

THE BLUE PRINT

OFFICIAL PLAN REVIEW

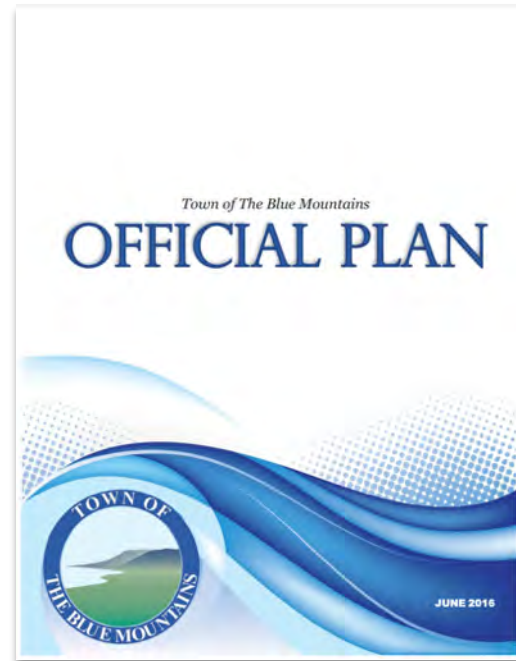


Building Height Study

1 Introduction

The Town of the Blue Mountains is updating its Official Plan. The Blue Mountains Official Plan is the primary planning document that will direct the actions of the Town and shape growth and development. It establishes a unified vision for the future, land use structure for the Town and policies guiding growth and development.

Over the past years, the Town has been experiencing unprecedented growth which is expected to continue due to demographic changes, technological advances and the physical attraction and amenities of the Town. The Official Plan sets the foundation for where and how growth is to occur while ensuring it is balanced to protect the unique rural, environmental and community characteristics of the Town.



1.1 Study Background

This Building Height Study was developed as part of a series of Background Papers providing detail on several different topics as part of Phase 2 of the Town's Five Year Official Plan Review (OPR). This Study provides further detail and analysis regarding the density and height recommendations presented in Phase 1 of the OPR.

As set out in the current Official Plan, the Town encourages a variety of building heights in order to improve the visual effect, variety and community identity within various parts of the Town. Section B2.13 of the Official Plan sets out a general maximum height of three (3) storeys or eleven (11) metres for residential, commercial and industrial buildings and structures. According to Section B2.13, high rise buildings are considered not to be conducive to the general amenity and character of development within the Town and that Council shall be satisfied that the proposed buildings or structures built at the maximum height are compatible with nature and character of the surrounding area.

As the Town continues to evolve in its land use and demographic composition and as the demand for housing grows and land values rise, it is crucial to encourage and ensure a full range of housing opportunities, types, costs and tenures are provided. As part of Phase 1 of the OPR, the Town's current residential land use framework

(including permitted heights and densities) was assessed in relation to recent housing growth and projected future housing growth.

Both the Phase 1 Housing Background Paper and Density and Height Background Paper (available at tbmblueprint.ca) set out recommendations to generally maintain the Town's maximum three-storey building height while expanding the permission for taller buildings up to five or six-storeys where they could be appropriately located and accommodated.



A set of draft updated intensification criteria was recommended for incorporation in the Official Plan to ensure the development of taller buildings reinforced the Town's established character while avoiding negative impacts to surrounding properties. The draft intensification criteria, as presented in **Section 2** of this Report, relate to location, natural vegetation and topography, traffic, parking, impacts to adjacent properties and the public realm, views and built form design.

As addressed in Phase 1 of the OPR, there is an important balance to strike between maintaining the community's low-rise character and encouraging new residential intensification in order to promote a walkable and complete community, invest in vacant or underutilized properties, minimize land consumption, make efficient use of existing infrastructure and services and provide for a broader and more inclusive range of housing options for the current and future residents of The Blue Mountains. It is important that development and redevelopment at any height in the Town be in suitable locations and carefully balanced with compatible built form and site design.



1.2 Study Purpose

The purpose of this Building Height Study is to review and assess opportunities throughout the Town where buildings above three-storeys could appropriately be accommodated. Priority Areas and Opportunity Sites within the Thornbury/Clarksburg Primary Settlement Area are considered, as well as within the Craigeleith and the Blue Mountain Village Settlement Areas.

This Study builds on the recommendations set out in Phase 1 of the OPR, contained within the Density and Height Background Paper and the proposed Official Plan Amendment policies which were endorsed by Council. A mapping exercise was undertaken to visualize where taller buildings may be appropriately located based on draft proposed intensification and greenfield criteria. Part of this Study is to present and consider if the proposed criteria are appropriate and how they could be evaluated. Example intensification sites have also been identified and modelled to illustrate what new development could look like at three, four or five storeys based on site design and built form best practices for mid-rise buildings.

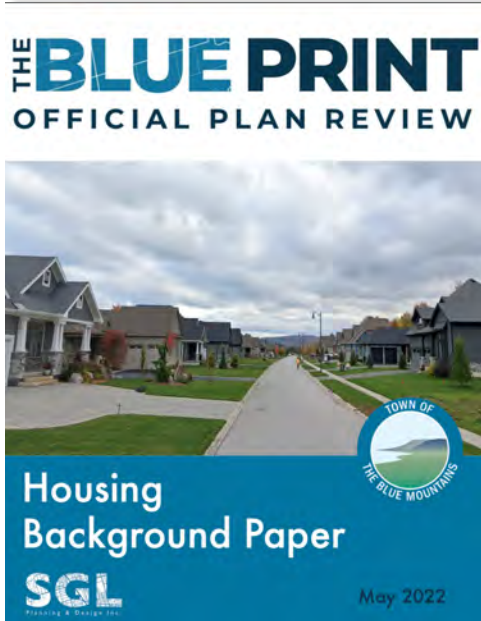
1.3 Additional Background

The rationale, opportunities and recommendations presented in this Study rely and expand on several previous Background Papers, as noted below. Please refer to each individual Background Paper for further information available at tbmblueprint.ca.



Density and Height

- Both the PPS and County of Grey Official Plan encourage municipalities to facilitate residential intensification, focusing growth and development within Primary Settlement Areas. Intensification is also encouraged within Secondary Settlement Areas to promote the development of healthy communities.
- The Town-wide three-storey maximum building height should be maintained. A new framework should be developed to allow for buildings up to five or six storeys, where appropriate, in the Community Living, Downtown and Residential/Recreational Area designations.



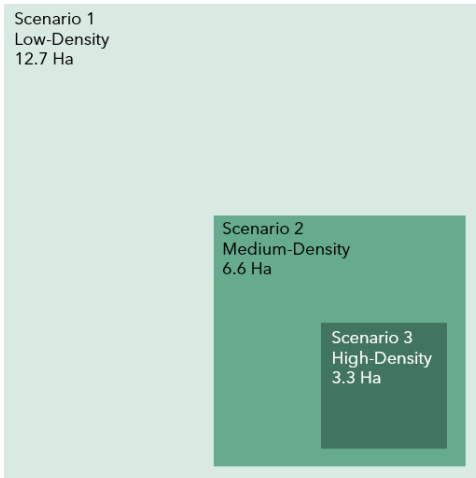
Housing

- Providing for an appropriate range and mix of housing is a key policy directive of the PPS and County of Grey Official Plan in order to provide current and future residents with appropriate and affordable housing opportunities.
- There is an opportunity to bolster existing policies to encourage or require higher density housing forms, such as townhouses and apartments, which are currently permitted but underrepresented within the Community Living, Downtown and Residential Recreational Area designations.

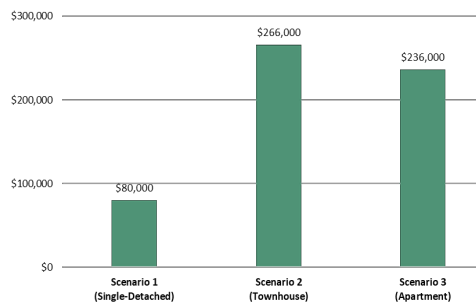


Growth Forecasts and Allocation to 2046

- Grey County allocates 6,750 new residents in 3,590 new households to the Town by 2046. This is well above the 20-year average but a slower rate than experienced from 2016 to 2021. Low-density units are forecasted to account for the majority of growth.
- Since 2006, the majority of growth has been in Craigleith, Blue Mountain Village, Swiss Meadows, Camperdown and Lora Bay. Craigleith and Blue Mountain Village will likely continue to be the focus of future development to 2046, however the Town's main focus area for growth should be the Thornbury/Clarksburg Primary Settlement Area.
- There is anticipated to be nearly 3,100 units of remaining land capacity by 2046. Therefore, if demand for primary or seasonal dwellings is stronger than forecasted by County OPA 11, there is still opportunity to accommodate this growth within existing Settlement Area boundaries.



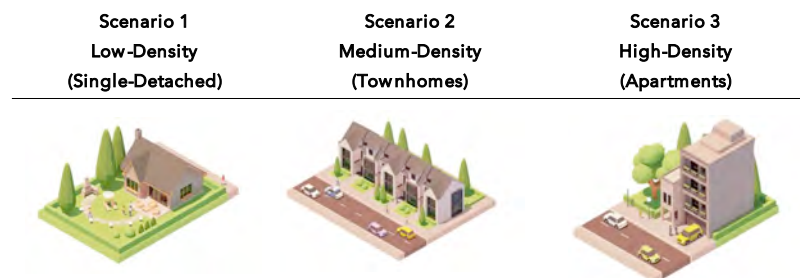
Relative Scale of Development



Estimated Lifecycle Replacement Cost

Fiscal Impact Analysis

- To inform how to accommodate growth to 2046, a Fiscal Impact Analysis was prepared to evaluate the impact of three development scenarios (each accommodating 500 persons).
- Medium-density (townhomes) and high-density (apartments) are expected to have the largest annual fiscal surplus. In the low-density scenario, the higher lifecycle replacement costs are expected to weigh on municipal finances.
- Scenario 1:** Low-density neighbourhood with 190 units would require 12.7 hectares of land based on a density of 15 units per hectare.
- Scenario 2:** 265 townhouse units would require 6.6 hectares of land based on 40 units per hectare.
- Scenario 3:** 331 apartment units would require 3.3 hectares of land (1/4 of low-density scenario) based on a density of 100 units per hectare. For reference, the Riverwalk Apartments in Thornbury accommodates a density of 100 units per hectare.



Population and Housing

	Scenario 1 Low-Density (Single-Detached)	Scenario 2 Medium-Density (Townhomes)	Scenario 3 High-Density (Apartments)
Number of Persons	500	501	500
Persons Per Unit (PPU)	2.63	1.89	1.51
No. of Units	190	265	331

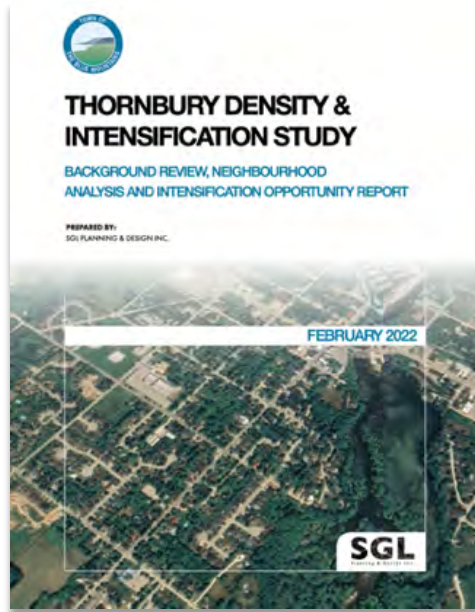
Land Needs

	Scenario 1 Low-Density (Single-Detached)	Scenario 2 Medium-Density (Townhomes)	Scenario 3 High-Density (Apartments)
Density (uph)	15	40	100
Land Area (Ha)	12.7	6.6	3.3

Municipal Infrastructure

	Scenario 1 Low-Density (Single-Detached)	Scenario 2 Medium-Density (Townhomes)	Scenario 3 High-Density (Apartments)
Parkland (Ha)	1.9	1.9	1.9
Road Length (m)	1,650	860	430
Linear Wastewater and Wastewater (m)	1,650	860	430
Stormwater Management Pond (Ha)	0.5	0.3	0

Thornbury Density & Intensification Study



- As the Town grows, a large portion of its permanent population and new units are to be allocated to Thornbury.
- Current direction within the County and Town Official Plans encourage intensification within Thornbury, which is to be achieved through appropriate infill, intensified development and redevelopment in suitable locations. This is to be balanced with compatible built form and design that protects and enhances the character of Thornbury’s neighbourhoods.
- There are several opportunities for residential intensification within Thornbury’s various Planning Neighbourhoods, as defined through the Study. Specifically, mixed-use buildings and apartments should be directed to the Downtown Core and Highway 26.

1.4 Report Structure

Section 1 – Introduction: Provides an introduction to the Building Height Study, relevant background information and its purpose in the context of the Official Plan Review.

Section 2 – Existing Height Framework and Recommendations: Provides an overview of the existing Official Plan framework for height and intensification in The Blue Mountains and recommends opportunities for updates.

