema Boulevard as part of an extensive medium density and mixed use condominium development on the north side of Brock Street.

South

Vacant land which is part of the Uxbridge High School property fronts onto the south side of Brock Street across from the subject property.

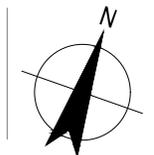
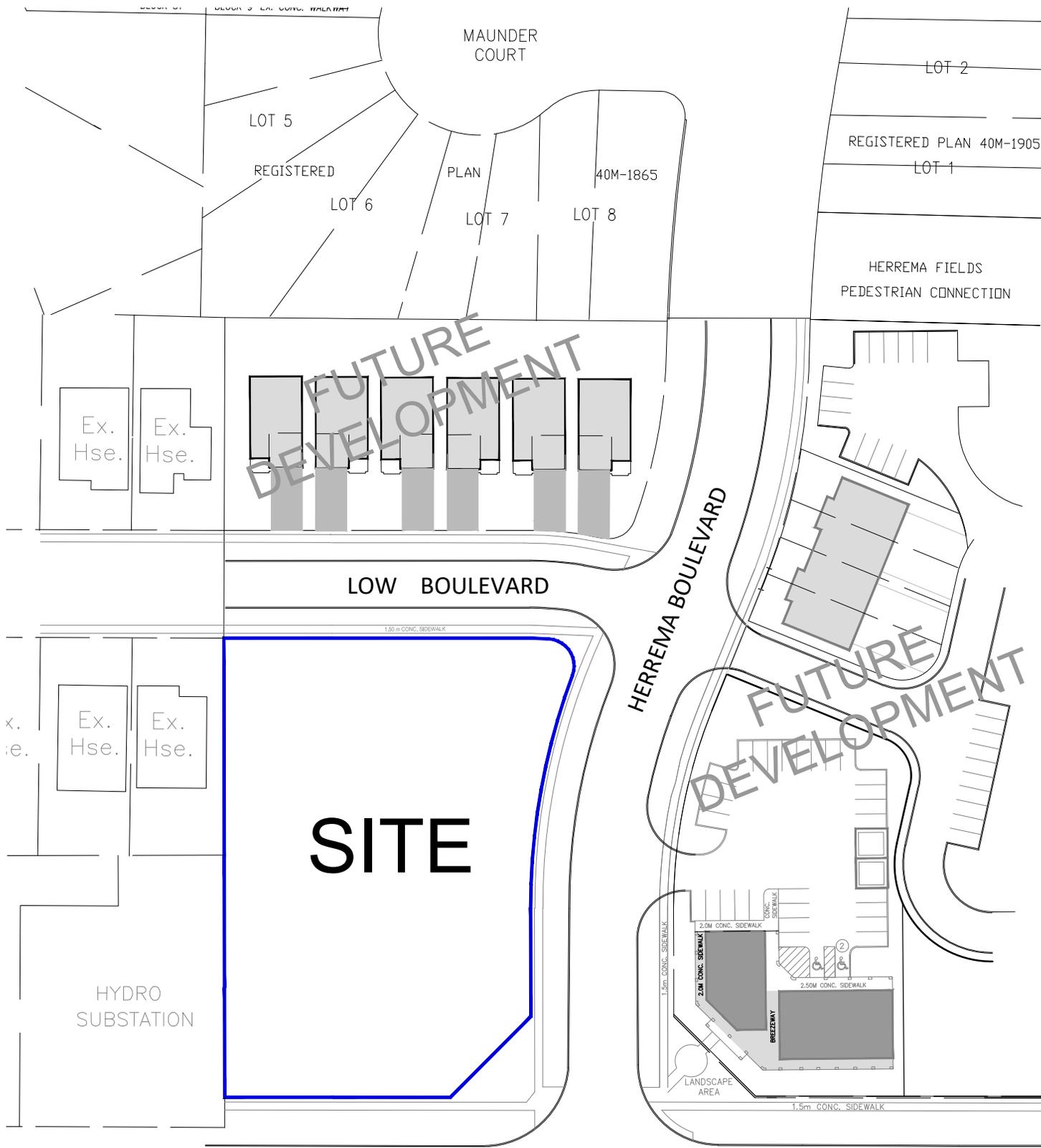
2.2 Site Context

The subject property is located near the western limit of the Uxbridge Urban Area. The location of the site in this broader context is shown on **Figure 2**.

The existing and planned land uses within the broader context are as follows:

East

Low density residential, stable neighbourhood.



EVENDALE DEVELOPMENTS LTD.
HERREMA BLVD. APARTMENTS

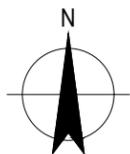
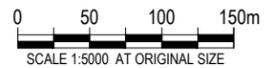
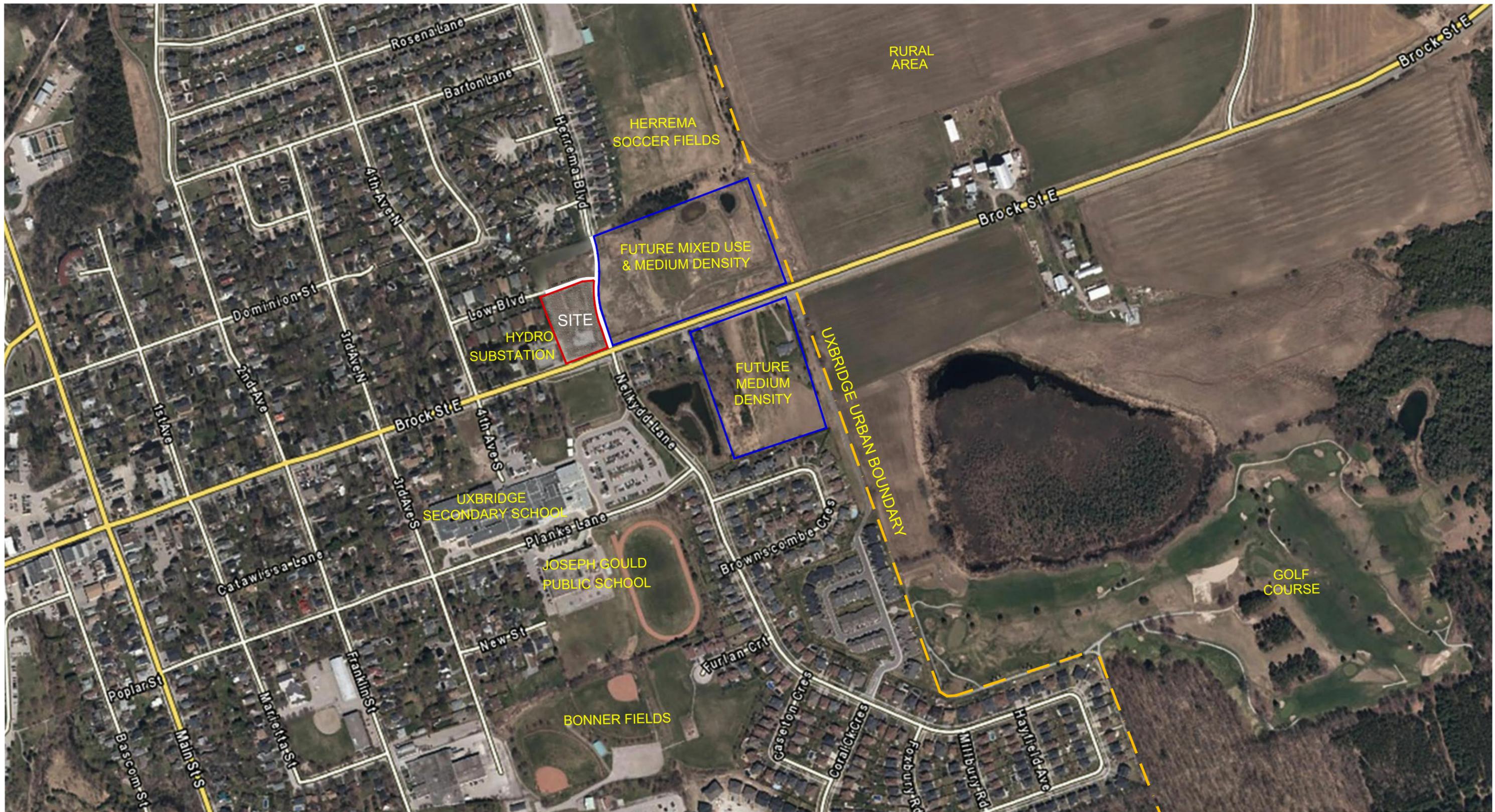
LOCATION PLAN

