



**THE CORPORATION OF THE
TOWN OF GEORGINA
Special Council Addendum Agenda**

Wednesday, December 13, 2023
7:00 PM

Pages

10. PUBLIC MEETINGS

1. Statutory Meeting(s) Under The Planning Act Or Meetings Pertaining To The Continuation Of Planning Matters

***b. Official Plan and Zoning Bylaw Amendment Applications**

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Owner; 2833367 Ontario Ltd, c/o Peter Cortellucci

Applicant: Cortel Group, c/o Elena Teryohin

Lots 1 to 15, Block A and Doreda Drive, Plan 447, and Lot 5 and Part of Lots 6 and 8, Plan 170, 232 Cameron Crescent, Keswick, File Nos 02.207/03.1180

AGENT: Innovative Planning Solutions, c/o Kevin Bechard

Report No. DS-2023-0096

Recommendation(s):

1. That Council receive Report No. DS-2023-0096, prepared by the Development Planning Division, Development Services Department dated December 13, 2023, respecting Official Plan and Zoning By-law Amendment applications submitted by Innovative Planning Solutions on behalf of 2833367 Ontario Ltd., for the property municipally addressed as 232 Cameron Crescent, Keswick and legally described as Lots 1 to 15, Block A and Doreda Drive, Plan 447, and Lot 5 and Part of Lots 6 and 8, Plan 170;
2. That Council refuse the Official Plan and Zoning By-law Amendment applications as submitted by Innovative Planning Solutions on behalf of 2833367 Ontario Ltd., which seek approval to facilitate the construction of a mixed use, high density development comprised of an apartment building with a height of up to 20 storeys and 380 dwelling units, and a commercial building with a height of 2 storeys and 808 square metres of gross floor area;
3. That in the event of an appeal(s) to the Ontario Land

Tribunal (OLT), Council direct the Town's Solicitor, staff and/or consultants to appear at the OLT in support of Council's position concerning the subject applications; and,

4. That Town staff continue discussions with the applicant towards a potential resolution of the outstanding issues and concerns, and the submission of a revised development proposal that is supportable and represents good planning.

Or, Alternatively,

1. That Staff report back to Council once the matters identified in Report DS-2023-0096 have been satisfactorily addressed by the applicant, including any additional matters raised by the public and/or Council at the statutory public meeting; and,
2. That Staff provide written notice of the next Council meeting, a minimum of two weeks in advance of the date of said meeting, to the following:
 - a. Any person or public body that has requested to be notified of any future public meetings); and,
 - b. Any person or public body that has requested to be notified of Council's decision regarding the approval or refusal of the subject applications.

(Advisement: listed on main agenda as Item 10.1.a)

12. DISPOSITIONS/PROCLAMATIONS, GENERAL INFORMATION ITEMS AND COMMITTEE OF ADJUSTMENT

2. General Information Items

b. Briefing Notes

- *b. Further Amendment to Administrative Monetary Penalty Bylaw No. 2022-0052 (REG-1) as amended

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16. BY-LAWS

- *3. Bylaw Number 2023-0093 (REG-1), Further amendments to Administrative Monetary Penalty Bylaw No. 2022-0052 (REG-1) as amended

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17. CLOSED SESSION None

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DS-2023-0096

**FOR THE CONSIDERATION OF
COUNCIL**

December 13, 2023

**SUBJECT: OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS
LOTS 1 TO 15, BLOCK A AND DOREDA DRIVE, PLAN 447, AND LOT
5 AND PART OF LOTS 6 AND 8, PLAN 170
232 CAMERON CRESCENT, KESWICK**

1. RECOMMENDATIONS:

1. That Council receive Report No. DS-2023-0096, prepared by the Development Planning Division, Development Services Department dated December 13, 2023, respecting Official Plan and Zoning By-law Amendment applications submitted by Innovative Planning Solutions on behalf of 2833367 Ontario Ltd., for the property municipally addressed as 232 Cameron Crescent, Keswick and legally described as Lots 1 to 15, Block A and Doreda Drive, Plan 447, and Lot 5 and Part of Lots 6 and 8, Plan 170;
2. That Council refuse the Official Plan and Zoning By-law Amendment applications as submitted by Innovative Planning Solutions on behalf of 2833367 Ontario Ltd., which seek approval to facilitate the construction of a mixed use, high density development comprised of an apartment building with a height of up to 20 storeys and 380 dwelling units, and a commercial building with a height of 2 storeys and 808 square metres of gross floor area;
3. That in the event of an appeal(s) to the Ontario Land Tribunal (OLT), Council direct the Town's Solicitor, staff and/or consultants to appear at the OLT in support of Council's position concerning the subject applications; and,
4. That Town staff continue discussions with the applicant towards a potential resolution of the outstanding issues and concerns, and the submission of a revised development proposal that is supportable and represents good planning.

Or, Alternatively,

5. That Staff report back to Council once the matters identified in Report DS-2023-0096 have been satisfactorily addressed by the applicant,

including any additional matters raised by the public and/or Council at the statutory public meeting; and,

6. That Staff provide written notice of the next Council meeting, a minimum of two weeks in advance of the date of said meeting, to the following:
 - a) Any person or public body that has requested to be notified of any future public meetings); and,
 - b) Any person or public body that has requested to be notified of Council's decision regarding the approval or refusal of the subject applications.

2. **PURPOSE:**

This report analyses and outlines comments regarding proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications submitted to facilitate a mixed use, high density development comprised of an apartment building with a height of up to 20 storeys and 380 dwelling units, and a commercial building with a height of 2 storeys and a 808 square metres (~8697 square feet) of gross floor area, and seeks direction from Council respecting the subject applications. No Site Plan or Draft Plan of Condominium applications have been submitted as of the date of this report.

3. **BACKGROUND:**

Owner: 2833367 Ontario Ltd. (c/o Peter Cortellucci)
Applicant: Cortel Group (c/o Elena Teryohin)
Agent: Innovative Planning Solutions (c/o Kevin Bechard)

3.1 **SUBJECT PROPERTY AND SURROUNDING LAND USES**

The subject property is located on the south side of Cameron Crescent (south leg), west of The Queensway South. The subject property is currently vacant, save and except for pile foundations previously constructed in support of an approved mixed use, mid-rise development proposal.

North: Low density residential uses

South: Maskinonge River

East: Marinas, associated marine services and The Queensway South

West: Lake Simcoe

Refer to *Table 1* below for a summary of property information.

Table 1 – Summary of Property Information		
General Property Information		
Municipal Address	232 Cameron Crescent	
Legal Description	Lots 1 to 15, Block A and Doreda Drive, Plan 447, and Lot 5 and Part of Lots 6 and 8, Plan 170	
Roll Number	146-004	
File Numbers	02.207 / 03.1180	
Lot Area	4.2 hectares (10.38 acres)	
Lot Frontage	98.67 metres	
Existing Zoning	Site-specific Medium Density Urban Residential (R3-46), site-specific General Commercial (C1-42 (H)) and site-specific Open Space (OS-60, OS-61)	
Proposed Zoning	Site-specific Medium Density Urban Residential (R3-___), site-specific General Commercial (C1-___) and site-specific Open Space (OS-___)	
Existing Keswick Secondary Plan Designation	Neighbourhood Residential and Maskinonge Urban Centre	
Adopted Keswick Secondary Plan Designation (June 2023)	Existing Neighbourhood and Maskinonge Urban Centre	
York Region Official Plan	Urban Area / Community Area / Built-up Area	
Land Use and Environmental Considerations		
Existing Buildings	None	
Proposed Buildings	20 storey apartment building containing 380 dwelling units and 2 storey commercial building containing 808 square metres of floor area	
Natural Features	Wetlands	
Natural Hazards	Floodplain	
Regulatory Status		
LSRCA	Yes	
MTO	No	
Heritage Act	No	
Servicing		
	Existing	Proposed
Water	N/A	Municipal
Sanitary	N/A	Municipal
Access	N/A	Three (3) full-move accesses to Cameron Crescent

Refer to Attachments 3 and 4 for the Location Map and Site Photos of the subject property.

3.2 PROPOSAL

The development proposal includes one apartment building with a maximum height of 20 storeys and containing 380 dwelling units, in addition to a commercial building with a height of 2 storeys and 808 square metres of floor area. Specific non-residential uses have not been identified at this time. Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications have been submitted to permit the proposed development.

Refer to Attachment 5 for the Development Concept Plan and Elevation Plans.

Application for Official Plan Amendment (OPA)

The subject property is designated 'Neighbourhood Residential' (NR) and 'Maskinonge Urban Centre' (MUC) in the existing Keswick Secondary Plan (existing KSP). Permitted uses in the NR designation include low density residential, special needs housing and neighbourhood centres. Permitted uses in the MUC designation include low / medium / high density residential, retail / service commercial, marinas / tourist commercial, business and professional offices, institutional and community, automobile-oriented and special needs housing uses.

The Applicant has applied for a OPA to increase the maximum permitted building height on the subject property from 6 to 20 storeys. In this regard, it is noted that the submitted OPA does not request to re-designate the northerly portion of the property from 'Neighbourhood Residential' to 'Maskinonge Urban Centre', nor does it request to increase the permitted density.

On July 12, 2023, Council adopted the proposed new Keswick Secondary Plan (new KSP). An approval Notice of Decision was issued by York Region on September 29, 2023. Portions of the new KSP have been appealed. An Ontario Land Tribunal (OLT) case management conference has yet to be scheduled in consideration of the appeal.

Section 13.1.9.1 of the new KSP specifies that complete development applications submitted prior to the approval of the new KSP shall not have to meet the requirements therein. Applicants are, however, encouraged to re-examine proposed applications based on the new KSP. References to the new KSP will be made throughout this report.

Refer to Attachment 8 for a copy of the draft OPA.

Application for Zoning By-law Amendment

The subject property is zoned site-specific Medium Density Urban Residential (R3-46), site-specific General Commercial (C1-42 (H)) and site-specific Open Space (OS-60, OS-61).

A Zoning By-law Amendment application has been submitted to rezone the subject property to site-specific Medium Density Urban Residential (R3-___), site-specific General Commercial (C1-___) and site-specific Open Space (OS-___) zones in order to facilitate the applicant's development proposal.

Refer to Attachment 9 for a copy of the applicant's draft ZBA.

3.3 PREVIOUS PLANNING ACT PROCESSES / APPROVALS

The subject property has been subject to various *Planning Act* processes and development approvals since 2005. Outlined below is a brief summary of the previous undertakings based on available historical information:

Zoning By-law Amendment 03.956 – Approved April 24, 2006			
Permitted Building / Use	Proposed Height	Proposed Floor Area Ratio (Max. 3.0)	Proposed Density (Max. 100)
76 condo apartment units	6 storeys or 23.2 m.	~2.0	~60 units per net residential hectare
15 townhouse units	4 storeys or 18 m.	~2.0	~60 units per net residential hectare
100 hotel units	6 storeys or 23.8 m.	~2.0	Not applicable
3,740 m ² (40,257 ft ²) of retail / office space	2 storeys or 11 m.	~2.0	Not applicable
'Future' seniors apartment dwelling	Unknown	Unknown	Unknown

Zoning By-law Amendment 03.956 – Approved August 17, 2006			
Permitted Building / Use	Proposed Height	Proposed Floor Area Ratio (Max. 3.0)	Proposed Density (Max. 100)
72 condo apartment units	6 storeys or 24 m.	Unknown	~45.6 units per net residential hectare
17 townhouse units	4 storeys or 18 m.	Unknown	~45.6 units per net residential hectare
110 hotel units	6 storeys or 24 m.	Unknown	Not applicable
3,130 m ² (33,691 ft ²) of retail / office	2 storeys or 18 m.	Unknown	Not applicable
'Future' seniors apartment dwelling	Unknown	Unknown	Not applicable

*Important note on density: Land was added to the proposal compared to 03.956

Zoning By-law Amendment 03.1020 / 03.1077 – Approved October 30, 2008 / Holding Symbol Lifted May 21, 2014			
Permitted Building / Use	Proposed Height	Proposed Floor Area Ratio (Max. 3.0)	Proposed Density (Max. 100)
154 condo apartment units	5 / 6 storeys or 24 m.	1.9	91 units per net residential hectare
6 'live-work' units	4 storeys or 18 m.	1.9	91 units per net residential hectare
140 hotel units	6 storeys or 24 m.	1.9	Not applicable
1,028 m ² (11065 ft ²) spa / conference centre	2 storeys or 18 m.	1.9	Not applicable
3,042 m ² (32743 ft ²) of commercial	2 storeys or 18 m.	1.9	Not applicable

Zoning By-law Amendment 03.1180 – Current Proposal			
Permitted Building / Use	Proposed Height	Proposed Floor Area Ratio	Proposed Density
380 condo apartment units	7 storeys or ~28.25 m. for podium, 20 storeys or 72.25 m. for tower	1.69	141 per net residential hectare
808 m ² (8,697 ft ²) commercial	2 storeys or 11 m.	1.69	Not Applicable

* The applicant has calculated the net residential land area as 2.69 hectares, resulting in a proposed FAR of 1.69 and a density of ~141 units per net residential hectare. Notwithstanding, the net residential land area appears to have been calculated incorrectly by including the area of the required environmental buffers/MVPZ. In this regard, the actual net residential land area is estimated to be ~1.81 hectares, resulting in an FAR of approximately 2.53 and a density of approximately 210 units per net residential hectare.

The current development proposal is substantially different than the most recent development proposal approved by Council in 2008 and advanced to the initial stages of construction in 2014. The main differences include the following:

- Increased number of residential units from 150 to 380 units;
- Increased maximum number of storeys from 6 to 20 storeys;
 - the tower component is 20 storeys; the podium is 7 storeys;

- Increased density from 91 to approximately 210 units per net residential hectare;
- Increased FAR from 1.69 to approximately 2.53;
- Decreased commercial GFA from 4,070 m² (43,808 ft²) to 808 m² (8,697 ft²);
- Encroachments into previously-approved protected Open Space zones;
- Removal of the proposed terminus cul-de-sac on Cameron Crescent;
- A reduction in the proposed residential parking rate from 1.5 to 1.14 spaces per unit;
- Encroachments into a previously-approved buffer (formerly 230 Cameron Crescent) between the proposed apartment building and abutting residential uses to the north; and,
- Addition of more substantial publicly accessible and private amenity spaces.

The proposed OPA / ZBA seek to replace all previous approvals. Staff are considering the previous *Planning Act* proposals to inform the recommendations of this report. Information provided as part of these previous approvals is relevant in evaluating the current proposal.

3.4 SUBMISSION MATERIALS

Submission documents are available directly from the Town or at the below link:

[Submission Documents](#)

4. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

4.1 PUBLIC CIRCULATION

Complete applications were received by the Town on September 19, 2023 and were deemed complete via letter on September 29, 2023.

A Notice of Complete Application and Public Meeting was mailed to all assessed property owners within 120 metres of the subject property on October 6, 2023. The Notice was posted to the Town website on October 6, 2023.

Two (2) public notice signs were posted on the property on October 13, 2023.

One (1) written comment from the public has been received. The comment identified concern regarding traffic, drainage, affordable housing, commercial viability, property values and peaceful enjoyment of the commenter's property.

One (1) notification request has been received.

Refer to Attachment 11 for redacted copies of public comments.

4.2 EXTERNAL AGENCY AND TOWN DEPARTMENT COMMENTS

Town department and external agency comments received as of the date of the writing of this report are available in Attachment 7 and are summarized below.

Development Engineering Division

The Development Engineering Division has indicated no objection to the subject applications, but has identified a number of matters to be addressed as part of detailed design including future development agreements, agency / department clearances, securities, liability insurance, a Phase 2 Environmental Site Assessment, a Dewatering Plan, a Construction Management Phasing Plan and pre-construction surveys of surrounding properties.

Planning Policy Division – Senior Landscape Architect

The Planning Policy Division has provided comments relating to shadow impacts, bird habitat, restoration plantings, submission coordination and tree compensation.

Staff note that the comments with respect to shadow impacts speak to overall concerns with the scale and height of the proposed development, and that more substantive design comments may be provided once the fundamental issues of development limits and scale/massing have been satisfactorily addressed.

Fire Department

The Fire Department has indicated no objection to the subject applications, but has noted detailed design comments relating to matters including fire access routes and emergency vehicle turning movements, Ontario Building Code conformity, adequate water supply and flows, accessibility during construction and safety walkthroughs.

Staff note that the emergency vehicle turning comments will result in the need for high-level development concept changes.

Lake Simcoe Region Conservation Authority

The Lake Simcoe Region Conservation Authority has indicated that further information and review is required before the applications can potentially be supported. Specific comments and concerns relate to matters including:

- Floodplain limits relative to the higher of shoreline / riverine flood elevations;
- The need for a cut/fill analysis for grading within the floodplain;
- The design of the steel pile floodwall;
- Updating phosphorus calculations as per current standards;
- Updating the hydrogeological evaluation as per current standards;

- Impact of high water table on post-development infiltration calculations;
- Relocation of development outside of the Provincially Significant Wetland;
- Re-design to ensure that site alteration and development, such as boardwalks, piers, shore decks, stairs, grading and parking areas, are not proposed within the agreed-upon 15-metre Minimum Vegetation Protection Zone (MVPZ);
- The need for an evaluation of the proposed beach in the EIS; and,
- Confirmation of wetland limits by LSRCA.

Staff note that the MVPZ is measured from Lake Simcoe, the Maskinonge River and the on-site wetland. Significant development and site alteration is currently proposed in the MVPZ, including walkways, boardwalks, stairs, general grading and parking / loading areas. Removing these features from the MVPZ will have a significant impact on the design of the proposed development.

The on-site wetland is currently classified as a Provincially Significant Wetland. Development in PSWs is prohibited by the Provincial Policy Statement (PPS). An elevated boardwalk is currently proposed in the PSW. Unless the PSW is re-classified to a Non-Provincially Significant wetland by the Ministry of Natural Resources and Forestry (MNR), development within it will continue to be prohibited. The MNR will need to provide written documentation indicating that they have re-classified the PSW as a Non-Significant Wetland before development will be considered.

Additionally, the need for naturalization around shoreline flood features (revetments / steel wall) may result in the need for additional non-development space around them. This may result in substantial changes to the development concept.

The limit of the on-site wetland shown on the submitted Site Plan differs from the wetland limit staked by the LSRCA. Confirmation of the new proposed wetland limit needs to be provided by LSRCA staff via site visit during wetland staking season.

Given the scope of LSRCA comments and their potential for triggering substantial updates to the overall proposal, Staff are of the opinion that LSRCA comments should be adequately addressed in a resubmission.

York Region

York Region has indicated that further information and review is required before the applications can potentially be supported.

Planning comments relate to:

- York Region being the approval authority for the proposed OPA;
- That 25% of new housing within the Town shall be affordable;

- Promoting sustainable building standards beyond the Ontario Building Code in exchange for possible allocation credits (up to a maximum of 30% of the required total);
- Revising the draft OPA to include the limits of the 'existing neighbourhood' designation and to recognize the environmental feature limits / buffers; and,
- Revising the draft ZBA to implement a Holding (H) Symbol to prohibit development until servicing allocation has been assigned and to limit occupancy until servicing and infrastructure upgrades have been adequately addressed.

Staff note that the intent of the above-noted affordable housing policy is that it be implemented on a Town-wide basis. It is not intended to be implemented on a site-by-site basis, nor is it to be interpreted to require that every development have 25% of its units be affordable. Notwithstanding, the applicant shall address its intentions with respect to the provision of affordable housing as part of its development proposal.

As noted in the servicing allocation section of this report, up to 30% of the total required servicing allocation can be credited if the Applicant successfully participates in the Region's Sustainable Development Through LEED program. Although this is the premise upon which servicing allocation was originally assigned and credited to the subject property as part of the original development proposal(s), the Applicant has not confirmed its intention to participate in this program.