Section 3 – Where Could Taller Buildings Be Accommodated?: Presents the location of potential priority areas and opportunity sites based on locational and property characteristic criteria where buildings up to five-storeys could be accommodated through mapping exercises.

Section 4 – What Could Taller Buildings Look Like?: Presents conceptual site plans and 3D modelling for three example intensification sites of different contexts to assist in visualizing what development or redevelopment could look like at three, four or five-storeys, and the site design and built form criteria needed.

Section 5 – Next Steps: Sets out options for the Town to consider in regulating the height of buildings, which will be consulted on through the OPR to gain feedback and consider refinements.

2 Existing Height Framework and Recommendations

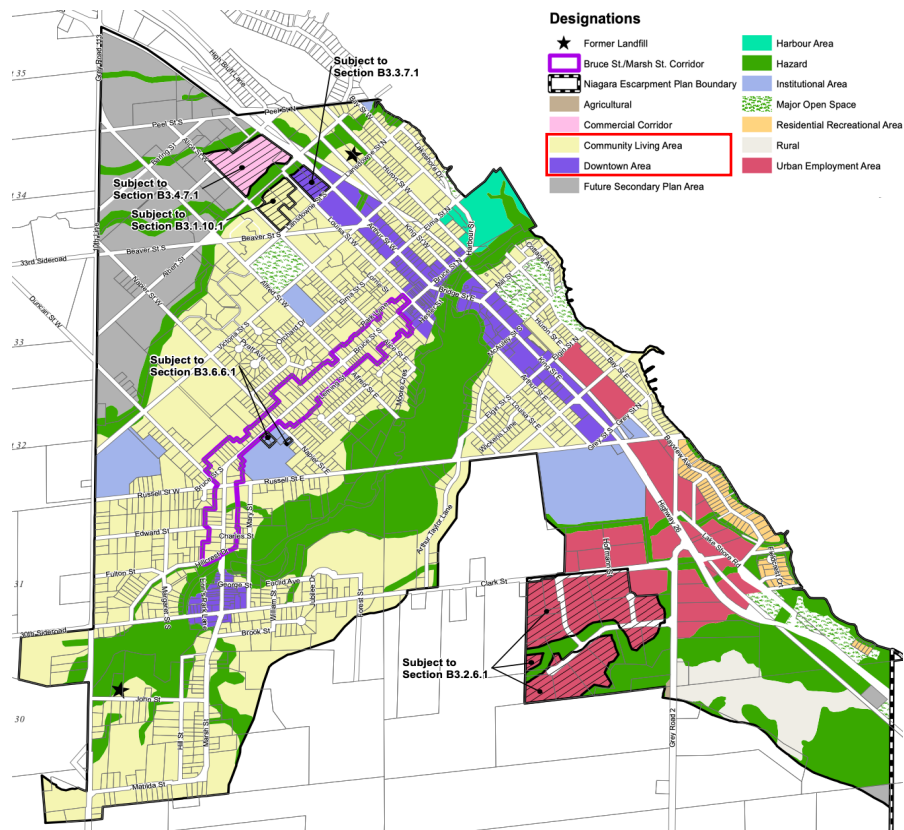
2.1 Thornbury/Clarksburg Primary Settlement Area

A large portion of the Town’s permanent population and new units are to be allocated to the Primary Settlement Area of Thornbury/Clarksburg. The land use designations within Thornbury and Clarksburg which permit residential uses include the Community Living Area designation, which encompasses the majority of the Primary Settlement Area, and the Downtown Area designation.

The **Downtown Area** designation currently permits residential uses as part of commercial mixed-use buildings along King / Bridge / Arthur / Marsh Streets.

Along side streets, stand-alone townhouses and apartments are currently permitted. The height of new buildings is limited to three-storeys.

The **Community Living Area** designation currently permits multiple and apartment dwelling units up to three-storeys.



Official Plan Schedule ‘A-2’ Thornbury and Clarksburg

As the Town’s primary area for growth and intensification (as directed by the Province, Grey County and the Town), Phase 1 of the OPR identified opportunities to further encourage development up to three-storeys as already permitted by the existing policy framework. It was also recommended to consider opportunities to permit taller buildings up to five-storeys in appropriate areas, generally outside of, and transitioned from, established low-rise neighbourhoods. The development of buildings greater than three-

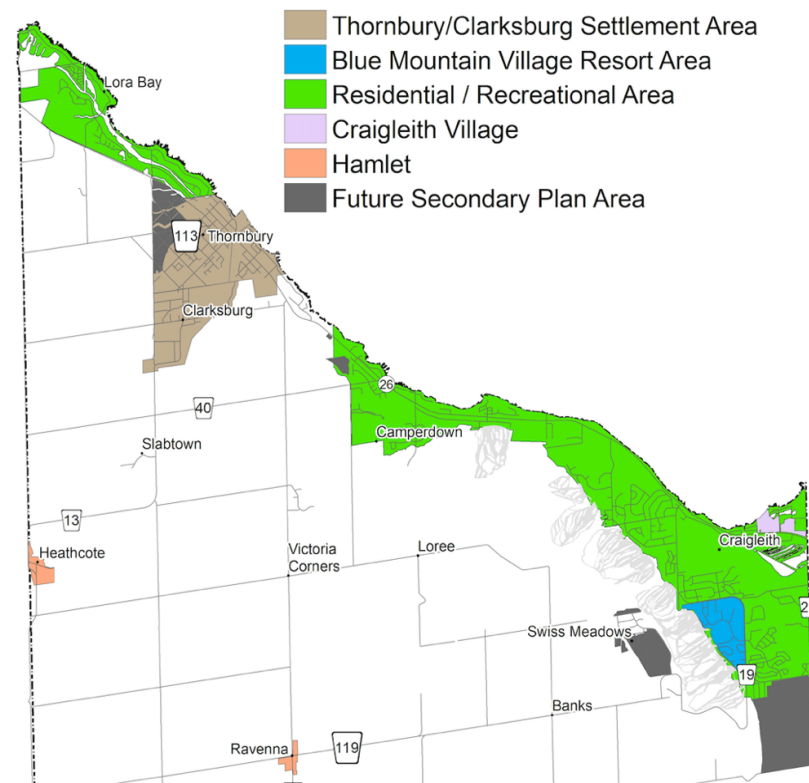
storeys would be subject to locational, site design and built form criteria, as set out in **Section 2.4** of this Report.

It was recommended to prioritize taller buildings within the Downtown Area designation, outside of Thornbury’s historic low-rise “Downtown Core”. The “Downtown Core” is not currently defined within the Official Plan; however, its boundary is recommended to generally include those properties within the Downtown Area designation fronting onto Bruce Street North and Bruce Street South. Existing building heights would be respected within the “Downtown Core”, while allowing for increased heights up to five-storeys leading to and from the “Downtown Core”, provided an appropriate transition is provided to any low-rise residential buildings.

Consideration for taller buildings within the Community Living Area designation is also being assessed as part of the OPR, while recognizing that the Downtown Area designation is the main focus for growth and intensification. It is recognized that there are a number of opportunities to permit buildings taller than three storeys within the Community Living Area, including large, vacant sites and greenfield areas, as well as large lots with low coverages, appropriately separated from low-rise neighbourhoods.

2.2 Residential Recreational Areas

The **Residential Recreational Area** designation applies to Lora Bay, Camperdown, Craigleith, Swiss Meadows and the Blue Mountain Village Area. These areas have a secondary role to play in accommodating density and intensification in the Town. They provide a seasonal and permanent residential and recreational function. The Residential Recreational Area designation permits a range of housing types from single-detached dwellings up to three-storey low-rise multiple units or apartments.



As presented in Phase 1 of the OPR, there are opportunities to bolster existing policies within Residential Recreational Settlement Areas to encourage or require higher density forms of housing by increasing minimum density targets. This would still allow for single detached dwellings but would also encourage the development of higher density housing types to provide for a more compact built form. In considering where taller buildings may be appropriate throughout the Town's Residential Recreational Area, proximity to existing and planned infrastructure, servicing, commercial uses and community uses such as parks, libraries and community centres is essential in encouraging compact and complete community development. Therefore, as part of this Building Height Study, Craigleith and the Blue Mountain Village Area are specifically being assessed (in addition to Thornbury and Clarksburg).

2.3 Height

Under the General Policies of Section B2 applying to all Land Use Designations of the current Official Plan, existing Section B2.13 sets out the following height policy applying across the Town:

“It is the intent of the Plan that high rise buildings shall not be considered conducive to the general amenity and character of development within the Town. The maximum height of all buildings and structures in the municipality shall generally be eleven (11) metres, except for those structures which by their nature, such as barns, silos, antennae, water towers, wind generators, drive-in theatre screens and bridges, require a greater height.

Residential, commercial and industrial buildings shall generally be restricted to a maximum height of eleven (11) metres and/or three (3) storeys.

It is intended that a variety of building heights be encouraged in order to improve the visual effect, variety and community identity within various parts of the Town. The height limitations specified under the Plan shall be considered maximum provisions, however, the implementing Zoning Bylaw may provide for a range of lower height restrictions to establish the desired diversity for various zoning categories based on the intended principle of development for neighbourhoods, commercial districts and industrial areas. Development shall not be permitted at the maximum height provided under this Plan unless Council is satisfied that the proposed buildings or structures are compatible with nature and character of the surrounding area.

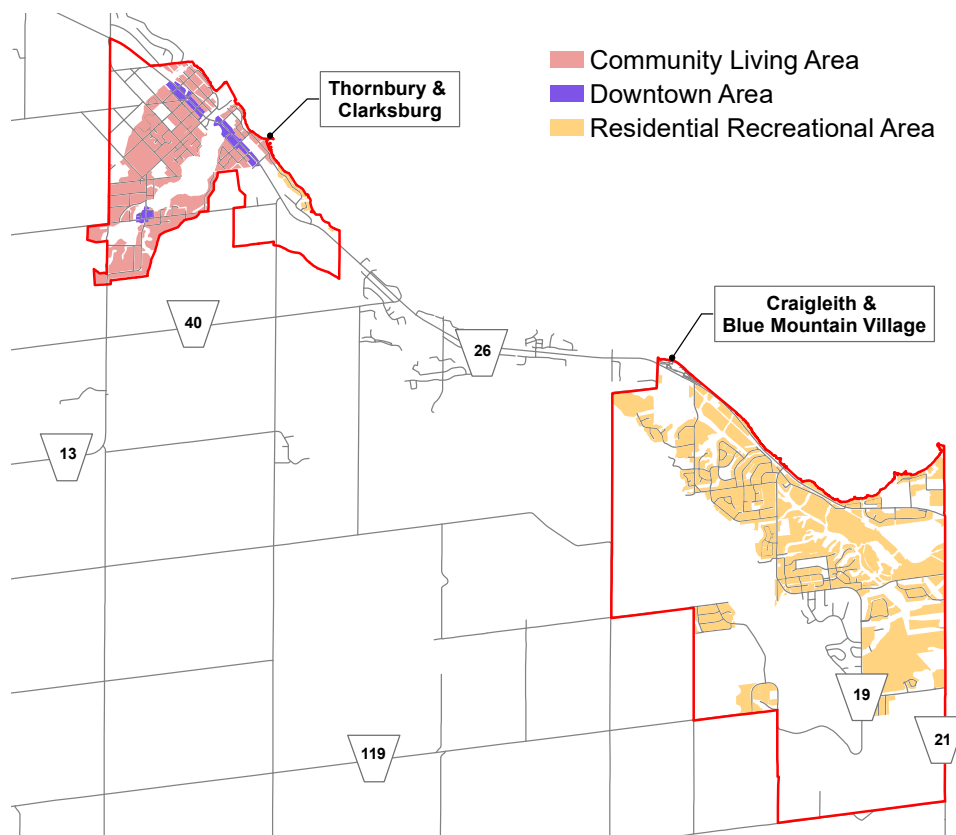
Specific height provisions for the Blue Mountain Village Resort Area Core are described under Section B3.10.6 and shall generally be restricted to a maximum height of sixteen (16) metres and/or five (5) storeys.”

Opportunities were presented and consulted on as part of Phase 1 of the OPR to update the Town's height policy framework. It was recommended to reinforce and

maintain the community’s small-town character by carrying forward the maximum building height of three-storeys across the Town. However, it was also recommended to encourage a variety of building heights up to five-storeys in appropriate locations, prioritizing Thornbury, Clarksburg, Craigleith and the Blue Mountain Village Area.

Within these areas, this Building Height Study is considering the following Priority Areas to direct and allow for compatible intensification, based on identified criteria:

- **Priority Area 1:** The **Downtown Area** designation in Thornbury, generally along King/Bridge/Arthur Street (Highway 26), and outside of the low-rise Thornbury Downtown Core. It is recommended to maintain existing height permissions for the Thornbury Downtown Core and consider its boundary to include properties within the Downtown Area designation fronting onto Bruce Street North and Bruce Street South.
- **Priority Area 2:** The **Community Living Area** designation in proximity to Thornbury and Clarksburg’s Downtown Areas.
- **Priority Area 3:** The **Residential Recreational Area** designation in Craigleith and the Blue Mountain Village Area in appropriate, accessible locations which are in proximity to commercial or amenity areas.



