



Planning Advisory Committee Report

Report Number:	PLAN2026-023
Meeting Date:	April 8, 2026
Title:	Application to Amend the City of Kawartha Lakes Official Plan (Lindsay Secondary Plan) and Town of Lindsay Zoning By-law 2000-75 with Redline revision to Draft Approved Plan of Subdivision at Tribute South Lands, Part Lots 23 and 24 Concession 4, Former Town of Lindsay – Tribute (Lindsay 1) Limited
Description:	Application to update the subdivision lot fabric, road layout and reduce residential units from 1,011 to 987, to facilitate the consolidation and expansion of commercial uses, D01-2025-002, D06-2025-011, and D05-2025-003
Type of Report:	Regular Report
Author and Title:	Ben Dunlop, Planner, Dillon Consulting Limited (on behalf of the City of Kawartha Lakes)

Recommendations:

That Report PLAN2026-023, **Application to Amend the City of Kawartha Lakes Official Plan (Lindsay Secondary Plan) and Town of Lindsay Zoning By-law 2000-75 with Redline revision to Draft Approved Plan of Subdivision at Tribute South Lands, Part Lots 23 and 24 Concession 4, Former Town of Lindsay – Tribute (Lindsay 1) Limited** be received;

That an Official Plan Amendment respecting application D01-2025-003, substantially in the form attached as Appendix E to Report PLAN2026-023, be approved and adopted by Council;

Department Head: _____

Legal/Other: _____

Chief Administrative Officer: _____

Amend the Official Plan (Lindsay Secondary Plan) and Town of Lindsay Zoning By-law 2000-75 with Redline revision to Draft Approved Plan of Subdivision at Tribute South Lands, Part Lots 23 and 24 Concession 4, Former Town of Lindsay – Tribute (Lindsay 1) Limited

That a Zoning By-law Amendment respecting application D06-2025-011, substantially in the form attached as Appendix D to Report PLAN2026-023, be approved and adopted by Council;

That a Redline Revision to Draft Approved Plan of Subdivision and revised conditions of Draft Approval respecting application D05-2025-003, substantially in the form attached as Appendix C to Report PLAN2026-023, be approved and adopted by Council; and

That the Mayor and Clerk be authorized to execute the documents required by the approval of these applications.

Background:

Owner:	Tribute (Lindsay 1) Limited c/o Jeff Solly
Applicant:	The Biglieri Group c/o Michael Testaguzza
Property Description¹:	Legal Description: Part Lots 23 & 24 Concession 4, Former Town of Lindsay ARN#: 165101000388611
Official Plan:	'Urban Settlement Area' in Schedule 'A-3' of the City of Kawartha Lakes Official Plan; 'Residential'; 'Parks and Open Space'; 'Institution and Community Facilities'; and General Commercial in Schedule 'F-1' in the Lindsay Secondary Plan
Zoning By-law:	'Residential Two Special 39 (R2-S39) Zone', 'Residential Three Special 24 (R3-S24) Zone', 'Residential Three Special 25 (R3-S25) Zone', 'Residential Multiple One Special 26 (RM1-S26) Zone', 'Residential Multiple One Special 27 (RM 1-527) Zone', 'Residential Multiple Two Special 25 (RM2-S25)Zone', 'Community Facility Special 9 (CF-S9) Zone', 'Community Facility (CF) Zone', 'Parks and Open Space (OS) Zone', 'Parks and Open Space Special 9 (OS-S9) Zone', and 'General Commercial Special 14 (GC-14)Zone' on Schedule 'A' of the Town of Lindsay Zoning By-law Number 2000-75
Lot Area:	73.57 ha. (181.79 acres)
Servicing:	Municipal Water; Sanitary Sewers; and Storm sewers
Access:	Provincial: Highway 35
Existing Uses:	Future Development Lands

¹ See Schedule A – Site Mapping

Adjacent Uses:	<p>North: Future Development - Tribute North</p> <p>East: Low Density Residential; Angeline Street North</p> <p>South: Low and Medium Density Residential; Sugarwood Subdivision); Colborne Street West</p> <p>West: Highway 35; Kawartha Lakes Municipal Airport; Agricultural</p>
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Rationale:

The Applicant is proposing to revise a previously approved Plan of Subdivision for the Tribute South Lands in Lindsay (the “Subject Lands”). The proposal reconfigures the lot pattern within the subdivision, the road layout, and results in a reduction in residential units from up to 1,011 to 987, in order to reconfigure the commercial blocks to facilitate the development of a department store within a commercial centre. The current configuration of the subdivision, including the lot pattern, land use designations, and zoning were established by previous approvals in 2023 (File Numbers D01-2022-004, D06-2022-012, and D05-2022-002 (16T-22502)). Both an Official Plan Amendment and Zoning By-law Amendment are required alongside the redline revision to facilitate the proposal.

Since the approval of the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications on the Subject Lands in 2023, the applicant has entered into an agreement of purchase and sale with a commercial developer to facilitate commercial development within the Subject Lands. The proposed lotting revisions to the 2023 Draft Plan of Subdivision (DPoS) and associated Official Plan amendment (OPA) and Zoning By-law amendment (ZBA) are proposed in response to the requirements of the commercial developer. The commercial land area within the Draft Plan of Subdivision will be consolidated into one block on the south side of Sylvester Drive and increase from 4.18 hectares to 6.54 hectares.