Traffic/Transportation comments relate to the need for:

- A warrant analysis to determine whether a northbound left-turn lane from The Queensway South onto the south leg of Cameron Crescent is needed, and if so, the provision of a functional design and preliminary feasibility assessment;
- An analysis as to whether a southbound right-turn lane from The Queensway South onto the south leg of Cameron Crescent is needed, and if so, the provision of a functional design and preliminary feasibility assessment; and,
- Further justification for the mode split reduction assumption that 24% of trips will be non-car trips and the 2% background traffic growth rate.

Pending the submission of turn-lane warrant analyses, it will be determined whether the design and construction of turning lanes on The Queensway South will be required as potential conditions of approval and as part of the detailed design process. Pending the justification regarding the assumption of 24% non-car trips and the 2% background traffic growth rate, the conclusions regarding required road improvements and parking supply may change.

Servicing comments relate to:

- Acknowledgement of required upgrades to the existing watermain on Cameron Crescent from 150 mm to 300 mm;
- Acknowledgement that the submitted Functional Servicing Report identifies sufficient sanitary sewer capacity within the existing 250 mm sanitary sewer on Cameron Crescent;
- Acknowledgement that the submitted Functional Servicing Reports identifies sufficient fire flows to meet the minimum 140 kPa requirements; and,
- Identification of existing capacity constraints in the Keswick Sewage Pumping Station.

Staff note that modal split comments may have functional impacts on parking requirements. The comments provided by York Region regarding servicing, affordable housing and required road improvements have technical, feasibility and detailed design considerations.

Town Environmental Peer Reviewer – R.J. Burnside & Associates (November 7, 2023)

The Town's Environmental Peer Reviewer has provided the following comments with respect to submitted Environmental Impact Study:

- The existing Keswick Secondary Plan (KSP) requires a minimum 15-metre development setback (excluding boathouses, docks, accessory structures and conservation / erosion protection works) from the top of bank of the Maskinonge River and the annual high water mark of Lake Simcoe. Adherence to these requirements must be demonstrated in the EIS;
- That areas around shoreline protection measures (walls and revetments) shall be naturalized;
- The impact of the new pier, dock and all in-water and shoreline works shall be evaluated relative to potential impacts on aquatic species and their habitats;
- Confirmation from the Ministry of Natural Resources and Forestry regarding the classification of the wetland be submitted;
- Confirmation of wetland limits by LSRCA Staff;
- Re-align the boardwalk to avoid the wetland itself; and,
- Relocate the residential building and driveway outside of the wetland buffer.

Staff note that requirements to generally relocate development (excluding boathouses, docks, accessory structures and conservation / erosion protection works) from the 15-metre setback from Lake Simcoe and the Maskinonge River may result in significant changes to the development proposal. Staff also note the need to naturalize areas around shoreline protection features (revetments / steel walls) may result in the need the shift development inland, thereby resulting in a reduction of the overall development area.

Town Transportation Peer Reviewer – Strik Baldinelli Moniz (November 9, 2023)

The Town's Transportation Peer Reviewer has indicated the following comments with respect to the submitted Transportation Study:

- Justify the 24% modal split (non-auto trips);
- Justify the trip distributions, specifically regarding trips to / from the south (80% of total) and to / from the north (5% of total);
- Ensure that fire, delivery and cars can manoeuvre on the site;
- Apply zone standards for the commercial building to regulate parking-intensive uses;
- Assess sightlines for accesses to Cameron Crescent;
- Warrants for signals at south leg intersection of Cameron Crescent / The Queensway South are not met;
- The paved width for the south leg of Cameron Crescent should be widened from 6 to 8.5 metres;
- The paved width for the north leg of Cameron Crescent should be widened from 5 to at least 6 metres (with additional width at the intersection);
- 'Local residents only' signage is of questionable utility since the majority of users would be local residents; and,
- Traffic, especially during peak hours, will be incentivized to use the north leg of Cameron Crescent to access The Queensway South given the existing signals.

Staff note that vehicle manoeuvring and sightline analyses may result in significant changes to the proposed development, and comments regarding trip distributions, trip generation and the paved width of Cameron Crescent will have detailed design implications.

Staff recommend that draft road cross sections be provided to demonstrate whether required paved widths and urbanization can be accommodated within the existing road allowance.

Should the recommended pavement widths not be able to fit within the existing ROWs, widenings will be required. If widenings are required, this will necessitate the acquisition of land from nearby properties. This has the potential to have substantial detailed design implications and may not be supportable by the corresponding property owners.

The development proposal includes 402 dedicated resident parking spaces in the base podium of the apartment building, resulting in the provision of 1.06 parking spaces per unit (380 apartment dwelling units).

A total of 31 dedicated visitor parking spaces are proposed outside of the podium within an at-grade parking area, resulting in the provision of 0.08 visitor parking spaces per unit.

The blended (resident / visitor) dedicated parking rate is 1.14 spaces per unit.

Given the local context and the absence of frequent transit services to potentially offset the need for vehicles, Staff are concerned that the proposed parking rates per unit are too low.

In the event that residential visitor parking demand exceeds the capacity of the visitor parking area to accommodate it, it appears that there may be opportunities for visitors to make use of the commercial parking area. This type of arrangement would need to be assessed and formalized through the approvals process to determine the feasibility and appropriateness of shared residential/commercial parking during off-peak times. Given the current stage of the approvals process, there are insufficient details in terms of construction phasing and condominium structure to determine the feasibility and appropriateness of considering overflow residential visitor parking within the proposed commercial parking area.

Bell Canada

Bell Canada has indicated no objection to the subject applications, but has noted detailed design comments relating to the future Site Plan and Draft Plan of Condominium applications. These comments relate to:

- Pro-active utility and servicing coordination; and,
- Conditions of Draft Approval.

Canada Post

Bell Canada has indicated no objection to the subject applications, but has noted detailed design comments relating to the design of centralized mailbox facilities.

The below departments / agencies have not provided any comments:

- Tax and Revenue Division
- Conseil Scolaire Viamonde (Viamonde School Board)
- York Catholic District School Board
- Enbridge
- Rogers

5. ANALYSIS:

The sections below represent an evaluation of the subject applications versus Provincial, Regional and Town planning documents, based on the information available as of the writing of this report.

5.1 PROVINCIAL POLICY FRAMEWORK

The *Planning Act* requires that Council decisions on planning matters must be consistent with the Provincial Policy Statement and shall conform with, or not conflict with, in-effect Provincial Plans

5.1.1 The Provincial Policy Statement, 2020 (PPS)

The PPS provides overarching policy direction on matters of Provincial interest related to land use planning and development, and recognizes that municipal Official Plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. The Town's in-force Keswick Secondary Plan is consistent with the PPS that was in force at the time of its approval, and the recently approved new Keswick Secondary Plan (appealed) has been updated to align with the more recent Provincial planning policy direction and updates to the PPS in 2020.

The subject property is within a 'Settlement Area'. Settlement Areas are built-up urban / rural areas with concentrated development and a mix of land uses. Settlement Areas shall be the focus of growth and development. Land uses in Settlement Areas shall efficiently use land and resources.

Healthy, liveable and safe communities are sustained through the integration of land use, growth management, transit-supportive and infrastructure planning to achieve cost-effective development patterns, transit investment optimization and standards to minimize land consumption and servicing costs.

The proposed development constitutes intensification within a municipally-serviced settlement area, but there are concerns with respect to its scale and density in relation to growth management and existing or planned transit levels.

Development shall generally be directed outside of hazardous lands (such as flooding and erosion hazards). Development shall also conserve biodiversity, mitigate climate change, promote energy efficient design and shall consider the mitigating effect of vegetation / green infrastructure.

Staff are concerned about PPS consistency given comments regarding natural hazards, habitat protection and conservation.

Development shall also protect transportation corridors, natural heritage features, and water resources.

Staff are also concerned about PPS consistency given comments regarding potential improvements on Cameron Crescent / The Queensway South and natural heritage delineation buffers.

The overarching theme of the PPS in relation to managing development and achieving efficient land use patterns revolves around comprehensive and coordinated planning to ensure that, for example, housing and intensification are located in areas appropriately served and supported by existing or planned infrastructure and public transit.

Based on the unresolved issues and concerns raised in this report, Staff are unable to determine or conclude that the subject applications are consistent with the PPS.

5.1.2 The Greenbelt Plan, 2017

The Greenbelt Plan (GBP) identifies where urbanization should not occur to protect the agricultural land base and ecological features / functions.

The subject property is identified as a 'Towns / Villages' in the GBP. Lands therein are exempt from the GBP, except for Section 3.1.5. (Agri-food Network), 3.23 (Water Resource System Policies), 3.26 (External Connections), 3.3 (Parkland, Open Space and Trails) and 3.4.2 (General Settlement Area Policies).

Section 3.26 applies. The Applicant has not yet demonstrated how the GBP policies relating to vegetation buffers, habitat protection, and runoff have been met.

Based on the unresolved issues and concerns raised in this report, Staff are unable to determine or conclude that the subject applications conform to the GBP.

5.1.3 A Place to Grow Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan)

The Growth Plan provides overarching policy direction to accommodate and manage long-term growth in the Greater Golden Horseshoe to 2051 and recognizes that municipal Official Plans are the most important vehicle for successful implementation of the Growth Plan. The Town's in-force Keswick Secondary Plan conforms with the Growth Plan that was in force at the time of its approval, and the recently approved new Keswick Secondary Plan (appealed) has been updated to align with the more recent Provincial planning policy direction and updates to the Growth Plan in 2020.

The subject property is in a 'Settlement Area'. Growth therein must contribute to complete communities, land use mix and constitute intensification near existing services.

The subject property is in a 'Delineated Built-up Area', wherein 50% of residential development in York Region is to occur.

The proposed development is intensification, contributes to the land use mix, is in the 'Delineated Built-up Area' and is near existing services.

Transportation systems shall be planned and managed to provide connectivity among transportation modes, offer a balance of choices promote active transportation and provide for the safety of system users. Streets shall also use a 'complete street' approach.

Development shall implement best practices in stormwater management, specifically with regard to low impact development principles and erosion protection.

Development shall also protect water and natural heritage systems.

Staff are concerned about Growth Plan consistency given comments regarding potential improvements on Cameron Crescent / The Queensway South, natural heritage and water balance considerations.

The overarching theme of the Growth Plan in relation to managing growth and promoting intensification revolves around comprehensive and coordinated planning to ensure that, for example, housing and intensification are located in areas appropriately served and supported by existing or planned infrastructure and public transit.

Based on the unresolved issues and concerns raised in this report, Staff are unable to determine or conclude that the subject applications conform to the Growth Plan.

5.1.4 The Lake Simcoe Protection Plan, 2009 (LSPP)

The Lake Simcoe Protection Plan (LSPP) protects, improves and restores the ecological health of the Lake Simcoe Watershed, including water quality, hydrology, hydrologic features and their functions.

The subject property is regulated by the Lake Simcoe Region Conservation Authority (LSRCA). A permit is required.

The LSRCA reviewed the applications and has indicated that the proposal is not currently supportable due to key comments relating to development setbacks from Lake Simcoe / the Maskinonge River and naturalization in buffers associated with same, but has noted comments to be addressed at the detailed design stage.

The Applicant has not yet demonstrated how the aforementioned LSPP policies have been met.

Based on the unresolved issues and concerns raised in this report, Staff are unable to determine or conclude that the subject applications conform with the LSPP.

5.2 York Region Official Plan, 2022 (YROP)

The subject lands are designated 'Urban Area', 'Community Area', 'Built-up Area' on Maps 1, 1A and 1B of the York Region Official Plan (YROP) respectively.

York Region has identified detailed design comments relating to servicing, traffic and affordable housing.

York Region is the approval authority for the proposed OPA and has indicated issues that require resolution prior to their potential support of the applications.

5.3 Keswick Secondary Plan, 2019 (Existing KSP)

The existing Keswick Secondary Plan (existing KSP) directs land use and development in Keswick. The subject property is designated 'Neighbourhood Residential' (NR) and 'Maskinonge Urban Centre' (MUC) in the existing KSP.

The applications are subject to the existing KSP, but shall have regard to the adopted and approved new KSP (under appeal).

The new KSP indicates that applications received prior to its approval shall not have to meet the requirements of the new KSP. Applicants will, however, be encouraged to work with the Town to re-examine the applications based on the policies of the new KSP.

Given how the applications were received prior to the approval of the new KSP, they are subject to the existing KSP.

The subject property is designated 'Existing Neighbourhood' (ER) and Urban Centre (UC) in the new KSP.

Broadly speaking, the new KSP is different from the current KSP in a number of ways, namely:

- New land use designations;
- Increased maximum densities and heights; and,
- Additional new land uses (such as mixed use developments).

Staff note that an OPA is required regardless of which KSP the applications are evaluated against.

Staff also note that the below sections identify that the proposed applications involve substantial increases in the maximum permitted densities and heights, regardless of which KSP is used.

Staff also note that, in the new KSP, there are alternative locations that identify high-rise residential development as a permitted use, namely in the Mixed-Use Corridor 2 – Woodbine Avenue designation.

Land Use

With regard to the existing KSP, low density residential uses are permitted in the NR designation, along with local commercial and other related uses. Low, medium and high density uses are permitted in the MUC designation along with retail / service commercial, tourist commercial, office, automobile-oriented and institutional uses.

With regard the new KSP, low-rise residential uses are permitted in EN designation, along with other neighbourhood supporting uses. Existing low-rise and new mid-rise uses are permitted in the MUC designation, along with restaurants, retail and service commercial uses (limited to 4,000 m² per business), office, hotel and other related institutional uses.

No residential / commercial is proposed in the NR/ ER designation. Only accessory uses such as walkways, emergency access, beaches, etc. are proposed.

An Official Plan Amendment is required to enable the proposed residential use in the MUC designation.

Density

Low density residential uses in the NR designation of the current KSP shall have a maximum density of 11 units per gross residential hectare. Medium and high density residential uses in the MUC designation shall have a maximum density of 100 units per net residential hectare.

Low-rise residential uses in the EN designation of the new KSP shall have a maximum density of 40 units per net residential hectare. Mid-rise residential uses in the UC designation shall have a maximum density of 85 units per net residential hectare.

The subject property is 4.2 hectares in area. The applicant has calculated the net residential land area as 2.69 hectares, resulting in a proposed density of ~141 units per net residential hectare. Notwithstanding, the net residential land area appears to have been calculated incorrectly by including the area of the required environmental buffers/MVPZ. In this regard, the actual net residential land area is estimated to be 1.81 hectares, resulting in a density of approximately 210 units per net residential hectare. Further details and confirmation are required.

An OPA is required to permit increased density.

Height

Low density residential development in the NR designation has no maximum height. This is established in the Zoning By-law. High-density residential development in the MUC designation shall have a maximum height of 18 metres (or 6 storeys), whichever is less.

Low-rise residential development in the ER designation shall have a maximum height of 13 metres (or 3 storeys), whichever is less. Mid-rise residential uses in the UC designation shall have a maximum height of 20 metres (or 6 storeys), whichever is less.

The development proposes a 7-storey podium and a 20-storey tower (13 storeys above the podium). The podium and tower have heights of ~28.25 and 72.25 metres, respectively.

An OPA is required to permit increased maximum building height.

Compatibility

The proposed development is classified as high density residential development, with maximum heights and densities above what is considered in the existing or new KSP.

High density residential development must be compatible with surrounding land uses, be on a site large enough to accommodate on-site facilities / amenities and be adequately serviced by transportation, utility, service and recreational infrastructure.

Development shall be sensitively integrated with surrounding land uses relative to massing, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility and visual impact.

The proposed apartment building is set back a minimum of 11 metres from abutting residential properties but introduces a tower built form and scale of development that requires a substantial increase in maximum height and density from existing KSP maximums.

Staff note, given the proximity of single detached dwellings to the proposed development, that compatibility considerations are paramount. Given the massing of the proposing apartment dwelling, there will be streetscaping, privacy and shadow casting impacts.

A copy of the submitted shadow study is contained in Attachment 6. Staff note that, especially during mornings and winter months, notable shadows are cast on the single detached dwellings north of the subject property.

For example, between 10 AM and Noon between March 21 and December 21 of any given year, approximately 50% of the two single detached dwelling properties north of the subject property will be in shade. Similar impacts are anticipated around March 21 of each year. Staff note that shadow impacts are presented for four (4) specific dates of the year.

Staff recommend that the Applicant suggest mitigation measures, particularly given that the scale of development significantly deviates from the applicable policy framework.

Among these measures, Staff suggest that a reduction in height and relocation of the tower to the western side of the podium be considered. Staff will consider this possible design solution(s) in the context of the matters raised above.

Floor Area Ratio

Development in the NR designation has no maximum floor area ratio (FAR). Development in the MUC designation shall have a maximum FAR of 3.0.

The new KSP does not have maximum FAR policies.

The subject property is 4.2 hectares in gross area. The applicant has calculated a net residential land area of 2.69 hectares. Notwithstanding, the net residential land area appears to have been calculated incorrectly by including the area of the required environmental buffers/MVPZ. In this regard, the actual net residential land area is estimated to be 1.81 hectares.

The proposed residential development has a gross floor area (GFA) of 45,641.5 m², while the proposed commercial development has a GFA of 808 m².

Using the estimated/revised net land area calculation, the proposed development has a FAR of 2.53. A maximum FAR of 3.0 is permitted.

An OPA is not required to permit increased FAR.

Sanitary Sewer and Water Servicing Allocation

Previously, the Town's Sanitary Sewer and Water Servicing Allocation program allocated 198 persons equivalent (p.e.) to support the previous development proposal on the subject site, in addition to a credit of 122 p.e. from York Region's Sustainable Development through LEED Program for a total of 320 p.e. This was based on an occupancy factor of 2 p.e. per apartment unit.

Based on the Region's current servicing allocation factors, apartment dwelling units now require 2.08 p.e. of servicing allocation each. A total of 790.4 p.e equivalent of allocation is required to support the proposed development of which 198 p.e. have

been previously allocated by Council to the site for a total additional required allocation of 592.4 p.e.

The Region of York has indicated that going forward up to 30% of the required allocation (237.12 p.e.) can be credited under York Region's Sustainable Development through LEED program requiring construction in accordance with the LEED Gold standard. The Applicant has not indicated whether they will be participating in this program, and would be ineligible for credits otherwise.

On this basis, a Holding (H) symbol will need to be incorporated into any future amending by-law to restrict development until adequate servicing allocation is available and assigned by Council to facilitate the development proposal in its current form. In this regard, there is currently insufficient servicing allocation available and remaining in the Major Development Category to accommodate the proposed development.

Community Design and Noise

Staff note that the Ministry of the Environment, Conservation and Parks noise mitigation measures are met through standard Ontario Building Code requirements.

Staff recommend that a noise study be implemented as part of the detailed design process.

Tree Conservation

The proposal contemplates the removal of 41 trees. The Town's Tree Preservation and Compensation Policy requires compensation (via planting or cash-in-lieu) for significant trees that are removed. Protection measures for trees not to be removed will be required. The Town's Senior Landscape Architect has no objections to the proposal in principle and has noted technical comments on the materials submitted with the applications.

Site Re-use

The Town shall ensure that development land is not contaminated.

A Phase 1 Environmental Site Assessment (ESA) identified potential contamination. Subsequent ESAs, included a Phase 2 ESA will be required.

Staff recommend that the ESAs be implemented as part of the detailed design process.

Local Roads

In order to accommodate the anticipated traffic generated by the proposed development, the Town's Peer Review consultant has recommended that the

paved width of the south leg of Cameron Crescent be increased in width from 6 to 8.5 metres, and that the paved width of the north leg of Cameron Crescent be increased from 5 to at least 6 metres.

Further work to prepare road cross sections is required to demonstrate whether the minimum paved widths can be accommodated within the Cameron Crescent ROW.