Job Number | 11197750

Revision | A

Date | DEC 2020

Figure 01



EVENDALE DEVELOPMENT LTD.
HERREMA BLVD. APARTMENTS

CONTEXT PLAN

Job Number | 11197750
Revision | A
Date | DEC 2020

Figure 02



North

North of the subject property, west of Herrema Boulevard is a stable low density residential neighbourhood. East of Herrema Boulevard is the extensive Herrema Fields Park and open space area which is a supporting use to the Natural Heritage System.

East

A significant medium density and mixed use condominium development which is designated as Mixed Use is under construction. This is part of the gateway area development at the east limit of the Urban Area. The area further to the east is outside the urban area and is designated and used for agricultural purposes.

South

The lands south of the subject property, south of Brock Street, are a combination of low density residential and extensive institutional uses such as Uxbridge High School, Joseph Gould Public School and Bonner Fields.

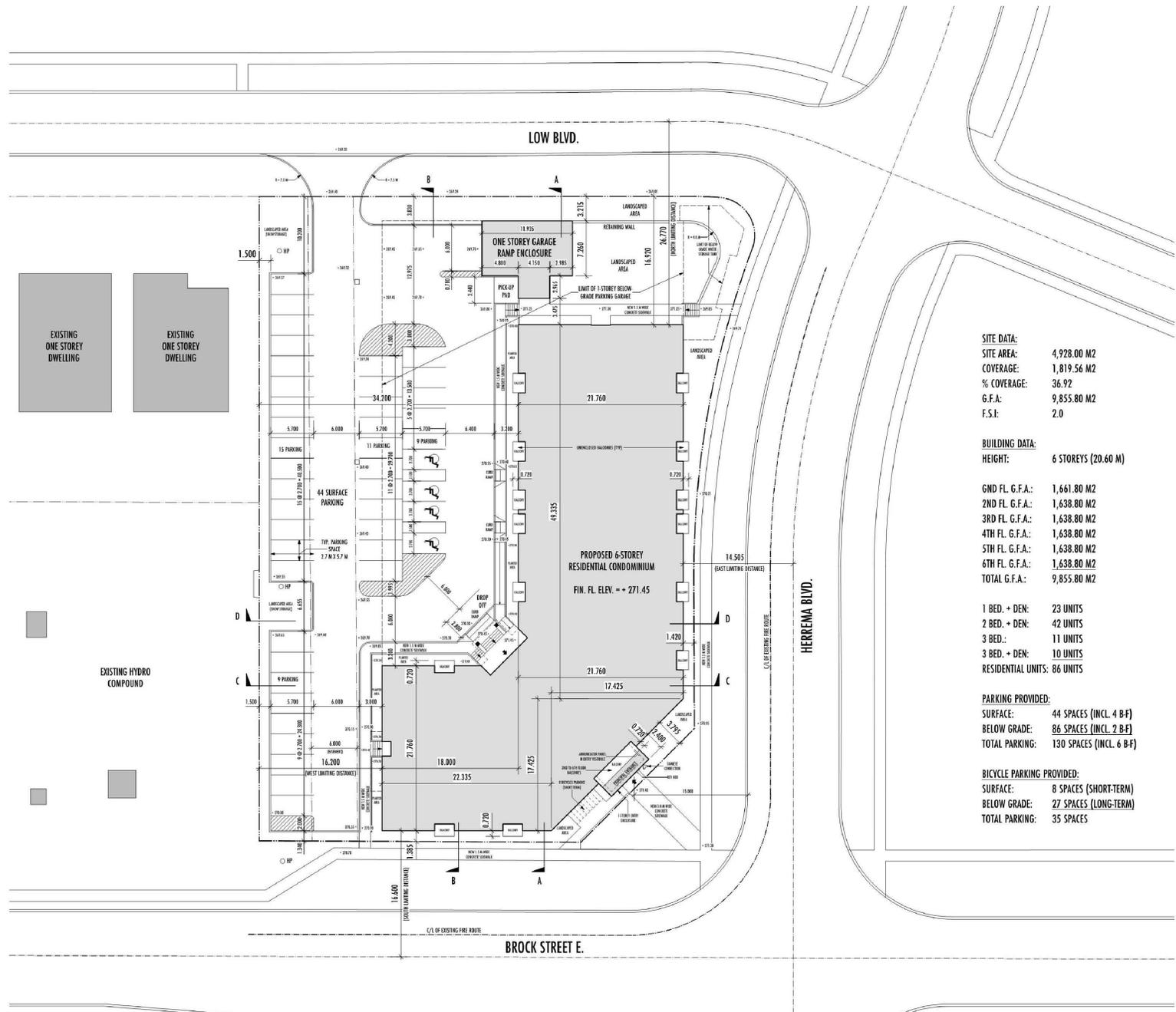
2.3 Proposed Development

The proposed Site Plan is illustrated on **Figure 3**. It is an 'L'-shaped, 6 storey apartment building. The building is oriented to, and set closely to, the main roads of Brock Street and Herrema Boulevard. This allows for extensive separations between the new building and the single detached dwellings to the west and to the north. A total of 86 apartment units are proposed. The lot coverage is under 40% and the landscaped open space provided is almost 25% of the site area.

Vehicular access will be limited to a single driveway from Low Boulevard. It will provide access to 44 surface parking spaces and 86 below grade parking spaces for a total of 1.51 spaces per unit.

The ground floor plan of the building (**Figure 4**) illustrates how the front door and lobby of the building will be oriented to the corner of Brock Street and Herrema Boulevard. This will place the main pedestrian access to the building at the most prominent corner of the site. Amenity rooms on the ground floor will be facing Brock Street where the most pedestrian activity and vehicular traffic are expected.

Figure 5 is a building elevation drawing illustrating the main façade and front door looking from the southeast corner of the site.



SITE DATA:
 SITE AREA: 4,928.00 M²
 COVERAGE: 1,819.56 M²
 % COVERAGE: 36.92
 G.F.A.: 9,855.80 M²
 F.S.I.: 2.0

BUILDING DATA:
 HEIGHT: 6 STOREYS (20.60 M)
 GND FL. G.F.A.: 1,661.80 M²
 2ND FL. G.F.A.: 1,638.80 M²
 3RD FL. G.F.A.: 1,638.80 M²
 4TH FL. G.F.A.: 1,638.80 M²
 5TH FL. G.F.A.: 1,638.80 M²
 6TH FL. G.F.A.: 1,638.80 M²
 TOTAL G.F.A.: 9,855.80 M²

1 BED. + DEN: 23 UNITS
 2 BED. + DEN: 42 UNITS
 3 BED.: 11 UNITS
 3 BED. + DEN: 10 UNITS
 RESIDENTIAL UNITS: 86 UNITS

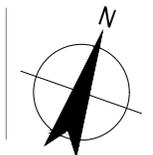
PARKING PROVIDED:
 SURFACE: 44 SPACES (INCL. 4 B-F)
 BELOW GRADE: 86 SPACES (INCL. 2 B-F)
 TOTAL PARKING: 130 SPACES (INCL. 6 B-F)

