



Planning Advisory Committee Report

Report Number:	PLAN2022-037
Meeting Date:	July 6, 2022
Title:	Amend the Lindsay Official Plan and Zoning By-law 2000-75 together with a Draft Plan of Subdivision at Vacant Land on Highway 35, Lindsay – Tribute (Lindsay 1) Limited
Description:	Applications to amend the Town of Lindsay Official Plan and Zoning By-law, together with a Draft Plan of Subdivision (16T-22502) to permit a mixed use plan of subdivision consisting of between 845 to 1,035 residential units to allow the Tribute South development on the property identified as Vacant Land on Highway 35, Lindsay
Type of Report:	Public Meeting
Author and Title:	Ian Walker, Planning Officer – Large Developments

Recommendations:

That Report PLAN2022-037, **Amend the Lindsay Official Plan and Zoning By-law 2000-75 together with a Draft Plan of Subdivision at Vacant Land on Highway 35, Lindsay, Tribute (Lindsay 1) Limited – Applications D01-2022-004, D06-2022-012 and D05-2022-002**, be received; and

That PLAN2022-037 respecting Applications D01-2022-004, D06-2022-012 and D05-2022-002 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.

Department Head: _____

Legal/Other: _____

Chief Administrative Officer: _____

Background:

The owner has submitted applications for a draft plan of subdivision, an official plan amendment, and zoning by-law amendment for the property identified as Vacant Land on Highway 35 in Lindsay. The proposal would permit a mixed use residential and commercial plan of subdivision consisting of between 845 to 1,035 residential units total, and has been designed in conjunction with the proposed Tribute North community, on the abutting property to the immediate north.

The applicant completed a Preconsultation submission with the City in July of 2021 (Final Report released September 27, 2021), and first submitted these applications in March of 2022. All items were received and the applications deemed complete on April 21, 2022.

Owner/Applicant: Tribute (Lindsay 1) Limited c/o Paul Watson

Legal Description: Part of Lots 23 & 24, Concession 4, Geographic Township of Ops, Former Town of Lindsay

Designation: 'Residential', 'Future Residential', 'General Commercial', 'Institutions and Community Facilities', and 'Parks and Open Space' on Schedule 'JC2' of the Town of Lindsay Official Plan

Zone: 'Future Community Development (FCD) Zone' on Schedule 'A' of the Town of Lindsay Zoning By-law Number 2000-75

Lot Area: 73.14 hectares [180.72 acres]

Site Servicing: Proposed full urban services: municipal water, sanitary sewer and storm sewer

Existing Uses: Vacant Future Development Land

Adjacent Uses: North: Jennings Creek/Ops Number 1 Drain; Vacant Future Development Land (Tribute North)

East: Low Density Residential; Angeline Street North

South: Low and Medium Density Residential (Sugarwood Subdivision); Colborne Street West

West: Highway 35; Kawartha Lakes Municipal Airport; Agricultural

Rationale:

The property is located on the east side of Highway 35; the south side of Jennings Creek; the west side of the Ravines of Lindsay Subdivision; and the north side of the Sugarwood Subdivision, in the Jennings Creek Community Development Plan (JCCDP) Area in the northwest quadrant of Lindsay. See Appendix 'A'. The proposed future development of the subject land includes low and medium density residential development (singles, semis, townhouse and 'multiple attached' units); general 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. See Appendix 'C'. The proposal will grant draft plan approval to all the blocks and roads in the development, with the entire development broken into 4 phases. See Appendix 'D'. Each residential block will provide for a range of units, with a minimum and maximum number of units in the block. The exact lot fabric will be determined through the registration of the M-Plan with each phase of the development.