Building Height Study Priority Areas

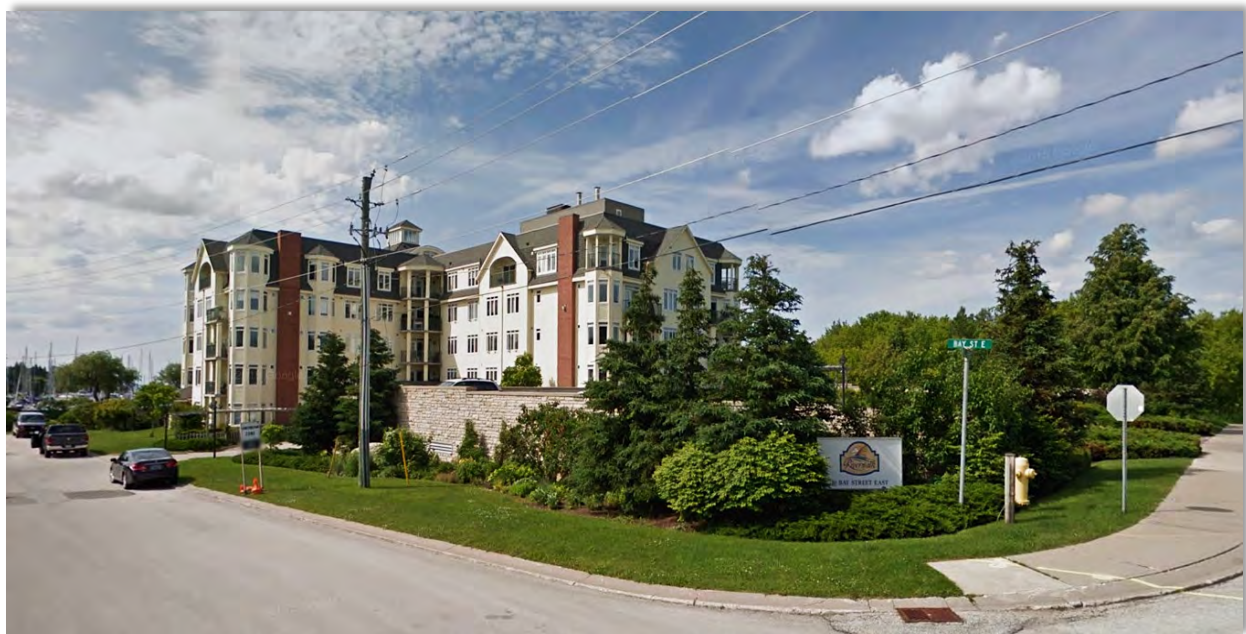
2.4 Intensification and Greenfield Development Criteria

Urban Land Use Designations are addressed in Section B3 of the current Official Plan, with policies for the Community Living Area set out in Section B3.1.

Community Living Area Intensification and Greenfield Development

Section B3.1.5.3 of the current Official Plan sets out the following criteria Council shall be satisfied with in considering applications to permit intensification and greenfield development within the **Community Living Area**:

- a) Where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of taller buildings on adjacent land uses;
- b) Has demonstrated that the potential shadow impacts associated with taller buildings will be at an acceptable level on adjacent properties; new buildings that are adjacent to low rise areas are designed to respect a 45 degree angular plane measured from the boundary of a lot line which separates the lot from an adjacent lot with a low rise residential dwelling;
- c) Respects the character of adjacent residential neighbourhoods, in terms of height, bulk and massing;
- d) Building height(s) reflect the pattern of heights of adjacent housing;
- e) Is designed in consideration of lot coverages of adjacent housing;



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- f) Considered the predominant or average front yard setback for adjacent housing to preserve the streetscape edge, and character;
 - g) Provides for similar side yard setbacks to preserve the spaciousness on the street;
 - a) Is designed in order that new lots backing onto existing single detached residential lots have rear yards that are comparable in size to these existing residential lots;
 - b) Provides a built form that reflects the variety of façade details and materials of adjacent housing, such as porches, windows, cornices and other details;
 - c) Retains and enhances existing trees and vegetation where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood
 - d) Will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads;
 - e) Is located on a site that has adequate land area to incorporate required parking, recreational facilities, landscaping and buffering on-site;
 - f) If applicable, creates a street and block pattern, which serves as a seamless extension of the surrounding neighbourhoods by providing an interconnected block structure and the extension of the existing local road network;
 - g) Will have minimal impacts on adjacent properties in relation to grading, drainage, access and circulation, and privacy;
 - h) Buffers any loading and storage facilities that are provided so as to minimize disruption and to protect the enjoyment of neighbouring residential properties; for adjacent residential areas; and
 - i) If large in scale, will not obstruct views of Georgian Bay along streets that terminate at or close to the water's edge.

Downtown Area New Development

Section B3.3.4.1 of the current Official Plan sets out the following new development criteria Council shall be satisfied with in considering development applications within **Downtown Areas**:

- a) “Adequate on-site parking facilities are provided for the use with such parking being provided in locations that are compatible with surrounding land uses;
- b) The use will not have a negative impact on the enjoyment and privacy of neighbouring properties;
- c) The use will have minimal impacts on adjacent properties in relation to grading, drainage, access and circulation, and privacy;
- d) Any loading and storage facilities that are provided are buffered so as to minimize disruption and the enjoyment of neighbouring residential properties;
- e) Vehicular access points to multiple uses on the lot are coordinated and consolidated;
- f) The road and/or municipal infrastructure is able to provide water and wastewater service, waste management services and fire protection;
- g) The lot has sufficient lot frontage, depth and area for the siting of proposed uses;
- h) Improvements to the streetscape, such as soft landscaping, lighting fixtures, benches and public art, are part of the overall project design;



- i) New buildings are designed to present their principal building facades with an appropriate building design and fenestration to the public road;
- j) Roof top mechanical units are organized and screened with complementary materials, colours and finishes as necessary to provide a skyline with desirable visual attributes;
- k) New buildings on corner lots are located in close proximity to the public road rights-of-way and are designed and located to emphasize their important community presence by employing appropriate strategies for major landscape treatments as well as building massing and articulation that emphasize the corner condition;
- l) The majority of the first storey wall of buildings located along public roads where a strong pedestrian environment is encouraged are the site of openings;
- m) Barrier free access for persons using walking or mobility aids are provided in all public and publicly accessible buildings and facilities and along major pedestrian routes;
- n) Display areas are designed to make a positive contribution to the streetscape and overall site development;
- o) All lighting will be internally oriented so as not to cause glare on adjacent properties or public roads;
- p) Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, are located and/or screened from public roads and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects; and
- q) Waste storage areas are integrated into the principal building on the lot and where waste storage areas are external to the principal building, they are enclosed and not face a public road.”

2.4.1 Draft Intensification and Greenfield Criteria

The Town's existing intensification and greenfield development criteria for the Community Living Area and new development criteria for the Downtown Area provide a strong foundation for guiding future development. The public has emphasized the importance of preserving the character of the Town's neighbourhoods, including existing built form and green space, through appropriately locating and designing new development at compatible densities and at a stable rate of growth.

Currently, the Town's intensification and greenfield development criteria (Section B3.1.5.3) only apply in the Community Living Area. In Phase 1 of the OPR, a restructuring of these criteria was recommended which would apply the criteria across the Town and present separate requirements for intensification and greenfield development contexts. Specifically, additional sub-criteria was recommended for apartments and mixed-use buildings taller than three storeys as **bolded** below (the general criteria would also apply).

Draft Intensification Criteria

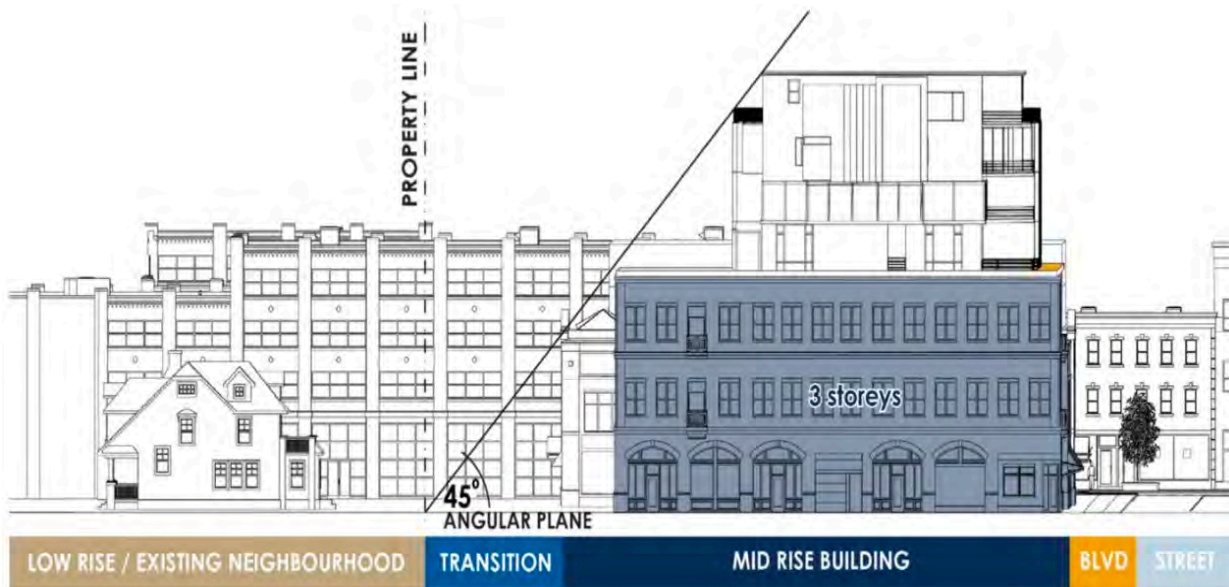
In considering application(s) to permit intensification, Council shall be satisfied that the proposal:

- a) "Is located in a highly accessible area where community services, amenities and open space areas are in close proximity or walking distance;
- b) Retains and enhances existing trees and vegetation where possible and provides additional landscaping will be provided to integrate the proposed development with the existing neighbourhood;
- c) Is compatible with the surrounding existing and planned context;
- d) Will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads;
- e) Is located on a site that has adequate land area to incorporate required parking, recreational facilities, landscaping and buffering on-site;
- f) Will have minimal adverse impacts on adjacent properties, the public realm or adjacent neighbourhoods, in relation to shadow, overlook, massing, grading, drainage, access and circulation, and privacy;
- g) Buffers any loading and storage facilities that are provided so as to minimize disruption and to protect the enjoyment of neighbouring residential properties; for adjacent residential areas;

- h) Provides a built form that reflects the variety of façade details and materials of adjacent buildings, such as porches, windows, cornices and other details;
- i) Considers the following additional criteria for Townhouse development:
 - i. The development respects the character of adjacent residential neighbourhoods, in terms of height, bulk and massing;
 - ii. Building height(s) reflect the pattern of heights of adjacent housing;
 - iii. The development considers the predominant or average front yard setback for adjacent housing to preserve the streetscape edge, and character;
 - iv. The development provides for similar side yard setbacks to preserve the spaciousness on the street;
 - v. The development is designed in order that new lots backing onto existing single detached residential lots have rear yards that are comparable in size to these existing residential lots; and
 - vi. If applicable, creates a street and block pattern, which serves as a seamless extension of the surrounding neighbourhoods by providing an interconnected block structure and the extension of the existing local road network;



- j) Considers the following additional criteria for apartments and mixed-use buildings greater than three storeys:
- i. Development shall be located on the edge of neighbourhoods or along major roads;
 - ii. Where appropriate, development considers the role of topography and natural vegetation in minimizing the impacts of taller buildings on adjacent land uses;
 - iii. The building provides an appropriate setback and transition in height and density adjacent to low-rise neighbourhoods such as incorporating step backs, stepping down or incorporating variation in building form;
 - iv. New buildings that are adjacent to low rise areas are designed to respect a 45 degree angular plane measured from the boundary of a lot line which separates the lot from an adjacent lot with a low rise residential dwelling;
 - v. The building will not obstruct views of Georgian Bay along streets that terminate at or close to the water's edge; and
 - vi. Where appropriate, higher density buildings are buffered by use of intervening mid-rise built form and tree plantings between existing low-rise buildings as a transition.”



45 Degree Angular Plane Measurement

Draft Greenfield Criteria

In considering application(s) to permit development in greenfields, Council shall be satisfied that the proposal:

- a) Is developed to provide for a range of dwelling types and densities including single detached dwellings, semi-detached dwellings, townhouses and where appropriate, apartment dwellings;
- b) Concentrates higher density development around community facilities, parks, schools, active transportation routes, Highway 26 and County Roads;
- c) Retains and enhances existing trees and vegetation where possible and provides additional landscaping;
- d) Creates a street and block pattern, which serves as a seamless extension of the surrounding neighbourhoods by providing an interconnected block structure and the extension of the existing local road network;
- e) Provides for a grid system of local streets with blocks generally no longer than 250 metres to promote walkability;
- f) Provides for a well-connected network of streets and blocks that reduces congestion and promotes active transportation modes;
- g) Provides for a well-connected network of parks and greenspaces, that provide links where possible to the existing natural environment; and
- h) **Considers the following additional criteria for apartments and mixed-use buildings greater than three storeys:**
 - i. **The building provides an appropriate setback and transition in height and density adjacent to low-rise neighbourhoods such as incorporating step backs, stepping down or incorporating variation in building form;**
 - ii. **The building will not obstruct views of Georgian Bay along streets that terminate at or close to the water's edge; and**
 - iii. **Where appropriate, higher density buildings are buffered by use of intervening mid-rise built form and tree plantings between existing low-rise buildings as a transition.**

3 Where Could Taller Buildings Be Accommodated?



This Building Height Study considers and assesses the location of Priority Areas within the Town where buildings up to five storeys could be appropriately accommodated and permitted. Opportunity areas and sites within the Thornbury/Clarksburg Primary Settlement Area are being considered, as well as within the Craigeleith and the Blue Mountain Village areas. A mapping exercise was undertaken to visualize where taller buildings may be permitted based on the draft intensification and greenfield criteria as presented in **Section 2.4.1** of this Report above.