Parking - Resident and Visitor

The standard provisions of Zoning By-law 500 require a minimum of 1.75 parking spaces per apartment dwelling unit, while the site specific zoning implemented as part of the previous development proposal on the subject property requires a minimum of 1.5 parking spaces per apartment dwelling unit.

The development proposal includes 402 dedicated resident parking spaces in the base podium of the apartment building, resulting in the provision of 1.06 parking spaces per unit (380 apartment dwelling units). A total of 31 dedicated visitor parking spaces are proposed outside of the podium within an at-grade parking area, resulting in the provision of 0.08 visitor parking spaces per unit. The blended (resident / visitor) dedicated parking rate is 1.14 spaces per unit.

The current Zoning By-law requirement for 1.5 parking spaces per apartment dwelling unit is a blended rate. The Applicant has justified the reduced blended parking rate of 1.14 spaces per unit by, in part, indicating that the abutting commercial parking area may be used as overflow visitor parking during peak hours.

As previously discussed in this report, Staff are concerned that the proposed blended parking rate per unit is too low given the local context and transit service levels. Furthermore, whether certain parking areas of the site will be usable by visitors and under what conditions would be established via the future Condominium Declaration. Given how a Draft Plan of Condominium application has yet to be submitted, Staff have not had the opportunity to review a draft Condominium Declaration to determine whether the above-noted parking sharing arrangement is feasible.

York Region and the Town's Transportation Peer Reviewer identified concerns with the modal split assumptions (24% of total trips would be non-auto). If the modal split assumptions are to change, this may also have associated implications on the appropriateness of the proposed parking ratios.

Staff also note that the Town's Transportation Peer Reviewer identified concerns with the overall design of the parking structure relative to vehicle maneuvering. Addressing these comments may result in minor reductions in the total resident parking space provision rate or the size of parking spaces.

Parking – Commercial

Zoning By-law 500 requires a minimum of 5.5 parking spaces per 95 square metres of multi-unit commercial centre (MUC) floor area. MUCs generally have a limited array of permissible uses within them, namely to limit parking demand.

The current development proposal includes 57 commercial parking spaces, resulting in a provision rate of ~6.7 parking spaces per 95 square metres of commercial GFA. Notwithstanding, the applicant's draft Zoning By-law requests a minimum parking rate of 5 spaces per 95 square metres of commercial GFA.

The Town's Transportation Peer Reviewer recommends that zoning regulations be implemented that limit the amount of floor area devoted to parking-intensive uses (such as restaurants) within the MUC.

Staff note that all proposed commercial parking spaces (except accessible parking spaces) meet the minimum size requirements.

Parking – Accessible

By-law 2018-0054 requires a minimum of 12 accessible parking spaces for the proposed development, to be distributed between both the residential and commercial components. A total of 14 accessible parking spaces are proposed.

Two (2) accessible parking spaces are proposed for the commercial building, while three (3) accessible parking spaces are proposed in the residential visitor parking area. The remaining accessible parking spaces are proposed in the resident parking building in the podium of the 380-unit apartment dwelling.

These spaces do not meet the required minimum width of 3.5 metres (+10 cm) with a minimum buffered cross-hatched aisle of 1.5 metres. Cross-hatched aisles cannot be shared between accessible parking spaces.

Parkland

Pursuant to the *Planning Act*, 5% of the land or 5% of the value of the land is required for parkland dedication (or cash-in-lieu thereof) purposes.

The Applicant is proposing to pay 5% of the value of the land as cash-in-lieu at the building permit stage.

Privately-owned public spaces (POPS) are proposed adjacent to the commercial building and the wetland, including walkways, docks, open areas and plazas abutting and around the Maskinonge River and Lake Simcoe. These POPS are proposed to be accessible to the public at no cost, and would be maintained by the future Condominium Corporation.

The Town's Parkland Dedication By-law and Policy do not provide parkland credits for POPS, thus the 5% parkland dedication requirement will still be applicable.

Staff also note that substantial, private above-grade and at-grade amenity areas are proposed for the future residents of the development. The above-grade amenity area is on the 8th floor rooftop and includes paths, landscaped areas, benches and seating areas. The at-grade amenity area includes a beach and similar feature to the above-grade amenity area.

Driveways – Vehicle Manoeuvring

The Town's Transportation Peer Reviewer and Fire Department have identified vehicle manoeuvring concerns with passenger vehicles, delivery vehicles and emergency vehicles.

Staff recommend that the development proposal be revised to consider these comments to ensure access to the site for emergency vehicles.

Archaeological Resources

Archaeological resources shall be identified, explored and protected.

The Applicant submitted a Stage 1 and 2 archaeological assessment which identified no matters of archaeological interest or concern.

Staff recommend that no further action be taken with regard to archaeological considerations.

Housing

A full range of housing types / densities shall be provided. Affordable housing opportunities shall be provided.

York Region has suggested that additional consideration be given to the provision of affordable housing on the subject site.

Staff note that the intent of the above policy is that 25% of the total housing development in the Town be affordable, but not necessarily to require that every development contains 25% affordable housing. It is intended to be applied on a Town-wide basis and not on a site-by-site basis.

The Applicant has not provided any data or commitment regarding how the residential units proposed might contribute towards the Town's objective of achieving a 25% affordable housing target.

Urban and Architectural Design

Development in the MUC designation shall be attractive, high-quality and complement the character of the area.

The Applicant has provided an Urban Design Brief which:

- Provides a broad policy context in which the proposal meets the urban design objectives of the existing KSP;
- Evaluates the impact of massing and shadowing on the overall compatibility of the proposal with nearby land uses;
- Outlines which site features will be private and which will be POPS;
- Protection of waterfront areas, including views;
- Screening of waste areas; and,
- Street orientation of buildings.

Staff remain concerned with the impact of height, massing and shading on the predominantly low-density residential areas to the north of the subject property. These properties are largely proposed to remain as low-density residential uses in the existing and new KSP.

Staff are also concerned about the visual impact on the 'transition' between the tower and the abutting single detached dwellings.

6. ISSUES REQUIRING CONSIDERATION AND RESOLUTION:

The following represent the most significant issues and concerns with the current development proposal:

- Height, density, scale and massing;
- Compatibility, transition and shadow impacts on adjacent low density residential properties;
- Addressing of passenger, delivery and emergency vehicle manoeuvring;
- Provision of road cross sections to demonstrate whether required infrastructure can be accommodated in the existing Cameron Crescent ROW, including both the north and south legs to support the traffic generated by the proposed development;
- Provision of analyses regarding the necessity of turning lanes on The Queensway South to understand the off-site implications and costs associated with the proposed development;
- Proposed modal splits and parking rates;
- Ensuring that all accessible parking spaces adhere to By-law 2018-0054;
- Confirming the development limits and relocating of development outside of the 15-metre Minimum Vegetation Protection Zone from the top of bank for the Maskinonge River, the annual high-water mark for Lake Simcoe and the wetland;

- Development is prohibited in Provincially Significant Wetlands. Confirmation is required from the MNRF as to whether the wetland has been reclassified in a manner that would permit development or site alteration therein;
- Analysis of the impact of water structures (piers, docks, etc.) on aquatic species and their habitats;
- Naturalization of areas around shoreline protection features (walls and revetments) and wetlands; and,
- Updating of draft OPA / ZBA documents to reflect the development concept, development limits, commercial use limitations and servicing matters/constraints.

7. CORPORATE STRATEGIC PLAN:

This Report addresses the following Town of Georgina Corporate Strategic Goal: Ensuring Balanced Growth.

8. FINANCIAL AND BUDGETARY IMPACT:

There are no direct financial concerns or budgetary impacts on the Town as a result of the recommendations in this report. Should the applications ultimately be appealed to the Ontario Land Tribunal (OLT), there will be a further draw on staff and financial resources to attend the proceedings.

9. CONCLUSION:

The subject applications propose a form and scale of development that is a significant departure from the applicable and emerging policy direction in the Keswick Secondary Plan area. In this regard, the Town has recently concluded a review and update of the Keswick Secondary Plan. The new KSP represents the Town's vision for the long term growth and development of Keswick at an appropriate, manageable and sustainable scale.

The new KSP maintains permitted residential densities and building heights along The Queensway in the Mixed Use Corridor I designation and the related Urban Centres at a moderate level consistent with the existing KSP. The new KSP establishes the Mixed Use Corridor II designation along the Woodbine Avenue corridor as the preferred location for higher density residential / mixed use forms of development where larger unconstrained sites are available to meet the long term needs of the community for higher density residential uses.

Staff are of the opinion that, given the extent of outstanding issues and concerns raised in this report, the proposed development and submitted OPA / ZBA applications are not supportable in their current form. The issues identified in this report are significant and reflective of a proposed development that to this point appears to exceed the capacity of the site to compatibly integrate into the existing neighbourhood.

Staff recognize the severity of the current housing crisis and the strong thrust of provincial policy to address it as evidenced by the Ontario Housing Supply Action Plan and the suite of initiatives which have been advanced to implement it. Despite this, there is no policy direction or merit to disregarding fundamental land use planning principles to increase the supply of housing on this site.

The development of the site at the proposed scale and density is not required to meet the Town's Housing Target of 6,200 units by 2031, as established by the Ministry of Municipal Affairs and Housing. In this regard, there are more than sufficient lands designated for development within Keswick to meet the established targets, and servicing constraints remain a critical impediment.

The new provisions of the *Planning Act* introduced through Bill 109 now require a decision to be made on the subject OPA and ZBA applications within 120 days of the receipt of a complete application(s). The 120-day timeframe for the subject applications expires on January 17, 2024. Failure to make a decision on the applications by that date (which includes passing the applicable OPA and ZBL in the case of an approval) invokes appeal rights to the OLT for a "non-decision", as well as mandatory application fee refund provisions on a sliding scale (50% after 120 days, 75% after 180 days and 100% after 240 days). Accordingly, there is insufficient time to properly refer the applications back to Staff for an opportunity to try and resolve the identified issues and/or to consider a revised development proposal within the prescribed time period.

Given all of the above, Staff are recommending an 'either/or' recommendation wherein Council may refuse the applications at this time or resolve to refer the applications back to Staff despite the potential appeal and fee refund implications.

Prepared by:	Connor McBride, MCIP, RPP Senior Development Planner
Reviewed by:	Alan Drozd, MCIP, RPP Manager of Planning Policy
Recommended by:	Denis Beaulieu, MCIP, RPP Director of Development Services
Approved by:	Ryan Cronsberry Chief Administrative Officer

Attachments:

Attachment 1 – Context Map
Attachment 2 – Key Map
Attachment 3 – Location Map

Attachment 4 – Site Photos

Attachment 5 – Development Concept and Building Elevations

Attachment 6 – Shadow Study

Attachment 7 - Consolidated Town Department / External Agency Comments

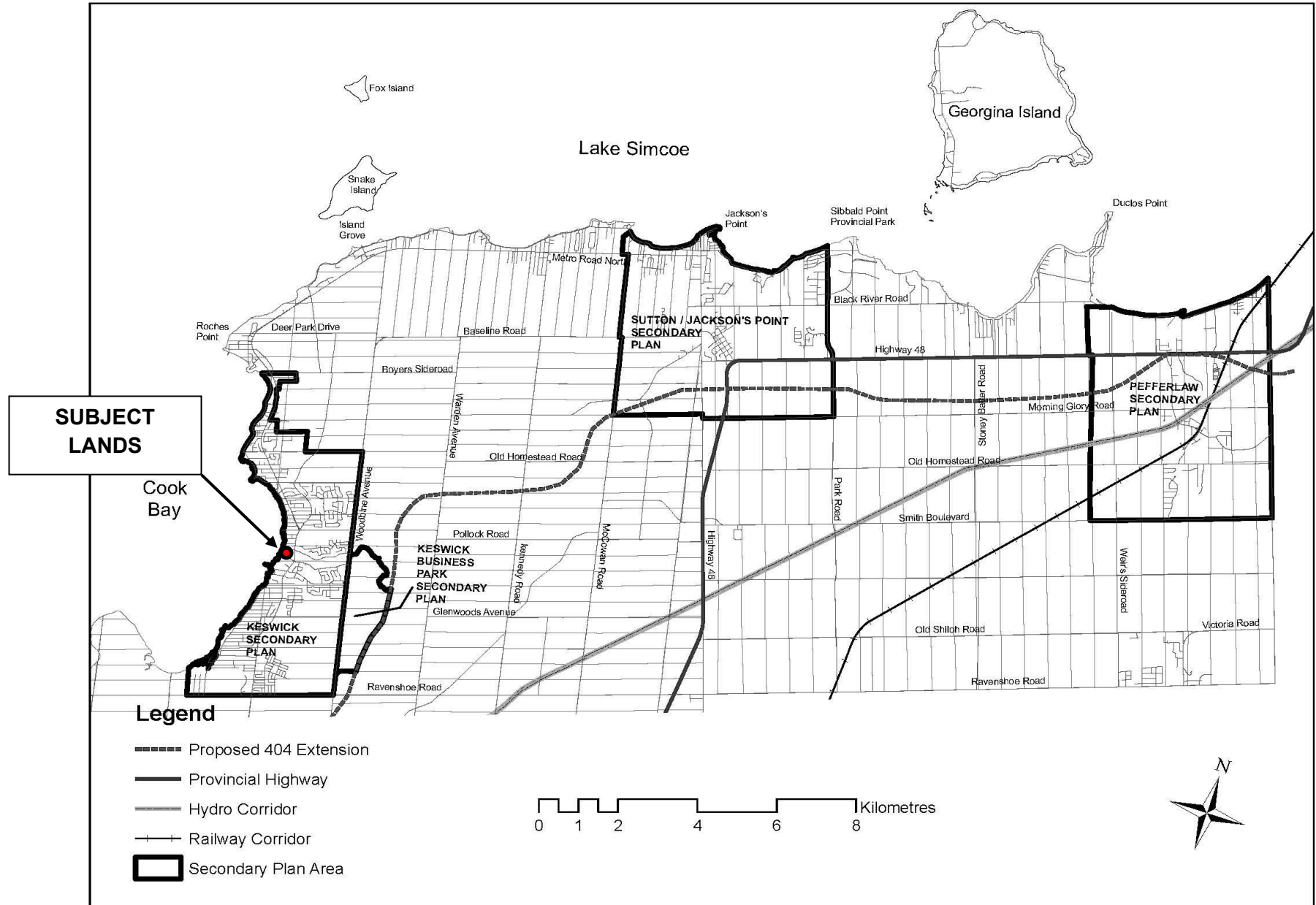
Attachment 8 - Draft Official Plan Amendment

Attachment 9 - Draft Zoning By-law Amendment

Attachment 10 - Summary of Submission Documents

Attachment 11 - Redacted Public Comments



Context Map



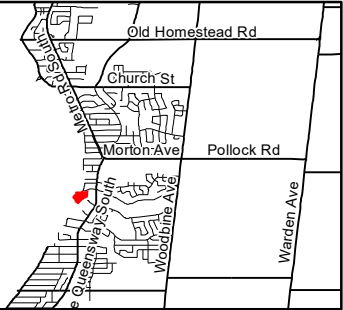


232 Cameron Crescent

Legend

-  Subject Property
-  Parcel Fabric

Attachment 2
Report No. DS-2023-0096
232 Cameron Crescent
Page 1 of 1





Town of Georgina
ITS- GIS Services
Created: Sept, 28, 2023



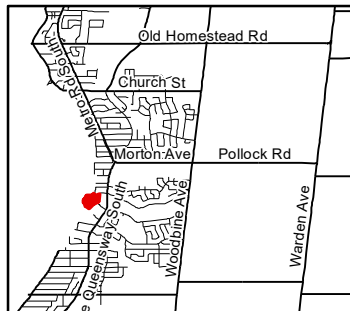


232 Cameron Crescent

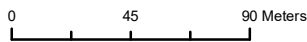
Legend

-  Subject Property
-  Parcel Fabric

Attachment 3
Report No. DS-2023-0096
232 Cameron Crescent
Page 1 of 1



Town of Georgia
ITS- GIS Services
Created: Nov, 10, 2023



Site Photos

Subject Area (Facing South)



Subject Area (Facing West)



Subject Area (Facing East)



Subject Area (Facing North)



GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATE TO THE SATISFACTION OF THE TOWN.
2. A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.
11. RESPECTING ALL WORK IN THE MUNICIPAL RIGHT OF WAY, THE CONTRACTOR IS TO PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE CLARINGTON ENGINEERING SERVICES DEPARTMENT STAFF AT 905-623-3379.
12. A ROAD OCCUPANCY PERMIT WILL BE REQUIRED FOR ANY WORK DONE IN THE MUNICIPAL ROAD ALLOWANCE. EXCAVATION OF THE ROAD SURFACE IS NOT PERMITTED BETWEEN DECEMBER 1ST AND APRIL 30TH.
13. ALL RESTORATION OR WORK DONE IN THE ROAD ALLOWANCE MUST BE COMPLETED AS PER MUNICIPAL FIELD STAFF DIRECTION.
14. THE PERFORMANCE GUARANTEE WILL NOT BE REFUNDED BY THE MUNICIPALITY OF CLARINGTON UNLESS THE WORKS HAVE BEEN INSPECTED BY MUNICIPAL FORCES AND DEEMED TO BE COMPLETE AND SATISFACTORY.
15. CONSTRUCTION AT THE SITE WILL BE SUBJECT TO VEHICLE LOAD RESTRICTIONS BETWEEN MARCH 1ST AND MAY 1ST EACH YEAR.
16. ALL FUTURE MAINTENANCE OF THE ADJACENT SIDEWALKS AND GRASS BOULEVARDS ARE THE RESPONSIBILITY OF THE APPLICANT INCLUDING SNOW REMOVAL.
17. EXCESS SNOW WILL BE REMOVED BY PRIVATE HAULER SUBJECT TO DEMAND FOR PARKING.