In addition to a revision to the lotting of the subdivision, amendments to the Zoning By-law are proposed in order to facilitate the type of large-scale department store-anchored commercial centre development being proposed. Mapping amendments reflect the proposed lotting changes of the DPoS revision. Textual amendments to the Zoning By-law will permit a broader range of commercial uses within the new

consolidated commercial block, simplify performance standards, and modify stormwater management facility setbacks and structure height limits.

A related Site Plan Approval (SPA) application was submitted concurrently to the second submission of materials for this report. Details from the concurrent SPA application were used to establish and clarify necessary ZBA criteria for the new commercial block, including internal site layout, building locations, facilities for parking, stormwater management, landscaping, and lighting. Further, the concurrent SPA application has been used by reviewing agencies to evaluate intersection design for the subdivision, and future Site Plan Approval conditions will secure as-needed intersection upgrades based on trip generation.

The proposed applications will secure required entitlements to help attract commercial tenants for the proposed development to serve the subdivision and surrounding area. Appropriate standards of housing, complete communities, community facilities and services, and employment opportunities established through the original approval of the subdivision are maintained or enhanced by the subject applications. The proposed redline revisions to consolidate the commercial centre and the associated OPA and ZBA to facilitate the commercial development are consistent with the provincial and municipal planning policy frameworks.

Policy Conformity:

Provincial Planning Statement 2024 (PPS 2024)

The PPS 2024 provides a policy framework for land use planning within the Province of Ontario. The Subject Lands are located within the designated Settlement Area of the Town of Lindsay and have been evaluated against the applicable policies of the PPS 2024.

The applications are consistent with PPS 2024 Policy 2.1.6, which requires planning authorities to support the development of complete communities by accommodating an appropriate range and mix of land uses. The previously-approved applications for OPA, ZBA, and DPoS established an appropriate mix of land uses including commercial, institutional, and a range of residential formats in support of the creation of a complete community. The revision to the DPoS and associated OPA and ZBA applications maintain the intent of the original approvals by continuing to provide a range of housing

options within the Subject Lands, while refining policy and regulations to expand the range of commercial uses.

The residential component of the subdivision in the Subject Lands demonstrates a range and mix of housing options and densities, in response to projected market-based and affordable housing needs within the municipality. The proposal is consistent with the housing policies under Sections 2.2.1(b)(1). and 2.2.1(c) of the PPS 2024 by maintaining a significant supply of housing options that meet demographic needs and promote densities that efficiently use land and resources. Additionally, by directing growth to an existing settlement area, the development aligns with the primary growth directive established in Section 2.3.1. It further satisfies Sections 2.3.2(a) through (d) by delivering a well-organized mix of commercial and residential uses at appropriate densities that optimize planned infrastructure, support active transportation, and promote transit usage.

The proposal promotes economic development and competitiveness in accordance with Section 2.8 and 2.8.1 of the PPS 2024 by consolidating commercial blocks and introducing new retail uses. By locating a significant housing supply in close proximity to large-format retail, the development provides an appropriate mix of broader mixed uses to meet long-term needs as required by Section 2.8.1(a). Further, the development improves a suitable site for employment-generating activity, providing opportunities for a diversified economic base, consistent with Section 2.8.1(b).

The proposal protects the long-term operation of the Kawartha Lakes Municipal Airport and appropriately buffers sensitive land uses in accordance with Sections 3.4.1(a) and b) of the PPS 2024 by implementing the mitigation recommendations included in the updated Environmental Noise Assessment (last revised in March 2026). The redesignation of the former commercial lands to new residential blocks occurs strictly within the Noise Exposure Forecast / Noise Exposure Prediction (NEF/NEP) 25 to 30 contours, ensuring no new residential development is introduced above the critical 30 NEF/NEP threshold. Consistent with Section 3.4.2.b), the reconfiguration of previously approved residential lands reduces the overall number of units located within the NEF 30 contour, demonstrating no negative impacts on the airport's long-term function. Section 3.4.2(c) prohibits land uses which may cause a potential aviation safety hazard. The revised 2025 Environmental Noise Assessment concludes that its recommended noise abatement features achieve acceptable sounds levels to the City of Kawartha Lakes and the Ministry of Environment, Conservation, and Parks. The proposal is also

consistent with Section 3.5 as it relates to land use compatibility, as the suggested measures outlined in YCA Engineering's Environmental Noise Assessment are expected to minimize and mitigate adverse effects from noise.

As detailed in the June 2025 Functional Servicing Report (FSR) prepared by Counterpoint Engineering, the proposal is consistent with Section 3.6.1 of the PPS 2024 by integrating servicing and land use considerations to efficiently accommodate forecasted growth while protecting water resources. The FSR confirms the development's alignment with Section 3.6.2 by relying on municipal sewage and water services. The proposal satisfied the comprehensive stormwater management directives of Section 3.6.8 by integrating stormwater planning with water and wastewater services over their full life cycle. Counterpoint Engineering concludes that the existing adjacent infrastructure and proposed servicing scheme can support the proposed DPoS amendment and meet the engineering requirements of the City, Kawartha Conservation, and the Ministry of Transportation.

The proposed redline revisions to the approved DPoS and associated OPA and ZBA applications are consistent with the policies of the PPS 2024 as they facilitate an appropriate mix of land use while broadening the diversity of commercial uses and maintaining the established diversity in dwelling typologies. The proposed levels of growth and development have been shown to be consistent with planned infrastructure investment.