The purpose of the mapping exercise was to generally illustrate how various locational and property characteristic criteria could be applied in permitting taller buildings. The proposed locational criteria considers proximity to major roads, downtown / commercial areas, community services, amenities, parks and open space areas. Once location is considered appropriate, a property must also have the appropriate characteristics to accommodate a taller building which may include its size and depth, as well as consideration for existing natural features or buildings and lot coverage.

Part of this Study is to present and consider if the proposed intensification criteria are appropriate and how they could be evaluated. If an area or property is identified on the maps, this does not represent or dictate where taller buildings will be permitted in the Town. The mapping was undertaken through a high-level quantitative GIS analysis and does not fully consider the unique characteristics of individual sites. Generally, the more criteria a property captures, the more well-suited it may be for a taller building.

All development in the Town is considered on a site-by-site basis once an application for a property is received by an owner or applicant. Buildings with 10 units or more are still subject to Site Plan Control, providing the Town with the opportunity to review and comment on Site Plans through a public process.

The intent of **Map 1A** and **Map 2A** below is to show the applicable land use designations within Thornbury and Clarksburg, as well as Craigeleith and the Blue Mountain Village Area, and active development applications.

The intent of **Map 1B** and **Map 2B** below is to illustrate Priority Areas for height within each Settlement Area, as well as Site Opportunities based on individual lot characteristics.

3.1 Thornbury and Clarksburg

3.1.1 Land Use Designations and Active Development Applications

Map 1A below identifies the Downtown Area designation in both Thornbury and Clarksburg, as well as the Community Living Area designation which occupies the majority of the Settlement Area. **Map 1A** also identifies the conceptual Downtown Area Core, which is not a current designation in the Official Plan but recommended to be defined and protected as a historic low-rise downtown area where the character is proposed to be preserved and a maximum building height to be maintained at three storeys. Based on this, the Downtown Area Core area has been removed from the height priority mapping analysis conducted as part of **Map 1B**.

Active development applications within the Settlement Area are also identified on **Map 1A** and categorized into residential; mixed-use residential/commercial; and commercial, recreational or other non-residential.

3.1.2 Building Height Analysis

Map 1B identifies Priority Areas and Site Opportunities for accommodating buildings up to five storeys in Thornbury and Clarksburg.

Priority Areas

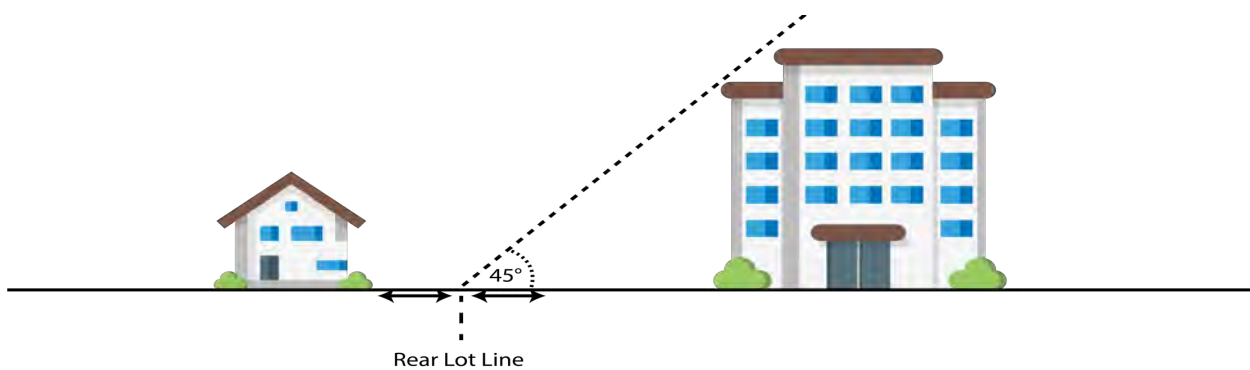
Priority Areas have been identified based on locational criteria, which encourage intensification and taller buildings to be in close proximity to a mix of uses and in accessible locations, generally transitioned from the interior of existing neighbourhoods. The following areas are identified on **Map 1B** below:

- **Downtown Area Designation:** Identifies properties within the Thornbury and Clarksburg Downtown Area designations, excluding those within the conceptual Thornbury Downtown Area Core.
- **Downtown Area Designation 400-Metre Radius:** Identifies properties within a 400-metre radius (approximate 5-minute walk) from the Downtown Area designation.
- **Highway 26 and County Roads:** Major roads are identified. Properties along major roads may provide greater accessibility to surrounding areas and/or transition from the interior of existing neighbourhoods. Wider road Right-of-Ways (ROW) also provide additional room for the transition of taller buildings.
- **Community Services 400-Metre Radius:** The location of parks, community centres and libraries are identified, as well as properties within a 400-metre radius (approximate 5-minute walk) from these community services.

Site Opportunities

The site-specific characteristics of a property define its ability to appropriately accommodate taller buildings. Vacant and underutilized sites are typical priority sites for intensification. The way in which a site and building are designed also define the level of impact to existing character, natural heritage features, adjacent properties and neighbourhoods, access and circulation, grading and drainage. While most site opportunities can only be defined on a site-by-site basis and based on both qualitative and quantitative analysis, **Map 1B** below identifies two scenarios to help define properties that could potentially accommodate a five-storey building while meeting recommended compatibility criteria:

- **Vacant Lots:** Vacant properties have been identified with a bold outline. Vacant properties, particularly within Thornbury and Clarksburg, present opportunities to accommodate intensification without redevelopment where density, height and new residential development is to be focused in the Town. While not identified on the maps, the consolidation of adjacent lots also presents numerous opportunities to combine and redevelop land for higher density uses.
- **40-Metre Lot Depth:** Lots with a depth of 40 metres or more, with frontage on a major road, have been identified using a dotted overlay. When considering five storey buildings, a lot depth of at least 40 metres is required to accommodate a 45-degree angular plane from adjacent rear properties. A 45-degree angular plane is typically measured from the boundary of a lot line which separates the lot from an adjacent lot with a low-rise residential dwelling, to the top of a proposed building. It is one measurable built-form strategy used to determine appropriate maximum height, which can help provide a transition down and mitigate impacts such as overlook, privacy and shadowing on the adjacent private realm and existing dwellings. This criterion would limit the number of available sites for taller buildings in the Town, particularly shallow lots that back onto low-rise neighbourhoods, and directs taller buildings to larger, deeper lots that can accommodate mid-rise buildings close to the street. Deeper lots provide space to achieve appropriate transitions in scale of development, which can be managed through minimum yard setbacks and/or separation distances, as well as through the built-form of buildings.



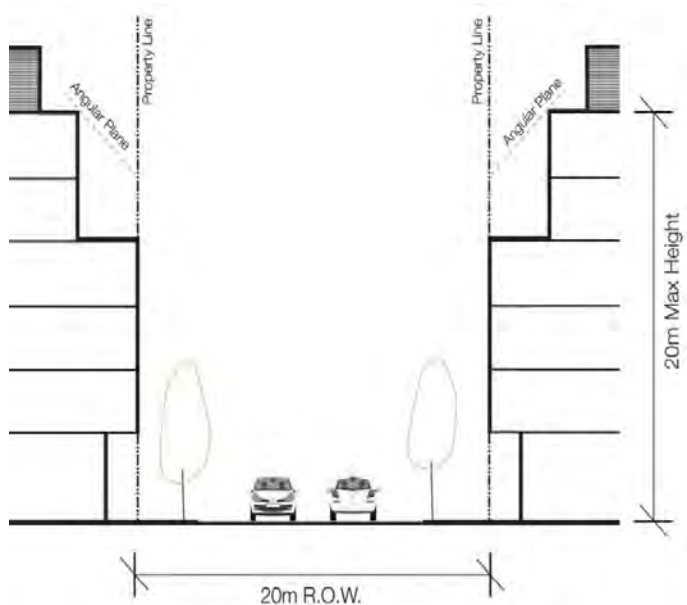
45-Degree Angular Plane Measurement

It is important to note that the use of a 45-degree angular plane is only one method and a variety of combined methods to ensure transition can be effectively used based on site context such as building setbacks, step-backs, variation in built form, and the use of intervening building heights. Building “step-backs” may be used to create a gradual transition in height to lower buildings on adjacent properties. The use of these methods has been included as a requirement in the Official Plan draft intensification criteria.



Building “Step-Back” Example

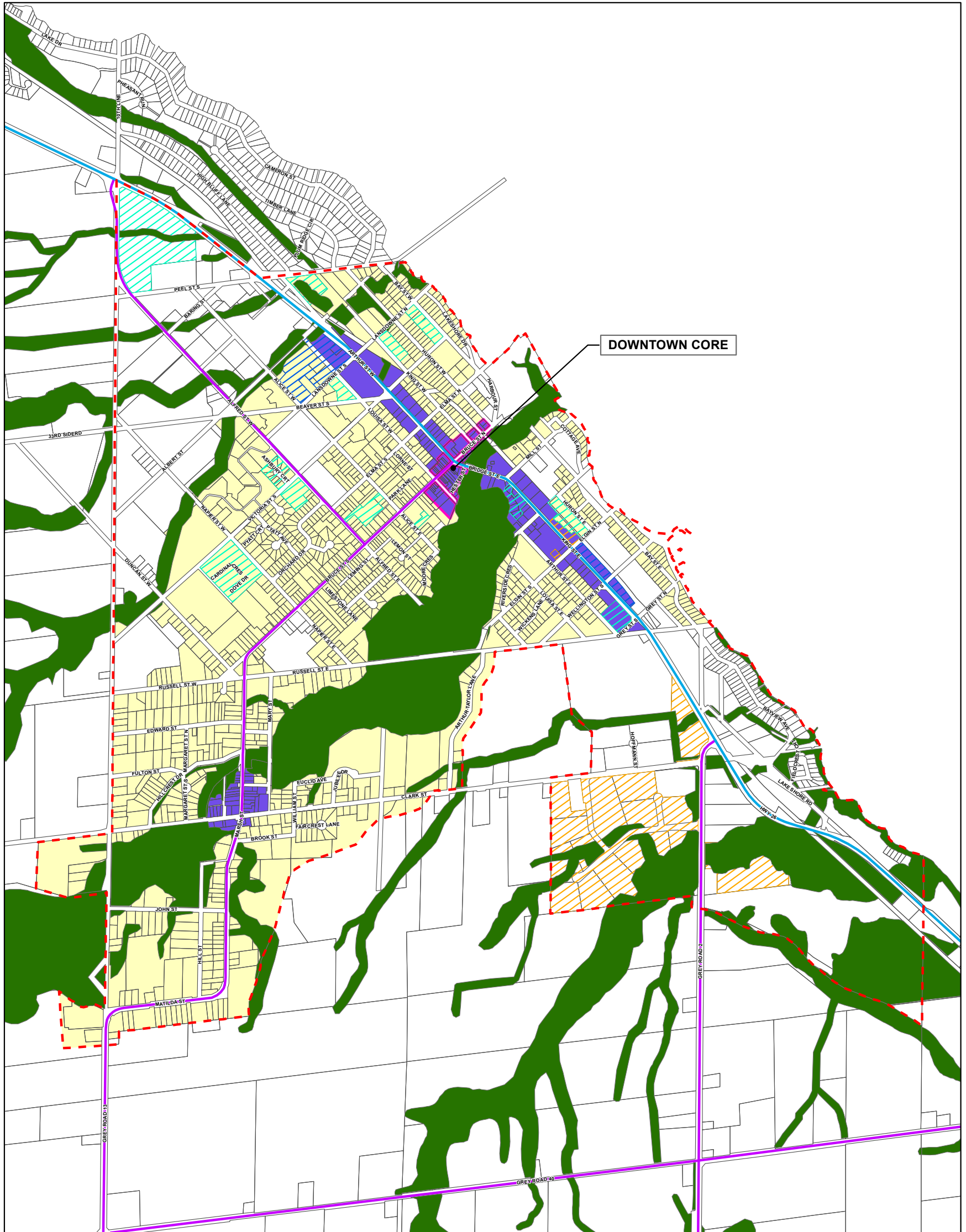
Good urban design principles and practices also establish that the height of mid-rise buildings should generally be consistent with the width of the Right-of-Way of streets onto which the buildings front to ensure the street wall maintains a human-scale and comfortable pedestrian environment and shadowing impacts are minimized. The Right-of-Way width of Highway 26 through Thornbury is generally 20 metres, with some sections being wider than 20 metres in width. Based on the ROW principle, buildings up to six storeys could be appropriately accommodated. Therefore, Major Roads are included in the analysis.