The development will centre around two collector streets: Street 'A' (the future extension of McKay Avenue) runs generally north-south, between Thunder Bridge Road in the north and Colborne Street West in the south, with one new bridge crossing over Jennings Creek into the Tribute North development; and Sylvester Drive will bisect the property between Highway 35 and the existing Sylvester Drive terminus, running generally in an east-west direction. The conceptual Master Plan for the Tribute South and North communities (Appendix 'B') shows the general street pattern and block/lot fabric for the entire development, along with connections to Richard Avenue and David Drive, as well as the general location of key community services and facilities, including:

- A proposed school block at the north-west corner of Street 'I' and Sylvester Drive;
- A park block immediately west of the proposed school block, and an extension of the existing Sylvester Park;
- Two general commercial blocks at the south-east and north-east corners of Sylvester Drive and Highway 35 consisting of approximately 5,690 square metres (61,250 square feet) and 2,388 square metres (25,700 square feet) of retail floor space respectively as a Large Format Retail including a Supermarket, a Financial

Institution, a Medical Clinic, and a Drive Through associated with a permitted use; and

- Four stormwater management facilities located in proximity to the Highway 35 corridor and Jennings Creek/Ops Number 1 Municipal Drain.

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

- Replacing the 'Future Residential' designation with the 'Residential' designation; and
- Reconfiguring the remaining designations to match the corresponding land uses in the Draft Plan of Subdivision.

The proposal also includes minor policy amendments to the Town of Lindsay Official Plan for clarity as follows:

- a) An amendment to clarify that per Policies 2.7.5.2, 2.7.5.3 and 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; and
- b) An amendment to permit Large Format Retail pursuant to Policy 4.3.5.1.

The applicant has provided a draft official plan amendment for review and consideration.

Currently, the entire property is zoned 'Future Community Development (FCD) Zone' in the Town of Lindsay Zoning By-law. The zoning by-law amendment proposes to change the zoning to the 'Residential Two Special ** (R2-S**) Zone', 'Residential Three Special xx (R3-Sxx) Zone', 'Residential Three Special yy (R3-Syy) Zone', 'Residential Multiple One Special ** (RM1-S**) Zone', 'Residential Multiple Two Special ** (RM2-S**) Zone', 'General Commercial Special ** (LC-S**) Zone', 'Community Facility Special ** (CF-S**) Zone', 'Parks and Open Space (OS) Zone', and a 'Parks and Open Space Special ** (OS-S**) Zone'. Each special exception zone will provide for the appropriate development standards for that zone, 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.

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 March, 2022. The report discusses and assesses the revised proposal in context of the 2020 Provincial Policy Statement (PPS); A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and including Amendment 1, 2020 (Growth Plan); the Town of Lindsay Official Plan, the Council adopted and appealed Lindsay Secondary Plan, and the Town of Lindsay Zoning By-law 2000-75. In addition, it contains Draft Official Plan and Zoning By-law Amendments prepared by The Biglieri Group Ltd. and Airport Height Restrictions prepared by Candevcon East Limited.
2. Urban Design and Sustainable Design Guidelines prepared by MBTW Group, dated March, 2022. The report discusses the context of the proposal based on site and neighbourhood, architectural design principles, active transportation, etc.
3. Preliminary Geotechnical Investigation prepared by Golder Associates Ltd., dated March 24, 2021. The report discusses and assesses the general subsurface soil and groundwater conditions on the site.
4. Hydrogeological Assessment prepared by WSP, dated March 7, 2022. The report discusses and assesses the impact of the development on water infiltration, and provides mitigation measures to promote post-development infiltration.
5. Tribute South Comprehensive Flood Study prepared by GeoProcess Research Associates Inc., dated March 11, 2022. The report assesses the regulatory floodplain for the Ops Number 1 Municipal Drain and provides mitigation measures for development on the flood fringe.
6. Environmental Impact Statement prepared by GeoProcess Research Associates Inc., dated March 2, 2022. The report examines the existing natural heritage features and identifies mitigation and compensation recommendations.
7. Jennings Creek Commercial Area Retail Market Analysis prepared by Urban Metrics, dated March 8, 2022. The report discusses and assesses the proposed commercial uses in accordance with Section 6.4.3 of the Lindsay Official Plan.
8. Transportation Impact Study prepared by Paradigm Transportation Solutions Limited, dated December, 2021. The report discusses and assesses the proposal in context of the HDR Transportation Study Report previously completed for the Lindsay 2017 Developments Inc.