City of Kawartha Lakes Official Plan, 2012 (CKLOP)

The proposal includes a reduction in the maximum number of housing units to be provided on the Subject Lands from 1,011 to 987 units in order to facilitate the proposed expansion of the commercial block.

The proposed revised lot pattern of the subdivision continues to offer the same range of residential lots, ranging from townhouse units with a frontage of 6.1 metres to single detached units with a frontage of 15.2 metres. The proposed provision of parkland and school sites remains unchanged. The amount of parks and recreation and educational facilities is appropriate for the proposed residential density.

The proposed revision to the DPoS and associated OPA and ZBA applications generally conform to the commercial development goals of the Official Plan by expanding and consolidating the commercial land supply to better serve resident needs. Specifically,

the revised DPoS increases the area of lands designated General Commercial by 2.36 hectares compared to the previous approval, thereby fulfilling the objective to provide an adequate supply of land for commerce given in section 6.2(b) of the CKLOP. The concurrent ZBA introduces a wider range of permitted uses, achieving the proactive and flexible land use policy objectives mandated by section 6.2(a) of the CKLOP. The Retail Market Analysis prepared by Parcel Economics submitted in June 2025 confirmed the expansion responds to a demonstrated market need without negatively impacting existing trade areas.

The proposal conforms to the Urban Settlement policies outlined in Section 18 of the Official Plan by continuing to facilitate orderly development with an appropriate mix of land uses within the settlement area. The revised lot configuration on the north side of Sylvester Drive provides a range of housing unit types including single and semi-detached and townhouse dwelling units.

The proposal efficiently accommodates growth by utilizing full municipal systems through the expansion of existing water and wastewater infrastructure, satisfying Goal 28.1 and Section 28.4.1 of the Official Plan.

The proposed development achieves the safe and efficient transportation objectives of Goals 28.1 and Section 28.6.3 by relying on a local road network that possesses adequate capacity to handle anticipated traffic without requiring significant municipal road improvements, as confirmed by the Transportation Impact Study prepared by Dillon Consulting, dated July 2025, and confirmed by peer reviewer R.J. Burnside together with the City's Traffic Management on March 11, 2026. The revised DPoS protects the long-term viability of the Provincial Highway System, mandated by Section 28.7.5, by directing access for the proposed commercial Block 66 strictly through the local road network and shifting this access further east from Highway 35. The submitted technical reports have undergone standard review by the Ministry of Transportation to secure all necessary approvals and permits prior to construction, in conformance with Policy 28.7.3.

The portion of the Subject Lands which are proposed to be redesignated are currently designated Residential and General Commercial in the Lindsay Secondary Plan. The proposed development conforms to the residential land use policies of Section 31.2.3 and 31.2.3.1 of the CLKOP by maintaining the Residential land use designation throughout the subject lands, permitting the variety of permitted dwelling types as required by Section 31.2.3.1.1, consistent with the previous approvals. The proposed

zoning provisions are maintained without textual amendments, thereby staying in compliance with the built form, height, and unit-per-hectare targets mandated for low-density uses under Section 31.2.3.1.2.1 and medium-density uses under Section 31.2.3.1.2.2 of the CKLOP.

The proposed development conforms to the General Commercial policies of the Lindsay Secondary Plan (Section 31.2.3.2) by appropriately locating a Department Store, which functions as a Large Format Retail use on a highly visible and accessible site as permitted under Sections 31.2.3.2.4.1 and 31.2.3.2.4.2. Consistent with the urban design directives of Section 31.2.3.2.4.4, the proposal successfully consolidates commercial lands into a centralized node, utilizes public right-of-way for residential buffering, and strategically orientates building entrances and driveways to ensure safe, signalized access and street framing. Because a portion of the Subject Lands are already designated General Commercial (and being expanded) and the principle of Large Format Retail (exceeding 3,000 square metres) was established through previous approvals, the application is exempt from the strict market impact and new-use justification tests outlined in Sections 31.2.3.2.4.5 and 31.2.3.2.4.6. As required by Section 31.2.3.2.4.7, a comprehensive Traffic Impact Study has been submitted and peer-reviewed to validate the proposed access configuration and network capacity. The applicant has communicated the benefit of a bolstered and consolidated commercial block and the maintenance of established residential diversity to the community; that notwithstanding, staff encourage the developer to consider how subsequent subdivision phases can compensate for the reduction in residential units. In conclusion, the proposal amendments are consistent with the policies of the Official Plan and Lindsay Secondary Plan.

Town of Lindsay Zoning By-law 2000-75

The existing zoning of the Subject Lands reflects the intent of the previous approvals to permit commercial uses on the former blocks 55 and 56; those permissions were brought about by way of By-law 2023-108. The site-specific GC-S14 Zone added certain permitted uses but does not permit the uses now envisioned by the new applications.

Proposed amendments to the GC-S14 Zone include mapping changes to reflect the new consolidated commercial Block 66, the broadening of permitted commercial uses that reflects the intent of the applicant's commercial developer partner, and revised

performance standards that are tailored to the proposed commercial development which is being refined concurrently through detailed Site Plan design.

Mapping Changes

The limits of the GC-S14 Zone on Schedule 'A' of By-law 2000-75 require amendment to reflect the lot fabric of the revised DPoS. The resulting consolidation of commercial uses on the site of the commercial centre in Block 66 is consistent with the proposed OP amendments.