Street ROW and Building Height Analysis

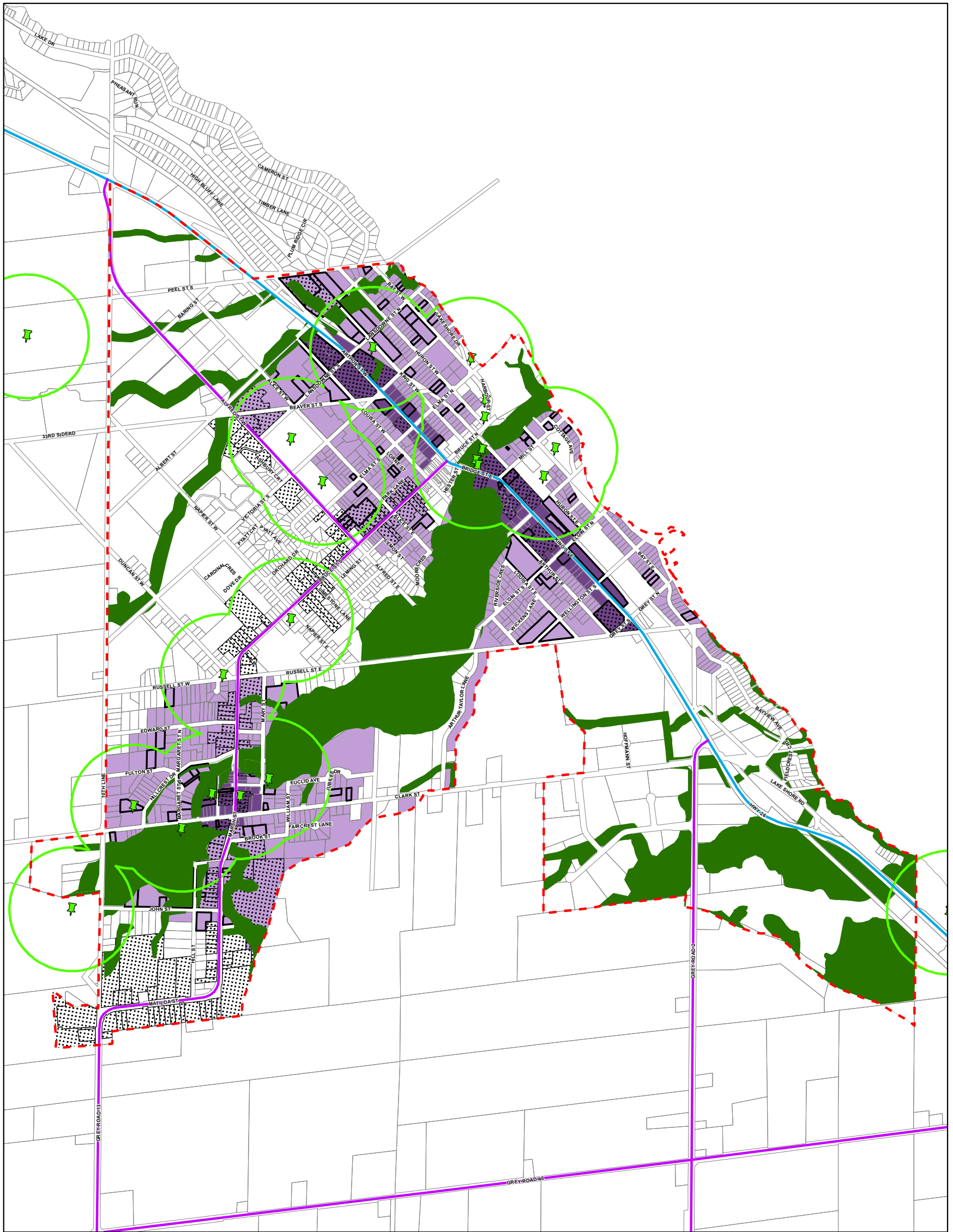
When calculating the height of buildings, typically 3-metres for each storey is assumed, except for the first storey of mixed use buildings, where a height of 4.5-metres is assumed where commercial uses are proposed at-grade. Assuming a 4.5-metre height for the first floor, and 3-metre height for each floor above the first floor, the height of a building would be approximately 19.5-metres at the top of the sixth storey. This is generally equivalent to the Right-of-Way width of Highway 26.



Map 1A. Thornbury/Clarksburg: Land Use Designations and Active Development Applications



Legend		Designations	Active Development Types	
<ul style="list-style-type: none"> Settlement Boundary Hwy 26 County Road 	<ul style="list-style-type: none"> Downtown Area Community Living Area Hazard 	<ul style="list-style-type: none"> Residential Mixed Residential-Commercial Commercial, Recreational, Other Non-Residential 		

Map 1B. Thornbury/Clarksburg: Height Priority Areas and Site Opportunities



<p>Legend</p> <ul style="list-style-type: none"> Settlement Boundary Hazard 	<p>Priority Areas</p> <ul style="list-style-type: none"> Downtown Area Designation Lots 400m From Downtown Area Designation County Road Hwy 26 Community Service (Park, Community Centre, Library) 400m Community Service Buffer 	<p>Site Opportunities</p> <ul style="list-style-type: none"> 40m Lot Depth (5 Storeys Appropriate Based on 45 Degree Angular Plan) Vacant Lot 	<div style="text-align: center;">  </div> <div style="text-align: right; margin-top: 10px;"> <p>Meters</p>  </div>
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3.2 Craigleith and Blue Mountain Village Area

3.2.1 Land Use Designations and Active Development Applications

Map 2A below identifies the Residential Recreational Area designation, which occupies the majority of the Craigleith and Blue Mountain Village areas, alongside other applicable Craigleith Village and Blue Mountain Village designations. Proximity to the core of Craigleith Village and Blue Mountain Village have been set as a priority for this Study.

Active development applications within Craigleith and the Blue Mountain Village area are also identified on **Map 2A** and categorized into residential; mixed-use residential/commercial; and commercial, recreational or other non-residential.

The Niagara Escarpment is also identified on **Map 2A**. The Town does not intend taller buildings to be permitted or developed on the escarpment and therefore, properties at the brow of the escarpment have been removed from the height priority mapping analysis conducted as part of **Map 2B**.

3.2.2 Building Height Analysis

Map 2B identifies Priority Areas and Site Opportunities for accommodating buildings up to five storeys in Craigleith and the Blue Mountain Village Area.

Priority Areas

Priority Areas have been identified based on locational criteria which encourage intensification and taller buildings to be in close proximity to a mix of uses and in accessible locations, generally transitioned from the interior of existing neighbourhoods. The following areas are identified on **Map 2B** below:

- **Craigleith Village Commercial and Corridor Commercial Designations:** Identifies properties within the Craigleith Village Commercial and Corridor Commercial designations, which are being assessed as part of Phase 2 of the OPR. The existing policy framework sets a strong foundation for future commercial development and a mix of uses and built form. Development of this commercial mixed-use area will be a driving force for planned and future residential development in Craigleith. The planned intent of the Craigleith Village Commercial designation is similar to that of the Downtown Area designation, particularly in Thornbury, through linear mixed use development along Highway 26. The vision and permissions for the Downtown Area designation would align with creation of a central commercial and mixed use core in Craigleith, with walkable development permitted at a higher density to serve the existing and planned surrounding residential areas.

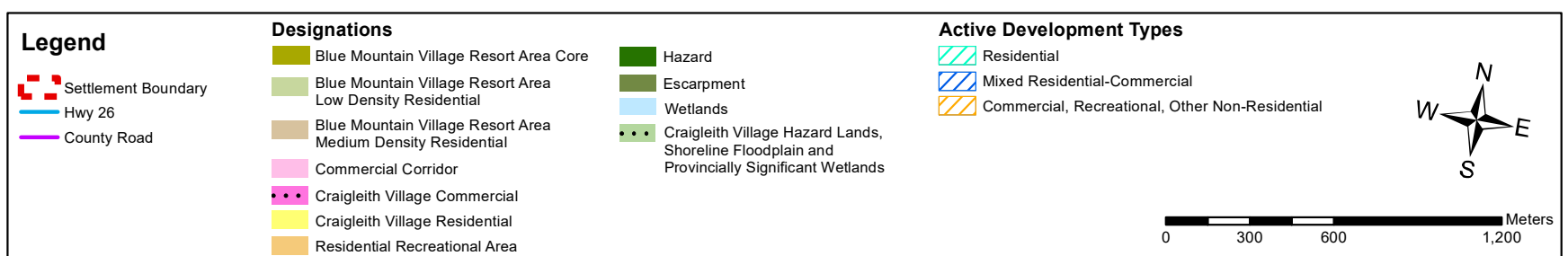
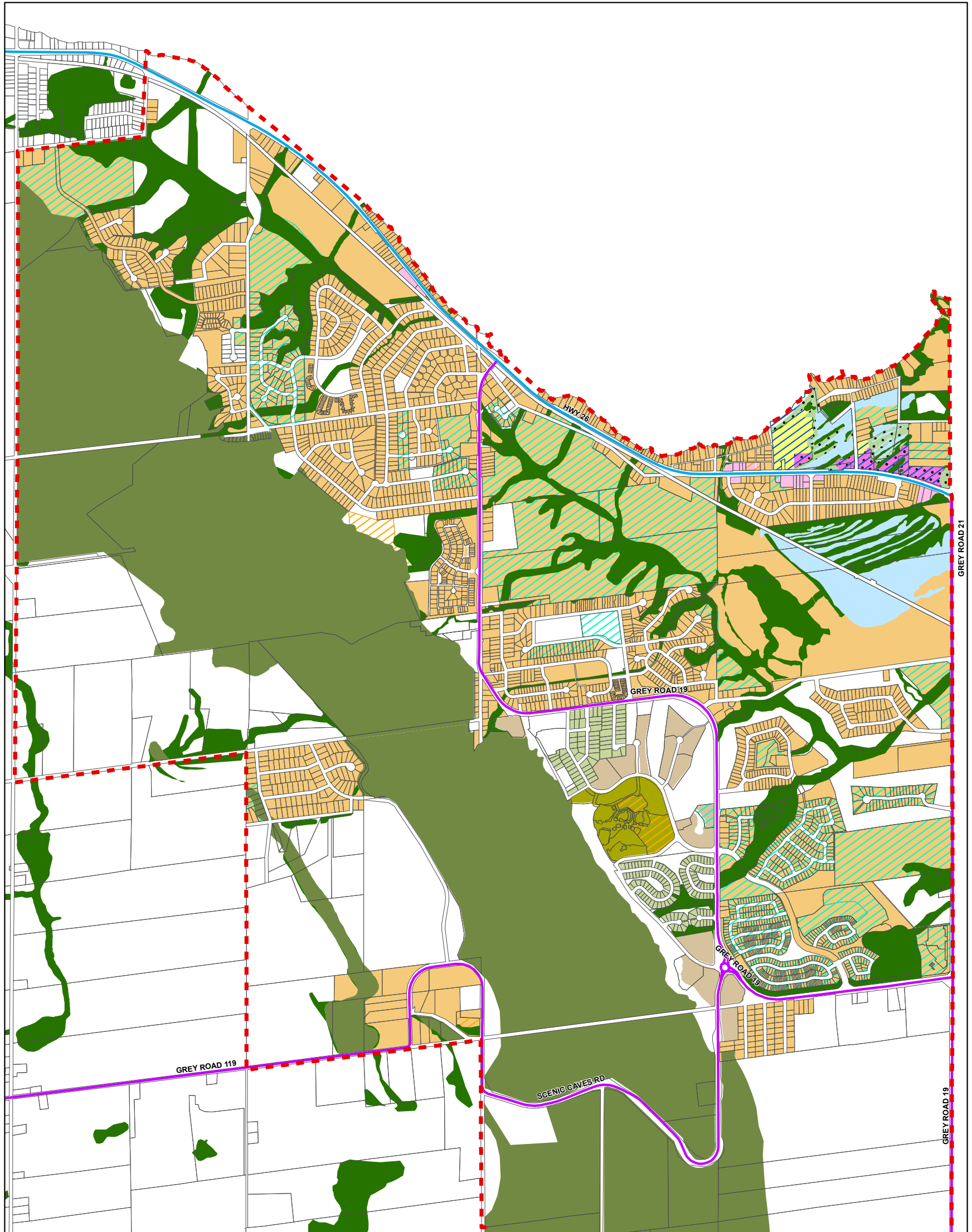
- **Craighleith Village Commercial and Corridor Commercial Designations 400-Metre Radius:** Identifies properties within a 400-metre radius (approximate 5-minute walk) from the Craighleith Village Commercial and Corridor Commercial designations.
- **Highway 26 and County Roads:** Major roads are identified. Properties along major roads may provide greater accessibility to surrounding areas and/or transition from the interior of existing neighbourhoods. Wider road Right-of-Ways (ROW) also provide additional room for the transition of taller buildings.
- **Community Services 400-Metre Radius:** The location of parks, community centres and libraries are identified, as well as properties within a 400-metre radius (approximate 5-minute walk) from these community services.