SIGN INDEX

1	FIRE ROUTE SIGN - CITY STANDARD
2	DROP OFF / PICK UP ONLY SIGN / NO PARKING
3	ACCESSIBLE PARKING - RB-93
4	STOP SIGN - Ra-1 60 cm x 60 cm

PAVEMENT MARKING INDEX:

1	STOP BAR (WHITE) 0.30 m
2	SOLID WHITE 0.10 m
3	ACCESSIBLE PARKING MARKING

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH THE DRAWING 22-15-148-00 BY J.D. BARNES LIMITED LAST DATED JULY 14, 2023. SAPLYS ARCHITECTS ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

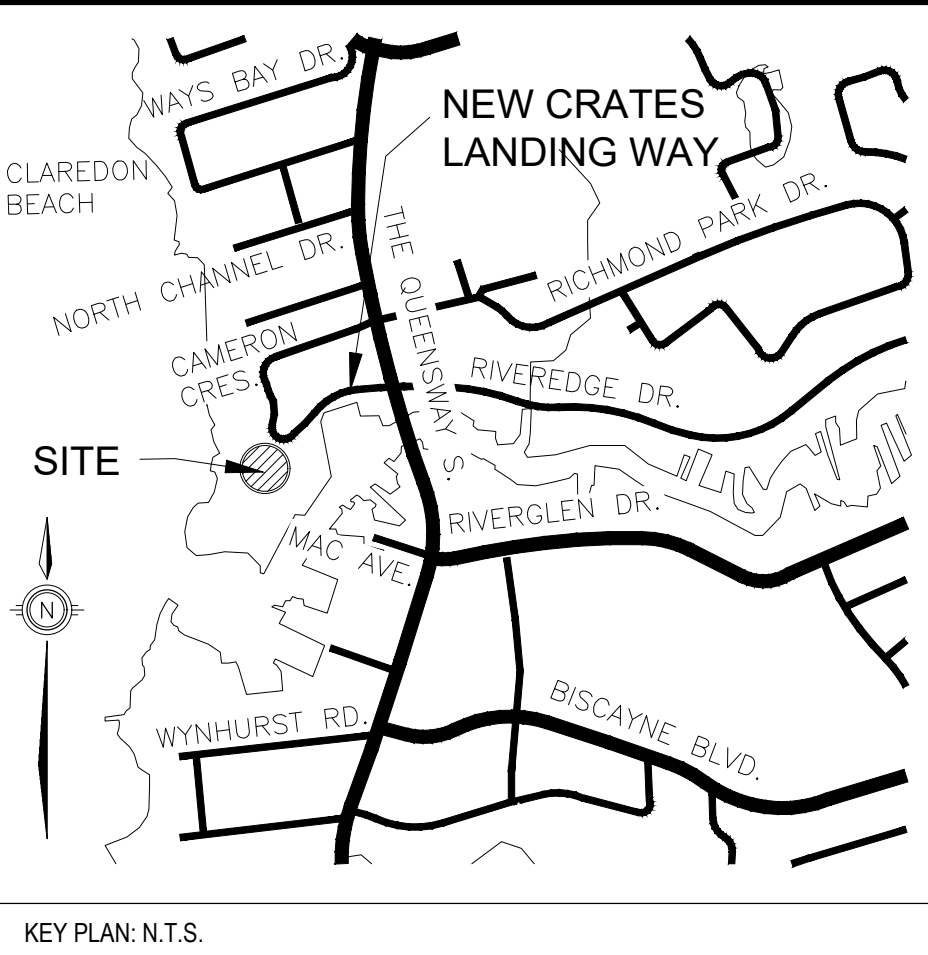
LEGAL LAND DESCRIPTION:

PLAN OF SURVEY OF LOTS 1 TO 15, AND BLOCK A AND DOREDA DRIVE (CLOSED BY LAW 2001-0070(LA-1), YR45264)

REGISTERED PLAN 447 AND LOT 5 AND PART OF LOTS 6 AND 8 REGISTERED PLAN 170 TOWN OF GEORGINA REGIONAL MUNICIPALITY OF YORK

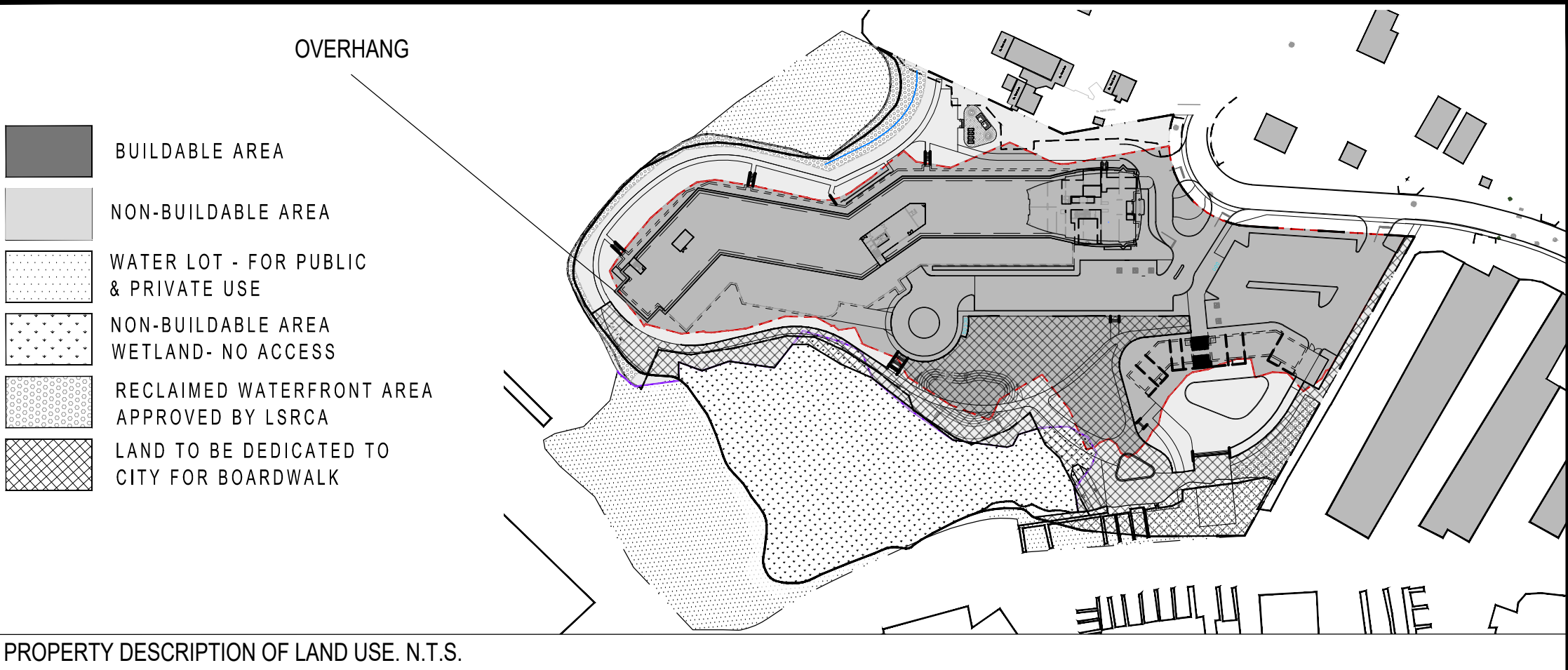
SURVEYORS INFO

J.D. BARNES LIMITED
140 RENFREW DRIVE, SUITE 100,
MARKHAM ON L3R 0E3
PHONE 905-447-3600 FAX 905-447-3882



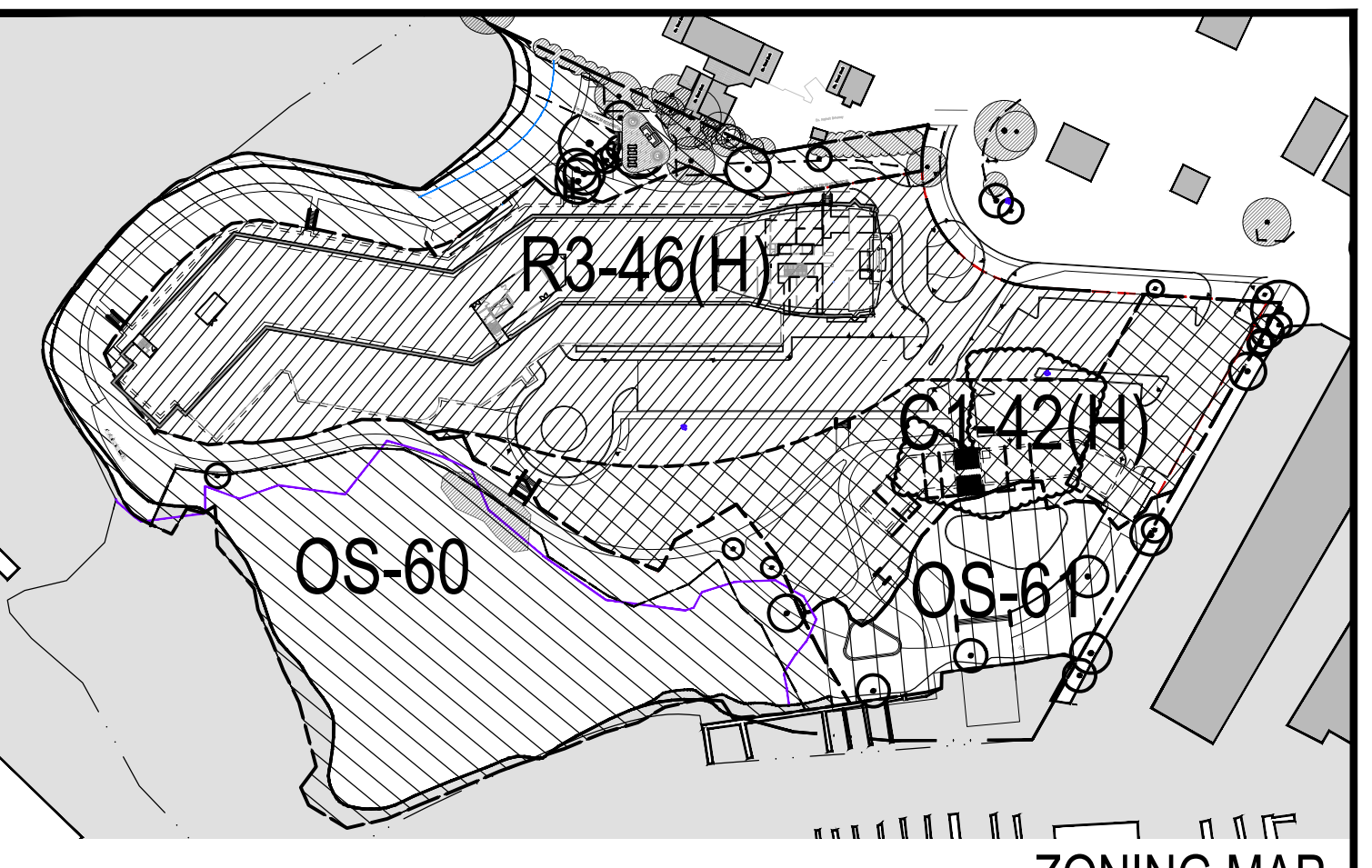
ABBREVIATIONS

C.D. - CURB DEPRESSION
F.H. - FIRE HYDRANT
G.F.A. - GROSS FLOOR AREA
H.D. - HEAVY DUTY PAVING
LB - LIGHT BOLLARD
LS - LIGHT STANDARD
BF - BARRIER FREE
BFFE - BASEMENT FFE
FFFE - FINISHED FLOOR ELEVATION
T.B.D. - TO BE DETERMINED
T.B.R. - TO BE REMOVED
SM - SQUARE METERS
SF - SQUARE FEET
PROV. - PROVIDED
REQ'D - REQUIRED
BS - BUS SHELTER
EX - EXISTING
F.R.S. - FIRE ROUTE SIGN
B - BOLLARD
PYSB - FRONT YARD SETBACK
ISYBS - INTERIOR SIDE YARD SETBACK
RYSB - REAR YARD BUILDING SETBACK
TWSI - TACTILE WARNING SURFACE INDICATOR
WR - WASTE RECEPTICAL



LEGEND OF SITE SPECIFIC ZONING SCHEDULE 'A' BYLAW 500-2008-0022

[Symbol]	R3-46(H) MEDIUM DENSITY URBAN RESIDENTIAL
[Symbol]	C1-42(H) GENERAL COMMERCIAL
[Symbol]	OS-60 OPEN SPACE
[Symbol]	OS-61 OPEN SPACE



DRAWING LEGEND

LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTERS AND BF USE

FREE STANDING SIGNS

SNOW STORAGE AREAS

AREA OF PROPOSED NEW BLDG

EXISTING BUILDING

PATH OF FIRE ROUTE

SLOPE 3:1 REFER TO CIVIL

OWNERS OPTION FOR HYBRID PARKING STALLS, EV CHARGING STATION C/W SIGN AND - SEE ELECTRICAL AT A MINIMUM A CONDUIT IS TO BE RUN FOR FUTURE WORK

SERVICE EXITS/ ENTRANCE POINTS

OVER-HEAD DOOR

(S.C.) SIAMESE CONNECTION

PAINTED ISLAND NO PARKING

BIKE RACK - REFER TO LANDSCAPE DWGS

BF DEPRESSED CURB/ RAMP (TYPICAL) - AS PER 3.8.3.2(3) OBC

DESIGNATED BARRIER FREE PARKING SPACE, REFER TO CITY STANDARD FOR PAINTED SYMBOL SEE DET. 2/A-101

NUMBER OF PARKING STALLS IN A ROW

PROPOSED LOCATION OF PAD MOUNTED TRANSFORMER (CONFORM WITH LOCAL UTILITIES SEE SITE ELECTRICAL PLAN)

LOCATION OF L.S. -4

DECORATIVE LIGHT STANDARD

EX CHAIN LINK FENCE AT PROPERTY BOUNDARY

PROPOSED DECORATIVE FENCING SEE LANDSCAPE DWG

LEGEND OF PROPERTY CONSTRAINTS

SITE BOUNDARY

BUILD-ABLE SITE AREA BASED ON ZONING & ENVIRONMENTAL SETBACK

WATER'S EDGE

WETLAND BOUNDARY 2023

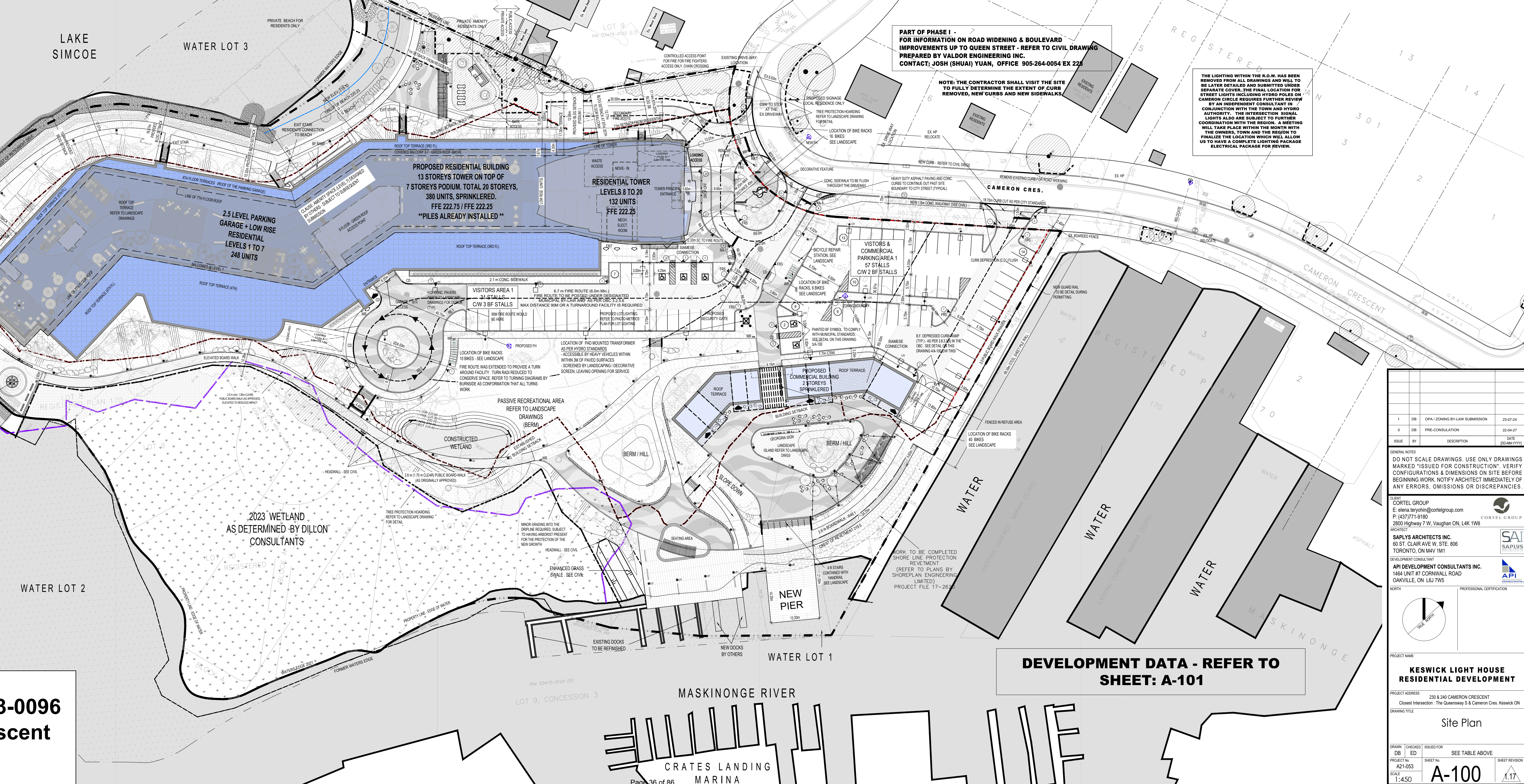
SIGNIFICANT WETLAND

SIGN INDEX

1	FIRE ROUTE SIGN - CITY STANDARD
2	DROP OFF / PICK UP ONLY SIGN / NO PARKING
3	ACCESSIBLE PARKING - RB-93
4	STOP SIGN - Ra-1 60 cm x 60 cm

PAVEMENT MARKING INDEX:

1	STOP BAR (WHITE) 0.30 m
2	SOLID WHITE 0.10 m
3	ACCESSIBLE PARKING MARKING



GENERAL NOTES

DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED 'ISSUED FOR CONSTRUCTION'. VERIFY CONFIGURATIONS & DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES.

CLIENT
CORTEL GROUP
E: cnela@corcelgroup.com
P: (437) 771-9180
2800 Highway 7 W. Vaughan, ON, L4K 1W8

SAPLYS ARCHITECTS INC.
60 ST. CLAIR AVE. W. STE. 808
TORONTO, ON M4V 1M1

API DEVELOPMENT CONSULTANTS INC.
1464 UNIT #7 CORNWALL ROAD
OAKVILLE, ON L6J 7W5

PROJECT NAME
KESWICK LIGHT HOUSE
RESIDENTIAL DEVELOPMENT

PROJECT ADDRESS
230 & 240 CAMERON CRESCENT
Closest Intersection: The Queensway & Cameron Cres, Keswick ON

DRAWING TITLE
Site Plan

DRAWN
DB

CHECKED
ED

ISSUED FOR
SEE TABLE ABOVE

PROJECT NO.
A21-053

SHEET NO.
A-100

SCALE
1:450

SHEET REVISION
1/17



EXTERIOR ELEVATION LEGEND

- 136 WINDOW WALL SYSTEM - VISION GLASS - SUPER SILVER
- 137 WINDOW WALL SYSTEM - METAL PANEL - DARK GRAY
- 138 PERFORATED ALUMINUM PANEL - WHITE
- 139 PERFORATED ALUMINUM FISH SCALE PANEL - LIGHT BEIGE
- 140 ALUMINUM GUARD RAIL WITH PERFORATED ALUMINUM PANEL - WHITE
- 141 ALUMINUM GUARD RAIL WITH CLEAR TEMPERED GLAZING - SUPER SILVER
- 142 STOREFRONT GLAZING - SUPER SILVER
- 143 PORCELAIN STONE - LIGHT BEIGE
- 150 LOUVER PANEL WITH 50% OPEN AIR - WHITE

Attachment 5
Report No. DS-2023-0096
232 Cameron Crescent
Page 2 of 4

5	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
4	SMT	ISSUED FOR CLIENT REVIEW	23-06-06
3	ED	DD CLIENT REVIEW	06 FEB 23
2	ED	DD CLIENT REVIEW	2 JAN 23
1	CP	DD CLIENT REVIEW	9 DEC 22
No.	By	Description	Date YY-MM-DD

ISSUANCE SCHEDULE

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DEVELOPMENT CONSULTANT:

API CONSULTANTS INC.
1464 CORNWALL ROAD, UNIT 7
OAKVILLE, ONTARIO L6J 7W5
P: 905.337.7249



ARCHITECT:

SAPLYS ARCHITECTS INC.
60 ST. CLAIR AVE E., SUITE 806
TORONTO, ONTARIO M4T 1N5
P: 905.510.0595



CLIENT:

CORTEL GROUP
p:905 695 0800
2800 Highway 7 W. suite 301
Vaughan ON.L4K 1W8 **CORTI**