Broadening Commercial Use Permissions

The intent of adding permitted uses is to facilitate the commercial development in line with the requirements of the commercial developer with which the applicant has partnered. Additional uses include expanded and/or more permissive definitions of permitted uses. For department stores, textual amendments will also allow any other permitted use to exist within the department store, such as a pharmacy, personal service establishment, or a travel agency.

The applicant has proposed that site-specific custom definitions be applied to the new uses; these definitions are intended to reflect the specific needs of the commercial development being contemplated, which are not otherwise compatible with the existing definitions of the Zoning By-law. The applicant also requested an exemption from Provision 16.1 of the Zoning By-law, which limits convenience commercial uses to 15% of the gross leasable area of a lot. Together, the broadened commercial use permissions allow for more flexible use permissions on the commercially designated lands.

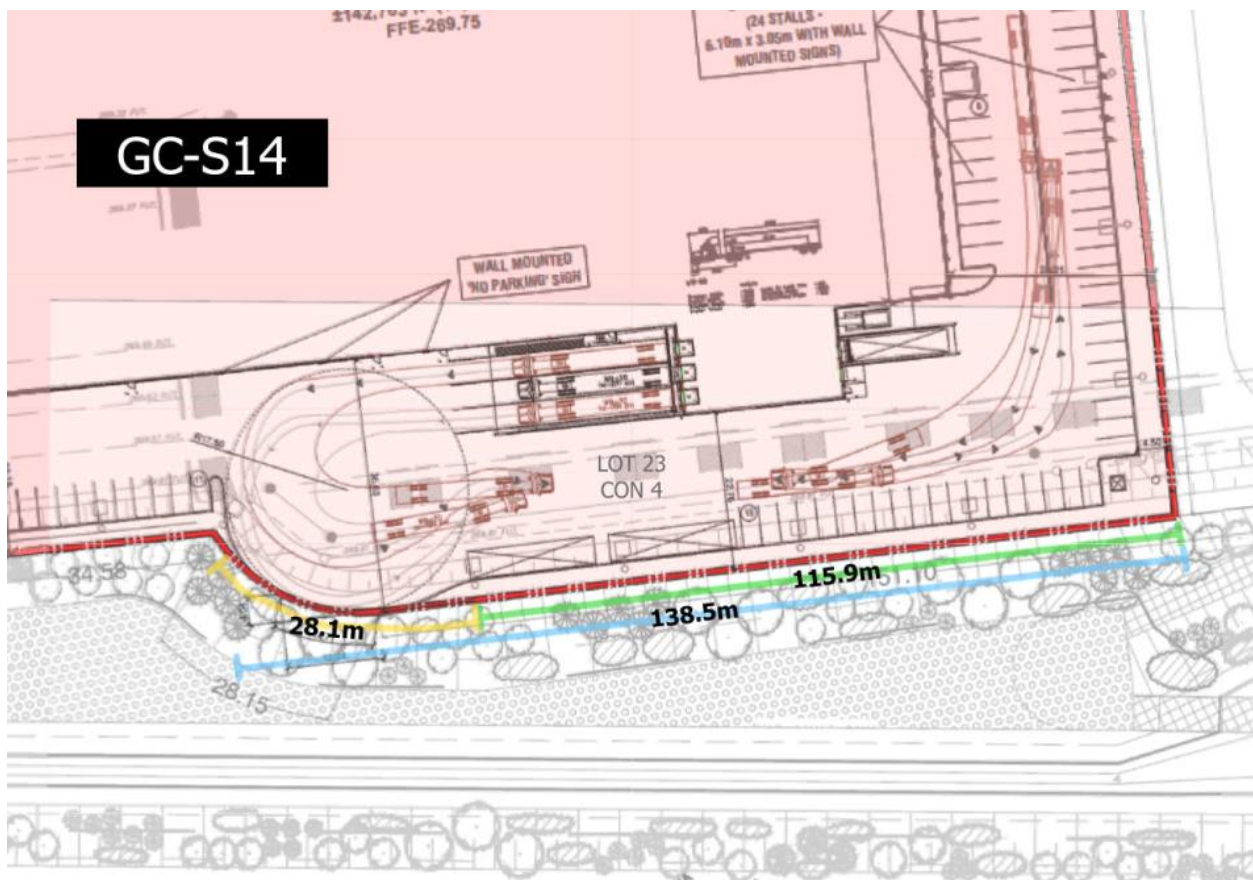
Revising Performance Standards

The applicant has proposed a simplified commercial parking rate of 3.0 spaces per 100 square metres of GFA to streamline compliance review, given the number of proposed commercial uses which traditionally carry specific parking rates. The comprehensive parking rate was validated as part of the Traffic Impact Study submitted in support of the applications.

Through the concurrent SPA application, specific requirements of commercial tenants were identified which triggered requests for additional relief from certain site development regulations applied under the parent commercial zone (GC-S14). The

applicant has requested exemption from requirements to provide a landscaped strip along a portion of the southern lot line of Block 66, adjacent to a truck turnaround circle (as shown in Figure 1). This request was driven by the operational requirements of the commercial tenant, which mandate increased space to accommodate a larger turn radius for trucks in a loading zone; the larger turn radius overlaps land which would otherwise need to be provided as landscaped buffer. The applicant has also requested the reduction of the minimum loading space width from 4.0 metres to 3.35 metres, and a reduced minimum setback of 1.0 metres between a water chamber structure and any lot line.

