

The Corporation of the City of Kawartha Lakes

Planning Advisory Committee Report

Report Number PLAN2020-049

Meeting Date: **November 4, 2020**

Public Meeting

Title: Mixed-Use Residential and Commercial Plan of Subdivision
for 1,832 Residential Units

Description: Applications to amend the Township of Ops and Town of
Lindsay Official Plans and respective Zoning By-laws,
together with a Draft Plan of Subdivision (16T-20501) to
permit a mixed-use residential and commercial plan of
subdivision consisting of 157 lots for single detached
dwelling units; 20 lots for 40 semi-detached dwelling units;
14 blocks for 73 townhouse dwelling units; 2 medium density
blocks for up to 60 residential dwelling units; 2 blocks for
natural heritage protection; 1 stormwater management block;
1 wetland compensation block; 2 park blocks; and 3 blocks
for up to 1,502 future residential units for a total of 1,832
residential units with a commercial development on the
property identified as 460 Thunder Bridge Road, Lindsay
(Ibrans Developments Ltd.)

Ward Number: **Ward 5 – Lindsay (Ops)**

Author and Title: **Ian Walker, Planning Officer – Large Developments**

Recommendations:

That Report PLAN2020-049, Part of Lots 24 & 25, Concession 4, Geographic Township of Ops, Former Town of Lindsay, Ibrans Developments Ltd. – Applications D01-2020-006, D06-2020-024 and D05-2020-001, be received; and

Department Head: _____

Legal/Other: _____

Chief Administrative Officer: _____

That PLAN2020-049 respecting Applications D01-2020-006, D06-2020-024 and D05-2020-001 be referred back to staff to address any issues raised through the public consultation process and for further review and processing until such time that all comments have been received from all circulated agencies and City departments, and that any comments and concerns have been addressed.

Background:

The applicant has submitted applications for a draft plan of subdivision, official plan amendments and zoning by-law amendments for the property at 460 Thunder Bridge Road in Lindsay. The proposal is to permit a mixed use residential and commercial plan of subdivision consisting of 1,832 residential units as follows: 157 lots for single detached dwellings; 20 lots for 40 semi-detached dwelling units; 14 blocks for 73 townhouse dwelling units; 2 medium density blocks for up to 60 residential dwelling units; 2 blocks for natural heritage protection; 1 stormwater management block; 1 wetland compensation block; 2 park blocks; and 3 blocks for future residential and commercial developments with up to 1,502 residential units. The lots and blocks will be serviced by full urban municipal services with access via an extension of a new proposed north-south collector street (Street 'B') between the vacant future development to the south and Thunder Bridge Road to the north; and a new proposed east-west collector street (Street 'A') between the new Street 'B' and Angeline Street North to the east. The applicant attended a Preconsultation meeting with the City in February of 2018, and first submitted these applications in June of 2020. All items were received and the applications deemed complete on September 28, 2020.

Owner:	Ibrans Developments Ltd. c/o Gus Sarantopoulos
Applicant:	The Biglieri Group Ltd. c/o Michael Testaguzza
Legal Description:	57R-9112 Parts 1 to 6; Part of Lots 24 & 25, Concession 4, Geographic Township of Ops, Former Town of Lindsay
Designation:	'Residential', 'Local Commercial', 'Institutions and Community Facilities', and 'Parks and Open Space' on Schedule 'JC2' of the Town of Lindsay Official Plan; and 'Institutions and Community Facilities', and 'Future Residential' on Schedule 'A' of the Township of Ops Official Plan
Zone:	'Future Community Development (FCD) Zone' on Schedule 'A' of the Town of Lindsay Zoning By-law Number 2000-75 and on Schedule 'A' of the Township of Ops Zoning By-law Number 93-30. Portions of the property are subject to the 'Airport Height Restrictive Areas' identified on Schedule 'B' and the provisions of Section 2.8 of By-law 93-30
Lot Area:	126.2 hectares [311.8 acres]