PROFESSIONAL CERTIFICATION

PROJECT

KESWICK LIGHTHOUSE

KESWICK, ONTARIO
240 CAMERON CRESCENT

DRAWING TITLE

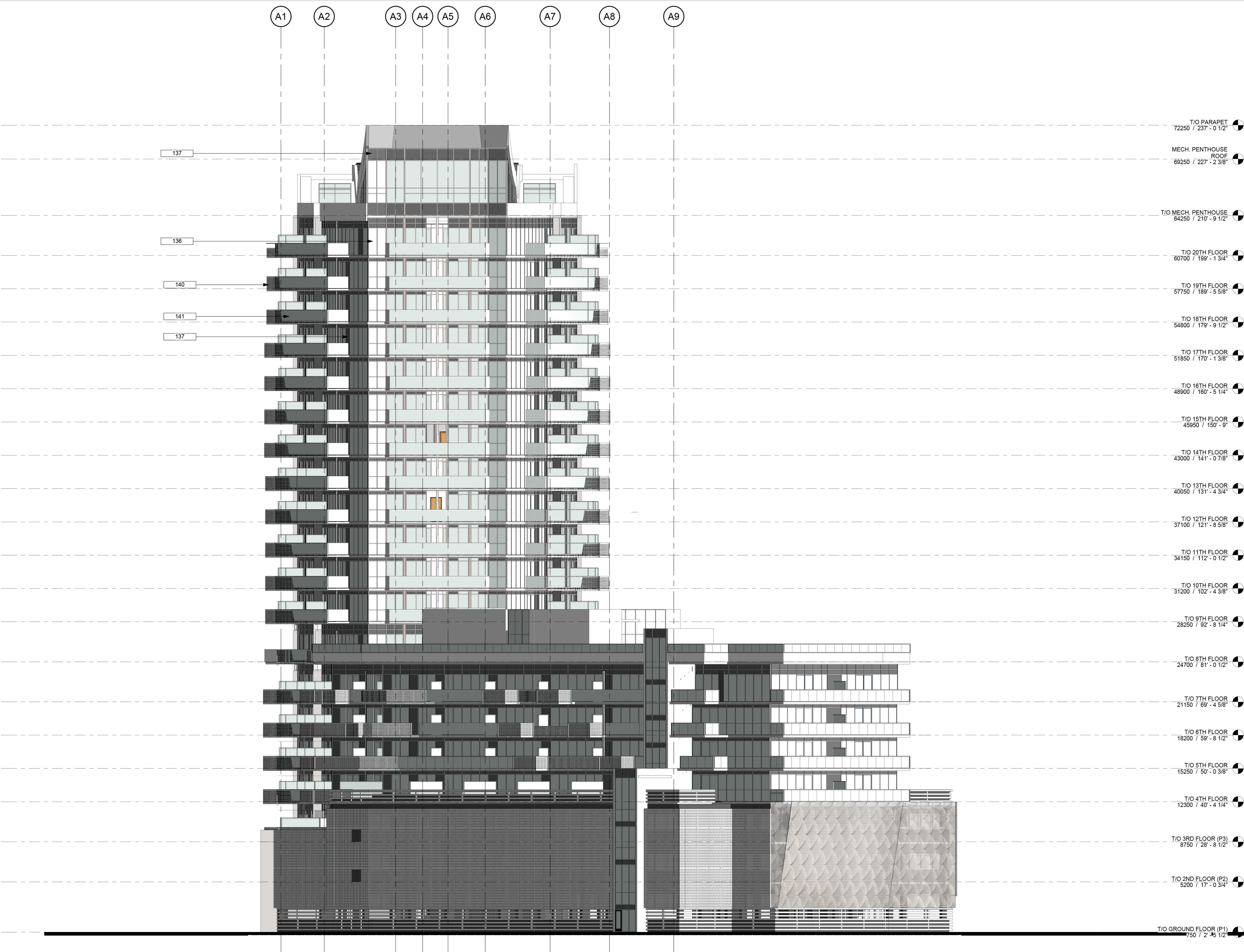
EXTERIOR ELEVATION -
EAST

BY SMT	CHECK ED	ISSUED FOR ISSUED FOR CLIENT REVIEW
PROJECT NO.: 21-053		SHEET NO.: A301 5 SHEET ISSUED
SCALE: 1:150		
ISSUE DATE: 23-06-27		

A301 | 5
SHEET
ISSUE No.

SAPLYS ARCHITECTS INC.

PLOT DATE: 2023-08-18 3:56:04 PM



EXTERIOR ELEVATION LEGEND

- T/O PARAPET 72250 / 237' - 0 1/2"
- MECH. PENTHOUSE ROOF 69250 / 227' - 2 3/8"
- T/O MECH. PENTHOUSE 64250 / 210' - 9 1/2"
- T/O 20TH FLOOR 60700 / 199' - 1 3/4"
- T/O 19TH FLOOR 57750 / 189' - 5 5/8"
- T/O 18TH FLOOR 54800 / 179' - 9 1/2"
- T/O 17TH FLOOR 51850 / 170' - 1 3/8"
- T/O 16TH FLOOR 48900 / 160' - 5 1/4"
- T/O 15TH FLOOR 45950 / 150' - 9"
- T/O 14TH FLOOR 43000 / 141' - 0 7/8"
- T/O 13TH FLOOR 40050 / 131' - 4 3/4"
- T/O 12TH FLOOR 37100 / 121' - 8 5/8"
- T/O 11TH FLOOR 34150 / 112' - 0 1/2"
- T/O 10TH FLOOR 31200 / 102' - 4 3/8"
- T/O 9TH FLOOR 28250 / 92' - 8 1/4"
- T/O 8TH FLOOR 24700 / 81' - 0 1/2"
- T/O 7TH FLOOR 21150 / 69' - 4 5/8"
- T/O 6TH FLOOR 18200 / 59' - 8 1/2"
- T/O 5TH FLOOR 15250 / 50' - 0 3/8"
- T/O 4TH FLOOR 12300 / 40' - 4 1/4"
- T/O 3RD FLOOR (P3) 8750 / 28' - 8 1/2"
- T/O 2ND FLOOR (P2) 5200 / 17' - 0 3/4"
- T/O GROUND FLOOR (P1) 750 / 2' - 5 1/2"
- 136 WINDOW WALL SYSTEM - VISION GLASS - SUPER SILVER
- 137 WINDOW WALL SYSTEM - METAL PANEL - DARK GRAY
- 138 PERFORATED ALUMINIUM PANEL - WHITE
- 139 PERFORATED ALUMINIUM FISH SCALE PANEL - LIGHT BEIGE
- 140 ALUMINIUM GUARD RAIL WITH PERFORATED ALUMINIUM PANEL - WHITE
- 141 ALUMINIUM GUARD RAIL WITH CLEAR TEMPERED GLAZING - SUPER SILVER
- 142 STOREFRONT GLAZING - SUPER SILVER
- 143 PORCELAIN STONE - LIGHT BEIGE
- 150 LOUVER PANEL WITH 50% OPEN AIR - WHITE

NOT ISSUED FOR
CONSTRUCTION

Attachment 5
Report No. DS-2023-0096
232 Cameron Crescent
Page 3 of 4

1	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
No.	By	Description	Date YY-MM-DD
ISSUANCE SCHEDULE			

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DEVELOPMENT CONSULTANT:	
API CONSULTANTS INC. 1484 CORNWALL ROAD, UNIT 7 OAKVILLE, ONTARIO L6J 7W5 P: 905.337.7249	
ARCHITECT:	
SAPLYS ARCHITECTS INC. 60 ST. CLAIR AVE E., SUITE 806 TORONTO, ONTARIO M4T 1N5 P: 905.510.0995	

CLIENT:	
CORTEL GROUP p: 905.695.0800 2800 Highway 7 W., suite 301 Vaughan ON L4K 1W8	

PROJECT		KESWICK LIGHTHOUSE	
KESWICK, ONTARIO 230 & 240 CAMERON CRESCENT		DRAWING TITLE	
EXTERIOR ELEVATION - WEST		SCALE:	
BY SMT		1 : 150	
PROJECT NO.: 21-053		ISSUE DATE: 23-06-27	
CHECKED		ISSUED FOR CLIENT REVIEW	
PROJECT NO.: 21-053		SHEET NO.:	
A302		1 SHEET	
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EXTERIOR ELEVATION LEGEND

- 136 WINDOW WALL SYSTEM - VISION GLASS - SUPER SILVER
- 137 WINDOW WALL SYSTEM - METAL PANEL - DARK GRAY
- 138 PERFORATED ALUMINIUM PANEL - WHITE
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Attachment 5
Report No. DS-2023-0096
232 Cameron Crescent
Page 4 of 4

4	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
3	ED	DD CLIENT REVIEW	06 FEB 23
2	ED	DD CLIENT REVIEW	2 JAN 23
1	CP	DD CLIENT REVIEW	9 DEC 22
No.	By	Description	Date YY-MM-DD

ISSUANCE SCHEDULE

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DEVELOPMENT CONSULTANT:

API CONSULTANTS INC.
1484 CORNWALL ROAD, UNIT 7
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ARCHITECT:

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P: 905.510.0995



CLIENT:

CORTEL GROUP
p: 905.695.0800
2800 Highway 7 W. suite 301
Vaughan ON L4K 1W8



PROFESSIONAL CERTIFICATION

PROJECT

KESWICK LIGHTHOUSE

KESWICK, ONTARIO
230 & 240 CAMERON CRESCENT

DRAWING TITLE

**EXTERIOR ELEVATIONS
NORTH & SOUTH**

BY: SMT
CHECK: ED
ISSUED FOR: ISSUED FOR CLIENT REVIEW

PROJECT NO.: 21-053
SHEET NO.:

SCALE:

1: 250

ISSUE DATE:

23-06-27

A303 4
SHEET
ISSUE NO.

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2 March 21st 10AM
AP 91 1: 1500



3 March 21st 12PM
AP 91 1: 1500



4 March 21st 3PM
AP 91 1: 1500



5 March 21st 6PM
AP 91 1: 1500

NOT ISSUED FOR
CONSTRUCTION

2	SMT	ISSUED FOR REVIEW	23-07-28
1	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
No.	By	Description	Date YY-MM-DD
ISSUANCE SCHEDULE			

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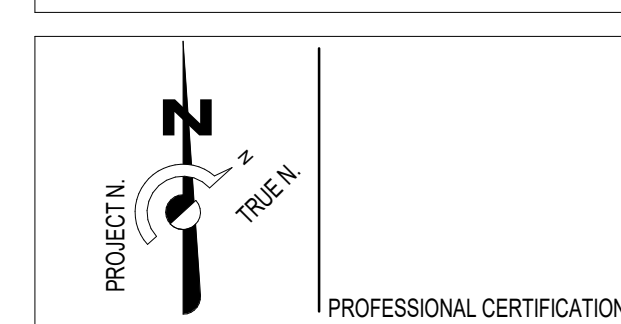
DEVELOPMENT CONSULTANT:
API CONSULTANTS INC.
1464 CORNWALL ROAD, UNIT 7
OAKVILLE, ONTARIO L6J 7W5
P: 905.337.7249



ARCHITECT:
SAPLYS ARCHITECTS INC.
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P: 905.510.0955



CLIENT:
CORTEL GROUP
p: 905.695.0800
2800 Highway 7 W, suite 301
Vaughan ON L4K 1W8



PROJECT
KESWICK LIGHTHOUSE

KESWICK, ONTARIO
230 & 240 CAMERON CRESCENT

DRAWING TITLE
SHADOW STUDY
-SPRING

BY SMT
PROJECT NO.: 21-053
SCALE:
ISSUE DATE: 23-07-28

CHECKED
ISSUED FOR REVIEW
SHEET NO.:
2

A900
SAPLYS ARCHITECTS INC.

Attachment 6
Report No. DS-2023-0096
232 Cameron Crescent
Page 1 of 4



2 June 21st 10AM
AP 92 1 : 1500



3 June 21st 12PM
AP 92 1 : 1500



4 June 21st 3PM
AP 92 1 : 1500



5 June 21st 6PM
AP 92 1 : 1500

Attachment 6
Report No. DS-2023-0096
232 Cameron Crescent
Page 2 of 4

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CONSTRUCTION

2	SMT	ISSUED FOR REVIEW	23-07-28
1	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
No.	By	Description	Date YY-MM-DD
ISSUANCE SCHEDULE			

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DEVELOPMENT CONSULTANT:

API CONSULTANTS INC.
1464 CORNWALL ROAD, UNIT 7
OAKVILLE, ONTARIO L6J 7W5
P: 905.337.7249



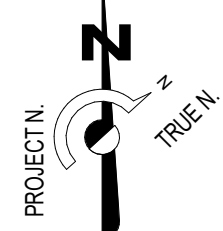
ARCHITECT:

SAPLYS ARCHITECTS INC.
60 ST. CLAIR AVE E., SUITE 806
TORONTO, ONTARIO M4T 1N5
P: 905.510.0995



CLIENT:

CORTEL GROUP
p: 905.695.0800
2800 Highway 7 W, suite 301
Vaughan ON L4K 1W8



PROFESSIONAL CERTIFICATION

PROJECT
KESWICK LIGHTHOUSE

KESWICK, ONTARIO
230 & 240 CAMERON CRESCENT

DRAWING TITLE
SHADOW
STUDY-SUMMER

BY	CHECK	ISSUED FOR
SMT	ED	ISSUED FOR REVIEW
PROJECT NO:	21-053	SHEET NO:
SCALE:		
ISSUE DATE:	23-07-28	

A901 2
SHEET
ISSUE No.

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2 September 22nd 10AM
AP 93 1 : 1500



3 September 22nd 12PM
AP 93 1 : 1500



4 September 22nd 3PM
AP 93 1 : 1500



5 September 22nd 6PM
AP 93 1 : 1500

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CONSTRUCTION

2	SMT	ISSUED FOR REVIEW	23-07-28
1	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
No.	By	Description	Date YY-MM-DD
ISSUANCE SCHEDULE			

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DEVELOPMENT CONSULTANT:

API CONSULTANTS INC.
1464 CORNWALL ROAD, UNIT 7
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P: 905.337.7249



ARCHITECT:

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P: 905.510.0955



CLIENT:

CORTEL GROUP
p:905.695.0800
2800 Highway 7 W, suite 301
Vaughan ON L4K 1W8



PROFESSIONAL CERTIFICATION

PROJECT
KESWICK LIGHTHOUSE

KESWICK, ONTARIO
230 & 240 CAMERON CRESCENT
DRAWING TITLE
SHADOW STUDY-FALL

BY	CHECK	ISSUED FOR	
SMT	ED	ISSUED FOR REVIEW	
PROJECT NO.: 21-053		SHEET NO.:	
SCALE:		A902	2
ISSUE DATE: 23-07-28			

Attachment 6
Report No. DS-2023-0096
232 Cameron Crescent
Page 3 of 4



1 December 21st, 10 AM
AP 90 1 : 1500



2 December 21st, 12 PM
AP 90 1 : 1500



3 December 21st 3PM
AP 90 1 : 1500



4 December 21st, 6 PM
AP 90 1 : 1500

NOT ISSUED FOR
CONSTRUCTION

2	SMT	ISSUED FOR REVIEW	23-07-28
1	SMT	ISSUED FOR CLIENT REVIEW	23-06-27
No.	By	Description	Date YY-MM-DD
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API CONSULTANTS INC.
1464 CORNWALL ROAD, UNIT 7
OAKVILLE, ONTARIO L6J 7W5
P: 905.337.7249



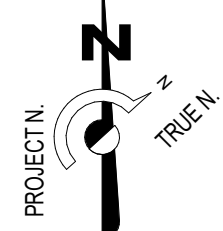
ARCHITECT:

SAPLYS ARCHITECTS INC.
60 ST. CLAIR AVE E., SUITE 806
TORONTO, ONTARIO M4T 1N5
P: 905.510.0955



CLIENT:

CORTEL GROUP
p:905.695.0800
2800 Highway 7 W, suite 301
Vaughan ON L4K 1W8



PROFESSIONAL CERTIFICATION

PROJECT
KESWICK LIGHTHOUSE

KESWICK, ONTARIO
230 & 240 CAMERON CRESCENT

DRAWING TITLE
SHADOW STUDY-
WINTER

BY	CHECK	ISSUED FOR
SMT	ED	ISSUED FOR REVIEW
PROJECT NO:	SHEET NO:	
21-053		
SCALE:		
ISSUE DATE:		
23-07-28		

A903 2
SHEET
ISSUE No.

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Attachment 6
Report No. DS-2023-0096
232 Cameron Crescent
Page 4 of 4

Circulated To	Email	Department/Agency	Date Received	Response
Devin Dillabough, Bruce West, Lori Gardiner, Jeremy Liscoumb	ddillabough@georgina.ca ; bwest@georgina.ca ; lgardiner@georgina.ca ; jliscoumb@georgina.ca	Building Division		
Henry Radder	hradder@georgina.ca	Building/Plumbing Inspector		
Rachel Dillabough, Mamata Baykar	rdillabough@georgina.ca ; mbaykar@georgina.ca	Clerks Division		
Dan Buttineau, Bob Ferguson	dbuttineau@georgina.ca ; bferguson@georgina.ca	Community Services		
Michael Iampietro, Tim Gallagher	miampietro@georgina.ca ; tgallagher@georgina.ca	Development Engineering	October 31, 2023	See attached.
Karyn Stone	kstone@georgina.ca	Economic Development		
Lorianne Zwicker, Kailee Houter	lzwicker@georgina.ca ; khouter@georgina.ca	Georgina Fire Department	October 20, 2023	See attached.
By-laws	bylaws@georgina.ca	Municipal Law		
Niall Stocking, Neil MacDonald, Laura Taylor	nstocking@georgina.ca ; nmacdonald@georgina.ca ; ltaylor@georgina.ca	Operations & Infrastructure		
Justine Burns	jburns@georgina.ca	Policy Planning	November 6, 2023	See attached.
Geoff Harrison	gharrison@georgina.ca	Tax & Revenue	November 9, 2023	There are no tax concerns with this property
Mary Mauti	planninganddevelopment@bell.ca	Bell Canada	November 6, 2023	See attached.
Carrie Gordon (COA)	ROWCentre@bell.ca	Bell Canada		
Susan Cluff	susan.cluff@canadapost.postescanada.ca	Canada Post Corporation (CPC)	October 30, 2023	See attached.
Chief Donna Big Canoe, Natasha Charles	donna.bigcanoe@georginaisland.com ; natasha.charles@georginaisland.com	Chippewas of Georgina		
CN Rail	proximity@CN.ca	C.N. Business Development & Real Estate		
Enbridge Gas Inc	MunicipalPlanning@enbridge.com	Enbridge Gas	October 11, 2023	Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.
Hydro One Networks Inc	CentralFBCplanning@HydroOne.com	Hydro One		
Dave Ruggle, Amy Knapp, Laura Tafreshi, Kelly Nesbitt, Liam Munnoch	d.ruggle@lsrca.on.ca ; a.knapp@lsrca.on.ca ; l.tafreshi@lsrca.on.ca ; k.nesbitt@lsrca.on.ca ; L.Munnoch@lsrca.on.ca	Lake Simcoe Region Conservation Authority (LSRCA)	November 9, 2023	See attached.
Celeste Dugas	celeste.dugas@ontario.ca	Ministry of the Environment		
		Ministry of Health and Long-term Care		
Ministry of Municipal Affairs & Housing	msoc.admin@ontario.ca	Ministry of Municipal Affairs & Housing		
Margaret Mikolajczak, Cameron Blaney, Colin Mulrenin	margaret.mikolajczak@ontario.ca ; cameron.blaney@ontario.ca ; Colin.Mulrenin@ontario.ca	Ministry of Transportation		
Richard Nsengimana	planification@cscmonavenir.ca	Monavenir Catholic School Board		
Alex Locantore	Alex.locantore@mpac.ca	MPAC		
Ontario Power Generation	Executivevp.lawanddevelopment@opg.com	Ontario Power Generation		
Lily Apa	lily.apa@rci.rogers.com	Rogers	October 10, 2023	See attached.
Nathan Robinson	nrobinson@southlakeregional.org ; asivaramalingam@southlakeregional.ca	Southlake Regional Health Centre		
Daniel Stojc	plantification@csviamonde.ca	Viamonde School Board (French Public)	November 9, 2023	The CS Viamonde has no comment on his application.
	developmentplanning@ycdsb.ca	York Catholic District School Board	October 11, 2023	See attached.
Christine Meehan	developmentservices@york.ca	York Region - Community Planning & Development Services	November 10, 2023	See attached.
Gilbert Luk	gilbert.luk@yrdsb.ca	York Region District School Board		
Jennifer Gottlieb	5775@yvp.ca	York Regional Police		

File Nos.: 02.207 & ZBA 03.1180

Refer to: Sara Brockman

November 10, 2023

Mr. Denis Beaulieu,
Director of Planning & Building
Town of Georgina
R.R. #2, 26557 Civic Centre Road
Keswick, ON L4P 3G1

Attention: Sean Lapenna, Senior Development Planner

**Re: 1st Submission- Official Plan Amendment 02.207 & Zoning By-law Amendment 03.1180
(Keswick Lighthouse Developments)
230, 232, 236 & 240 Cameron Crescent, Keswick
Lots 1 – 15 and Block A and Doreda Drive, Registered Plan 447 / Lot 5 and Part of Lots
6 and 8, Registered Plan 170
Town of Georgina
Regional File Nos.: LOPA.23.G.0063 & ZBA.23.G.0102**

York Region is in receipt of the above noted Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications. The subject site is municipally known as 230, 232, 236 & 240 Cameron Crescent and is located on the west side of Cameron Crescent and The Queensway South, on the shores of Lake Simcoe in Keswick. These applications propose to facilitate the development of a condominium apartment dwelling with 380 condominium apartment dwelling units and an 808m², 2 storey commercial building. The condominium building is proposed to have a 7 storey podium and a 20 storey tower (13 storeys atop the podium). These lands will be subject to future site plan and draft plan of condominium applications.