9. Environmental Noise Assessment prepared by YCA Engineering Limited, dated March, 2022. The report assesses the potential noise impacts from the adjacent Kawartha Lakes Municipal Airport, and makes recommendations for mitigation.
10. Functional Servicing Report prepared by CounterPoint Engineering, dated March 4, 2022. The report discusses and assesses the proposal in the context of services including water, sanitary sewer and stormwater management.
11. Tribute South Draft Plan prepared by The Biglieri Group Ltd., dated March 8, 2022.
12. Tribute Lindsay Phase Plan prepared by The Biglieri Group Ltd., dated March 1, 2022.
13. Plan of Survey prepared by Coe Fisher Cameron Land Surveyors, dated July 28, 2021.
14. Plan Illustrating Topography (2 pages) prepared by Coe Fisher Cameron Land Surveyors, dated July 29, 2021.

All of the reports have been circulated to the applicable City Departments and commenting agencies for review and comment. Staff recommend that the applications be referred back to staff to allow the public an opportunity to provide comment, and until such time as all commenting agencies and/or City Departments comments/concerns have been addressed.

Provincial Policies:

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and including Amendment 1, 2020 (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.

This proposal is subject to Section 2.2.7 – Designated Greenfield Areas. The City of Kawartha Lakes 2011 Growth Management Strategy (GMS) requires that the lands in the Greenfield Area meet a density of not less than 40 residents and jobs per hectare, measured over the entire Greenfield Area.

The Growth Plan states that economic development and competitiveness will be promoted by integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

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

Provincial Policy Statement, 2020 (PPS):

The Provincial Policy Statement (PPS) 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 development 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'.

Planning for sewage, water, and stormwater shall be in accordance with Section 1.6.6 of the PPS. Section 1.6.6.1 provides that planning for sewage and water services shall:

- a) Accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services;
- b) Ensure that these systems are provided in a manner that can be sustained by the water resources on which they rely, prepare for the impacts of a changing climate, are feasible and financially viable, and protect human health and safety, and the natural environment.

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.

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).

The applicant has submitted the appropriate technical reports for consideration and review. Subject to confirmation from the relevant Departments and Agencies and 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. The Lindsay Secondary Plan (LSP) was adopted by Council in June 2017 and is currently under appeal to the Ontario Land Tribunal (the 'Tribunal').

Due to the appeals, the subject land remains under the jurisdiction of the Town of Lindsay Official Plan (Lindsay Official Plan), where the subject lands are designated 'Residential', 'Future Residential', 'General 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 Lindsay Official Plan. The proposal would amend Schedule 'JC2' of the Lindsay Official Plan by making the following schedule changes:

- Re-designate parts of the land from the 'Future Residential' designation to the 'Residential' designation; and
- Reconfigure the remaining land uses to correspond with the proposed Draft Plan of Subdivision.

The proposed Amendment will make the following policy amendments:

- Clarify that per Policies 2.7.5.2, 2.7.5.3 & 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 the JCCDP; and
- An amendment to permit Large Format Retail pursuant to Policy 4.3.5.1.

The 'Residential' designation will apply to the residential uses. A variety of low and medium density dwelling types are permitted in accordance with the following:

Low Density: Single or semi-detached dwellings; duplexes; low profile residential not exceeding 2.5 storeys; additional residential units. Maximum density of 25 dwelling units per hectare; and

Medium Density: Triplex, four-plex, townhouse dwellings; walk-up apartments; medium profile residential not exceeding 4 storeys; additional residential units. Maximum density of 62 dwelling units per hectare.