Site Opportunities

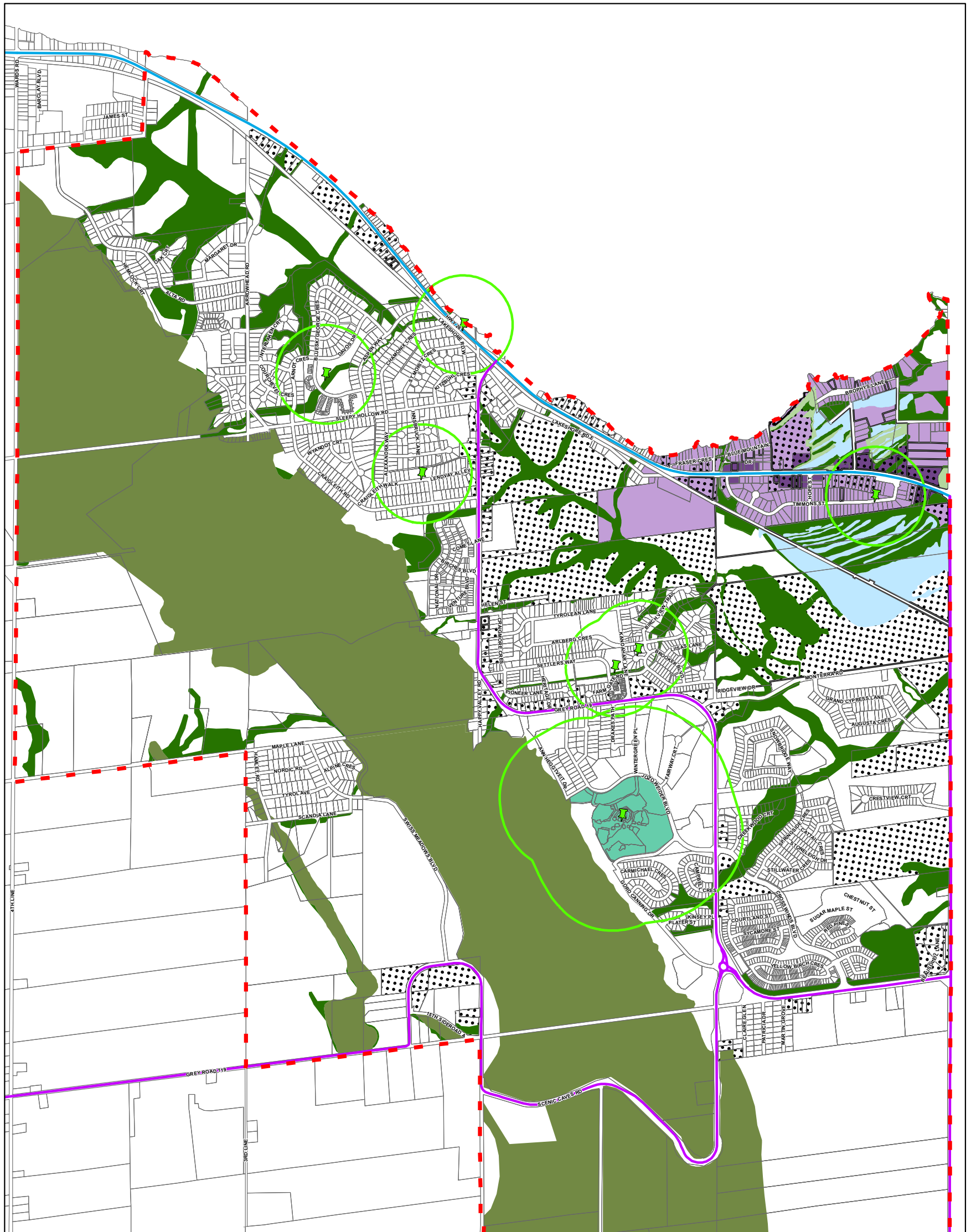
The site-specific characteristics of a property define its ability to appropriately accommodate taller buildings. Vacant and underutilized sites are typical priority sites for intensification. The way in which a site and building are designed also define the level of impact to existing character, natural heritage features, adjacent properties and neighbourhoods, access and circulation, grading and drainage. While most site opportunities can only be defined on a site-by-site basis and based on both qualitative and quantitative analysis, **Map 2B** below identifies two scenarios to help define properties that could potentially accommodate a five-storey building while meeting recommended compatibility criteria:

- **Vacant Lots:** Vacant properties present opportunities to accommodate intensification without redevelopment. While not identified on the maps, the consolidation of adjacent lots also presents numerous opportunities to combine and redevelop land for higher density uses.
- **40-Metre Lot Depth:** Lots with a depth of 40 metres or more, with frontage on a major road, have been identified using a dotted overlay. When considering five storey buildings, a lot depth of at least 40 metres is required to accommodate a 45-degree angular plane from adjacent rear properties. Please refer to **Page 22 and 23** of this Report for an explanation of the use of 45-degree angular planes and their significance in planning for taller buildings to ensure appropriate built-form transition.

Map 2A. Craigleith and Blue Mountain Village Area: Land Use Designations and Active Development Applications



Map 2B. Craigleith and Blue Mountain Village Area: Height Priority Areas and Site Opportunities



<p>Legend</p> <ul style="list-style-type: none"> - - - Settlement Boundary ■ Hazard ■ Escarpment ■ Wetlands ■ Craigleith Village Hazard Lands, Shoreline Floodplain and Provincially Significant Wetlands 	<p>Priority Areas</p> <ul style="list-style-type: none"> ■ Craigleith Village Commercial and Commercial Corridor Designation ■ Lots 400m From Craigleith Village Commercial and Commercial Corridor Designation ■ Blue Mountain Village Resort Area Core Designation — County Road — Hwy 26 📌 Community Service or Facility (Park, Community Centre, Library) ○ 400m Community Service or Facility Buffer 	<p>Site Opportunities</p> <ul style="list-style-type: none"> 40m Lot Depth (5 Storeys Appropriate Based on 45 Degree Angular Plane) Vacant Lot
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4 What Could Taller Buildings Look Like in Town?

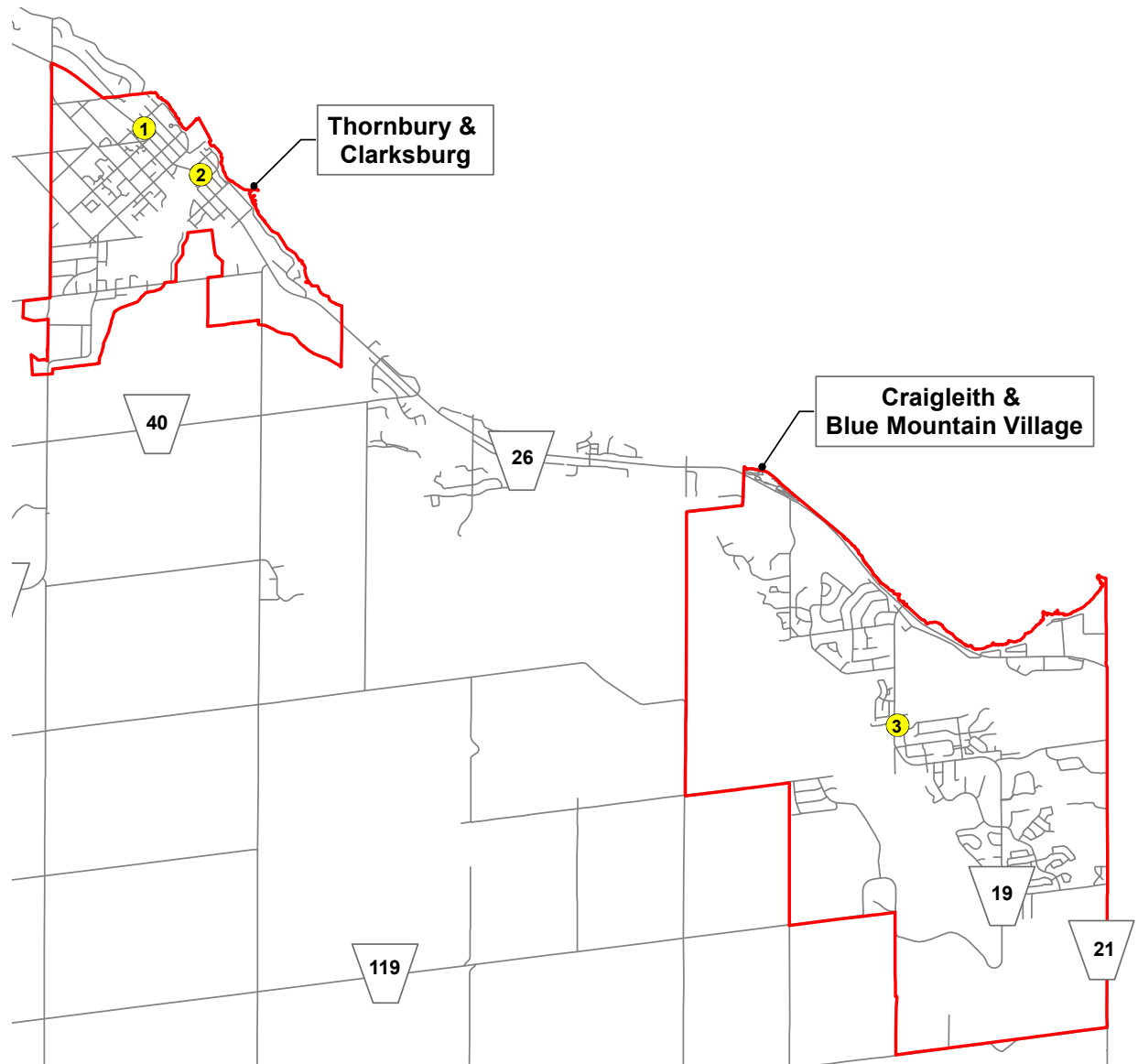


Based on the mapping exercise presented in **Section 3** of this Report, three example intensification sites were selected to represent opportunities to develop taller buildings in different contexts. A conceptual site plan was developed for each site, alongside 3D modelling to help visualize what development could look like at three, four or five storeys.

- **Site 1** is a large vacant property in Thornbury, at the intersection of Arthur Street West (Highway 26) and Lansdowne Street North across from the Foodland and LCBO plaza.
- **Site 2** is along King Street East (Highway 26) in Thornbury and occupied by the UPI Energy gas station, representing a smaller infill redevelopment site.
- **Site 3** consists of two properties currently occupied by a privately-owned parking lot (and vacant of any buildings), located in Craigeith, backing onto an existing low-rise neighbourhood and in the proximity of resort and recreational ski uses.

The three example sites have been chosen and modelled for the purpose of this Study only. The sites do not represent the Town's nor the property owners' intent to develop, redevelop or intensify. The examples simply illustrate one of many ways each of these properties could develop, and the sites each represent an example of how sites that meet the compatibility criteria for taller buildings could potentially redevelop.

Creation of the conceptual site plans and design of each building were based on good urban design principles and consideration for the draft Official Plan intensification criteria directing site design and built form, as set out in **Section 2.4.1** of this Report. Each building was designed to provide a transition in height from the public realm and nearby dwellings by incorporating breaks in building mass, building step-backs above the third storey and variation in building form. Minimizing building lengths and incorporating step-backs also ensures that the street wall maintains a walkable human-scale and minimizes shadow and overlook impacts on adjacent properties. The conceptual buildings have been located close to the street with parking and vehicular access located to the rear or side, in order to encourage a consistent street wall, sense of comfortable enclosure and walkable streetscape. Locating the buildings towards the street also assists in providing a transition in height to residential neighbourhoods to the rear of each site.



Location of Example Intensification Sites

The draft intensification criteria also encourage retaining and enhancing existing trees and vegetation where possible and providing for additional landscaping, open space and amenity areas. Additionally, development is directed to be compatible with the surrounding context. Built form is encouraged to reflect the variety of façade details and materials of adjacent and nearby buildings.

Parking requirements strongly influenced the design of each site and were used as a guide to establish how much density could potentially be accommodated on each site. The Town's Zoning By-law currently requires 1 parking space per studio/bachelor unit; 1.25 parking spaces per one-bedroom unit; 1.75 parking spaces per two-bedroom units; and 2.25 parking spaces per three-bedroom unit or larger. Development of the conceptual site plans assumed an average parking rate of 1.75 parking spaces per unit.

In order to calculate estimated number of units within each building, it was assumed that 80% of the floor area of each residential floor was used for residential purposes, with the remaining amount assumed to be used for common areas (stairs, hallways) and mechanical space. Average unit size was assumed to be 80 m², accommodating for a range of unit types. Commercial parking for the mixed-use portion of buildings assumed half of the ground floor would be used for commercial space, with a parking rate of 1 space per 20 square metres, as set out in the Town's Zoning By-law.