The OPA proposes to site-specifically amend the Keswick Secondary Plan (KSP) to facilitate the proposed development by amending the current “Maskinonge Urban Centre” to permit increased maximum height, increased maximum density and other site-specific elements.

The ZBA proposes to rezone the subject land from the existing “Low Density Urban Residential (R1),” “Site-specific Medium Density Urban Residential (R3-46),” “Site-specific Medium Density Urban Residential” (R3-47(H))”, “Site-specific General Commercial (C1-42 (H))” and “Site-specific Open Space (OS-60 / OS-61)” zones to “Site-specific Medium Density Urban Residential (R3-___)”,

230, 232, 236 & 240 Cameron Crescent (Keswick Lighthouse Development)

“Site-specific General Commercial (C1-___)” and “Site-specific Open Space (OS-___)” zones to implement the proposed development with required site-specific regulations.

Planning Policy Context

The subject lands are within the “Towns & Villages” per the Greenbelt Plan and the “Urban Area” as shown on Map 1 of the York Region Official Plan – 2022 (YROP). The lands are designated “Community Area” (Map 1A) and in the Built-Up Area (Map 1B). The site is within 120m of the Regional Greenlands System (Map 2). The site is directly on the shore of Lake Simcoe and along the banks of the Maskinonge River and a wetland present on the site (Map 4). Map 5 shows a woodland on the subject property. The lands are within a Highly Vulnerable Aquifer (HVA) (Map 14).

The subject lands are located within the Lake Simcoe watershed and are subject to the applicable policies of the Lake Simcoe Protection Plan.

Background

We understand from the Planning Justification Report that this site has been the subject of past development applications dating back to 2005, with the most recent being in 2014. A past site plan application permitted two 6 storey condominium buildings, a 7 storey hotel and a 3 storey commercial building. A building permit to permit the construction of the foundation for the residential buildings was approved, and the foundation was constructed prior to the execution of the site plan agreement but the previous applicant abandoned the project before construction was completed.

Regional Planning Comments

Affordable Housing and Purpose Built-Rental

1. A priority of York Region is the creation of more affordable housing. The YROP (Policy 2.3.40) requires a minimum of 25% of new housing units in the Town of Georgina be affordable, offering a range of compact housing forms and tenures, and intrinsically affordable units for low and moderate-income households. York Region’s goal of achieving more purpose built rental and rental targets is outlined in policy 2.3.42 and Table 2 of the YROP. Details are required as to how this proposal supports and addresses these policies of the YROP and helps to achieve these priorities.

To encourage affordable rental housing, York Region currently offers two pilot programs for Financial Incentives for Complete Communities that allow development charge deferrals for Purpose-built rental housing. For more info see www.york.ca/financialincentives.

Intensification/Proposed Densities

2. An official plan balances all the competing interests associated with an urbanizing municipality, including protecting and sustaining the planned urban structure and the natural heritage system. The YROP contains policies that guide economic, environmental

and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation, public health and fiscal capacity. The YROP policies also coordinate and set the stage for more detailed planning by local municipalities. The YROP prescribes an urban structure based on an intensification matrix whereby Regional Centres and Corridors are intended to accommodate the highest concentration of intensification, followed by GO transit train stations, bus terminals and subway stations and further down the matrix, Local Centres and Corridors. The determination of the appropriate level of intensification, is best determined by the local municipality relative to this site's local context and area's planned function.

York Region and LSRCA Memorandum of Understanding

1. Given the subject lands are located on the shoreline of Lake Simcoe and the banks of the Maskinonge River, the lands are likely within the shoreline erosion hazard, shoreline flooding hazard (wave uprush), meanderbelt (erosion hazard) and floodplain, also referred to as "hazardous lands". YROP policy 3.5.1 directs development and site alteration away from hazardous lands. Further Section 3.5 of the YROP and Section 3.1 of the Provincial Policy Statement outlines policies related to these natural hazards.

In accordance with York Region's Memorandum of Understanding (MOU) with the Lake Simcoe Region Conservation Authority (LSRCA), York Region relies on LSRCA to review and provide comment on technical matters related to the YROP policies associated applicable provincial plans, including natural hazard matters (e.g. flooding and erosion). We also acknowledge their role and responsibilities under the Conservation Authorities Act, including issuance of permits within the area regulated under Section 28 of the Act.

All proposed development is required to comply with the applicable YROP policies. We defer to LSRCA comments regarding the proposal's conformity with applicable Provincial and municipal planning policy documents.

Environmental Features and Natural Heritage Review

3. The subject lands are located within 120m of the Regional Greenlands System. The site is directly on the shore of Lake Simcoe and along the banks of the Maskinonge River and a wetland and woodland are present on the site (Map 4). Any application in or within 120m of the Regional Greenlands System, key natural heritage feature or key hydrologic feature, must be accompanied by and Environmental Impact Study (EIS)/ Natural Heritage Evaluation (NHE), prepared by a qualified professional covering all applicable Natural heritage matters and requirements of the ROP. We acknowledge an EIS (Dillon Consulting, August 2023) was submitted in support of these applications. The YROP contains detailed policies surrounding environmental features, including wetlands, woodlands, Lake Simcoe and watercourses.

4. Recent changes imposed through Bill 23 (O. Reg 596/22) prohibit the Conservation Authorities to comment on behalf of municipalities for Natural Heritage reviews outside of the regulated area as part of a Planning Act application submission. Prior to Bill 23, through our Memorandum of Understanding (MOU) York Region relied on the expertise of the LSRCA regarding natural heritage matters through the planning and development review process. In the absence of Conservations Authorities input in this regard, it is our understanding that most municipalities are providing review and comment from internal staff resources and/or retaining consultants to peer review environmental studies on their behalf.

Any review of the EIS should assess and ensure conformity with York Region Official Plan polices. These applications should reflect any natural heritage comments, requirements and/ or conditions identified by the Town's consultant prior to a decision by the Town. We request a copy of Town's Natural Heritage Review comments, particularly related to the OP policy conformity.

Planning Justification Report

5. Please update the Planning Justification Report to include and address the applicable policies of the Lake Simcoe Protection Plan, 2009.

Draft OPA

6. Confirmation is required as to whether the draft OPA needs to also redesignate 230 Cameron Crescent as it appears to be part of the subject lands but designated "Existing Neighbourhood".
7. Please provide an updated draft OPA redesignating the environmental features and their vegetative protection zone to the appropriate environmental designation.
8. Please also update the draft OPA to reflect the site-specific amendment on the appropriate Schedule.

Draft ZBA

9. Please update the ZBA to include a Holding provision as outlined in Infrastructure Asset Management's comments below.

Additional Information

10. On September 29, 2023, York Region issued a decision on the Keswick Secondary Plan, 2023 to approve with modifications. The decision has since been appealed site-specifically and is now the subject of an Ontario Land Tribunal proceeding.
11. To promote sustainable new residential developments beyond Ontario Building Code requirements, York Region offers development incentive programs that benefit local municipalities and development proponents/applicants. More specifically, the Sustainable Development Through LEED® (Leadership in Energy and Environmental

230, 232, 236 & 240 Cameron Crescent (Keswick Lighthouse Development)

Design) program provides water and wastewater servicing capacity assignment credits (up to 30 per cent) for new residential high-rise buildings four storeys or higher. The applicant is encouraged to participate in this program and more information is available at www.york.ca/waterincentives.

12. Additional comments can be found in the attached memorandum.

Regional Technical Review Comments

York Region staff has completed its technical review of these proposed applications and offer the following comments:

Transportation Planning

Transportation Planning, Traffic Signal Operations, Corridor Control, Transit, Sustainable Mobility, Traffic Safety and Development Engineering have reviewed this submission, including the concept site plan along with Transportation Study (Burnside, September 2023). It is recommended that these applications, not be approved until the following comments are addressed:

13. Please provide a warrant analysis for an exclusive northbound left turn lane at Cameron Crescent/Riveredge Drive/The Queensway South (South Leg). If warranted, a preliminary functional design drawing of the turn lane shall be provided. The review shall also include a preliminary assessment if a turn lane can be implemented within The Queensway South right-of-way.
14. Please provide justification for an exclusive southbound right turn lane at Cameron Crescent/Riveredge Drive/The Queensway South (South Leg). If justified, a preliminary functional design drawing of the turn lane shall be provided. The review shall also include a preliminary assessment if a turn lane can be implemented within The Queensway South right-of-way.
15. Further justification is required for the mode split reduction of 24 per cent. It appears that the ITE trip generation rates used are for vehicular trips, which inherently has some mode split captured within the rates. If so, the total person trips should be first calculated in order to apply the TTS trip reduction. Note, if total person trips cannot be reliably estimated then no split reduction should be used. Please also note that Section 4.1 should refer to TTS as the Transportation Tomorrow Survey. It should be further noted that the site also does not front The Queensway South, and does not appear to have sidewalk connections to The Queensway South, further description shall be provided on how this trip reduction will be facilitated.
16. Additional comments regarding subsequent applications for this site can be found in the attached memorandum.

Infrastructure Asset Management (IAM) Branch

IAM has reviewed the subject application in conjunction with Functional Servicing / Stormwater Management Report prepared by Valdor Engineering Inc., dated August 31, 2023, and provides the following comments:

Servicing Allocation

17. The residential and commercial development proposed within the subject development area will require water and wastewater servicing allocation from the Town of Georgina. If the Town of Georgina does not grant this development the required allocation from the Region's existing capacity assignments to date, then the development may require additional infrastructure.

Municipal Water and Wastewater Servicing

18. The FSR indicates that the existing 150mm watermain on Cameron Crescent is proposed to be upgraded to 300mm to accommodate water servicing for the subject site. The subject site will be serviced by a proposed 250mm diameter watermain connection to the proposed 300mm diameter municipal watermain on Cameron Crescent. Wastewater services will be provided through connections to existing local 250mm sanitary sewers on Cameron Crescent. Sanitary flows from the site are tributary to the Region's Keswick Sewage Pumping Station (Keswick SPS).
19. The FSR notes that based on WaterCAD modeling, the proposed fire lines for each of the proposed buildings on the subject site will adequately provide the required flow while maintaining a pressure above the required minimum of 140kPa. The FSR also notes that based on the sanitary sewer design sheet, there is sufficient capacity for the existing sanitary sewer on Cameron Crescent to accommodate the wastewater flow from the subject development.
20. The Owner is also advised that capacity constraints have been identified at the Region's Keswick SPS and a capital project is underway to resolve the issue (estimated completion 2024). The Region has required the Town to restrict occupancy of new units prior to commissioning of the upgrade works. Draft plan conditions to this effect will be provided in the future draft plan of subdivision and/ or site plan application.

Potential Impact on Regional Infrastructure

21. The Report indicates that the development is proposed to be serviced by upgrading the existing 150mm watermain on Cameron Crescent to 300mm from the subject site to The Queensway South. This service connection will need to cross the Regional 750mm Sanitary Sewer at Cameron Crescent/Richmond Park Drive and at Cameron Crescent/Riveredge Drive. Please be advised that the proposed works related to the sanitary sewer crossing will require a separate engineering approval. The Owner shall submit detailed engineering drawings showing the crossing details to the Region for review and approval prior to construction. Further details, including the regional

inspection and compliance requirements, will be provided as part of the engineering approval to be issued at a later time.

Holding (H) Provision – Servicing

22. With respect to the ZBA, IAM recommends implementing a Holding Zone provision as follows for the subject lands with respect to the current limitation of servicing capacity in the associated service area. The following is the recommended wording:

For all lands, the Holding (H) provisions of Section 36 of the Ontario Planning Act shall be used in conjunction with all residential zone categories in order to ensure that final plan approval and development of these lands does not occur until such time as the Holding (H) symbol is removed in accordance with the provisions of the Ontario Planning Act. The Zoning Bylaw shall specify the terms under which Council may consider the removal of the Holding (H) symbol once one of the following conditions have been met:

- i) The Town of Georgina approves a servicing allocation to this development that is not dependent upon the completion of any new infrastructure; or,
- ii) York Region has advised in writing that the required infrastructure to support the capacity assignment associated with this development will be completed within a time period acceptable to the Region to permit the plan registration; or,
- iii) The Regional Commissioner of Public Works confirms servicing allocation for this development by a suitable alternative method and the Town of Georgina allocates the capacity to this development.

Water Resources

23. Water Resources does not have any objections/concerns subject to the following comments with these applications as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.

Additional comments with respect to subsequent applications can be found in the attached memorandum.

Summary

Upon receiving the requested information outlined in this letter, we will continue our review and provide further comment on these applications. York Region staff is available to provide assistance throughout this application process should it be required.

York Region is currently the approval authority for this OPA.

Should you have any questions or require further information, please contact Sara Brockman, Senior Planner, at extension 75750, or by email at sara.brockman@york.ca.

230, 232, 236 & 240 Cameron Crescent (Keswick Lighthouse Development)

Yours truly,



Karen Whitney, MCIP, RPP
Director, Development Services

sb/

Attachments (1) 1. Memorandum, Technical Comments

- c. C. McBride, Town of Georgina – by email only
- D. Ruggle, LSRCA – by email only

YORK-#15843957



MEMORANDUM – TECHNICAL COMMENTS

1st Submission- Official Plan Amendment 02.207 & Zoning By-law Amendment 03.1180 (Keswick Lighthouse Developments)

Cameron Crescent, Keswick

**Lots 1 – 15 and Block A and Doreda Drive, Registered Plan 447 / Lot 5 and Part of Lots
6 and 8, Registered Plan 170**

Town of Georgina

Regional File Nos.: LOPA.23.G.0063 & ZBA.23.G.0102

Regional Staff have reviewed the above noted applications, as well as the supporting documents. These comments are not an approval, are subject to modification, and are intended to provide information to the applicant regarding Regional requirements that have been identified to date to support submission of required subsequent applications.

Water Resources

Highly Vulnerable Aquifer

1. The site is partially within a Highly Vulnerable Aquifer (HVA). Should the proposed major development include bulk fuel ($\geq 2500\text{L}$) (e.g. Home heating fuel) or bulk chemicals ($\geq 500\text{L}$) within the HVA, a [Contaminant Management Plan](#) (CMP) will be required prior to future Site Plan approval, for Water Resources review and approval.

If a CMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.

Construction Management Practices

2. As the site is within a vulnerable area, Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.

Salt Management

3. As the site is within a vulnerable area, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <https://www.tac-atc.ca/sites/tac-atc.ca/files/site/doc/resources/roadsalt-1.pdf>.

If the proposed development includes a parking lot, Water Resources recommends following the Parking Lot Design Guidelines:

<https://www.lsrca.on.ca/Shared%20Documents/reports/Parking-Lot-Design-Guidelines-Salt-Reduction.pdf>.

Geotechnical and Hydrogeological Support

4. For your reference the Oak Ridges Moraine (YPDT-CAMC) Groundwater Management Tool: <https://oakridgeswater.ca/> can be accessed for geological data in support of geotechnical and hydrogeological analysis.

Transportation Planning

5. With respect to the Transportation Study, please provide justification/rationale for the background traffic growth rate (2%). The growth rate methodology should be consistent with York Region's Transportation Mobility Plan guidelines.

Corridor Control and Safety

6. The offset from property line of proposed watermain at Queensway South and Riveredge Drive needs to be shown. Typical offset of watermain from property line is 5.0m.
7. Installation of watermain across York Region right-of-way is to be directional drilling only.
8. Any utility relocations as required for this development is to be coordinated with the utility owner. Municipal consent and road occupancy permits will be required for works occurring in York Region's right-of-way.

Regional Planning

Sustainable and Resilient Developments

9. The proposed development should take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach (YROP Policy 6.5.7). Sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions (YROP Policy 2.3.13 c.) are promoted. Staff also encourage new developments to achieve water efficiency and conservation targets that exceed Ontario Building Code requirements (YROP Policy 2.3.35) and the implementation of water efficiency innovations such as water reuse systems, rainwater harvesting and innovative stormwater management technologies (YROP Policy 6.1.7).



Sent via e-mail: cmcbride@georgina.ca

November 30, 2023

Municipal File No.: 02.207 & 03.1180

LSRCA File No.: OPZ-447010-101623

Mr. Connor McBride
Senior Development Planner
Development Services | Town of Georgina
26557 Civic Centre Road,
Keswick, ON | L4P 3G1

Dear: Mr. McBride,

**Re: Applications for Official Plan Amendment and Zoning By-law Amendment
232 Cameron Street
Town of Georgina
Applicant: Innovation Planning Solutions on behalf of the Cortel Group**

Please accept this letter as a follow-up and response to our recent meeting with Town Staff and our comment letter dated November 9th, 2023, for the above referenced files.

Background

LSRCA staff recently received a second submission for the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to facilitate the development of a 4.2ha parcel of land for 380 residential apartment dwelling units; and 808 sq. m. of commercial space. We note, the circulation indicated a Draft Plan of Condominium and site plan application will be submitted at a later date.

LSRCA provided technical comments related to conservation engineering and hydrogeology advising that the submission materials have not demonstrated the proposed development is consistent with the Provincial Policy Statement (PPS) and/or "function" in compliance with Lake Simcoe Protection Plan (LSPP). Comments related to natural heritage matters were recently circulated to Town staff and are attached for reference. Of note, technical staff raised the following key concerns:

- The proposed boardwalk structure encroaches into the Provincially Significant Wetland (PSW).
- Consideration in the EIS for the existing ecological function of the shoreline of Lake Simcoe and the Maskinonge River on the site for the significant alterations proposed within the agreed upon 15m MVPZ.
- Conformity with designated policy 6.33 d) of the LSPP which states "development *shall* establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible." The LSRCA agreed to a reduced MVPZ to 15m, however the buffer does not serve/function as protective area as proposed.

- Proposed works (including but not limited to, boardwalk, pier, shore decks, stairs, grading and parking area) are located within the required minimum 15m buffer to the shoreline Lake Simcoe shoreline and Maskinonge River.
- The creation of a new beach along the Lake Simcoe Shoreline has not been evaluated or assessed in the submitted Environmental Impact Assessment.

Analysis

Official Plan Amendment

The proposed OPA would amend the current Maskinonge Urban Centre designation to permit increased maximum height, increased maximum density and other site-specific elements.

The principle of development has already been established on the subject lands. The intent of the OPA is to allow for a more compact building footprint and maintain a functional site design while protecting and preserving significant natural environmental features and functions. It is for these reasons that the LSRCA has no objection to the proposed OPA application.