High Density Residential uses are not permitted in the JCCDP area and are not planned for this development.

The 'General Commercial' designation will apply to the commercial use in this development, as follows:

- Permitted uses are 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.

The road network shall be composed of collector and local roads. Five collector roads provide the major vehicle routes throughout the JCCDP Area. Only local roads shall be permitted to connect with the following existing local roads outside the JCCDP Area: Richard Avenue, David Drive, Sylvester Drive and Orchard Park Road. Sidewalks are to be provided on both sides of collector roads, and generally on at least one side of all local roads. Cycling facilities are also encouraged to connect the various neighbourhoods within and adjacent to the JCCDP Area.

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 (the 'By-law'). The 'FCD' zone only permits existing legal uses, agricultural uses, and public utility uses. The proposal would rezone all the lands to a mix of the 'Residential Two Special ** (R2-S**) Zone' (for single detached dwellings), 'Residential Three Special xx (R3-Sxx) Zone' (for single detached dwellings), 'Residential Three Special yy (R3-Syy) Zone' (for semi-detached dwellings), 'Residential Multiple One Special ** (RM1-S**) Zone' (for townhouse dwellings), 'Residential Multiple Two Special ** (RM2-S**) Zone' (for 'multiple attached' dwellings – townhouse units fronting on a private condominium road), 'General Commercial Special ** (GC-S**) Zone' (for commercial uses), 'Community Facility Special ** (CF-S**) Zone' (for an elementary school), 'Parks and Open Space (OS) Zone' (for parks, etc.), and a 'Parks and Open Space Special ** (OS-S**) Zone' (for stormwater management facilities) in By-law 2000-75.

The 'GC' zone includes the following uses:

- General Commercial Uses:
 - Automated teller/banking machines, beer, liquor or wine store, brew-your own establishment, building supply establishment, bus or taxi depot, eating establishment, fabric shop, garden and nursery sales and supply establishment, hardware store, home and auto supply store, home improvement store, hotel, marine and recreational vehicle sales and service establishment, motel, motor vehicle repair establishment, motor vehicle sales and service establishment, motor vehicle washing establishment, pet store, pet supply store, rental establishment, retail establishment that carries only furniture, appliances, home electronics, carpet, flooring and/or window coverings, service station, swimming pool or swimming pool supply store, tourist information centre and video rental and sales store.
- Convenience Commercial Uses:
 - The following additional uses are permitted provided that the total gross leasable floor area does not exceed 15% of the total gross leasable floor area of all buildings on the lot: Bake shop, convenience retail establishment with or without a gas bar, dry cleaning establishment, drug store, personal service establishment and pharmacy.

The zoning amendment also proposes to include an 'Airport Height Restriction' schedule affecting a portion of the lands.

Special (Exception) Zones:

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

Zone/General Provision Standard:	Parent zones:	Proposed 'Special' zones:
General Provision 5.2 c) – Lot Coverage for Accessory Buildings and Structures	R2, R3, RM1 and RM2 – Porches and/or decks covered by roof supported by posts extending one or more storeys shall be added to lot coverage of all main buildings	R22-S**, R3-Sxx, R3-Syy, RM1-S**, RM2-S** – Provision shall not apply to front or external side yard porches and/or decks covered by a roof
General Provision 5.12 (j)v. – Driveway Standards	R2, R3, RM1 and RM2 – No driveway permitted closer than 15 metres of a street intersection	R22-S**, R3-Sxx, R3-Syy, RM1-S**, RM2-S** – Provision shall not apply
General Provision 5.24 vi. – Permitted Projections	R2, R3 and RM1 – As written in the Lindsay By-law	R22-S**, R3-Sxx, R3-Syy, RM1-S** – Additional Projections: <ul style="list-style-type: none"> • A box or bay window project up to 0.6 metres into a front, rear, or exterior side yard setback; • A covered porch projects up to 1.8 metres into an exterior side yard; • Uncovered stairs associated with entry or covered porch may encroach up to 0.6 metres from front lot line; • Open terrace, deck or porch with a maximum height of 1.8 metres may extend not more than 3.7 metres into a rear yard setback; • Open terrace, deck or porch with a height