Site Servicing:	Proposed full urban services: municipal water and sanitary sewers; storm sewers and stormwater management ponds; streetlights; multi-use trails, sidewalks and curbs; etc.
Existing Uses:	Vacant Land
Adjacent Uses:	North: Thunder Bridge Road; Agricultural
	East: Low Density Residential; Angeline Street North; Springdale Gardens Subdivision
	South: Jennings Creek; Ravines of Lindsay Subdivision; Agricultural/Vacant Future Development
	West: Highway 35; Kawartha Lakes Municipal Airport; Agricultural

Rationale:

The property is located on the east side of Highway 35, on the south side of Thunder Bridge Road, and on the west side of Angeline Street North, in the Jennings Creek Community Development Plan Area in the northwest quadrant of Lindsay. See Appendix 'A'. The proposed development of the subject land includes low and medium density residential development; commercial uses; institutional uses (a school); and open space properties (parks, stormwater management facilities, and natural corridors); serviced by a number of new municipal roads, shown on a conceptual Master Plan. See Appendix 'B'.

The draft plan of subdivision will create the lots, blocks, and streets which form the development, and applies to the entire property, with the first 330 residential units proposed in Phase One, in the south-west quadrant of the property. Two collector streets, Street 'A' and Street 'B' will bisect the property, creating three Future Development Blocks, which the draft plan shows as Blocks 202 to 204. They are generally located to the north-west, north-east, and south-east of the intersection of the two collector streets. See Appendix 'C'. The conceptual Master Plan (Appendix 'B') shows the general street pattern and lot fabric for these subsequent phases of development, as well as the general location of key community services and facilities, including:

- A proposed school block at the north-west corner of Street 'A' and 'B';
- Two additional neighbourhood parks (located in the N-W and N-E Quadrants of the site; in total comprising 1.2ha of parkland);
- Commercial uses (located within the N-W Quadrant at the intersection of Thunder Bridge Road and Highway 35); and
- Two additional stormwater management facilities located in the S-E quadrant and generally adjacent to Jennings Creek.

The official plan amendments propose to reconfigure and change the land use designations on Schedule 'JC2' of the Town of Lindsay Official Plan and Schedule 'A' of the Township of Ops Official Plan by either:

- a) Adding the land use designations for the entirety of the property onto Schedule 'JC2' of the Town of Lindsay Official Plan; or alternatively
- b) Reconfiguring and changing the land use designations on both Schedules 'JC2' and 'A' of the respective Official Plans noted above.

The land use (schedule) changes would:

- Replace the 'Local Commercial' designation with the 'Residential' designation;
- Replace the 'Institutions and Community Facilities' designation and 'Future Residential' designations with the 'Residential' designation; and
- Replace a portion of the 'Institutions and Community Facilities' designation with the 'General Commercial' designation at the northwest corner of the development.

The proposal also includes three policy amendments to the Town of Lindsay Official Plan:

- a) An amendment to Policy 5.2.2 to remove the 100-unit phasing restriction;
- b) An amendment to Policy 2.7.2.3 to permit a maximum height of eight (8) stories in the Medium Density development; and
- c) An amendment to clarify that per Policy 2.7.5.2, Policy 2.7.5.3, and Policy 2.7.6.1, the precise location of Parks and Elementary or Secondary School sites shall be determined as a part of the subdivision approval process, and that School Sites which are not required by any School Board (as expressed by all School Boards) shall be subject to the Residential policies of this Community Development Plan.

The applicant has provided a draft official plan amendment for review and consideration. See Appendix 'D'.

Currently, the entire site is zoned 'Future Community Development (FCD) Zone' in both the Town of Lindsay Zoning By-law and Township of Ops Zoning By-law, respectively. The zoning by-law amendments propose to rezone the land from the 'Future Community Development (FCD) Zone' in each respective by-law to the 'Residential One (R1) Zone', 'Residential Two (R2) Zone', 'Residential Three (R3) Zone', 'Residential Multiple One (RM1) Zone', 'Residential Multiple Two (RM2) Zone', 'Local Commercial-Holding [LC(H)] Zone' (or another commercial zone deemed appropriate), 'Community Facility (CF) Zone', and 'Parks and Open Space (OS) Zone'; and to include the use of exception zones to amend any relevant development standards for any of the above noted zones, when required, to correspond with the proposed reconfigured land use designations and plan of subdivision. The applicant has provided a draft zoning by-law amendment for review and consideration. See Appendix 'E'.