BICYCLE PARKING PROVIDED:
 SURFACE: 8 SPACES (SHORT-TERM)
 BELOW GRADE: 27 SPACES (LONG-TERM)
 TOTAL PARKING: 35 SPACES



EVENDALE DEVELOPMENT LTD.
 HERREMA BLVD. APARTMENTS
 PROPOSED SITE PLAN

Job Number | 11197750
 Revision | A
 Date | JAN 2020
Figure 03



EVENDALE DEVELOPMENTS LTD.
HERREMA BLVD. APARTMENTS

**PROPOSED GROUND
FLOOR PLAN**

Job Number | 11197750
Revision | A
Date | JAN 2021

Figure 04

65 Sunray Street, Whitby Ontario L1N 8Y3 T 1 905 686 6402 F 1 905 432 7877 E ytomail@ghd.com W www.ghd.com



SOUTH-EAST ELEVATION (DAYLIGHT TRIANGLE)



EVENDALE DEVELOPMENT LTD.
HERREMA BLVD. APARTMENTS

PROPOSED MAIN ENTRANCE
BUILDING ELEVATION

Job Number | 11197750
Revision | A
Date | JAN 2021

Figure 05

65 Sunray Street, Whitby Ontario L1N 8Y3 T 1 905 686 6402 F 1 905 432 7877 E ytomail@ghd.com W www.ghd.com



3. Development Approvals

3.1 Uxbridge Official Plan

The subject property is currently designated “Residential Area” in the Township of Uxbridge Official Plan as shown on **Figure 6**. In order to permit the proposed apartment building, the site must be re-designated “Residential Area – Higher Density.” The Uxbridge Official Plan (Section 2.5.6.1) provides for new high density residential areas to be designated in specific locations which meet certain criteria.

A site specific designation of “Residential Area – Higher Density” is proposed on the subject property as well as a site specific exception that will set out the maximum height and number of units and the conditions upon which they will be permitted (see **Appendix A**).

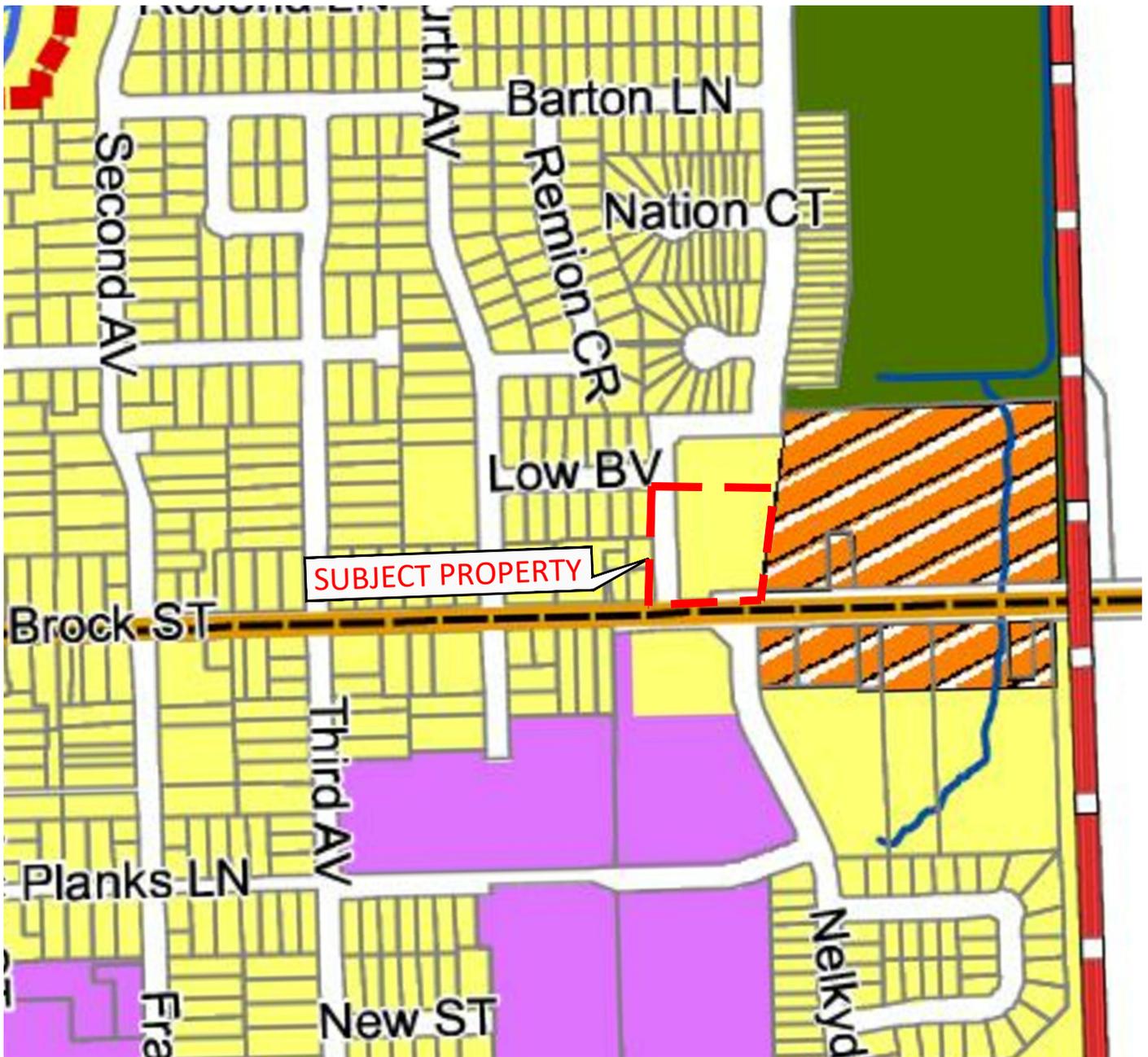
3.2 Zoning By-Law Amendment

The site is currently zoned RH – “Residential Holding” zone as shown on **Figure 7**. This is a zone category that is applied to residential lands in the urban area for which the ultimate use has not yet been determined. Prior to a re-zoning of the property only one single family dwelling is permitted on a lot of record.

It is proposed that the subject property be zoned to the RM – “Residential Multiple Density” category with special exception provisions (see **Appendix B**). These provisions will specify the permitted height, unit yield, floor space index and setbacks. They will ensure that the development of the site will maintain the built form relationships provided for by the site plan design.

3.3 Site Plan Control

Under the Township of Uxbridge Site Plan control By-law, the proposed development will require site plan approved by Council. The site plan will ensure the implementation of the high level of development standards proposed for this site. The conditions of site plan approval will ensure the implementation of the design elements, landscaping, servicing requirements and financial securities for same.



Schedule "A"
 Land Use and Transportation Plan
 Uxbridge Urban Area
 Official Plan of the Township of Uxbridge

Transportation

- Type A Arterial
- Type B Arterial
- Collector Road
- Regional Transit Spine
- Potential Future Collector Road
- Proposed Local Road

Natural Heritage

- Natural Hazard Area
- Environmental Constraint Area
- Watercourses & Waterbodies

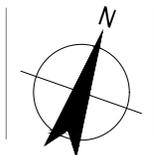
Oak Ridges Moraine

- Oak Ridges Moraine Conservation Plan Area Boundary
- Countryside Area
- Natural Linkage Area
- Natural Core Area

General Land Use

- Secondary Plan Area
- Urban Area Boundary
- Downtown
- Main Central Area
- Mixed Use Area
- Brock Street Mixed Use Area
- Recreational Mixed Use Area
- Corridor Commercial Area
- Local Commercial Area
- Residential Area
- Residential Area Higher Density
- Future Residential Area

- Institutional Area
- Employment Area
- Park and Open Space Area
- Major Open Space Areas
- Private Open Space Area
- Cemetery Area
- Hamlet Boundary
- Hamlet Area
- Rural Estate Area
- Prime Agricultural Areas
- Waste Disposal Area
- Special Policy Area D2
- Policy Area 2.1.6.7 Approved Major Recreation Use
- Mixed Use Special Policy Area
- Lands Subject to 18(6) of the Moraine Plan
- Deferral



EVENDALE DEVELOPMENTS LTD.