Figure 1: Visual Aid to Zoning By-law Amendment showing truck turning area



Residential Zoning

No textual changes are proposed to the in-force residential Zones in the Subject Lands. In the blocks being re-zoned from commercial (GC-S14) to residential, the RM1-S27 Zone is proposed for most blocks, while the R3S-24 Zone is proposed for blocks which

front onto the collector roads of Sylvester Drive and McKay Avenue. The provisions included in the R3-S24 Zone serve to limit the number of new driveways onto collector roads.

The proposed ZBA meets the general intent and purpose of the Town of Lindsay Zoning By-law 2000-75 by appropriately applying established regulatory categories to the revised DPoS lot fabric. By extending previously approved Zones (RM1-S27 and R3-S24) to the reconfigured residential blocks, the amendment ensures the resulting built form will remain compatible with the density, height, and development regulations previously established by Zoning By-law 2023-108. By expanding the GC-S14 Zone boundary and modifying its text explicitly to permit a department store and establish a harmonized parking rate, the proposal supports the intent of parent By-law's General Commercial (GC) Zone, which is to accommodate a broad, viable range of retail establishments serving the wider community. Consequently, the proposed changes represent context-sensitive performance standards that facilitate orderly, planned development without compromising the integrity of the Zoning By-law.

Other Alternatives Considered:

Planning staff and representatives from other City Departments and agency partners attended regular, recurring roundtable meetings with the applicant and their consultants to refine details of the applications. This included working through iterations and variations of design, and the discussion of policy, including the design of an exemption of a landscaped buffer for a section of the southern lot line of the commercial block. The finalized application is recommended for approval.

Alignment to Strategic Priorities:

The four strategic priorities identified in the 2024-2027 Kawartha Lakes Strategic Plan are as follows:

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

The proposed development aligns with the strategic priorities for a "Healthy Environment" and "An Exceptional Quality of Life" by implementing a highly walkable, modified-grid street network that promotes active transportation and minimizes vehicle reliance. Furthermore, the proposed development includes a diverse mix of housing options—including townhouses and single-detached dwellings—integrated with dedicated parkland, open spaces, and comprehensive stormwater management systems.

In support of a "Vibrant and Growing Economy", the application significantly expands the commercial land supply to 6.54 hectares, facilitating Large Format Retail uses that capture regional market demand and generate employment.

Lastly, the proposal supports the strategic priority of "Good Government" by aligning the development pattern with existing and planned municipal water and wastewater infrastructure and provincial and municipal transportation networks.

Financial/Operation Impacts:

There are no financial considerations unless Council's decision is appealed to the Ontario Land Tribunal. In the event of an appeal, there would be costs, some of which may be recovered from the applicant.

Consultations:

The Planning Division received the application submission package on August 10, 2025, which included the following reports and plans in support of the application:

- Application Cover Letter, prepared by Tribute Communities, dated July 28, 2025
- Application Forms, prepared by The Biglieri Group, dated June 12, 2025
- Planning Rationale Report (update), prepared by The Biglieri Group, dated July 2025
- Draft Plan of Subdivision, prepared by The Biglieri Group, dated June 16, 2025
- Master Phasing Plan (update), prepared by The Biglieri Group, dated June 10, 2025
- Retail Market Analysis Study (update), prepared by Parcel Economics Inc., dated June 23, 2025
- Traffic Impact Study Report (update), prepared by Dillon Consulting Limited, dated July 2025
- Traffic Impact Study Appendix (update), prepared by Dillon Consulting Limited, dated July 2025

- A Functional Servicing Study (update), prepared by Dillon Consulting Limited., dated July 2025
- Commercial Site Plan, prepared by Petroff Partnership Architects, dated April 30, 2025
- Urban Design Brief (update), prepared by MBTW Group, dated June 2025
- Environmental Noise Assessment (update), prepared by YCA Engineering Limited, dated July 2025
- Draft Official Plan Amendment, prepared by The Biglieri Group, dated July 2, 2025
- Draft Zoning By-law Amendment, prepared by prepared by The Biglieri Group, dated July 2, 2025

Staff deemed the application 'complete' under the requirements of the Planning Act on August 21, 2025 and initiated Agency consultation on August 21, 2025. The requested review period of the application submission package ended on September 23, 2025. In addition to the review conducted by the applicable City agencies, peer review of the Traffic Impact Study was conducted by R.J. Burnside Inc. The public was notified of the application through circulation of the Notice of Public Meeting on September 17, 2025.

At the Planning Advisory Committee Meeting of October 8, 2025, Staff recommended that the applications be received for information so that a subsequent staff report could come forward with a final recommendation from staff. This report addresses that direction.

The applicant and City staff collaborated to address the deficiencies noted in the initial application. The Planning Division received a second submission package in support of the application on January 14, 2026, which contained materials and plans updated to address issues raised and comments received during the review period of the first submission, including:

- Planning Rationale Report (Addendum), prepared by the Biglieri Group, dated January 6, 2026
- Draft Plan of Subdivision, prepared by the Biglieri Group, revised October 15, 2025
- Traffic Impact Study (Updated), prepared by Counterpoint Land Development, dated January 2026
- Traffic Impact Study Appendices, prepared by Counterpoint Land Development
- Functional Servicing Report (Updated), prepared by Counterpoint Engineering, dated December 2025

- MTO Comment Response Letter, prepared by Counterpoint Land Development, dated October 28, 2025
- Comment Response Matrix, prepared by the Biglieri Group, dated October 15, 2025
- Draft Official Plan Amendment, prepared by the Biglieri Group
- Draft Zoning By-law Amendment, prepared by the Biglieri Group

Staff re-circulated the new documents for Agency consultation on January 14, 2026. All of the reports and plans submitted have been circulated to the applicable agencies and City Departments for review and comment.