The applicant has submitted the following reports and plans in support of the application, which have been circulated to the various City departments and commenting agencies for review:

1. Planning Rationale Report prepared by The Biglieri Group Ltd., dated June, 2020. The report discusses and assesses the proposal in context of the Provincial Policy Statement, 2020 (PPS, 2020); A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan); the City of Kawartha Lakes, the Town of Lindsay and the Township of Ops Official Plans respectively; the Council adopted and appealed Lindsay Secondary Plan; and the Town of Lindsay and Township of Ops Zoning By-laws 2000-75 and 93-30 respectively.
2. Comprehensive Urban Design Analysis prepared by The Biglieri Group Ltd., dated June, 2020. The report discusses the context of the proposal based on site and neighbourhood, architectural design principles, and parks, open space and connectivity, etc.
3. Functional Servicing and Stormwater Management Report prepared by Candevcon East Limited, dated June, 2020. The report discusses and assesses the proposal in context of services, including water, sanitary sewer and stormwater management.
4. Preliminary Geotechnical Investigation and Slope Stability Analysis prepared by Golder Associates Corporation, dated April 28, 2020. The report examines the existing soil and subsurface conditions of the site.
5. Hydrogeological Study prepared by Beacon Environmental Limited, dated June, 2020. The report examines the existing soil and subsurface conditions relating to infiltration of water on the site.
6. Transportation Impact Study prepared by Paradigm Transportation Solutions Limited, dated May, 2020. The report discusses and assesses the proposal in context of the Phase 1 development and full development. This study is intended to be complementary to the ongoing transportation study prepared for Lindsay 2017 Developments Inc. Transportation Study Volume 1 – Report, prepared by HDR, dated July 11, 2018, as amended.
7. Environmental Impact Study prepared by Beacon Environmental Limited, dated June, 2020. The report examines the existing natural heritage features, and identifies mitigation and compensation recommendations.
8. Environmental Noise Assessment prepared by YCA Engineering Limited, dated June, 2020. The report assesses the potential noise impacts from the adjacent Kawartha Lakes Municipal Airport, and makes recommendations for mitigation.
9. Stage 1 Archaeological Assessment prepared by Earthworks Archaeological Services Inc., dated January 22, 2020. The report

discusses and assesses the potential for archaeological resources on the property, and makes recommendations for future additional archaeological studies (Stage 2).

10. Draft Plan of Subdivision prepared by The Biglieri Group Ltd., dated June 1, 2020.
11. Master Plan prepared by The Biglieri Group Ltd., dated June 1, 2020.
12. Plan of Survey prepared by Coe Fisher Cameron Land Surveyors, dated March 25, 2020.
13. Plan Illustrating Topography (Sheets 1 to 4) prepared by Coe Fisher Cameron Land Surveyors, dated March 25, 2020.

In addition to the noise study noted above, there is a background noise study, the 'Preliminary Environmental Noise Report' and the 'Noise Planning Contour Map' prepared by Jade Acoustics on behalf of the City. This study and map assessed and developed the draft noise contours for the Kawartha Lakes Municipal Airport (the Airport). This study is currently in draft form, until such time as it is reviewed and approved by Transport Canada (TC), the Federal agency having jurisdiction over the Airport. Once approved, the noise planning contours will be known as the 'Noise Exposure Forecasts' (NEF). The purpose of the NEF contours is to determine what impact, if any, the Airport will have on the residential component of all subdivisions in proximity to the airport. At this time, the City's consultant has provided the draft final report to TC for review and approval. Noise mitigation measures may be required as a result of the final approved study.