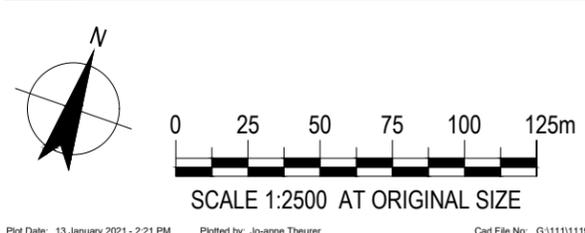
Job Number | 11197750

Revision | A

Date | JAN 2021

SCHEDULE 'A' LAND USE PLAN,
 TOWNSHIP OF UXBRIDGE OFFICIAL PLAN Figure 06

65 Sunray Street, Whitby Ontario L1N 8Y3 T 1 905 686 6402 F 1 905 432 7877 E ytomail@ghd.com W www.ghd.com



EVENDALE DEVELOPMENTS LTD.

Job Number 11197750

Revision A

Date JAN 2021

EXCERPT FROM THE TOWNSHIP OF UXBRIDGE ZONING BY-LAW 81-19 **Figure 07**

65 Sunray Street, Whitby Ontario L1N 8Y3 T 1 905 686 6402 F 1 905 432 7877 E info@ghdcanada.com W www.ghd.com



4. **Basis for Proposed Official Plan Amendment and Zoning By-Law Amendment**

4.1 **Uxbridge Official Plan**

Higher density residential areas are addressed in Section 2.5.6 of the Uxbridge Official Plan. The “Residential Area-High Density” designation recognizes established high density residential sites and provides for the creation of new high density residential areas in locations which meet specific locational criteria. The existing Residential Area – Higher Density designations are located in similar locations to the subject property. That is, they front onto arterial roads at an intersection with major local roads. Examples are the corner of Reach Street and Testa Road and the corner of Toronto Street and Elgin Park Drive.

4.1.1 **Criteria of Section 2.5.6.3.1**

The land use policies for higher density residential development anticipate new proposals for such development and require that they be permitted through an Official Plan Amendment process. Such applications are to be evaluated based on a number of specific criteria set out in Section 2.5.6.3.1. Each of these are presented and commented upon below.

Criterion #1

the development incorporates wherever possible the Urban Area’s Natural Heritage System as designated on Schedule “B” or other open space features as a focal point for the residential development, and a structural element which defines the character of the site, including the provision of significant view corridors into lands which form part of the System, and where possible direct public access;

The subject property is not adjacent to the Natural Heritage System so it is not possible to incorporate it into this development. The site is in close proximity to Herrema Fields which is a supporting use to the Natural Heritage System. The proposed development will not limit access or views to this open space feature in any way.

Criterion #2

the site and design of the development in relation to abutting properties ensures that there will be no significant adverse impacts with respect to loss of privacy and shadowing, and that appropriate buffering can be provided;

Particular care has been taken to ensure that there will be no significant impacts on adjacent lower density development. There is only one single detached dwelling that is adjacent to the subject property. The proposed apartment building has been located as far away from this house as possible. And a 1.8 metre wood screen fence will be constructed along the side lot line of that house to screen views of the parking area located between the house and the apartment building.



The adjacent house is also the only lot with potential for loss of privacy due to overlook into the rear yard thereof. As shown in **Appendix C**, the significant separation between the proposed building and this lot ensures that the apartment will be well below a 45 degree angular plane which is often used to prevent potential overlook concerns.

A shadow study has been prepared and is attached as **Appendix D**. It demonstrates that there will be no adverse impacts with regard to shadowing on any adjacent properties.

Criterion #3

the proposed residential uses are primarily street oriented in design;

The proposed apartment building is oriented to the street frontages of the two most significant adjacent streets; Brock Street and Herrema Boulevard. Furthermore, the main pedestrian entrance to the building faces the intersection of those two streets.

Criterion #4

located with direct access to collector and arterial roads and preferably at an intersection with a local or other road;

The site is located at the intersection of an arterial road (Brock Street) with a major local road (Herrema Boulevard). As noted above, this is consistent with other existing Residential Area – Higher Density designations in the Official Plan.

As with those other locations, the Region of Durham will not permit direct access to the site via the Regional arterial road. In this instance, access from Herrema Boulevard would also be problematic. Fortunately, the site has a third frontage on Low Boulevard where turning movements will not create issues for the flow of traffic on the busier streets.

Criterion #5

located adjacent to park and open space areas, community facilities and/or commercial areas.

As noted on **Figure 2**, the proposed development will be well served by amenities and community facilities. Elementary and secondary school facilities are located within walking distance. The entrance to Herrema Fields, with access to the Natural Heritage System and the Trails Network is virtually across the street (Herrema Boulevard). Convenient commercial uses are planned for the mixed use development on the northeast corner of Brock Street and Herrema Boulevard.

Overall the proposed higher density development conforms to the criteria set out in Section 2.5.6.3.1 of the Official Plan.

4.1.2 Policies of Section 2.4

Official Plan Amendment applications for higher density residential shall also be evaluated based on their conformity with Section 2.4 regarding the Community Design Strategy. Not all of the policies of this section are relevant to the subject proposal. Below we have listed the relevant policies and how the proposal conforms to these requirements.



Section 2.4.2.4 Streetscape Design

The amount of surface parking area is at a minimum due to the use of underground parking. Parking is not located between the building and the adjacent streets. As a result, the building itself shields views of the parking lot from the adjacent streets. Where the surface parking area is visible from Brock Street, screening will be provided a low-profile hedge.

The building is oriented to the street and massed toward the intersection. The building façade wall that contains the main pedestrian entrance is parallel to the intersection sight triangle.

Section 2.4.2.7 Safe Community Design

The building orientation provides for visual overlook of-and ease of access to-the adjacent streets.

The parking area will have appropriate lighting that minimizes light pollution while providing visibility for informal surveillance.

Section 2.4.2.8 Barrier-Free Access/Universal Design Principles

All barrier-free requirements of the building code will be met or exceeded. The main (front) entrance facing the intersection is set at an elevation that meets barrier-free requirements and a barrier-free ramp to the entrance to the parking area at the rear is provided.

It is anticipated that about 25% of the suites will be internally barrier-free in design. It is also anticipated that two universal washrooms will be provided on the ground floor to serve the amenity rooms.

Section 2.4.2.9 Active Transportation

Bicycle racks for visitors will be provided at the main entrance as well as dedicated bicycle storage locations for residents in the underground service area.

Overall, the proposed development conforms to the Community Design Strategy of Section 2.4 of the Uxbridge Official Plan.

4.1.3 Policies with Regard to Height

Section 2.5.6.3.3 indicates that the maximum height for development in the Residential Area – Higher Density designation shall generally be four storeys. However, the Official Plan contains policies with regard to bonusing for height and density (Section 3.2.6). This policy will permit the zoning of the site for a building up to 6 storeys provided certain Township objectives are met. One of these objectives is the provision of underground parking. On this basis, the proposed site specific Official Plan Amendment contained in **Appendix A** indicates 6 storeys as the maximum permitted height on this site.