The intent of the 3D modelling exercise is to visualize how taller buildings could be accommodated on sites of different sizes and contexts, as well as analyze the types of site design and built form policy requirements that could be put into place to assist in achieving the Town's desired character on intensification sites. While Official Plan policy has a role to play in setting out criteria to be evaluated, it is important to note that all development in the Town is considered on a site-by-site basis once an application for a property is received by an owner or applicant. The Town could require a Zoning By-law Amendment for any buildings taller than three storeys to ensure staff review on a site-specific basis as applications are submitted, or the Town could permit taller buildings as-of-right within the Town's Zoning By-law, either limited to a specified geographic area or limited to individual lots identified on a zoning map. In addition, buildings with 10 units or more are still subject to Site Plan Control, providing the opportunity to review and comment on Site Plans through a public process.


4.1 Site 1 – Thornbury Vacant Property

Site 1 is a large vacant property in Thornbury occupying approximately 0.89 hectares, located at the intersection of Arthur Street West (Highway 26) and Lansdowne Street North. The site is located across from the Foodland and LCBO plaza and adjacent to the Ultramar, buffered by environmentally designated lands. The Georgian Trail runs parallel to the site’s rear property line.

Site 1 is located within the Downtown Area designation of the Official Plan. Its location presents the opportunity to develop the site as part of a broader mixed-use Community Gateway area into Thornbury, making use of a large vacant site for intensification and revitalization of the Highway 26 Corridor.



 Subject Site (~ 0.89 hectares)

 30 m



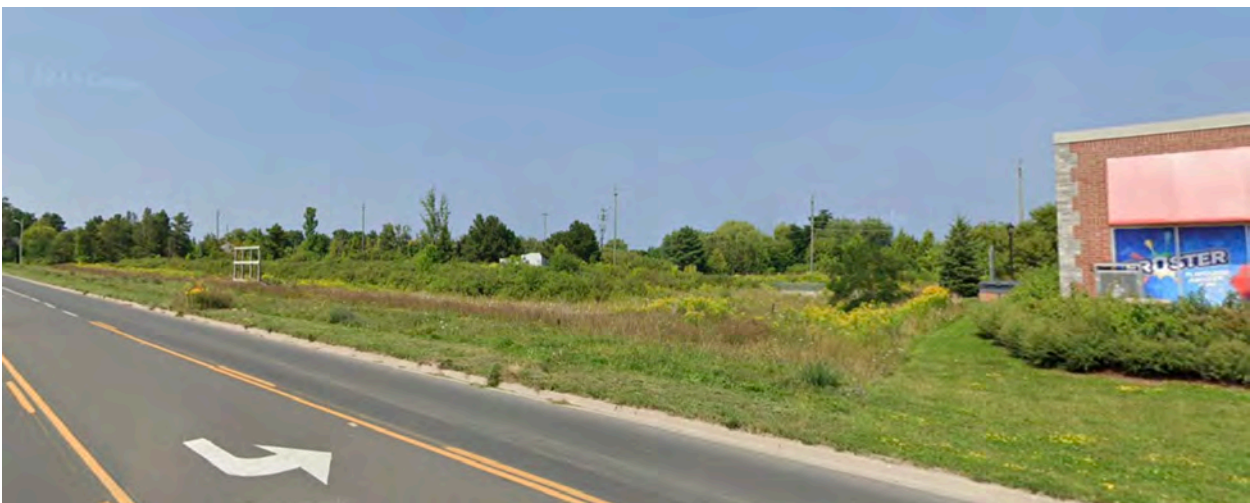
Site 1 Context Map



Existing View Looking East at Arthur Street West and Lansdowne Street North



Existing View Looking West Along Arthur Street West (Highway 26)



Existing View Looking Northwest Along Arthur Street West (Highway 26)

Conceptual Site Plan Details and Overview

The conceptual site plan for Site 1 was developed based on a five-storey building concept. One of the initial concepts for the site proposed a row of townhouses along the rear of the site, however the requirement for parking and the desire to accommodate valuable outdoor amenity space decreased the size and density of the conceptual development. Each of the five-storey buildings as visualized could accommodate approximately 35 units. The location of Site 1 is a good example of where the Town could consider reduced parking rates in order to increase site density, amenity area or green space and encourage intensification, particularly in walkable or Downtown Areas.

The five, four and three-storey concepts below all propose two 40-metre long buildings. As a standard design practice, the length of mid-rise and taller buildings should generally not exceed 60 metres in order to reduce the impact of massing both physically and visually. This also ensures circulation into and out of the site. The buildings have been sited close to the street to encourage a traditional downtown-style street with a consistent street wall, as well as increased separation distances from the Georgian Trail and low-rise neighbourhoods to the north. The five and four storey concepts incorporate a setback at the top floor of each building.

A new walkable public realm has been introduced with wide sidewalks, ground-floor commercial uses, public spaces, lighting, street furniture and landscaping to enhance pedestrian comfort. Parking has been located to the rear of the buildings, screening it from the public realm along Arthur Street West.



Conceptual Five-Storey Building Site Plan

Five-Storey Concept



Aerial View Looking North Towards Site 1



Aerial View Looking North at Arthur Street West (Highway 26) and Lansdowne Street North



View Looking North From Foodland Site



View Looking North From Foodland Site



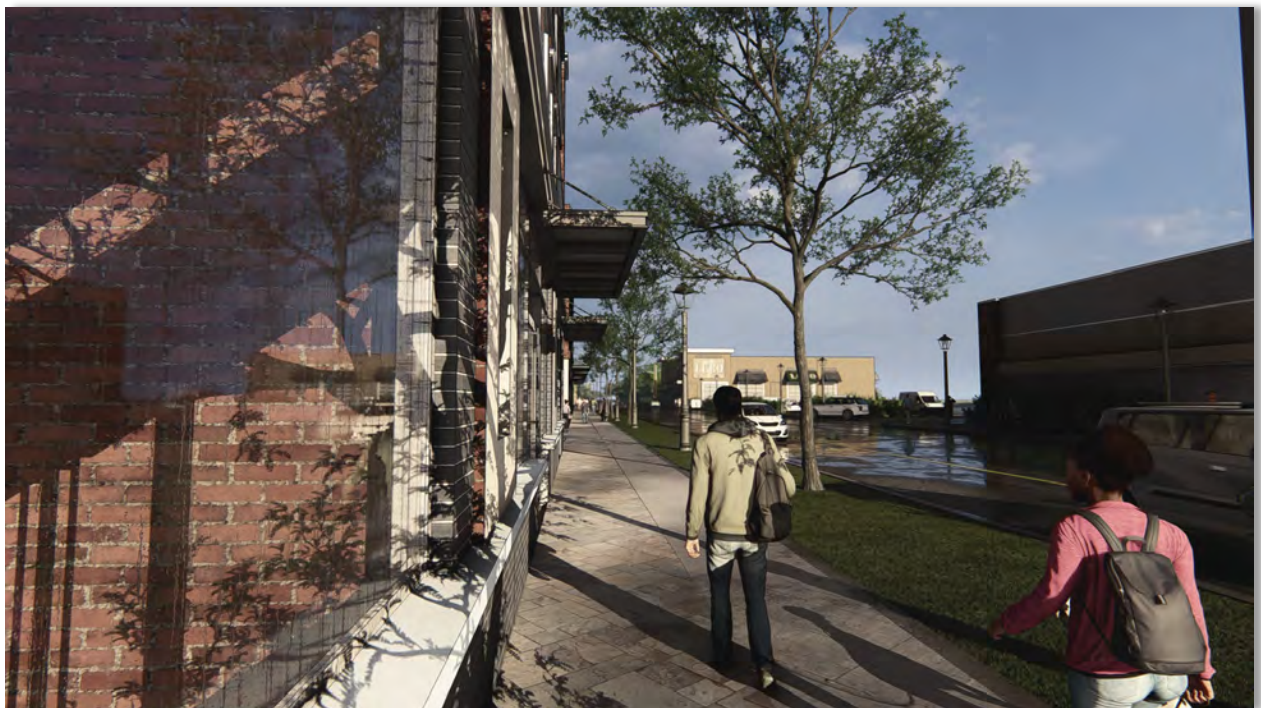
View Looking West Along Arthur Street West (Highway 26)



View Looking Northeast Along Arthur Street West (Highway 26)



View Looking Northeast at Arthur Street West (Highway 26) and Lansdowne Street North



View Looking East Along Arthur Street West (Highway 26)

Four-Storey Concept



Aerial View Looking North at Arthur Street West (Highway 26) and Lansdowne Street North



View Looking North From Foodland Site



View Looking North From Foodland Site



View Looking West Along Arthur Street West (Highway 26)



View Looking Northeast Along Arthur Street West (Highway 26)



View Looking Northeast at Arthur Street West (Highway 26) and Lansdowne Street North

Three-Storey Concept



Aerial View Looking North at Arthur Street West (Highway 26) and Lansdowne Street North



View Looking North From Foodland Site



View Looking North From Foodland Site



View Looking West Along Arthur Street West (Highway 26)



View Looking Northeast Along Arthur Street West (Highway 26)

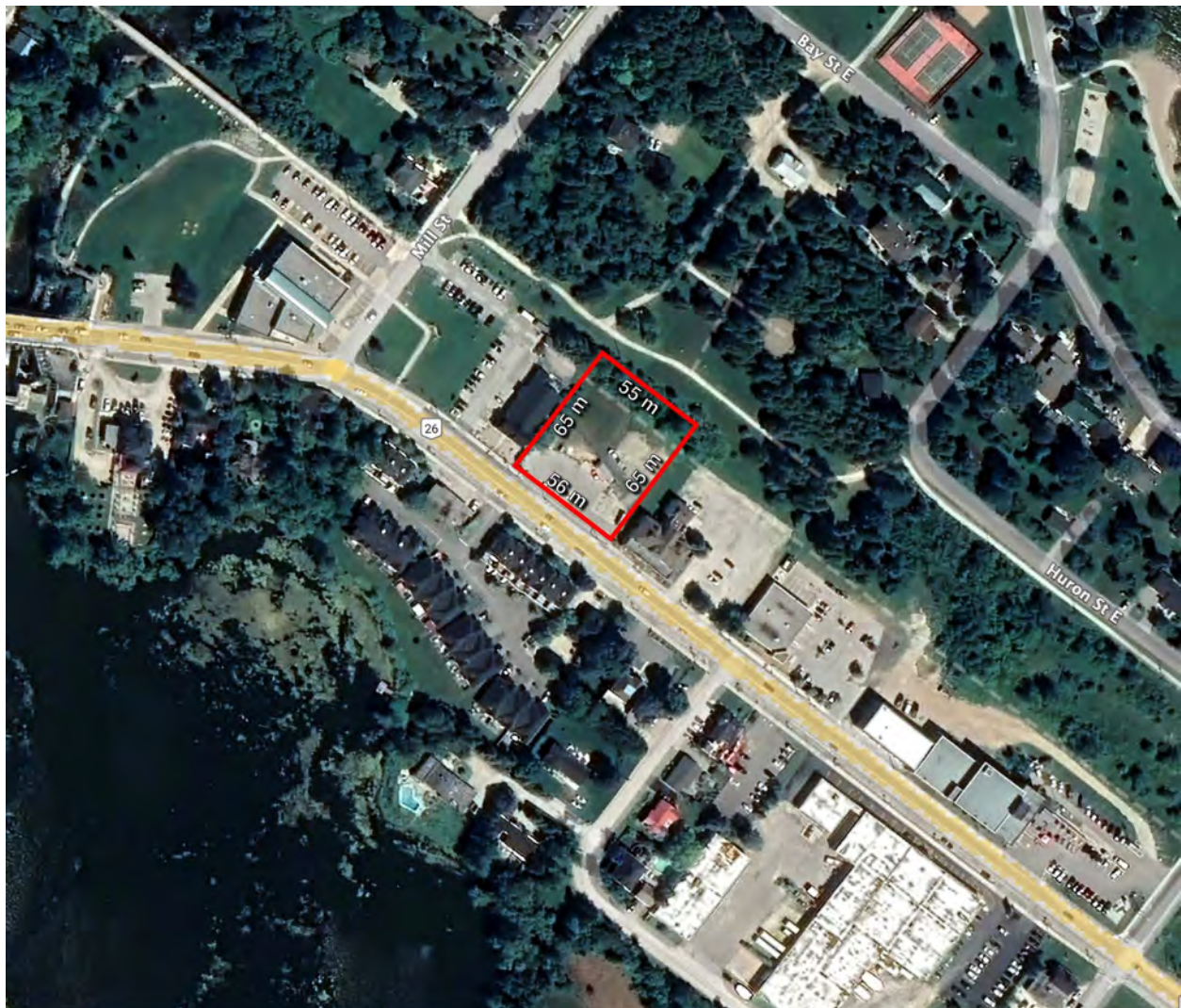


View Looking Northeast at Arthur Street West (Highway 26) and Lansdowne Street North

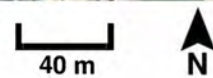
4.2 Site 2 – Thornbury Redevelopment Property

Site 2 is located in Thornbury along King Street East (Highway 26) and is currently occupied by the UPI Energy gas station. The property is approximately 0.26 hectares in size and located west of Tig’s women’s clothing store and east of Beaver Valley Outreach. An existing townhouse complex is located across King Street East to the south. The Georgian Trail runs parallel to the site’s rear property line.