All the reports have been circulated to the applicable City departments and commenting agencies for review and comment. A number of general comments and/or issues have been identified by staff from the various departments within the City and other commenting agencies. To date, the following are the main issues that were identified to the applicant through the City's Preconsultation process which have either not been taken into consideration or addressed:

- A block for a proposed municipal water tower was identified to the applicant through the Preconsultation, but has not been identified on the Master Plan or has not been included as of yet;
- There are multiple 'parks' proposed. At the Preconsultation with the applicant, the City identified its needs for parks and trails through the Jennings Creek Community Development Plan Area. Community Services has identified a need for a larger central park as opposed multiple smaller parks and is looking for interconnectivity of the trails within and to neighbouring trails;
- 10 metre-wide laneways are proposed to be conveyed to the municipality. This proposal does not correspond with the current municipal standards which have been provided to the applicant upon completion of the Preconsultation;

- Other laneways and road right-of-way widths are proposed, which do not match the current municipal standards previously identified;
- Traffic justification seems to be related to access/entrances off of collector and/or arterial streets;
- Pedestrian and bicycle movement and connections within the site (to parks, schools, commercial area) and to surrounding neighbourhoods will need to be addressed as per the policies outlined in the Growth Plan and Provincial Policy Statement;
- Third pipe system – foundation drains to a separate storm sewer (250 mm diameter) – to a wetland (new – compensation);
- Extension of the municipal watermain on Thunder Bridge Road and Angeline Street North;
- Zoning – commercial versus residential, etc.

Through the reports and studies noted above, a number of other issues are being reviewed and considered by the various City departments and commenting agencies, including:

- Traffic – including confirmation of all improvements required for this development, and potential timing and cost sharing of all required Highway 35 upgrades for the development of the entire Jennings Creek Community Development Plan area. A full Traffic Impact Study is required, once the Ministry of Transportation Ontario (MTO) approves the final HDR study noted above;
- Servicing – including confirmation of all proposed residential and commercial uses/numbers, and ensuring the design can deliver adequate services for all blocks and lots for the intended uses;
- Planning – including any modifications made to the proposal through discussions with the applicant. The Planning Rationale Report has not reviewed the application in the context of Transport Canada document TP1247E – Land Use in the Vicinity of Aerodromes. In addition, the applicant is proposing to allow for 8-storey medium density development, which may impact the Kawartha Lakes Municipal Airport. As a result of these issues, the proposed subdivision layout may require alteration, and any affected reports and plans would require updating to represent the most current proposal;
- Noise – including confirmation of noise levels and mitigation, if necessary. The study may need to be amended once Transport Canada (TC) approves or modifies the NEF Contours noted above;
- Co-ordination of reports/plans – all plans and reports will need to ensure they are coordinated to speak to each other and address all issues.

Staff recommend that the applications be referred back to staff until such time as all commenting agencies and/or City departments comments/concerns have been addressed; the public has an opportunity to provide comments and/or concerns relating to the proposed development which need to be addressed; and to permit further discussions with the applicant respecting conformity to applicable policies, as required.

Provincial Policies:

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan):

These lands are identified as being within the ‘Settlement Area’ of Lindsay. Section 2.2.1 of the Growth Plan, ‘Managing Growth’ provides that growth should be directed towards settlement areas, and utilize existing or planned infrastructure. The City has expended significant cost in providing servicing to the Jennings Creek Community Development Plan area in anticipation of development of these lands, which will be cost-recovered as development proceeds in this area.

The policies of the Growth Plan encourage cities and towns to develop as complete communities which feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; provide a diverse range and mix of housing options to accommodate people at all stages of life, and integrate green infrastructure and low impact development.

Section 3.2.2(b) recommends a balance of transportation choices

“offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;”

The Growth Plan goes on to say that design of new streets should take a “complete streets” approach that ensures the safety of all road users. The transportation design should “prioritize active transportation, transit, and goods movement over single-occupant automobiles;” The applicant has not provided any plan or explanation as to how they are meeting these objectives.