4.1.4 Policies with Regard to Unit Density

Section 2.5.6.3.2 indicates that the maximum density designation shall be 65 units per hectare. The policy further defines net density as including one half of the area of the abutting roads. On this basis the site would be permitted a total of 53 units. The bonusing provisions of Section 3.2.6 would permit an increase in this number by 20%. However, the bonusing provision applies to a unit density



that is set out in the parent zoning By-law, not the Official Plan. Furthermore, the two documents use different definitions of how permitted density is calculated. To avoid any confusion, we are proposing that the implementing Official Plan Amendment specify that the permitted maximum number of units on site be 86.

In our opinion, the proposed development, at 6 storeys is able to comfortably accommodate the number of units proposed within the building, including communal amenity space. The site can also accommodate the required parking for this number of units. The Traffic Impact Study has demonstrated that the vehicle movements generated by the 86 units will not have an adverse impact on the road system. Consequently, we are of the opinion that the site specific permission for 86 units in the proposed development is an appropriate component for the implementing Official Plan Amendment (see **Appendix A**).

4.2 Uxbridge Zoning By-Law Precedents

The site specific zoning By-law exception proposed to implement the proposed Official Plan Amendment is attached as **Appendix B**. This By-law has been modeled after the zoning By-law provisions for high density residential (apartment building and seniors supportive housing) at the corner of Toronto Street and Douglas Road. The zoning category on that site is Corridor Commercial/Mixed Use. However, the exception for that site, which is zoned C4-2, permits high density residential uses and provides specific zoning regulations for those uses. Furthermore the location of that site being on a Regional arterial road at an intersection with a local street, not far from the urban boundary makes it highly comparable to the subject property.

How the proposed By-law for the subject property compares to the residential provisions of the C4-2 zone is set out in the sub-sections that follow:

4.2.1 Permitted Uses

The proposed By-law will permit both an apartment dwelling house and senior's supportive housing. Although the proposed site plan does not currently show any senior's supportive housing in the development, it is appropriate to provide for some or all of the development to include senior's supportive housing as long as all of the other provisions of the By-law are maintained.

4.2.2 Parking Provisions

As with the C4-2 zone, the proposed By-law does not include any exceptions to the Township Zoning By-law's required parking supply. For an apartment dwelling house, this will remain at 1.5 spaces per apartment unit.

4.2.3 Setbacks

Consistent with the C4-2 zone provisions, the minimum Front Yard (Brock Street) and Exterior Side Yard (Herrema Boulevard) setbacks are 0 metres.

The proposed By-law includes very specific interior side yard provisions intended to ensure the maintenance of the 45 degree angular plane to the adjacent single detached dwelling fronting Low Boulevard.



It also contains specific rear yard (Low Boulevard) setbacks to require a significant setback to the main building but also permit the single storey garage ramp enclosure between the main building and the street.

4.2.4 Floor Space Index (FSI)

The proposed zoning By-law sets the minimum Floor Space Index (FSI) at 1.0 and the maximum FSI at 2.0, which is the same as the C4-2 zone. The current site plan proposes a building with an FSI of 2.0.

4.2.5 Minimum Landscaped Open Space

The C4-2 zone requires a minimum landscaped open space ratio of 10%. This is appropriate in a mixed use context. We propose a minimum landscaped open space ratio of 20% in the By-law attached in **Appendix B**. The current site plan shows a landscaped open space area of over 24%.

4.2.6 Maximum Building Height

The proposed zoning By-law contains the same provisions for maximum building height (21 metres) as the C4-2 zone. For further clarity, the proposed By-law also indicates that the maximum number of storeys is six.

4.2.7 Maximum Building Frontage Abutting Brock Street

The C4-2 zone category includes special provisions for the residential component if it is located on Toronto Street or at the corner of Toronto Street and Douglas Road. The By-law requires that such a building take up 35% of the Toronto Street frontage and to have an entrance off of the arterial road or at the corner of Toronto Street and Douglas Road. The proposed By-law in **Appendix B** includes similar requirements for the location of the building and an entrance thereto relative to the Brock Street East frontage of the subject property. In this instance, it is proposed that the building be required to take up a minimum of 50% of the arterial road frontage compared to 35% in the C4-2 zone.

4.2.8 Summary Statement on Zoning By-Law Provisions

The proposed zoning By-law in **Appendix B** conforms to the Uxbridge Official Plan as it is proposed to be amended in **Appendix A**. It provides for development standards consistent with other By-laws for similar forms of development in Uxbridge. In particular, when compared to the most recent such By-laws (C4-2 zone as amended) the proposed By-law provides either the same, or more restrictive, development standards.



5. Senior Planning Policy Conformity

The land use matters before the Township of Uxbridge include both an Official Plan Amendment and a Zoning By-law Amendment. As noted in Section 4, the Uxbridge Official Plan anticipates the submission of site specific amendments for new locations of Residential Area-Higher Density and has provided criteria by which to evaluate them. Any amendment to the Uxbridge Official Plan must conform to the planning policies of the Region of Durham and the Province of Ontario. These are reviewed in the sub-sections that follow.

5.1 Durham Regional Official Plan

As shown on **Figure 8**, the Durham Regional Official Plan (DROP) designates the subject lands as Living Area within the Uxbridge Urban Area. Such lands are intended to be used predominantly for housing purposes. The proposed land use, therefore, conforms to the DROP.

The policies of the DROP (Policy 8B.2.3) indicate that it is the intent of the Plan to achieve a compact urban form, including extensive residential and mixed uses along arterial roads. The proposed development also meets this intent of the DROP.

5.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) is a document issued under the authority of Section 3 of the Planning Act, which establishes the policy foundation for regulating the development and use of land in Ontario. In making decisions affecting planning matters, the Planning Act requires that they be consistent with PPS.

Under Section 1 of PPS – Building Strong Healthy Communities, land use is to be managed and directed to achieve resilient development and land use patterns through policies that include:

- Promoting cost-effective developments patterns and standards to minimize land consumption and servicing costs (1.1.1 c)).

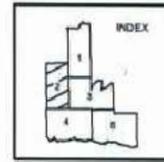
Furthermore, Section 1.1.3 of the PPS states that land use patterns within Settlement Areas shall be based on the following:

- Densities and a mix of land use which:
 - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

These Provincial planning policy requirements were required to be embodied in the DROP and the Uxbridge Official Plan. The proposed development is consistent with the PPS given that it conforms to the intent of the Official Plans.



**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**



**SCHEDULE 'A' - MAP 'A2'
REGIONAL STRUCTURE**

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- REGIONAL CENTRE
- * URBAN GROWTH CENTRE
- REGIONAL CORRIDOR
- LIVING AREAS
- EMPLOYMENT AREAS
- S MUNICIPAL SERVICE
- ▨ AREAS DEVELOPABLE ON FULL/PARTIAL MUNICIPAL SERVICES
- ▧ AREAS DEVELOPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WASTE DISPOSAL SYSTEMS
- ▩ AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- BUILT BOUNDARY

RURAL SYSTEM

- PRIME AGRICULTURAL AREAS
- RURAL SETTLEMENTS :**
- HAMLET
- ③ RURAL EMPLOYMENT AREA (SEE TABLE E3 FOR DESCRIPTION)
- ⑫ COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
- SHORELINE RESIDENTIAL
- ▲ REGIONAL NODE (SEE SECTION 9C FOR DESCRIPTION)
- ⑫ AGGREGATE RESOURCE EXTRACTION AREA (SEE TABLE E1 FOR DESCRIPTION)

GREENLANDS SYSTEM

- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OAK RIDGES MORaine BOUNDARY
- ▲ TOURIST ACTIVITY / RECREATIONAL NODE
- OPEN SPACE LINKAGE
- OAK RIDGES MORaine AREAS
- ▬ GREENBELT BOUNDARY
- ▲ WATERFRONT PLACE
- WATERFRONT LINKS