Site 2 is located within the Downtown Area designation of the Official Plan. This site provides an example of a smaller redevelopment site that has the potential to introduce more intensive mixed-use built form within Downtown Thornbury.



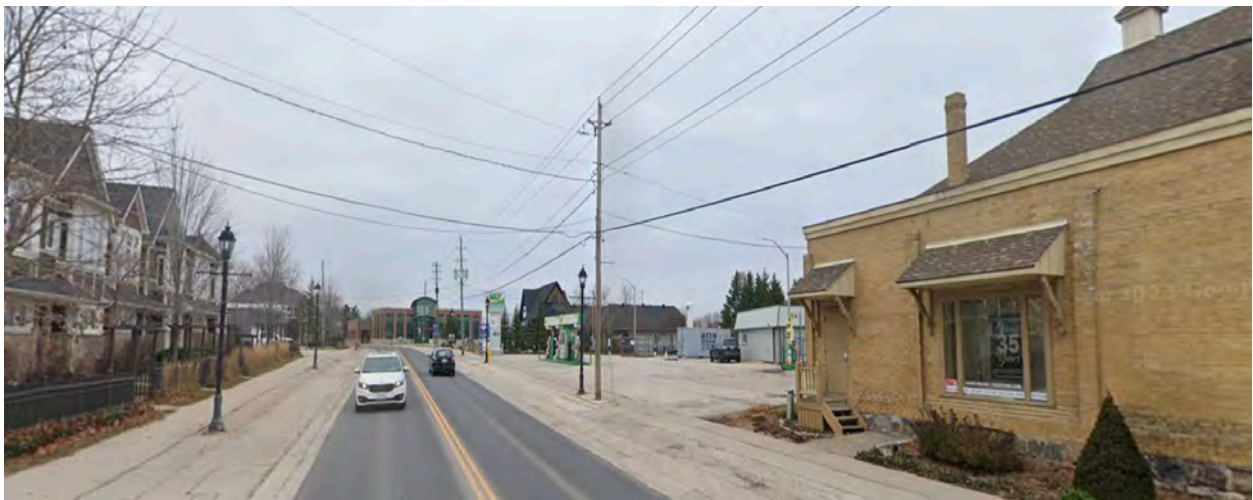
Subject Site (~ 0.36 hectares)



Site 2 Context Map



Existing View Looking East Along King Street West (Highway 26)



Existing View Looking West Along King Street West (Highway 26)



Existing Townhouse Complex South of Site Along King Street West (Highway 26)

Conceptual Site Plan Details and Overview

Based on the Town's current parking rates, Site 2 could accommodate up to a four storey building with approximately 35 units. Both the four storey and three storey concepts were designed with peaked roofs to reflect the existing townhouse complex to the south, with the top floor of each concept incorporated into the peaked roof. The building has been sited close to the street to encourage a traditional downtown-style street with a consistent street wall, as well as increased separation distances from the Georgian Trail and low-rise neighbourhoods to the north. This also reserves space for all parking to be located to the rear of the building, effectively screened from the public realm along King Street East. A new public realm has been introduced with wide sidewalks and ground-floor commercial uses.



Conceptual Four-Storey Building Site Plan

Four-Storey Concept



View Looking North Along King Street East



View Looking Northwest Along King Street East



View Looking East Along King Street East

Three-Storey Concept



View Looking North Along King Street East



View Looking Northwest Along King Street East

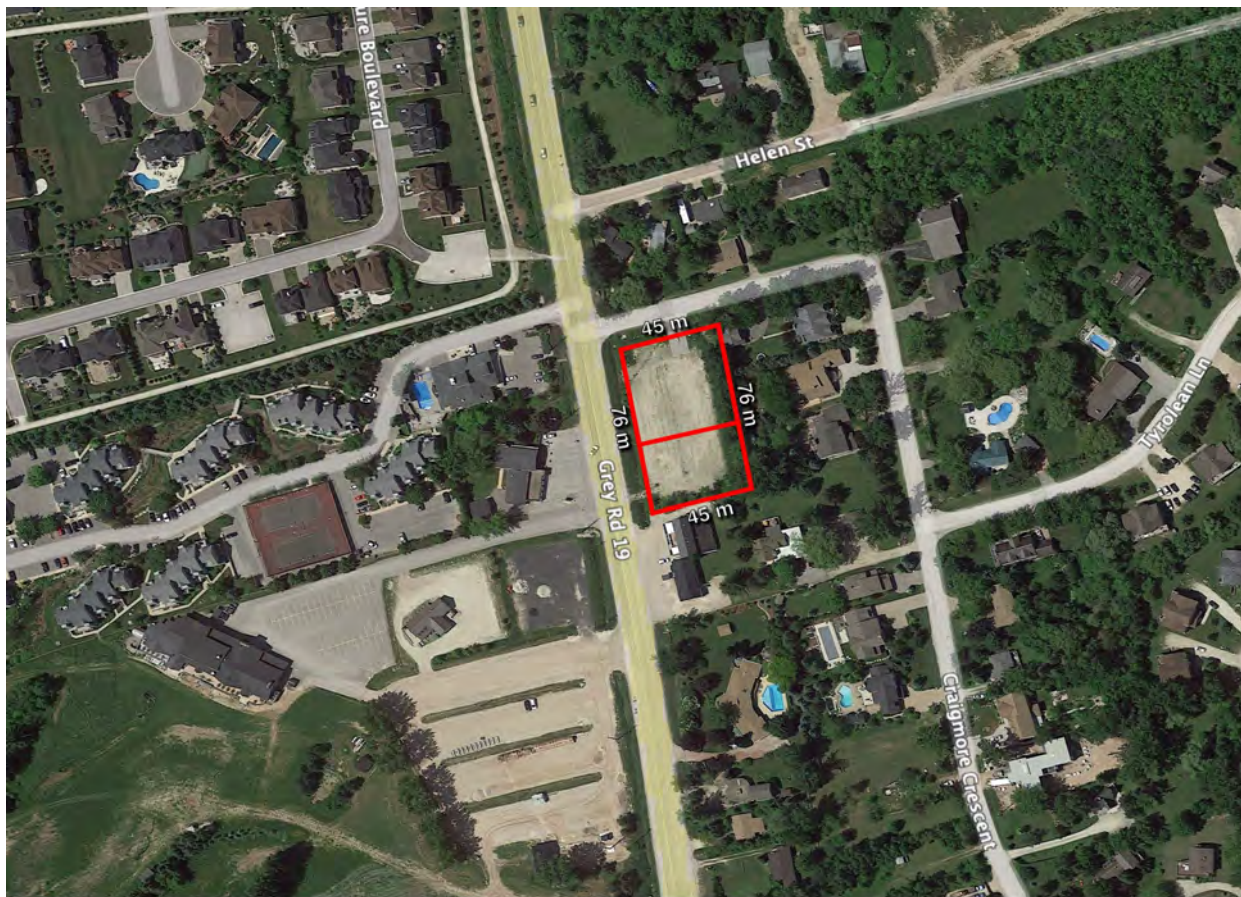


View Looking East Along King Street East

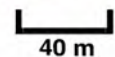
4.3 Site 3 – Craigleith Vacant Property

Site 3 consists of two properties located in Craigleith, currently utilized as a private parking lot for members of the Toronto Ski Club. The site is located along Grey Road 19 at the intersection of Craigmere Crescent, backing onto an existing low-rise neighbourhood. The two properties together are approximately 0.32 hectares in size and located in close proximity to resort and recreational ski uses.

Site 3 is located within the Residential Recreational Area designation and provides an example of a vacant intensification site (in terms of no buildings on site to be redeveloped) outside of the Thornbury/Clarksburg Primary Settlement Area, but still in proximity to other mixed-uses and recreational opportunities. This location has the potential to direct higher density development towards seasonal and/or resort units, as recommended by Phase 1 of the OPR, so as not to detract from the focus of permanent population growth and intensification within Thornbury. Site 3 is also used as an example for how taller buildings can be located and massed in order to provide a transition to existing low-rise neighbourhoods.



Subject Site (~ 0.32 hectares)



Site 3 Context Map



Existing View Looking South Towards Grey Road 19 and Craigmore Crescent



Existing View Looking Southeast at Grey Road 19 and Craigmore Crescent



Existing View Looking Northeast Along Grey Road 19

Conceptual Site Plan Details and Overview

The five, four and three storey concepts presented for Site 3 focus on the impact of massing and providing an appropriate transition to adjacent low-rise neighbourhoods. While the proposed building is considered long, at 67 metres, its two ends have been broken up and more strongly defined by lowering the height of the 11-metre middle portion. The five and four storey concepts incorporate a step back at the top floor of each building. Siting the building close to the street provides a greater separation distance from the adjacent low-rise neighbourhood to the east.

Parking is an important consideration on this site. While the cost to develop underground parking is not typically considered economically favourable for buildings generally less than six storeys, underground parking has been proposed on Site 3. 57 units could be provided in the five-storey building concept, however based on a general rate of 1.75 parking spaces per unit, almost 100 parking spaces would be required.



Conceptual Five-Storey Building Site Plan

Five-Storey Concept



View Looking Southeast at Grey Road 19 and Craigmore Crescent Intersection



View Looking East Along Grey Road 19



View Looking East Along Grey Road 19



View Looking Down Craigmere Crescent

Four-Storey Concept



View Looking Southeast at Grey Road 19 and Craigmore Crescent Intersection



View Looking East Along Grey Road 19



View Looking East Along Grey Road 19



View Looking Down Craigmere Crescent

Three-Storey Concept



View Looking Southeast at Grey Road 19 and Craigmere Crescent Intersection



View Looking East Along Grey Road 19



View Looking East Along Grey Road 19



View Looking Down Craigmore Crescent

5 Building Height Options and Next Steps

There are several options for the Town to consider in regulating the height of buildings. The criteria and options presented in this Building Height Study will be consulted on through the OPR to gain public feedback and consider refinements. One or more of these options could be implemented. For clarity, the term “taller buildings” below means buildings of either four or five storeys in height.

Option 1: “Status Quo” – Maintain Maximum Three Storey Height

- Maintain the current maximum height of three storeys applying across the Town.

Option 2: Permit Taller Buildings – Subject to Site-Specific OPA/ZBA

- Maintain the maximum three storey height across the Town.
- Policies would be added to the Official Plan to recognize that taller buildings could potentially be accommodated in certain areas of the Town, subject to a site-specific Official Plan Amendment and Zoning By-law Amendment.
- The Official Plan could specify taller buildings are only permitted in certain geographies (subject to intensification criteria), which could include a combination of one, two or all of the following priority areas:
 - The Downtown Area designation within Thornbury, outside of the historic low-rise “Downtown Area Core”;
 - The Community Living Area designation; or
 - The Residential Recreational Area designation in Craigeith or the Blue Mountain Village Area.
- New intensification criteria for taller buildings would be added to the Official Plan (refer to **Section 2.4.1** of this Report for draft criteria). Development proposals for taller buildings would need to demonstrate they meet the intensification criteria for buildings taller than three storeys. The draft intensification criteria may be refined based on public feedback regarding this Study.

Option 3: Permit Taller Buildings – Subject to Site-Specific ZBA

- Maintain the maximum three storey height across the Town.
- Policies would be added to the Official Plan to permit taller buildings in certain areas of the Town at the policy level, subject to a site-specific Zoning By-law Amendment to evaluate the merits of a taller building from a technical/compatibility perspective.
- The Official Plan could specify taller buildings are only permitted in certain geographies (subject to intensification criteria), which could include a combination of one, two or all of the following priority areas:
 - The Downtown Area designation within Thornbury, outside of the historic low-rise “Downtown Area Core”;
 - The Community Living Area designation; or
 - The Residential Recreational Area designation in Craigeith or the Blue Mountain Village Area.
- New intensification criteria for taller buildings would be added to the Official Plan (refer to **Section 2.4.1** of this Report for draft criteria). Development proposals for taller buildings would need to demonstrate they meet the intensification criteria for buildings taller than three storeys, with measures to be implemented through a Zoning By-law Amendment. The draft intensification criteria may be refined based on public feedback regarding this Study.

Option 4: Permit Taller Buildings As-of-Right

- Maintain the maximum three storey height across the Town.
- Based on the mapping exercise conducted as part of this Study and site-specific considerations, the Official Plan and Zoning By-law could identify and designate specific areas or sites where taller buildings are permitted as-of-right. This would permit buildings up to four or five storeys depending on the area or site without the need to for an Official Plan or Zoning By-law Amendment. Site Plan Control could still be applied to ensure each proposal is assessed on a site-by-site basis regarding site and building design.
- Priority areas to be designated to allow for taller buildings within the Official Plan could include sites within a combination of one, two or all of the following areas:
 - The Downtown Area designation within Thornbury, outside of the historic low-rise “Downtown Area Core”;
 - The Community Living Area designation; or

- The Residential Recreational Area designation in Craighleith or the Blue Mountain Village Area.
- In this scenario, the Official Plan would include policies to require the Town to update their Zoning By-law to permit taller buildings on sites identified in the Official Plan, and to develop appropriate zoning performance standards to implement the intensification criteria of the Plan.



Official Plan Review Contact Information



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