The applicant has submitted the appropriate technical reports for consideration and review. Through the appropriate revisions to the technical reports and plans, conformity with the policies of the Growth Plan should be achieved.

Provincial Policy Statement, 2020 (PPS, 2020):

The Provincial Policy Statement (PPS, 2020) provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS requires planning authorities to manage and direct land use to achieve efficient and resilient development and land use patterns. Settlement areas are the focus of growth,

including redevelopment which utilizes existing or planned infrastructure. The PPS states that land use patterns shall focus growth and development in a way that “support active transportation”. The applicant has not provided a plan or justification as to how they are achieving this goal.

Development and site alteration shall be directed in accordance with the policies of Section 2 and 3 of the PPS. This includes natural heritage and hydrologic features (Section 2), and natural and man-made hazards (Section 3). Planning for sewage, water, and stormwater shall be in accordance with Section 1.6.6 of the PPS. This includes the efficient use and optimization of existing municipal sewage and water services in a sustainable manner, and the use of low impact development techniques for stormwater management.

The applicant has submitted the appropriate technical reports for consideration and review. Through the appropriate revisions to the technical reports and plans, consistency with the policies of the PPS should be achieved.

Official Plan Conformity:

The City of Kawartha Lakes Official Plan (City Official Plan) was adopted by Council in September 2010 and approved by the Minister of Municipal Affairs and Housing (MMAH) in 2012. The City Official Plan included the entire subject property within the Urban Settlement Boundary of Lindsay as recommended by the City’s 2011 Growth Management Study (GMS).

The Lindsay Secondary Plan (LSP) was adopted by Council in June 2017 and is currently under appeal to the Local Planning Appeal Tribunal (LPAT). Due to the appeals, the subject land remains under the jurisdiction of the Township of Ops Official Plan (Ops Official Plan) and Town of Lindsay Official Plan (Lindsay Official Plan), where the subject lands are designated ‘Future Residential’ and ‘Institutions and Community Facilities’ on Schedule ‘A’ of the Ops Official Plan; and ‘Residential’, ‘Local Commercial’, ‘Institutions and Community Facilities’, and ‘Parks and Open Space’ on Schedule ‘JC2’ of the Lindsay Official Plan.

Development of this land is subject to the policies of the Jennings Creek Community Development Plan (JCCDP) in the Town of Lindsay Official Plan (Lindsay Official Plan), and Sections 7.2.6 and 7.6.5 in the Township of Ops Official Plan (Ops Official Plan). The proposal would create the following policy amendments:

- a) An amendment to Policy 5.2.2 to remove the 100-unit phasing restriction;
- b) An amendment to Policy 2.7.2.3 to permit a maximum height of eight (8) stories in the Medium Density development; and
- c) An amendment to clarify that per Policy 2.7.5.2, Policy 2.7.5.3, and Policy 2.7.6.1, the precise location of Parks and Elementary or Secondary School sites shall be determined as a part of the subdivision approval process, and that School Sites which are not required by any School

Board (as expressed by all School Boards) shall be subject to the Residential policies of this Community Development Plan.

In addition to the policy amendments, the applicant has requested to replace the 'Future Residential' and part of the 'Institutions and Community Facilities' designations with 'Residential'; and to replace the 'Local Commercial' designation with the 'General Commercial' designation, which would permit retail establishments and commercial uses which are destination-oriented or intended to serve the travelling public, such as automobile service stations, vehicle sales and service, public garages, motels, hotels, eating establishments, establishments such as furniture, appliance, carpet, flooring, home electronics and/or garden centres, automated teller/banking machines, building supply centres, and other similar uses. The following criteria apply to lands designated General Commercial:

- a) General Commercial areas shall be compatible with surrounding uses and shall be adequately buffered from adjacent residential and other sensitive land uses;
- b) Adequate off-street parking and loading spaces shall be permitted;
- c) General Commercial uses shall only locate on County, arterial or collector roads.