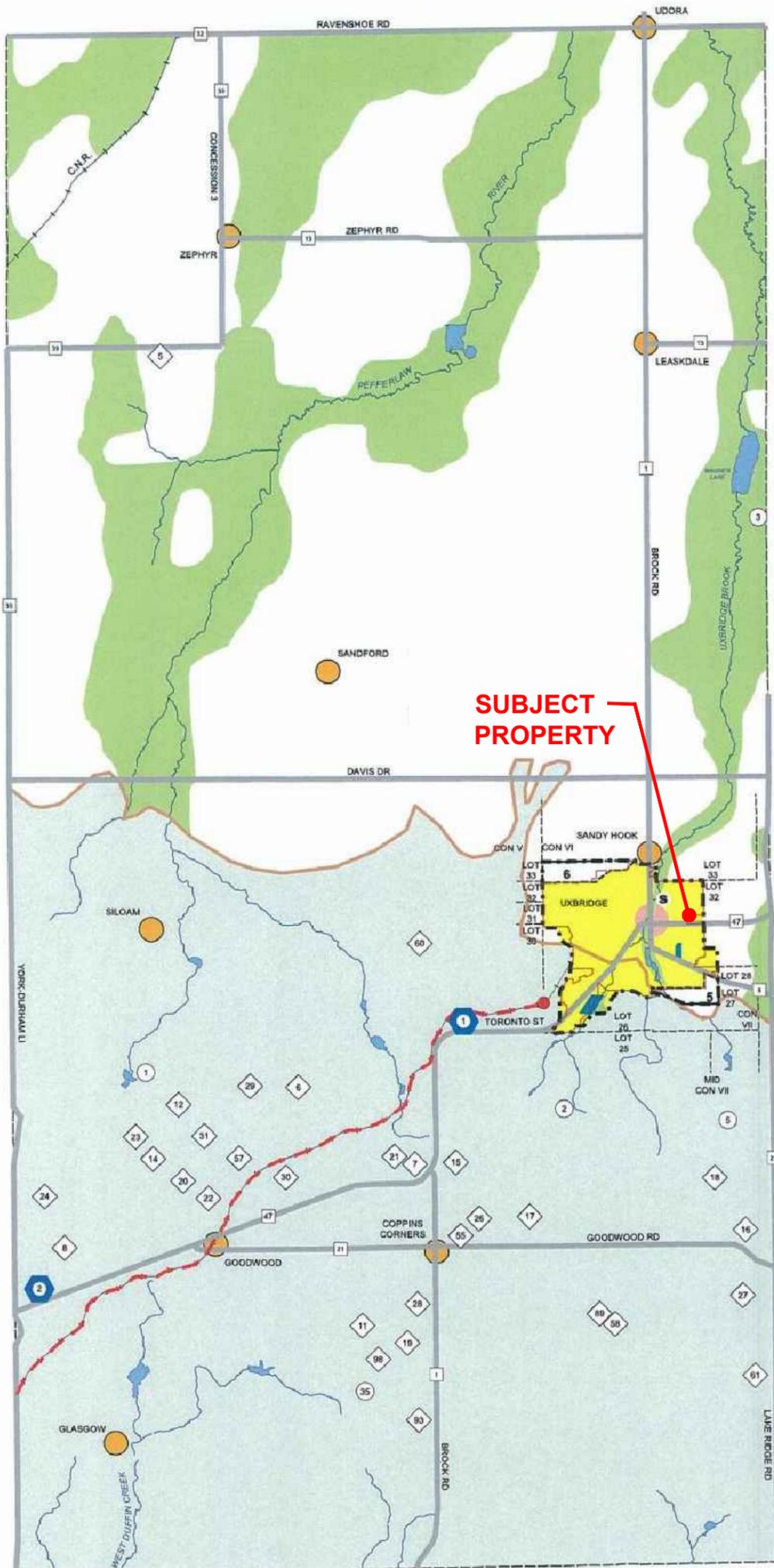
TRANSPORTATION SYSTEM

SEE SCHEDULE C FOR DESIGNATIONS
THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.

- | EXISTING | | FUTURE |
|----------|---------------|--------|
| ▬ | ARTERIAL ROAD | ▬ |
| ▬ | FREEWAY | ▬ |
| ▬ | INTERCHANGE | ▬ |
| ▬ | GO RAIL | ▬ |
| ● | GO STATION | ● |

SPECIAL AREAS

- ② SPECIAL STUDY AREA
- ② DEFERRED BY MINISTER OF MUNICIPAL AFFAIRS
- ② SPECIFIC POLICY AREA
- APPEALED TO O.M.B.
- LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7



NOTES:
 1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
 2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 14.13.
 3) OFFICE CONSOLIDATION - JUNE 24, 2016.
SOURCES:
 1) OAK RIDGES MORaine: 9 GUNDRY, MINISTRY OF MUNICIPAL AFFAIRS & HOUSING, 2002, 1:100,000.
 2) GREENBELT PLAN: 15 QUEEN'S PRINTER FOR ONTARIO, 2005, REPRODUCED WITH PERMISSION.
 3) DELINEATED BUILT BOUNDARY: © QUEEN'S PRINTER FOR ONTARIO, 2006, REPRODUCED WITH PERMISSION.



EVENDALE DEVELOPMENT LTD
**HERRAMA BOULEVARD APARTMENT
 DURHAM REGION OFFICIAL PLAN**

Job Number | 11197750
 Revision | A
 Date | JAN 2021
Figure 8



5.3 Growth Plan for the Greater Golden Horseshoe, 2019 (as amended)

In 2019, the Province of Ontario released a new version of a Place to Grow – The Growth Plan for Greater Golden Horseshoe (the “Growth Plan”) which was further amended in 2020. The Growth Plan is a framework for managing growth in the Greater Golden Horseshoe, which includes the Durham Region and the Township of Uxbridge and contains policies where and how the area will grow to the year 2051. The subject property is within a Settlement Area where development and growth is to be directed.

Under the provisions of the Growth Plan, the subject property is outside the built boundary and is in a designated Greenfield Area.

The policies for such areas require that development in Greenfield Areas:

- a) support the achievement of complete communities;
- b) support active transportation; and
- c) encourages the integration and sustained viability of transit services.

The proposed development helps to achieve these objectives. It will exceed the minimum density requirement for Greenfield Areas. The proposal, therefore, conforms to the Growth Plans.

5.4 Greenbelt Plan, 2017

The Greenbelt Plan is a provincial document identifying where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions of the Greater Golden Horseshoe region. The goals of the Greenbelt Plan is to promote:

- Agricultural Protection
- Environmental Protection
- Culture, Recreation and Tourism
- Support for Strong and Substantial Settlement Areas
- Support for the Provision of a Sustainable Infrastructure System and Natural Resources

The subject lands are within the Towns/Villages boundary of the Greenbelt Plan and are to be developed in accordance with the policies under Section 3.4. The Greenbelt Plan envisions that these settlement areas continue to evolve and grow into complete communities. The development of the subject property, as proposed, is in conformity with the Greenbelt Plan.



6. Technical Studies

There are two technical studies that have been prepared and submitted in support of the planning applications that address issues of land use, density and unit yield. They are the Traffic Impact Study and the Functional Servicing and Stormwater Management Report. The conclusions of these two reports are addressed below in separate sub-sections.

In addition to these reports, a Phase 1 ESA, Noise Report, Hydrological and Water Balance Report, Geotechnical Report and Landscape Plan have also been submitted. These reports and plans demonstrate that the development, in general, is feasible on the subject property.

6.1 Traffic Impact Study

NexTrans Consulting Engineers prepared the Traffic Impact Study for the proposed development. The report included all of the new development that would be accessing Brock Street, Herrema Boulevard and Low Boulevard on the north side of Brock Street. This includes the 6 single detached units under construction on the north side of Low Boulevard opposite the subject property and 70 townhouse units, 12 semi-detached units, 5 apartment units and 450m² of commercial floorspace that are approved on the east side of Herrema Boulevard, opposite the subject property. The study also projected traffic growth on the area roads to 2026.