The following comments were provided by agencies during the consultation period:

Planning

Planning worked together with the applicant to develop the necessary amendments to the revised conditions of Draft Approval that reflect the redline revisions to subdivision lotting and secure the future completion of outstanding deliverables. Conditions of Draft Approval were created to require the future submission of revised studies including the Environmental Noise Assessment before a subdivision agreement is finalized.

Planning – Policy

Policy Planning staff comments on the first submission focused on ensuring strict alignment of the proposed development with the urban design, transportation, housing, and sustainability directives of the CKLOP. Specifically, staff required technical mapping corrections to land use designations, justification for commercial building placement and medium-density built forms, and the submission of a Retail Market Analysis to support the proposed Large Format Retail uses. Staff evaluated the proposal's active transportation and transit-supportive infrastructure and sought confirmation that the subdivision layout adequately incorporates sustainable development criteria and appropriate streetscape features.

OPA mapping was updated to accurately reflect the naming conventions and spatial extent of the new designations required by the Lindsay Secondary Plan. With regard to commercial building placement, the applicant advised that the siting of smaller buildings is best addressed through the detailed Site Plan process. The road network design was confirmed to rely on the City's 5-metre pavement width standards for collector roads. Active transportation is accommodated through multi-use paths and sidewalks on

collector roads, and single-sided sidewalks on local roads, maintaining previous approvals. A key multi-use path on Street A establishes an active transportation loop linking future trail networks. An updated map was provided demonstrating that 80% of new residential units are situated within 400 metres of planned arterial or collector roads capable of accommodating future transit routes.

Human Services – Affordable Housing

A breakdown of affordable housing units under Section 4.1 of the Development Charges 1997 (“The DC Act”) was requested to facilitate Development Charge exemptions for any units intended to meet the PPS 2024 definition of “affordable”, in order to determine the scope of an Affordable Housing Agreement.

The applicant did not propose any of the residential offerings be dedicated as affordable under the provincial definition in order to receive exemptions. The housing typologies proposed (ranging from detached dwellings to townhouses) do not meet exemption requirements, although Additional Residential Units (ARUs), which would qualify for the exemptions, are permitted as-of-right in all zones where single detached, semi-detached, or townhouse dwellings are permitted.

Development Engineering

The Development Engineering department focused on three technical requirements in their comments on the first submission: implementing access control along the commercial block, securing proper maintenance access and fencing for the stormwater management facility, and accurately tracking servicing capacity through updated unit counts. The applicant has submitted revised materials, including an updated Draft Plan and tracking sheet to address these municipal standards. Development Engineering collaborated with the TIS peer reviewer to evaluate and comment on the updated document.

Kawartha Conservation

Kawartha Conservation reviewed and provided comments and updated conditions for Draft Plan Approval. KRCA issued 14 technical comments on stormwater management, water balance and erosion control following the first submission in 2025. In a clearance letter dated January 30, 2026, 12 of the 14 comments were confirmed to have been

fully addressed. The remaining two items were deferred to the detailed design stage. A concurrent letter from KRCA established 9 technical conditions for Draft Plan Approval.

Enbridge Gas

Enbridge Gas had no objections to the proposed OPA, ZBA and DPoS revisions across both the first and second submissions. Their primary requirement is that the owner provides all necessary easement and agreements for local gas services at no cost to the utility provider to support the subdivision.

Alderville First Nation

Alderville First Nation (AFN) requested and received the Archaeological Assessment and related clearance documentation from the Ministry of Citizenship and Multiculturalism from the applicant. AFN expect to be engaged on any fieldwork.

Mississaugas of Scugog Island First Nation

The Mississaugas of Scugog Island First Nation (MSIFN) requested field verification of a potential wetland located north of Hennessey Crescent, emphasizing that any impacts must be restored or compensated. Furthermore, MSIFN recommended prioritizing natural spaces and extending the proposed multi-use active transportation paths further west to connect with the commercial block. Lastly, MSIFN requested to review the future landscape plan and species planting list. The applicant acknowledged these comments and committed to providing the requested landscaping details during the detailed landscape design phase.

Haliburton Kawartha Pine Ridge District Health Unit

The Haliburton Kawartha Pine Ridge District Health Unit recommended enhancing the commercial site plan to prioritize active transportation, pedestrian safety, and accessibility. Specifically, they requested the integration of central landscaped pedestrian walkways to break up the parking lot and reduce urban heat island effects, the provision of distributed and sheltered bicycle parking, and an increase in accessible parking spaces beyond the minimum requirements to support an aging demographic. The applicant acknowledged these comments and forwarded them to the commercial developer. However, the applicant noted that these detailed micro-design elements are

more appropriately addressed during the subsequent Site Plan Approval process rather than being resolved through the current OPA, ZBA, and DPoS applications.

NAV Canada

NAV Canada requested site plans and architectural drawings showing the height of the proposed buildings. The applicant worked together with their commercial developer partner to provide the architectural drawings set that was submitted in support of the associated SPA application.

Ministry of Transportation

The Ministry of Transportation (MTO) reviewed the first and second submissions for the proposed development, focusing on protecting the operational integrity and future widening of Highway 35. Following an iterative review process and applicant responses, the MTO established updated Draft Plan conditions, and the City's Traffic Management division formally accepted the transportation strategy.