Zone/General Provision Standard:	Parent zones:	Proposed 'Special' zones:
		greater than 1.8 metres but less than 3.0 metres may extend not more than 2.5 metres into a rear yard setback
Minimum Front Yard Setback	R2, R3, RM1 – 7.5 metres	R2-S**, R3-Sxx, R3-Syy, RM1-S** – 4.0 metres to the main front wall and 6.0 metres to the garage
	RM2 – 7.5 metres	RM2-S** – 2.45 metres
Maximum Height	R2, R3, RM1 – 10.5 metres	R2-S**, R3-Sxx, R3-Syy, RM1-S** – 12 metres
	RM2 – 14.0 metres	RM2-S** – 14 metres Subject to a geodetic elevation maximum
Minimum Interior Side Yard Setback *Does not apply to common wall between units	R2 – 1.25 metres	R2-S** – 1.2 metres on one side and 0.6 metres on the other side
	R3 – 1.25 metres*	R3-Sxx – 1.2 metres on one side and 0.6 metres on the other side
		R3-Syy – 1.2 metres*
	RM1 – 3.5 metres*	RM1-S** – 1.2 metres*
	RM2 – 4.0 metres	RM2-S** – 3.0 metres
Minimum Exterior Side Yard Setback	RM1 – 4.0 metres	RM1-S** – 2.4 metres
	RM2 – 6.0 metres	RM2-S** – 1.25 metres
Minimum Rear Yard	RM2 – 9.0 metres	RM2-S** – 7.0 metres (Highway 35)
Maximum Lot Coverage for All Buildings	R2 – 35%	R2-S** – 55%
	R3 – 40%	R3-Sxx – 55%
		R3-Syy – 55%
	RM1 – 35% (townhouses)	RM1-S** – 60%
	RM2 – 30%	RM2-S** – Not Applicable

Zone/General Provision Standard:	Parent zones:	Proposed 'Special' zones:
Minimum Lot Frontage	R3 Interior – 10.0 metres R3 Corner – 12.0 metres	R3-Sxx Interior – 9.0 metres R3-Sxx Corner – 11.0 metres
		R3-Syy – 7.5 metres
Minimum Lot Area	R3 – 300 square metres	R3-Sxx – 270 square metres
		R3-Syy – 225 square metres
	RM1 – 185 square metres	RM1-S** – 180 square metres
Maximum Gross Floor Area as % Lot Area	R3 – 40%	R3-Sxx, R3-Syy – Not applicable
	RM1 – 55%	RM1-S** – Not applicable
	RM2 – 75%	RM2-S** – Not applicable
Minimum Landscape Area	RM2 – 35%	RM2-S** – Not applicable
Permitted Uses	OS As written in the Lindsay By-law	OS-S** – All permitted OS uses and a stormwater management pond
	CF As written in the Lindsay By-law	CF-S** – Only a Public School and accessory uses; and Uses permitted in the 'R3-Sxx' zone
	GC As written in the Lindsay By-law	GC-S** – All permitted GC uses, and also a Supermarket, a Financial Institution, a Medical Clinic, and a Drive Through associated with a permitted use
Minimum Setback to a property line adjacent to a Public Right of Way	GC – 15.0 metres Front, Exterior Side and Rear Yard, 4.5 metres Interior Side Yard	GC-S** – 0.0 metres

Zone/General Provision Standard:	Parent zones:	Proposed 'Special' zones:
Minimum Setback to a property line adjacent to Residential Zone or Open Space	GC – Not defined (see above setbacks)	GC-S** – 4.5 metres
Minimum Setback to all other property lines	GC – Not defined (see above setbacks)	GC-S** – 4.5 metres
Maximum Gross Leasable Floor Area of a Single Retail Commercial Use	GC – 3,000 square metres	GC-S** – Not Applicable
Maximum Height	GC – 10.5 metres	GC-S** – 10.5 metres Subject to a geodetic elevation maximum (including structures listed in Section 5.9)

The applicant has submitted the appropriate technical reports and background studies to demonstrate compliance with the Zoning By-laws. To date, a thorough and detailed review of these proposed standards have not been completed. It is anticipated that through the appropriate revisions 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.