The study concluded that all intersections will operate at an acceptable level of service to the 2026 time horizon of the study. It is NexTrans' opinion that the proposed development site traffic generated volumes will have negligible impacts on the adjacent road networks. The study also recommended the implementation of right-turn and left-turn lanes, over time, on Brock Street at the intersection with Herrema Boulevard/Nelkyd Lane.

With regard to the traffic generated from the subject proposal, the Traffic Study anticipates that there will be 31 vehicle movements on Low Boulevard at the entrance to the site in the morning peak hour and 38 vehicle movements in the afternoon peak hour. This averages to a little over one vehicle every two minutes throughout the peak hours.

6.2 Servicing and Stormwater Management Report

Masongsong Associates Engineering Limited (Masongsong) was retained to prepare a report which demonstrates the feasibility of servicing the proposed development with sanitary sewers, water supply and stormwater drainage facilities. The findings and recommendations of the Masongsong report are summarized below.

6.2.1 Sanitary Sewers

There is an existing sanitary sewer connection on the site from Herrema Boulevard. The existing downstream sanitary sewers on Herrema Boulevard have enough capacity to accommodate the total sewage flow, including the proposed development.



6.2.2 Water Supply

Waterline connections are available from both Low Boulevard and Herrema Boulevard. A hydrant flow test confirmed that the existing water system has sufficient supply (flow) to meet the Region of Durham's Water Supply System By-law requirement for both fine fire and domestic demand.

6.2.3 Stormwater Management

To meet the maximum allowable stormwater release rate of 3.5 litres per second, stormwater control is required on site. A combination of roof top storage and an underground storage tank both of which will be designed to control the stormwater discharge rate, will control water quantity to the permitted release rate.

The use of an oil-grit separator for this site in order to satisfy water quality control has been agreed to by the Lake Simcoe Region Conservation Authority.



7. Conclusion

This report has reviewed the planning policy framework regulating the development of the subject property as it applies to the proposed Official Plan Amendment and zoning By-law amendment applications. The most important of these, the Township of Uxbridge Official Plan, anticipates applications for Official Plan Amendment to create new Residential Area-Higher Density designations in locations that meet specific criteria set out in the Uxbridge Official Plan. The subject property and proposed development meet those policies and, therefore, qualifies for re-designation as a Residential Area-Higher Density site. The proposed Official Plan Amendment (**Appendix A**) meets the intent of the Uxbridge Official Plan. The zoning By-law provisions (**Appendix B**) proposed for the subject property are consistent to those that apply to an analogous property in Uxbridge in terms of height, density (FSI) and setbacks.

Given that the Uxbridge Official Plan was prepared in conformity with senior government land uses policies and is intended to implement same, we have concluded that the proposed Official Plan Amendment and zoning By-law:

1. Conform to the Durham Regional Official Plan
2. Are consistent with the Provincial Policy Statement, 2020
3. Conform to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and
4. Conform to the Greenbelt Plan, 2017.

Furthermore, the proposed zoning By-law provides for appropriate development standards.

The applications are also supported by traffic and civil engineering reports that demonstrate that the roads and services have adequate capacities to support the proposed development.

Therefore, we are of the opinion that the proposed development constitutes good planning. We recommend that the subject applications be approved by the Township of Uxbridge.

All of Which is Respectfully Submitted,

Sincerely,

GHD

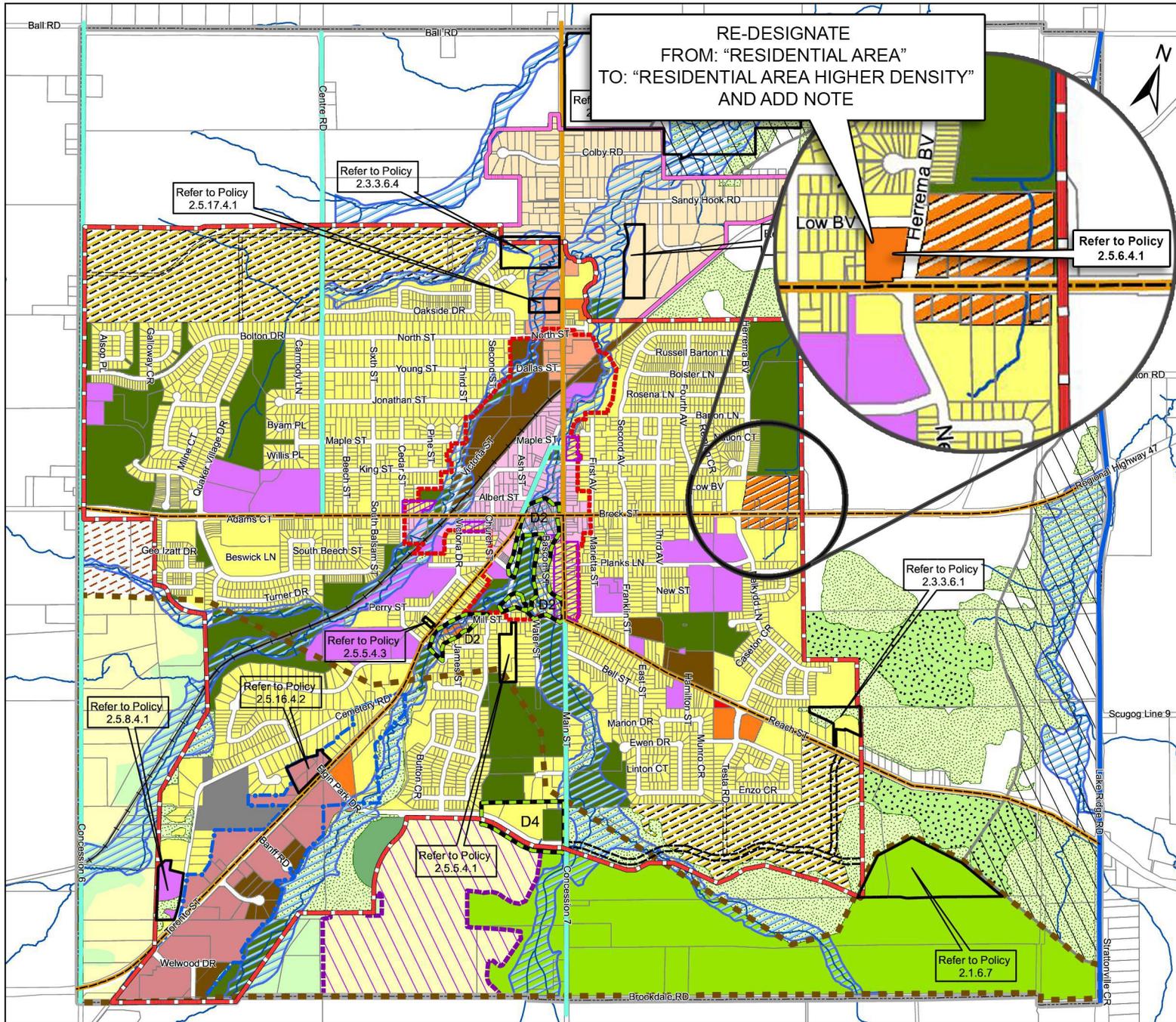

Bryce Jordan, MCIP, RPP
Planning Manager
905 429 4966

Appendices

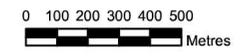
Appendix A

Proposed Official Plan Amendment

Schedule "A"
Land Use and Transportation Plan
Uxbridge Urban Area
 Official Plan of the Township of Uxbridge