Conclusion:

The proposed Official Plan Amendment, Zoning By-law Amendment, and redlined Draft Plan of Subdivision represent good land use planning and are in the public interest. The application is consistent with the Provincial Planning Statement, 2024 by optimizing planned infrastructure, delivering a diverse mix of housing options (including medium-density townhouses and Additional Residential Units), and promoting economic competitiveness through a consolidated commercial node. Furthermore, the proposal conforms to the City of Kawartha Lakes Official Plan and the Lindsay Secondary Plan by establishing an appropriate, compatible distribution of General Commercial and Residential land uses that integrate active transportation networks, public open spaces, and demonstrated market demand. Finally, the proposed Zoning By-law Amendment satisfies the general intent of the Town of Lindsay Zoning By-law 2000-75 by applying established, site-specific regulatory categories to the revised draft plan fabric, thereby maintaining previously approved residential development standards and introducing context-appropriate commercial provisions.

All technical and agency comments received during the consultation period have been adequately addressed and all statutory and technical requirements have been satisfied. The applicant has demonstrated sufficient municipal water, wastewater, and

stormwater capacity, safe and efficient transportation access without adverse impacts to the Provincial highway system, and appropriate acoustic mitigation measures to ensure compatibility with the Kawartha Lakes Municipal Airport. Given that the detailed design elements of the commercial block will be appropriately regulated through the subsequent Site Plan Control process, Planning Staff recommend approval of the DPoS, OPA and ZBA applications.

Staff respectfully recommends that the Official Plan Amendment, Zoning By-law Amendment, and Redline Revision to Draft Plan of Subdivision including updated conditions of draft approval respecting applications D01-2025-002, D06-2025-011, and D05-2025-003, substantially in the form attached as Appendices C, D, and E, to Report PLAN2026-023, be approved and adopted by Council.

The following attached documents may include scanned images of appendices, maps, and photographs. If you require an alternative format, please email Ben Dunlop at dillonplanning@kawarthalakes.ca.

Attachments:

Appendix A – Location Map (see below)

Appendix B – Aerial Map (see below)

Appendix C – Revised Draft Plan of Subdivision (see below)

Appendix D – Draft Zoning By-law Amendment & Schedule



PAC2026-023 -
Highway 35 & Sylves

Appendix E – Draft Official Plan Amendment



PAC2025-023 -
Highway 35 & Sylves

Appendix F – Draft Conditions of Approval

Amend the Official Plan (Lindsay Secondary Plan) and Town of Lindsay Zoning By-law
2000-75 with Redline revision to Draft Approved Plan of Subdivision at Tribute South
Lands, Part Lots 23 and 24 Concession 4, Former Town of Lindsay – Tribute (Lindsay 1)
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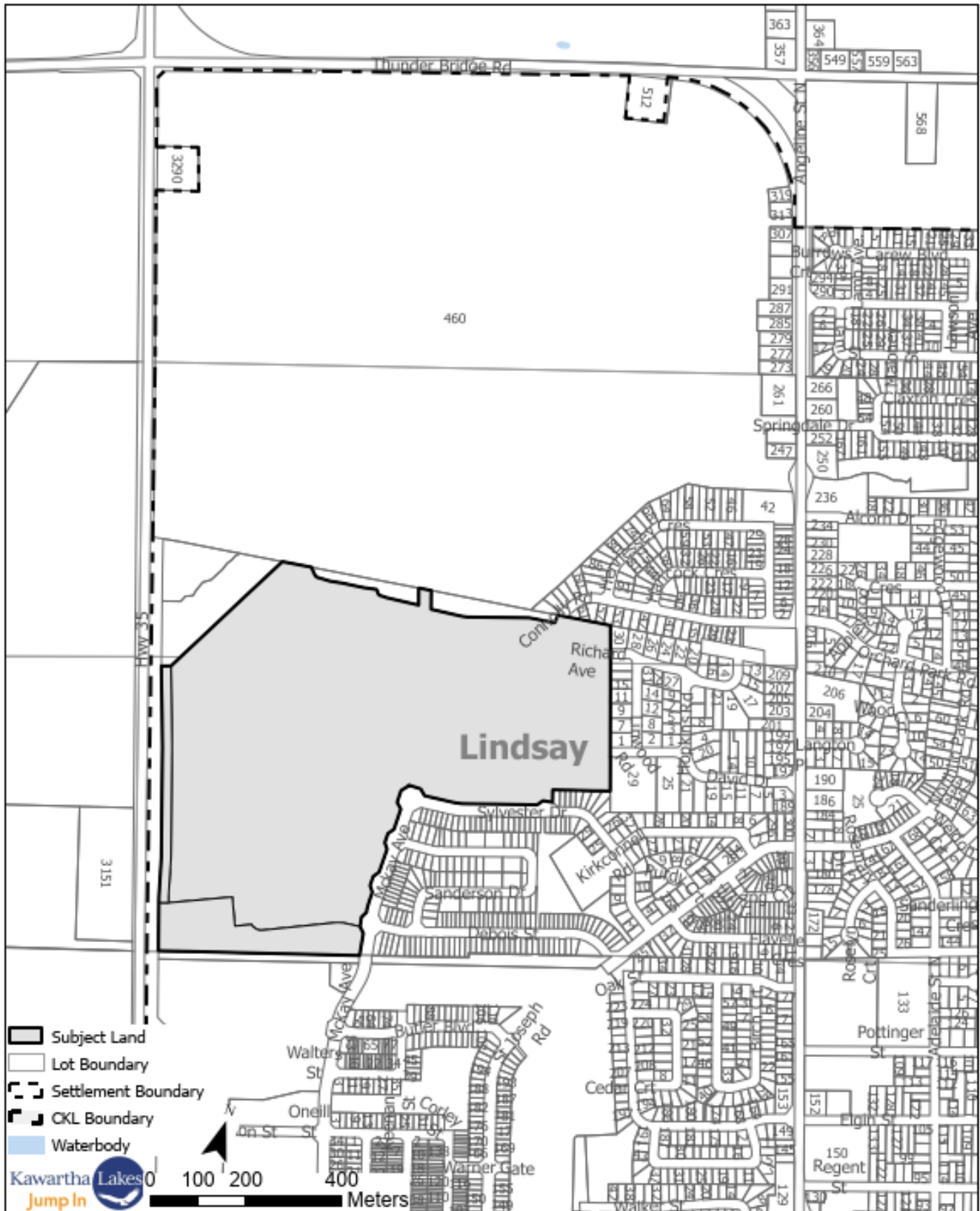
PAC2026-023 -
Highway 35 & Sylves