Zoning By-law Amendment

The proposed ZBA would amend the current Low Density Urban Residential (R1), site-specific Medium Density Urban Residential (R3-46), site-specific Medium Density Urban Residential (R3-47(H)), site-specific General Commercial (C1-42 (H)) and site-specific Open Space (OS-60 / OS-61) zones to site-specific Medium Density Urban Residential (R3-___), site-specific General Commercial (C1-___) and site-specific Open Space (OS-___) zones to implement the proposed development with required site-specific regulations.

In reviewing the schedules "A" and "B", staff have identified the following concerns:

- It is unclear if the zone lines on both schedules reflect the existing approved floodplain limits.
- The delineation of the zone boundary lines that illustrate "buildable land area" and "non buildable land area on Schedule "B" does not match the site-specific zone lines on Schedule "A".
- The proposed R3 Zone and C1 Zone does not reflect the limits of development and encroaches into areas that should be restrictively zoned in accordance with the minimum 15m buffer to the shoreline Lake Simcoe shoreline and Maskinonge River.
- The proposed OS-XX zone is to extend around the Lake Simcoe Shoreline representing the natural hazard and development restrictions.
- The proposed OS-YY Zone does not appear to reflect the entire limits of PSW including the 15m buffer.

It is also noted that as the entire property is regulated, all proposed buildings/structures and site alterations will require a permit from the LSRCA. It is recommended at this stage of the process that the ZBA should be reviewed against LSRCA regulatory guidelines to ensure there are no conflicts relative to permitted uses and permit eligibility for all building/structures and site alterations.

The LSRCA has no objection to the purpose and intent of the application. However, the zoning By-law and schedules cannot be supported as proposed and requires further refinement. Considering these concerns, the LSRCA recommends that the application be deferred.

Should the Town proceed with an approval of this application, we would ask that a holding provision be placed on all zone categories until such time as the zone schedules be refined to the satisfaction of the Town and LSRCA.

Summary

LSRCA staff have completed a fulsome review of the application submission materials related to engineering, hydrogeology and natural heritage. Technical comments revealed design and policy concerns with the proposed development related to consistent with the Provincial Policy Statement (PPS) and/or 'function' in compliance with Lake Simcoe Protection Plan (LSPP).

The proposed ZBA will serve as a comprehensive guide on developing the site including identifying permitted uses, development limits, setback and buffer requirements for buildings and environmental features. As the outstanding technical comments provided will likely impact the overall site design, we recommend that the issues that could impact the limits of the development be addressed prior to bringing forward a By-law for approval.

Notwithstanding the above, LSRCA staff can support the OPA as proposed.

Should you have any questions, please contact the undersigned.

Sincerely,



Amy Knapp
Planner II



Site Address: 232 Cameron Cres	Date: November 08, 2023	LSRCA File #: OPZ-447010-101623	Municipal Ref #: 02.207 03.1180
Application Type: Official Plan Amendment + Zoning By Law Amendment	APID: 447010	Submission #: FIRST	Municipality: Georgina

Documents Reviewed:

- Floodplain Shoreline Hazard and Erosion Hazard Analysis, September 12, 2023, Greenland (Hazard)
- Functional Servicing / Stormwater Mangement Report, August 31, 2023, Valdor Engineering Inc. (FSSWM)

Background Information:

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Comment #	Item	Section	Page #	1 st LSRCA Comments November 8, 2023	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
E1	Hazard	4.1 App. B	5	The existing Flood Hazard should be the higher of the Shoreline or Riverine Flood elevation at the mouth of the river in the Flood Hazard Limits Figure.			
E2	Hazard FSSWM	4.2 6.2.2 App. B Drawing FSG-1	5 8	The proposed Flood Hazard, protection works and grading within the Reginal Floodplain at the North East portion of the development will require a supporting floodplain and cut/fill balance analysis in accordance with Section 2.4 and Appendix I (Section 10) of the LSRCA Technical Guidelines for Stormwater Management Submissions, April 2022, to demonstrate no impacts to floodplain water surface elevations and channel/overbank velocities for the Regional and return storm events.			
E3	Hazard	4.2 6.2 6.2.2 8 App. B	5 7 8 11	The proposed sheet steel pile wall is typically not supported. Please discuss options with LSRCA staff.			
E4	Hazard	4.2 7	5 9	The referenced revetment design should be included in the report with confirmation from the consultant that the design meets current guidelines and is suitable for the proposed development and associated Flood and Erosion hazards.			
E5	Hazard		12	The report should be sealed by a P. Eng.			
E6	FSSWM	5	9	The report should demonstrate how Stormwater Quantity Volume Control will be provided for the development as per Section 3.2.4 of LSRCA Technical Guidelines for			

Comment #	Item	Section	Page #	1 st LSRCA Comments November 8, 2023	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				Stormwater Management Submissions, April 2022.			
E7	FSSWM	5 5.4	9 13	The report should reference and include calculations related the updated Phosphorus Offsetting Policy, May 2023, where the post development phosphorus loading should be equal to or less than pre development loading.			
E8	FSSWM	5.4 5.4.2 5.4.3 App. H	13 14	<ol style="list-style-type: none">1. A figure should be referenced and provided in the report to support Phosphorus Loading calculation areas, land use and loading.2. The proposed condition land use should be High Intensity for all developed portions of the site. Alternatively, additional information should be included in the report to demonstrate the land use complies with the MOE Phosphorus Budget Tool Report, 2012 prepared by Hutchinson Environmental Sciences Ltd., Table 1.3. Please note the proposed wetland will need to be designed in accordance with the MECP and/or Sustainable Technologies Evaluation Program (STEP) World Internet Knowledge Index (WIKI) L.I.D. Guidelines, to achieve Enhanced Quality Control in order to be eligible for the noted phosphorus reduction credits.			
E9	FFSSWM	Drawing FSG-1 FSS-1		<ol style="list-style-type: none">1. The existing and proposed Flood Hazard/Floodplain should be delineated on the drawing(s).2. The constructed wetland and/or other SWM/LID facilities should be designed in accordance with section 6.4 of the LSRCA Technical Guidelines for Stormwater Management Submissions, April 2022.			

Submission Resubmission Requirements:

1. A completed response matrix including detailed response outlining how each of the comments above have been addressed with reference to applicable reports and drawings.
2. The response matrix is to also include a summary of any additional changes to the design and/or analysis. This includes changes to reports, drawings, details, facility design and changes not identified in the detailed response to comments.

3. Reports and engineering drawings and details are to be signed and sealed by a Professional Engineer.
4. All submissions and reports are to include a digital copy of applicable models.
5. All submission and reports are to include applicable technical components which achieve the minimum requirements outlined in the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management Submission, April 2022.

Important Notes and References:

1. Please contact the Lake Simcoe Region Conservation Authority (LSRCA) to scope any required Environmental Impact Study or Natural Heritage Evaluation.
2. The stormwater management submission is required to be prepared in accordance with LSRCA Technical Guidelines for Stormwater Management Submissions. [Technical-Guidelines-for-Stormwater-Management-Submissions April 2022](#)
3. Submissions are to be in accordance with the LSRCA Watershed Development Guidelines. [Ontario Regulation 179/06 Implementation Guidelines](#)
4. The hydrogeological analysis is required to be prepared in accordance with “Hydrological Assessment Submissions: Conservation Authority” Guidelines for Development Applications.” [Hydrogeological Guidelines - Hydrological Assessment 2013](#)
5. Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: [Watershed Phosphorus Offsetting Policy May 2023](#)
6. Low Impact Development Treatment Training tool can be found here: [LID Treatment Training Tool April 2018](#)
7. Lake Simcoe Region Conservation Authority Review Fees can be found here: [Planning Application and Permit-fees January 2022](#).
8. Please note that the review fees cover two rounds of reviews; third and subsequent submissions will be subject to additional fees per the fee schedule.



Site Address: 232 Cameron Cres	Date: November 07, 2023	LSRCA File #: OPZ-447010-101623	Municipal Ref #: 02.207 03.1180
Application Type: Official Plan Amendment + Zoning By Law Amendment	APID: 447010	Submission #: NTH	Municipality: Georgina

Documents Reviewed:

- Hydrogeological Letter; MCR Engineers Ltd.; September 13, 2023
- Detailed Hydrogeological Assessment; Jagger Hims Limited; November 2005
- Functional Servicing and Stormwater Management Report; Valdor Engineering; August 31, 2023

Background Information:

- 20 stroey building plus 8 storey podium; no underground levels.

Comment #	Item	Section	Page #	1 st LSRCA Comments on Date	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
H1	Jagger Hims			LSRCA does not accept reports that are more than 5 years old as this one is. The report offered here does not reflect the current proposed development. Please update to reflect the current proposal. Please provide a pre- and post-development Thornthwaite-Mather Water Balance Assessment for the proposed development.			
H2				Due to high groundwater levels infiltration is not functionally feasible on this site. Therefore compensation for the post-development infiltration deficit will be required.			
H3	FSR			Pre-development infiltration: 1318 m3 Post-development infiltration volume: 312 m3 Post-development infiltration deficit is 1006 m3 Please update as necessary via a detailed Thornthwaite-Mather water balance for the pre- and post-development scenarios.			

Submission Resubmission Requirements:

1. A completed response matrix including detailed response outlining how each of the comments above have been addressed with reference to applicable reports and drawings.
2. The response matrix is to also include a summary of any additional changes to the design and/or analysis. This includes changes to reports, drawings, details, facility design and changes not identified in the detailed response to comments.
3. Reports and engineering drawings and details are to be signed and sealed by a Professional Engineer.
4. All submissions and reports are to include a digital copy of applicable models.
5. All submission and reports are to include applicable technical components which achieve the minimum requirements outlined in the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management Submission, April 2022.

Important Notes and References:

1. Please contact the Lake Simcoe Region Conservation Authority (LSRCA) to scope any required Environmental Impact Study or Natural Heritage Evaluation.
2. The stormwater management submission is required to be prepared in accordance with LSRCA Technical Guidelines for Stormwater Management Submissions. [Technical-Guidelines-for-Stormwater-Management-Submissions April 2022](#)
3. Submissions are to be in accordance with the LSRCA Watershed Development Guidelines. [Ontario Regulation 179/06 Implementation Guidelines](#)
4. The hydrogeological analysis is required to be prepared in accordance with “Hydrological Assessment Submissions: Conservation Authority” Guidelines for Development Applications.” [Hydrogeological Guidelines - Hydrological Assessment 2013](#)
5. Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: [Watershed Phosphorus Offsetting Policy July 2021](#)
6. Low Impact Development Treatment Training tool can be found here: [LID Treatment Training Tool April 2018](#)
7. Lake Simcoe Region Conservation Authority Review Fees can be found here: [Planning Application and Permit-fees January 2022](#).
8. Please note that the review fees cover two rounds of reviews; third and subsequent submissions will be subject to additional fees per the fee schedule.



Site Address: 232 Cameron Cres	Date: November 20, 2023	LSRCA File #: OPZ-447010-101623	Municipal Ref #: 02.207 03.1180
Application Type: Official Plan Amendment + Zoning By Law Amendment	APID: 447010	Submission #: FIRST	Municipality: Georgina

Documents Reviewed:

- Environmental Impact Statement, prepared by Dillon Consulting and dated August 2023
- Site Plan (A-100), dated July 24, 2023
- Tree Inventory & Preservation Plan, prepared by Kuntz Forestry Consulting Inc. and dated July 7, 2023
- Tree Protection Plan (L100 & L101), dated April 4, 2023
- Layout & Material Plans (L200, L201 & L202), dated April 4, 2023
- Planting Plans (L400, L401 & L402), dated April 4, 2023
- Landscape Details (L500, L501 & L502), dated April 4, 2023

Background Information:

- Functional Servicing/Stormwater Management Report, prepared by Valdor Engineering Inc. and dated August 31, 2023

Comment #	Item	Section	Page #	1 st LSRCA Comments on November 20, 2023	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
NH1	EIS	3.1.3, 4.2.4	15, 24	A formal wetland re-evaluation submission will need to be made to the MNRF. Provide the LSRCA with any correspondence between the MNRF as confirmation of their acceptance of the re-evaluation findings. Without formal submission and acceptance from the MNRF that the wetland assessment shows that the Provincially Significant designation no longer applies for the wetland on the site, it will be considered PSW until such time.			
NH3	EIS	7.1.2	31, 32	The LSRCA will not support encroachment into the PSW for the proposed boardwalk structure. It has not been demonstrated that there is no reasonable alternative for the boardwalk outside of the wetland.			
NH4	EIS	8.2	35, 36	a) A minimum buffer of 15m for all development and site alteration shall be provided to the Lake Simcoe shoreline and Maskinonge River. The current concept plan shows works (including but not limited to, boardwalk, pier, shore decks, and parking area) within the 15m buffer to the shoreline. A buffer with a shoreline planting plan between the proposed works and the shoreline is required.			



Comment #	Item	Section	Page #	1 st LSRCA Comments on November 20, 2023	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				<p>The overall planting plan and buffer provided is insufficient.</p> <p>b) A buffer shall be provided between the wetland boundary and the boardwalk and other site alteration works (eg. Revetment). The buffer will need to be planted with natural self-sustaining vegetation.</p> <p>c) A beach area is proposed. This has not been justified in the EIS as to how the beach proposed will not adversely affect any naturally vegetated shoreline within the area. Please provide images of the area proposed for the beach. The TPP indicates removal of existing vegetation for the beach. Please note, the creation of new artificial sand beaches is generally not permitted along the shoreline of Lake Simcoe as per the Ontario Regulation 179/06 Implementation Guidelines 6.2 (j).</p>			
NH5	EIS	8.3	36, 37	<p>a) For detailed design, ensure a double row sediment control fence is used along the buffer for the shoreline (lake and river) and wetland features.</p> <p>b) If proposing stockpiling on the property, it will need to be a minimum of 15m from the Lake Simcoe shoreline, Maskinonge River, and wetland, with appropriate erosion control measures in place.</p>			
NH6	EIS	3.1.3	15 & Figure #3	<p>The wetland limit staked by Dillon on July 11, 2023 differs from the limit staked with LSRCA staff on June 27, 2022. Confirmation of the new proposed wetland boundary is required by a site visit with LSRCA staff during wetland staking season (mid June – end of September). Based on imagery and notes taken during the site visit with LSRCA staff in 2022, the lesser wetland limit has not been justified.</p>			
NH7	EIS/General			<p>Consideration in the EIS for the existing ecological function of the shoreline of Lake</p>			



Comment #	Item	Section	Page #	1 st LSRCA Comments on November 20, 2023	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				Simcoe and the Maskinonge River on the site as a whole should be made as the current concept plan shows significant alterations within the 30m MVPZ. Conformity with designated policy 6.33 of the LSPP has not yet been demonstrated.			
NH8	Site Plan (A-100)			Please note that sheet pile walls for shoreline stabilization are generally not permitted as per the Ontario Regulation 179/06 Implementation Guidelines section 6.2 (e). Please provide pictures of the existing wood retaining wall. Additionally, natural shoreline treatments (eg. plantings and bioengineering) should be considered and integrated into the proposed revetment extension. A new revetment appears to be proposed within an existing undisturbed area (eastern portion of the property along the Maskinonge shoreline). Natural shoreline treatments will need to be considered for this area.			
NH9	Planting Plan (L401)			Replace invasive <i>Syringa x vulgaris</i> 'Charles Joly' with a native species.			
NH10	Planting Plan (L400 & L401)			Replace introduced and cultivar species <i>Ginkgo biloba</i> , <i>Picea pungens</i> , <i>Deutzia gracilis</i> , <i>Hydrangea arborescens</i> <i>Incrediball</i> , <i>Hydrangea quercifolia</i> , <i>Juniperus sabina</i> 'Arcadia', <i>Taxus cuspidate</i> 'Monloo', <i>Alchemilla mollis</i> , and <i>Pennisetum alopecuroides</i> 'Hameln' with native species for the 30m vegetation protection zone to the Lake Simcoe shoreline, Maskinonge River, and wetland on the site. Please also consider replacement with native species for the additional non-native and cultivar species proposed on the site outside of the 30m VPZ (eg. <i>Acer x freemanii</i> 'Jeffersred', <i>Ulmus davidiana japonica</i> x <i>Accolade</i> ('Morton'), <i>Aruncus dioicus</i> , <i>Calamagrostis x acutiflora</i> Karl Foerster).			
NH11	Planting Plan (401)			a) Cover crop/nurse crop application rate needs to be a minimum of 22kg/ha.			



Comment #	Item	Section	Page #	1 st LSRCA Comments on November 20, 2023	1 st Applicant Response on Date	2 nd LSRCA Comments on Date	2 nd Applicant Response on Date
				b) A minimum of 30 cm of topsoil is required for the buffer areas to be planted.			

Submission Resubmission Requirements:

- 1. A completed response matrix including detailed response outlining how each of the comments above have been addressed with reference to applicable reports and drawings.
- 2. The response matrix is to also include a summary of any additional changes to the design and/or analysis. This includes changes to reports, drawings, details, facility design and changes not identified in the detailed response to comments.
- 3. Reports and engineering drawings and details are to be signed and sealed by a Professional Engineer.
- 4. All submissions and reports are to include a digital copy of applicable models.
- 5. All submission and reports are to include applicable technical components which achieve the minimum requirements outlined in the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management Submission, April 2022.

Important Notes and References:

- 1. Please contact the Lake Simcoe Region Conservation Authority (LSRCA) to scope any required Environmental Impact Study or Natural Heritage Evaluation.
- 2. The stormwater management submission is required to be prepared in accordance with LSRCA Technical Guidelines for Stormwater Management Submissions. [Technical-Guidelines-for-Stormwater-Management-Submissions April 2022](#)
- 3. Submissions are to be in accordance with the LSRCA Watershed Development Guidelines. [Ontario Regulation 179/06 Implementation Guidelines](#)
- 4. The hydrogeological analysis is required to be prepared in accordance with “Hydrological Assessment Submissions: Conservation Authority” Guidelines for Development Applications.” [Hydrogeological Guidelines - Hydrological Assessment 2013](#)
- 5. Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: [Watershed Phosphorus Offsetting Policy July 2021](#)
- 6. Low Impact Development Treatment Training tool can be found here: [LID Treatment Training Tool April 2018](#)
- 7. Lake Simcoe Region Conservation Authority Review Fees can be found here: [Planning Application and Permit-fees January 2022](#).
- 8. Please note that the review fees cover two rounds of reviews; third and subsequent submissions will be subject to additional fees per the fee schedule.

Kim Harris

From: Kailee Houter
Sent: October 20, 2023 10:20 AM
To: Kim Harris
Cc: Connor McBride
Subject: RE: Notice of Complete Application and Public Meeting: 02.207 & 03.1180 - 232 Cameron Crescent

Hello Kim,

Please see the below comments from fire.

ADDRESS: 232 Cameron Crescent, Keswick
DESCRIPTION: Lots 1 – 15 and Block A and Doreda Drive, Registered Plan 447 / Lot 5 and Part of Lots 6 and 8, Registered Plan 170
WARD Ward 2 (Councillor Dan Fellini)
COUNCILLOR:
FILE NUMBERS: 02.207 / 03.1180

The Georgina Fire Department has reviewed the application for official plan amendment and zoning by-law amendment and has no objections to the proposal and provides the following comments:

1. All construction shall be in conformance with the Ontario Building Code (OBC).
2. Fire access routes shall be designed in conformance with the OBC and constructed to support the largest responding apparatus to the property during an emergency.