- Transportation**
- Type A Arterial
 - Type B Arterial
 - Collector Road
 - Regional Transit Spine
 - Potential Future Collector Road
 - Proposed Local Road
- Natural Heritage**
- Natural Hazard Area
 - Environmental Constraint Area
 - ~ Watercourses & Waterbodies
- Oak Ridges Moraine**
- Oak Ridges Moraine Conservation Plan Area Boundary
 - Countryside Area
 - Natural Linkage Area
 - Natural Core Area
- General Land Use**
- Secondary Plan Area
 - Urban Area Boundary
 - Downtown
 - Main Central Area
 - Mixed Use Area
 - Brock Street Mixed Use Area
 - Recreational Mixed Use Area
 - Corridor Commercial Area
 - Local Commercial Area
 - Residential Area
 - Residential Area Higher Density
 - Future Residential Area
 - Institutional Area
 - Employment Area
 - Park and Open Space Area
 - Major Open Space Areas
 - Private Open Space Area
 - Cemetery Area
 - Hamlet Boundary
 - Hamlet Area
 - Rural Estate Area
 - Prime Agricultural Areas
 - Waste Disposal Area
 - Special Policy Area D2
 - Policy Area 2.1.6.7 Approved Major Recreation Use
 - Mixed Use Special Policy Area
 - Lands Subject to 18(6) of the Moraine Plan
 - Deferral



Proposed Amendment to the Township of Uxbridge Official Plan

- Purpose:** The purpose of this amendment is to re-designate the lands located on the northwest corner of Brock Street East and Herrema Boulevard from “Residential Area:” to “Residential Area-Higher Density” to permit the development of a 6 storey apartment building containing up to 86 dwelling units.
- Location:** The site specific amendment affects the lands located on the northwest corner of Brock Street East and Herrema Boulevard in Part of Lot 31, Concession 7, Township of Uxbridge, as shown on Schedule “A=1” attached.
- Basis:** The basis of this amendment is through a review of an application received from Evendale Developments Ltd. Township Council found that the Amendment is compatible with the surrounding community and is an appropriate intensification project in the Township’s urban area. The Amendment is in keeping with the intent of the Uxbridge Official Plan to designate “Residential Area-Higher Density” sites, on a site-specific basis in appropriate locations. The Amendment is consistent with the policies of the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Durham Regional Official Plan.

Actual Amendment:

The Township of Uxbridge Official Plan is hereby amended by:

1. Amending Schedule “A”, Land Use and Transportation Plan – Uxbridge Urban Area” by changing the designation from “Residential Area” to “Residential Area-Higher Density” on the lands located on the northwest corner of Brock Street East and Herrema Boulevard as shown on Schedule A-1 attached to this amendment.
2. Amending Schedule “A” – Land Use and Transportation Plan – Uxbridge Urban Area” by adding the notation “Refer to Policy 2.5.6.4.1” to the lands located at the northwest corner of Brock Street East and Herrema Boulevard as shown on Schedule A-1 attached to this amendment.
3. Amending Section 2.5.6 “Residential Area-Higher Density” by adding a new sub-section 2.5.6.4 Exceptions to read as follows:

2.5.6.4 Exceptions

2.5.6.4.1 Northwest Corner of Brock Street East and Herrema Boulevard

Notwithstanding any policies of Section 2.5.6 Residential Area-Higher Density to the contrary the site on the northwest corner of Brock Street East and Herrema Boulevard may be developed to a height of 6 storeys and with up to 86 dwelling units, provided underground parking is incorporated into the development.

Implementation:

The provisions set forth in the Township of Uxbridge Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment.

Interpretation:

The provisions set forth in the Township of Uxbridge Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this Amendment.

Appendix B

Form of Proposed Zoning By-law Amendment

Now therefore the Council of the Corporation of the Township of Uxbridge Hereby Enacts a By-law as follows:

1. That Schedule 'A-1' and 'A-2' of Zoning By-law No. 81-19, as otherwise amended, is hereby amended by changing the Zone classification to certain lands in Part of Lot 31, Concession 7 in the Township of Uxbridge from RH and 21-21 to RM-25 in accordance with Schedule 'A' attached hereto and forming part of this By-law.
2. That Section 4.11 entitled "Residential Multiple Density (RM) Zone" of Zoning By-law No. 81-19, as amended is hereby amended by adding sub-section 4.11.4.25 to read as follows:

"4.11.4.25 Residential Multiple Density Exception No. 25 (RM-25)

Within the Residential Multiple Density Exception No. 25 (RM-25) Zone, located in Part Lot 31, Concession 7, in the Township of Uxbridge, and shown on Schedule 'A-1' and 'A-2' of Zoning By-law 81-19, as amended, notwithstanding the provisions of Section 4.11.1, and 4.11.2 of Zoning By-law 81-19, as amended, to the contrary, no person shall use any land or erect, alter or use any building or structure except in accordance with the following provisions:

Permitted Uses

The following uses are permitted in the Residential Multiple Density Exception No 25 (RM-25) Zone:

- i. An apartment dwelling house or apartment dwelling houses
- ii. Seniors supportive housing and short-term residential accommodation.

Regulations for Permitted Uses

The following regulations shall apply to all the uses permitted in the RM-25 Zone:

- | | |
|--|---|
| i. Minimum Front Yard Depth | 0 metre |
| ii. Minimum Interior Side Yard
within 30 metres of Brock Street East | 15 metres |
| iii. Minimum Interior Side Yard
beyond 30 metres of Brock Street East | 30 metres |
| iv. Minimum Rear Yard Depth | 15 metres to the main building
3 metres to a single story
accessory structure |
| v. Minimum Floor Space Index | 1.0 |
| vi. Maximum Floor Space Index | 2.0 |
| vii. Minimum Landscaped Open Space | 20% |
| viii. Maximum Height of Building | 21 metres excluding mechanical
penthouse and 6 storeys |

- | | |
|---|--|
| ix. Minimum Height of Building | 12 metres |
| x. Maximum Depth from Brock Street | 6 metres |
| xi. Minimum Building Frontage Abutting Brock Street East of the site shall be defined as that portion of the street line defined by the edge of a building which meets the Yard requirements in subsections i. and where the front entrance to the building is located. | 50% and that there shall be an entrance, off of Brock Street East or at the corner of Brock Street East and Herrema Boulevard. |

Read a First, Second and Third Time and finally passed this _____ day of _____, 2021.

Mayor

Clerk

Appendix C

Cross Section Showing 45° Angular Plane

Appendix D

Shadow Analysis

One of the criteria of Section 2.5.6.3.1 of the Township of Uxbridge Official Plan for the designation of new “Residential Area-Higher Density” sites is that there will be no significant adverse impacts with respect to shadowing on adjacent properties. We have used the Town of Whitby Shadow Study Guidelines as an objective measure of shadow impacts in this instance.

For adjacent single detached and townhouse development, the Whitby Guidelines measure the amount and duration of shadow on the rear yards of these properties. The study requirements call for the shadows to be measured at specific times when sunlight is most intense 2 hours apart on the spring and fall equinoxes. To be deemed to have an acceptable shadow impact at least half of the rear yard of the adjacent properties need to be exposed to sunlight for at least two consecutive times.

The shadow study drawing which follows on the next page shows the projected shadows as per the Town of Whitby Shadow Study Guidelines. These are:

- 1) April 21st at 11:00 am, 1:00 pm, 3:00 pm, and 5:00 pm
- 2) September 21st at 11:00 am, 1:00 pm and 3:00 pm

As can be seen on the shadow study drawing, no rear yard of any adjacent residential dwelling is impacted by a shadow at all, from 11:00 am onward on these days.

By this objective measure of shadowing impacts, we conclude that there is no adverse impacts to abutting properties with respect to shadows from the proposed development.



about GHD

GHD is one of the world's leading professional services companies operating in the global markets of water, energy and resources, environment, property and buildings, and transportation. We provide engineering, environmental, and construction services to private and public sector clients.

Bryce Jordan
Bryce.Jordan@ghd.com
905.429.4966

www.ghd.com