Department Head: Leah Barrie, Director of Development Services

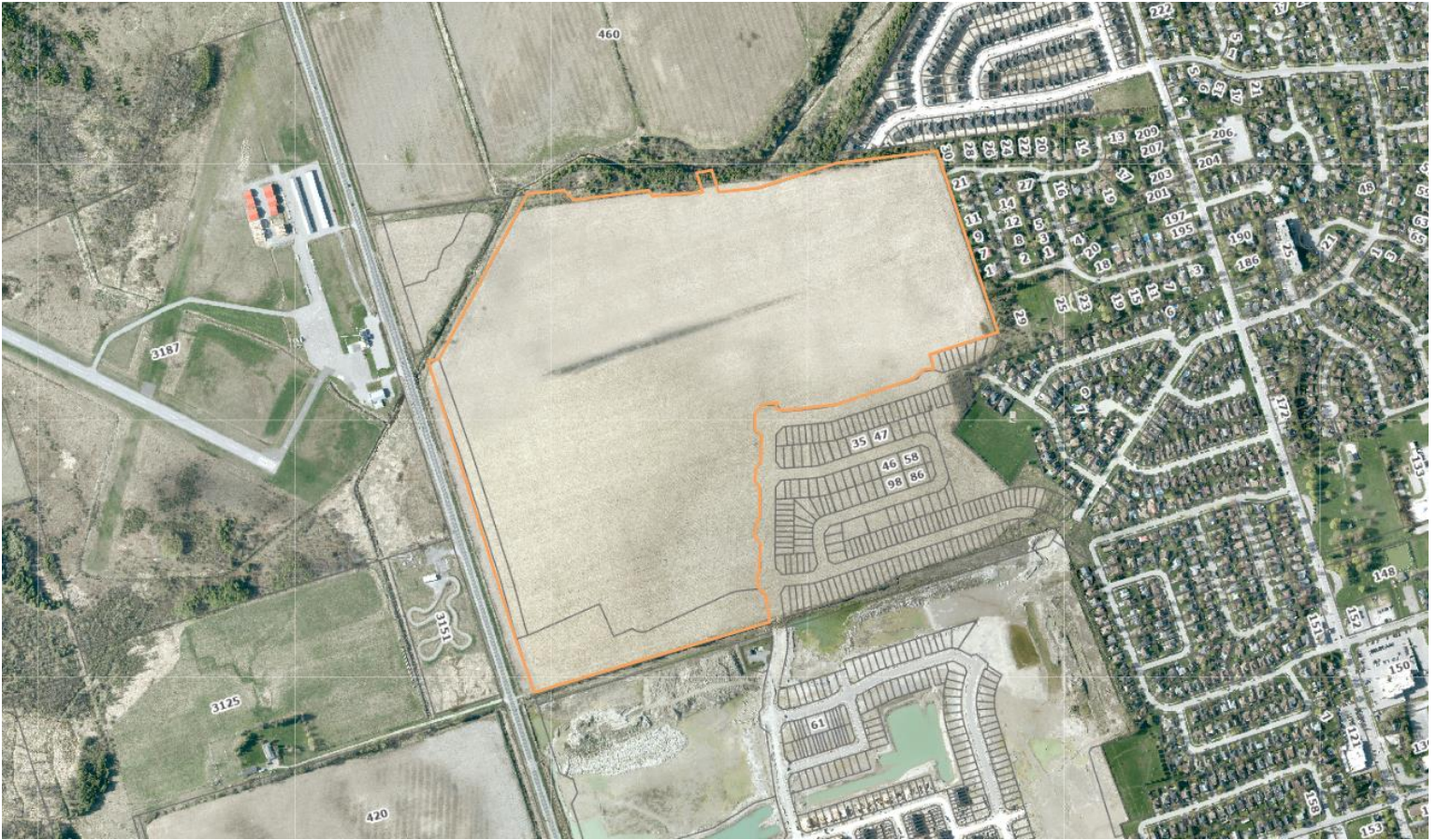
Department Head email: lbarrie@kawarthalakes.ca

Department File: **D01-2025-002, D06-2025-011, and D05-2025-003**

Appendix A – Location Map



Appendix B – Aerial Map



Appendix C – Revised Draft Plan of Subdivision