There may be significant policy implications if these changes are successful, and they need to be fully assessed.

The applicant has submitted the appropriate technical reports and background studies to demonstrate conformity with the Official Plans. Through the appropriate revisions to the requested amendments and to the technical reports and plans, conformity with the policies of the respective Official Plans should be achieved.

Zoning By-Law Compliance:

The lot is zoned 'Future Community Development (FCD) Zone' in the Town of Lindsay Zoning By-law 2000-75 (By-law 2000-75) and Township of Ops Zoning By-law 93-30 (By-law 93-30). The 'FCD' zone only permits existing legal uses, agricultural uses, and public utility uses. The proposal would rezone the lands to a mix of the 'Residential One Special ** (R1-S**) Zone', 'Residential Two Special ** (R2-S**) Zone', 'Residential Three Special ** (R3-S**) Zone', 'Residential Multiple One Special ** (RM1-S**) Zone', 'Residential Multiple Two Special ** (RM2-S**) Zone', 'Community Facility (CF) Zone', 'Open Space (OS) Zone', 'Open Space Special ** (OS-S**) Zone', and 'Local Commercial (LC) Zone', with a Holding (H) provision applied to some of the lands which form part of the future blocks in the draft plan of subdivision.

For clarity, the proposed special provisions are shown in the following table:

Section in By-law:	Residential Zones:	Proposed Special Zone:
Section 5.12 (j)v. Parking and Loading Requirements	No driveway shall be located closer than 15 m to the limits of the right-of-way at a street intersection	For R1, R2, R3, RM1, RM2 – Not Applicable
Section 5.24 vi. Yard and Setback Encroachments Permitted	In a Residential Zone, <ul style="list-style-type: none"> a chimney of a maximum width of 2.4 m may project a distance of 0.6 m into a side or rear yard setback area, and an open balcony or porch may extend a distance of not more than 1.8 m into a front, side or rear yard setback area 	For R1, R2, R3, RM1 – Include additional encroachments for: <ul style="list-style-type: none"> a box or bay window 0.6 m into a front, rear, or exterior side yard setback, and a covered porch 1.8 m into an exterior side yard setback
Minimum Front Yard Setback (R1, R2, R3)	7.5 metres	4.0 metres to the main front wall or covered porch; 6.0 metres to a garage
Minimum Front Yard Setback (RM1, RM2)	7.5 metres	3.0 metres
Minimum Interior Side Yard Setback (R1, R2, R3)	1.25 metres	1.2 metres on one side and 0.6 metres on the opposite side
Minimum Interior Side Yard Setback (RM1, RM2)	RM1 – 3.5 metres RM2 – 4.0 metres	RM1 – 1.2 metres RM2 – 3.0 metres
Minimum Exterior Side Yard Setback (RM1, RM2)	RM1 – 4.0 metres RM2 – 6.0 metres	RM1 – 2.4 metres RM2 – 3.0 metres
Minimum Rear Yard Setback (RM1, RM2)	RM1 – 7.5 metres RM2 – 9.0 metres	RM1 – 0.0 metres RM2 – 3.0 metres
Maximum Lot Coverage	R1 – 35% R2 – 35% R3 – 40% RM1 – 35% (townhouse)	R1 – 45% R2 – 50% R3 – 50% RM1 – 75%

Section in By-law:	Residential Zones:	Proposed Special Zone:
	RM2 – 30%	RM2 – No maximum
Minimum Lot Area (RM1)	No standard	170 m2
Minimum FSI (RM1, RM2)	No standard	RM1 – 1.25 RM2 – 3.0
Minimum/Maximum Gross UPH (RM2)	No standard	Not Apply
Maximum Height (RM2)	14.0 metres	26.0 metres
Minimum Landscaped Open Space (RM2)	35%	Not Apply

The applicant has submitted the appropriate technical reports and background studies to demonstrate compliance with the Zoning By-laws. Through the appropriate revisions to the requested amendments and to the technical reports and plans, full compliance with the provisions of each respective Zoning By-law should be achieved.