Alignment to Strategic Priorities:

The Council Adopted Strategic Plan identifies these Strategic Priorities:

1. Healthy Environment
2. An Exceptional Quality of Life
3. A Vibrant and Growing Economy
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 a mixed use development to establish a 'complete community'; align with the 'Vibrant and Growing Economy' priority by attracting new businesses and expanding local employment opportunities with new commercial developments; and align with the 'Good Government' priority by encouraging expansion of demanded community infrastructure, such as trails and schools.

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 Tribunal. In the event of an appeal, there would be costs, some of which may be recovered from the applicant.

Servicing Comments:

The property is currently not serviced. Full urban municipal services, including water, sanitary sewer and storm sewer are proposed to service the development.

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 2 signs were posted on the property. As of June 23, 2022, we have received the following comments:

Public Comments:

A number of residents living in the subdivision to the east (Richard Avenue and David Drive) have indicated they object to the connection of either road for the following reasons:

- Protection of privacy;
- Noise and safety impact due to increased traffic; and
- Aging municipal infrastructure in the existing subdivision with a lack of curbs and sidewalks.

Agency Review Comments:

April 28, 2022

Canada Post advised no comments at this time, and advised they will comment on delivery when the Comprehensive Utility Plans/Site Plans are available.

April 29, 2022	Bell Canada advised they have no objections to the applications, subject to conditions of draft plan approval.
May 5, 2022	The Human Services Department provided a list of considerations for affordable housing programs.
May 12, 2022	The Building Division has no comments/concerns with the applications.
June 13, 2022	Enbridge Gas Inc. advised they have no objections to the applications, subject to conditions of draft plan approval.
June 17, 2022	Hydro One's Land Use Planning Division advised they have no comments or concerns at this time, based on a preliminary review of Hydro One's High Voltage Facilities and Corridors only.
June 20, 2022	Curve Lake First Nation provided a letter acknowledging receipt of the circulation; identifying that a Special Consultation Framework may be required for this project; and requesting a File Fee. They also request to be engaged at Stage 1 of an archaeological assessment to include Indigenous Knowledge of the land in the process.
June 23, 2022	Nexicom advised they have no concerns, subject to conditions of draft plan approval.
June 23, 2022	The Kawartha Pine Ridge District Health Unit provided comments and recommendations related to Active Transportation (AT) routes and infrastructure for the Tribute North and South developments.
June 23, 2022	The Engineering and Corporate Assets Department, the Ministry of Transportation Ontario (MTO) and Kawartha Conservation have all advised that comments will be forthcoming upon completion of their respective reviews.

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. Staff recommends that the applications be referred back to staff until such time as all comments and concerns have been 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 City, agency and public 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 email or call Ian Walker, Planning Officer – Large Developments, iwalker@kawarthalakes.ca or (705) 324-9411 extension 1368.

Appendix A – Location Map



PLAN2022-037
Appendix A.pdf

Appendix B – Proposed Master Plan, dated March 1, 2022



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Appendix B.pdf

Appendix C – Proposed Draft Plan of Subdivision, dated March 8, 2022



PLAN2022-037
Appendix C.pdf

Appendix D – Tribute South Phasing Plan, dated March 1, 2022



PLAN2022-037
Appendix D.pdf

Department Head email:	rholy@kawarthalakes.ca
Department Head:	Richard Holy, Director of Development Services
Department File:	D01-2022-004, D06-2022-012 & D05-2022-002