Other Alternatives Considered:

No other alternatives have been considered.

Financial/Operation Impacts:

There are no financial considerations unless Council's decision to adopt or their refusal to adopt the requested amendments is appealed to the Local Planning Appeal Tribunal (LPAT). In the event of an appeal, there would be costs, some of which may be recovered from the applicant.

Relationship of Recommendations to the 2020-2023 Strategic Plan:

The Council Adopted Strategic Plan identifies these Strategic Priorities:

- Priority 1 – A Healthy Environment
- Priority 2 – An Exceptional Quality of Life
- Priority 3 – A Vibrant and Growing Economy
- Priority 4 – Good Government

These applications align with the Healthy Environment priority by promoting sustainable development through the utilization of Low Impact Development (LID) techniques where possible to protect and enhance water quality; align with the Exceptional Quality of Life priority by encouraging mixed development, with a focus on affordable, attainable, and purpose built housing; and align with the Good Government priority by encouraging expansion of demanded community infrastructure, such as trails and schools.

Review of Accessibility Implications of Any Development or Policy:

There are no accessibility implications for the City. Accessible standards will be implemented through the appropriate Site Plan Agreements (where required), and permits issued under the Ontario Building Code (OBC).

Servicing Comments:

The property is currently not serviced. Full urban municipal services, including water, sanitary sewer, stormwater management ponds and storm sewers, streetlights, sidewalks, multi-use trails, etc. are proposed.

Consultations:

Notice of this application was circulated to agencies and City Departments which may have an interest in the applications; to persons within a 120 metre radius of the property; and a sign was posted on the property. As of October 23, 2020, we have received the following comments:

Public Comments:

To date, no public comments have been received. One person has requested copies of the plans and reports for review, and has been included as an interested party.

Agency Review Comments:

- | | |
|-----------------|---|
| October 8, 2020 | The Economic Development Division supports the development of new and diversified housing options in Lindsay and the construction of complete communities which include residential, commercial, service/institutional and recreational properties. A full copy of the comments is included in the files. |
| October 8, 2020 | Hydro One's Land Use Planning Division advised they had no comments or concerns at this time, but their preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only. |

October 9, 2020	The Building Division has no concerns with the applications.
October 21, 2020	The Human Services Department advised there is an expectation to assist the City in achieving rental and ownership affordable housing targets within each new residential development. A full copy of the comments is included in the files.

Development Services – Planning Division Comments:

The background information which has been submitted in support of the application has been circulated to the appropriate agencies and City departments for review and comment. At this time, staff are aware that there will be agency and department comments provided which will be forwarded to the applicant upon receipt, and these comments will need to be addressed by the applicant. Staff recommend that these applications be referred back to staff until such time as all comments and concerns have been received, circulated, and addressed.

Conclusion:

In consideration of the comments and issues contained in this report, Staff respectfully recommend the proposed Official Plan and Zoning By-law Amendment applications along with the Draft Plan of Subdivision application be referred back to staff for further review and processing until such time as all comments and concerns have been addressed.

Attachments:

The following attached documents may include scanned images of appendices, maps, and photographs. If you require an alternative format, please call Ian Walker, Planning Officer – Large Developments, (705) 324-9411 extension 1368.

Appendix 'A' – Location Map



PLAN2020-049
Appendix A.pdf

Appendix 'B' – Master Plan, dated June 1, 2020



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Appendix B.pdf

Appendix 'C' – Proposed Draft Plan of Subdivision, dated June 1, 2020



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Appendix C.pdf

Appendix 'D' – Applicant Draft Official Plan Amendment, dated June 15, 2020



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Appendix D.pdf

Appendix 'E' – Applicant Draft Zoning By-law Amendment, dated June 15, 2020



PLAN2020-049
Appendix E.pdf

Department Head E-Mail: cmarshall@kawarthalakes.ca
Department Head: Chris Marshall, Director, Development Services
Department File: D01-2020-006, D06-2020-024 and D05-2020-001