Georgina Fire Largest Apparatus – PL147	
Length	13.77m
Width	3.2m
Height	3.6m
Weight	100,000lbs
Wheel base	6.45m
Front over hang	2.4m

3. Adequate water supply for firefighting shall be provided. Occupancy factor of -25% non-combustible contents -was used in the fire flow calculation for the proposed residential apartment building. As per table 3 of the FUS Water Supply for Public Fire Protection – *A guide to recommended Practice in Canada 2020* it recommends using -15% limited combustible contents factor for residential occupancies. Clarification is requested on why -25% factor was used.
4. Private hydrants shall be marked in accordance with NFPA 291 to indicate available fire flow from the hydrant – the barrel of private hydrants are to be painted red.
5. An additional fire hydrant is requested at the northwest end of the property for access to water for firefighting purposes.
6. Two points of access to Cameron Crescent is required to be maintained for fire department access as there are more than 100 residential dwelling units on the site.
7. The developer shall ensure accessibility to site during construction for fire firefighting and fire safety.
8. Fire protection systems to be in place and fire department to be advised throughout the process if they will be limited.
9. The fire department requests regular walk through of the building during construction to identify risk and hazards and to be familiar with building and building services.

If you have any questions or concerns please let me know.

Please note that I will be out of the office from October 23, 2023 returning on November 13, 2023. If you require assistance during this time, please email fireadmin@georgina.ca

Sincerely,



Kailee Houter

Fire Prevention Officer | Fire & Rescue Services
165 The Queensway South, Keswick, ON | L4P 3S9
905-476-5167 Ext. 4231 | www.georgina.ca/fire

Confidentiality Notice

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From: Kim Harris <kharris@georgina.ca>

Sent: October 6, 2023 11:46 AM

To: Ben Pressman <bpressman@georgina.ca>; Bob Ferguson <bferguson@georgina.ca>; Bruce West <bwest@georgina.ca>; Bylaws <bylaws@georgina.ca>; Cory Repath <crepath@georgina.ca>; Devin Dillabough <ddillabough@georgina.ca>; Geoff Harrison <gharrison@georgina.ca>; Jeremy Liscoumb <jliscoumb@georgina.ca>; Justine Burns <jburns@georgina.ca>; Kailee Houter <khouter@georgina.ca>; Karyn Stone <kstone@georgina.ca>; Laura Taylor <ltaylor@georgina.ca>; Lori Gardiner <lgardiner@georgina.ca>; Lorianne Zwicker <lzwicker@georgina.ca>; Mamata Baykar <mbaykar@georgina.ca>; Matthew Deluca <mdeluca@georgina.ca>; 'Michael De Pinto' <mdepinto@georgina.ca>; Michael Iampietro <miampietro@georgina.ca>; Neil Macdonald <nmacdonald@georgina.ca>; Niall Stocking <nstocking@georgina.ca>; Rachel Dillabough <rdillabough@georgina.ca>; Saleem Sial <ssial@georgina.ca>; Steve Lee-Young <sleeyoung@georgina.ca>; Tim Gallagher <tgallagher@georgina.ca>; Vikum Wegiriya <vwegiriya@georgina.ca>; Donna Big Canoe (donna.bigcanoe@georginaisland.com) <donna.bigcanoe@georginaisland.com>; JL Porte (jl.porte@georginaisland.com) <jl.porte@georginaisland.com>; 'Enbridge' <municipalnotices@enbridge.com>; Hydro One (RealEstateZone3A@hydroone.com) <RealEstateZone3A@hydroone.com>; Hydro One Central Planning <CentralFBCplanning@HydroOne.com>; Dave Ruggle <d.ruggle@lsrca.on.ca>; Amy Knapp - LSRCA <a.knapp@lsrca.on.ca>; Knesbitt LSRCA <k.nesbitt@lsrca.on.ca>; Richard Nsengimana <planification@cscmonavenir.ca>; Ontario Power Generation - Executive Law & Development <Executivevp.lawanddevelopment@opg.com>; York Region Development Services <developmentservices@york.ca>; Daniel Stojc (planification@csviamonde.ca) <planification@csviamonde.ca>; York Catholic District School Board <developmentplanning@ycdsb.ca>; Gilbert Luk <gilbert.luk@yrdsb.ca>; Bell Canada <planninganddevelopment@bell.ca>; Canada Post Corporation, Susan Cluff <susan.cluff@canadapost.ca>; MPAC - Jessica Martini <jessica.martini@mpac.ca>; Lily.Apa@rci.rogers.com; Southlake Regional Health Centre - Nathan Robinson <nrobinson@southlakeregional.org>; York Region Police Department, Jennifer Gotlieb <5775@YRP.CA>

Cc: Connor McBride <cmcbride@georgina.ca>

Subject: Notice of Complete Application and Public Meeting: 02.207 & 03.1180 - 232 Cameron Crescent

NOTICE OF COMPLETE APPLICATION AND PUBLIC MEETING FOR OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT



GEORGINA

Interoffice Memorandum

Development Engineering Division

Date: October 31, 2023 File No.: 02.207/ 03.1180

To: Conner McBride, Senior Development Planner

cc: Mike Iampietro, Manager of Development Engineering

From: Tim Gallagher, Senior Development Engineering Technologist

Subject: APPLICATIONS FOR OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW
AMENDMENT
Address: 232 Cameron Crescent, Keswick
Description: Lots 1 – 15 and Block A and Dorenda Drive, Registered Plan 447 /
Lot 5 and Part of Lots 6 and 8, Registered Plan 170
Ward Councillor: Ward 2 (Councillor Dan Fellini)
File No: 02.207/ 03.1180

The Development Engineering Division has reviewed the above noted application and advise that we have **no objection** to the proposed application.

Development Engineering Division will require the following prior to final approval:

1. Detailed Design Sign off from:
 - a. Planning
 - b. Building
 - c. Fire
 - d. Operations
 - e. Georgina Accessibility Committee
 - f. Engineering
2. Condo Development Agreement
3. GM Blue Plan Clearance
4. LSRCA Clearance
5. RMY Clearance
6. MECP Clearance
7. MNRE Clearance
8. Security Received
9. Liability Insurance In Good Standings

Engineering also notes comments to be dealt with during detailed design but not limited to:

1. Phase 2 ESA
2. Address redline comments
3. Provide dewatering Plan as per Hydrogeological report

4. Provide a Construction Management Phasing Drawing
5. Complete a pre-construction Survey of surrounding Properties and install vibration monitoring prior to construction.

Town of Georgina
26557 Civic Centre Road
Keswick, Ontario L4P 3G1

9 November 2023
SBM-23-2301

Attn: Connor McBride

**Re: Transportation Study Peer Review
232 Cameron Crescent Transportation Study
Georgina (Keswick), Ontario**

1 INTRODUCTION

Strik, Baldinelli, Moniz Ltd. (SBM) was retained by the Town of Georgina (Town) to peer review the 232 Cameron Crescent Transportation Study (the Study) prepared by R.J. Burnside & Associates Limited (Burnside) in September 2023 for the proposed mixed-use development at 232 Cameron Crescent in Georgina, Ontario.

The proposed development is located at west end of the south leg of Cameron Crescent, as shown in Figure 1.

Figure 1: Site Location



Source: 232 Cameron Crescent Transportation Study (R.J. Burnside & Associates Limited, September 2023)

The development is proposed to include a 380-unit residential building (7 and 20-storey towers) and an 808 sq. m (8,697 sq. ft.) 2-storey commercial building. Access to the residential building is proposed from two full-movement driveways and the commercial building will have a separate full-movement driveway. Parking will be provided at surface level and within a 3-storey parking garage.

In addition to the technical review of the Study, the Town has requested that we also consider the following matters:

- Whether physical improvements will be required to any part / leg of Cameron Crescent;
- Whether the width of any part / leg of Cameron Crescent is adequate;
- Whether the intersection of Cameron Crescent with The Queensway South will require signalization;
- Whether the number and functionality of full-move accesses to Cameron Crescent is appropriate;
- Whether the number of parking spaces for the residential and commercial uses is appropriate;
- Whether the closure of the north leg of Cameron Crescent from traffic from the proposed development is appropriate.

The peer review comments are provided in Section 2 and discussion related to the additional matters above is provided in Section 3.

2 TRANSPORTATION STUDY REVIEW

The findings of our review are provided below in relation to the relevant sections/subsections of the 232 Cameron Crescent Transportation Study.

Section 4.1 Trip Generation:

1. The Study used a non-auto modal split of 24% based on Transportation Tomorrow Survey (TTS) data for Georgina Ward 2, however, we could not find this value (or something close) in the TTS data/reports to confirm. We suggest that Burnside provide a specific report reference or include query information in an appendix when referencing TTS data.

The TTS 2016 Summary Report indicates a non-auto modal split of 19% (if all “Other” modes are considered non-auto) and our own TTS queries for the specific traffic zone of the site show a non-auto modal split of approximately 7% when “school bus” trips are omitted (which seems appropriate to match the expected demographics of the subject development).

While we believe the general non-auto modal split may have been overestimated, we acknowledge that trip reductions for internal capture between the proposed residential and commercial uses have not been applied (which our own estimates indicate could be up to 12%), therefore, overall, we believe the trip generation estimates for the site are adequate.

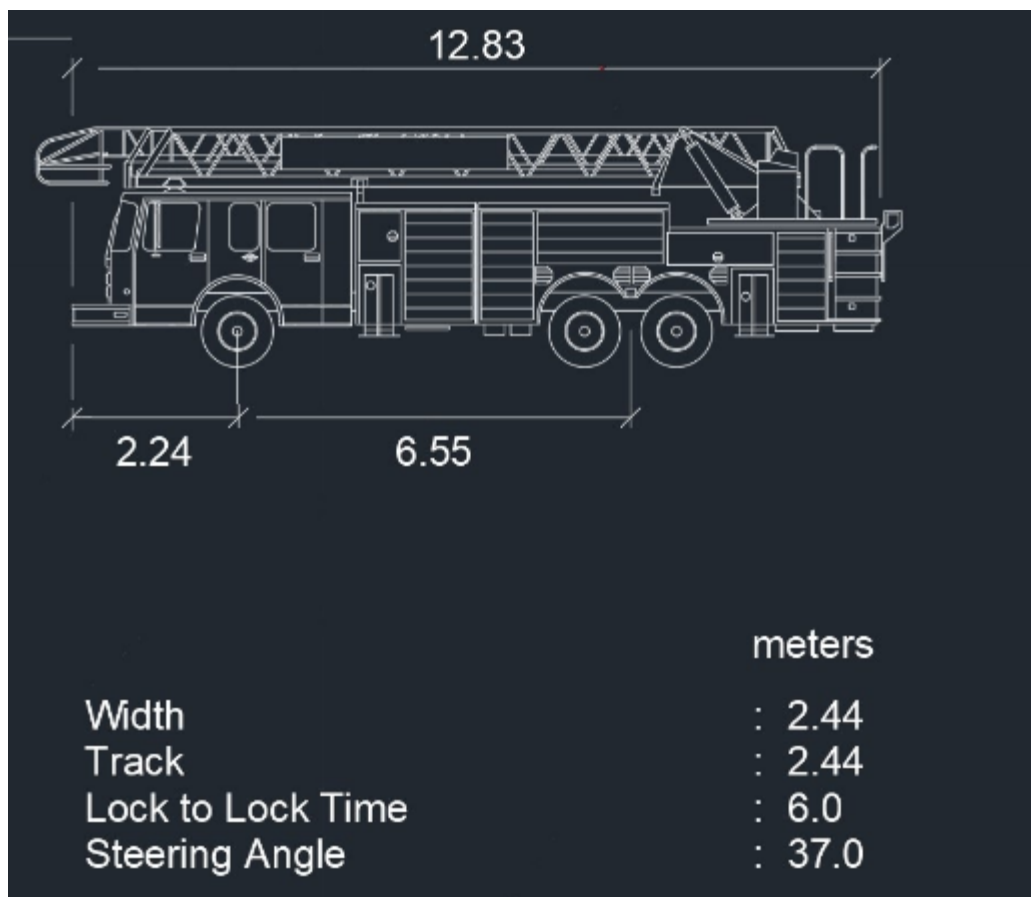
Section 4.3 Vehicle Trip Distribution:

2. Burnside has applied a trip distribution with a very high percentage of residential trips to/from the south (80%) and very low percentage to/from the north (5%). It is not clear what the rationale for this is since the existing Cameron Crescent traffic on both legs shows closer to a 50/50 split between north/south trips and there are many plausible destinations (or origins for return trips) to the north of the site. While we believe the Study may be underestimating the amount of residential site traffic that will travel to/from the north, we acknowledge that a reasonable increase to the distribution to/from the north would not likely change the overall conclusions of the Study. It would, however, increase the average delay for the eastbound movements on Cameron Crescent (South Leg) at The Queensway South, which

may contribute to an increased desire by motorists to use the north leg of Cameron Crescent that is signalized. This consideration is discussed further in Section 3.2 of this review.

Section 7.0 Site Plan Review:

3. The access analysis conducted by Burnside to confirm fire truck access was carried out with a Pumper Fire Truck (length of 10.08 m and wheelbase of 5.08 m), which is considerably shorter than an Aerial Fire Truck and therefore does not represent the largest fire truck that may need to access the site. The Town's standard fire truck design vehicle is shown in the figure below (length of 12.83 m and wheelbase of 6.55 m). We recommend that Burnside update the fire truck access analysis using this design vehicle.



SBM conducted cursory vehicle path analysis with the Town's standard size of fire truck and found that the turnaround circle at the parking garage entrance is not quite large enough to allow the fire truck to circulate around the circle. It appears increasing the turnaround circle diameter to a minimum of 26 m would be needed.

4. Burnside's loading space access analysis for the residential building was conducted with a Medium Single Unit (MSU) truck (10 m in length). Since it is not uncommon for a Heavy Single Unit (HSU) truck (11.5 m in length with longer wheelbase) to be used for residential moving and deliveries (e.g. furniture/appliances), we recommend that Burnside include HSU access analysis for the residential building to determine whether site plan modifications may be required to accommodate HSU truck movements, or if special signage may be necessary to prohibit movements that will be problematic.

SBM's own HSU access analysis indicates that the front loading space will be accessible by an HSU truck (requiring a multi-point turn using the layby and secondary fire route), but an HSU truck path is too large to use the turnaround circle at the parking garage entrance and also will not fit through the exit lane at

the parking area gate due to the bend at the gate location (see screenshot below). This suggests that modifications to the turnaround circle and exit gate lane should be considered or signage should be installed to prohibit HSU trucks from entering the parking area (i.e. trying to use the rear/garage loading spaces).



5. Most of the proposed parking aisles within the parking structure are 6.0 m, whereas the Town's Zoning Bylaw (ZBL) requires a minimum aisle width of 7.0 m for 90-degree parking. An aisle width of 6.0 m is not uncommon in other municipalities and will accommodate parking movements sufficiently, so we have no concerns about a 6.0 m aisle width being used for general parking aisles.

It is worth noting, however, that since no additional width is provided through the sharp bends in the parking structure, simultaneous two-way travel around these bends will not be possible (i.e. vehicles travelling in opposite directions around the bends will need to give way to one another). This will also apply to the use of the ramp since downward movements travelling in a clockwise motion must make a 180 degree turn with only a single row of parking between the ramp and main aisle, which is too tight even for a passenger vehicle, therefore the downward vehicle path crosses into the path of opposing traffic. In our opinion, Burnside's parking access analysis (passenger vehicle path analysis) does not account for appropriate vehicle clearance from adjacent parking stalls and structures (wall/columns), and therefore does not accurately depict the amount of conflict that will occur between opposing traffic movements.

With a combined total of over 250 parking spaces on the second and third parking levels and the current ramp design having tight radii with limited visibility and narrow aisle widths, we expect that ramp traffic will frequently need to yield to vehicles travelling in the opposite direction and may even have to reverse to allow one another to pass, therefore we suggest that consideration be given to widening the ramp and main ramp-connecting aisles (or revising in an alternate manner) to accommodate simultaneous two-way traffic flow on the ramp.

Section 9.2 Vehicle Parking:

6. SBM generally agrees with Burnside's conclusions about vehicular parking (discussed further in Section 3.3 of this review), however, it is noted that the commercial parking requirements have been based on the ZBL parking rate for a Multi-Unit Commercial Centre use, which is only applicable if the commercial space will have less than 50% restaurant use (or some other specific uses, but they are less likely to be implemented here). Therefore, we suggest that the Town include a site-specific zoning provision to limit the maximum floor area of a restaurant use to 50% of the non-residential floor area (similar to the existing provision for the current C1-42(H) zone).

Section 9.3 Loading:

7. SBM agrees with Burnside that one loading space should be sufficient for the commercial uses. The Town's ZBL has much higher requirements than other municipalities we are familiar with where the need for a second loading space typically does not apply to commercial spaces under 2,500 m².

Signal Warrant Analysis:

8. The Study did not include traffic signal warrant analysis for The Queensway South and Cameron Crescent (South Leg) intersection, presumably due to the relatively low volumes and lack of significant operational concerns on Cameron Crescent and Riveredge Drive, and proximity of the existing signals at the north leg of Cameron Crescent. At the Town's request, SBM has assessed traffic signal warrants and further discussion on the potential need for signals is provided in Section 3.1.

Sight Distance Analysis:

9. The Study should include analysis of sightlines at the proposed site accesses. Of particular concern is the primary residential driveway (middle access) given its location relative to the sharp bend on Cameron Crescent with many trees along the inside of the bend. Even assuming a low design speed of 30 km/h for traffic coming around the bend, the TAC requirements for Intersection Sight Distance would be 55 m for the right turn out of the site and it appears the sight distance may be limited to around 40-45 m. The visibility for vehicles turning left into the site to see oncoming vehicles around the bend is potentially even worse, therefore sightlines and required sight distances should be assessed including recommendations for any necessary mitigation (e.g. removal or trimming of trees within the municipal right of way).

3 ADDITIONAL TRAFFIC-RELATED CONSIDERATIONS

3.1 POTENTIAL NEED FOR TRAFFIC SIGNALS AT CAMERON CRESCENT (SOUTH LEG)

Signal warrant analysis/discussion was not included in Burnside's Transportation Study, so SBM assessed traffic signal warrants for the Cameron Crescent (South Leg) and The Queensway South intersection under 2029 Total traffic conditions based on the *Ontario Traffic Manual Book 12* Justification 7 for Projected Volumes. Justification 7 uses the AM and PM peak hour traffic volumes, and in the case of forecast volumes at an existing intersection, it requires that 120% of the warrant threshold be met to satisfy the warrant. It was found that traffic signals are not anticipated to be warranted as the warrant is only 37% fulfilled due to low sidestreet volumes. This is significantly below the warrant threshold, so even if the trip distribution or modal split assumptions in the Study are considerably different, the warrants will still not be met.

In addition to volumes not meeting signal warrants, the proximity of the Cameron Crescent (South Leg) intersection to the existing traffic signals at the Cameron Crescent (North Leg) intersection essentially precludes the installation of signals at Cameron Crescent (South Leg) since the intersections are only 110 m apart (measured centerline to centerline), which would not meet typical signal spacing requirements.

Note about past signal warrants analysis for Cameron Crescent:

The 2013 Transportation Impact Study by Trans-Plan Inc. that was prepared for a previous development concept for the 232 Cameron Crescent property indicated that traffic signals would be warranted for the south leg of Cameron Crescent once the development was fully built out. The main factors contributing to the signal warrants being met in that study were that the trip generation estimates for the previous development concept were much higher than for the current proposal, and the traffic volumes on The Queensway South were higher than current volumes (presumably since that was before the Highway 404 extension to Woodbine Avenue was constructed).

3.2 POTENTIAL NEED FOR PHYSICAL IMPROVEMENTS TO CAMERON CRESCENT

The south leg of Cameron Crescent (including most of the west segment of the crescent) has an existing pavement width of 6.0 m and it is our understanding that the 232 Cameron Crescent development proposes to widen Cameron Crescent to 8.5 m (curb face to curb face) between the site access and The Queensway South. This would bring the road width up to the current Town standards for a 20 m right of way (ROW) and is an appropriate upgrade given the additional traffic that the development will generate on Cameron Crescent.

The north leg of Cameron Crescent has a narrow ROW of approximately 11 m with an existing pavement width of approximately 5.0 m with no curbs/gutters. This pavement width is even less than the Town's standard for a Laneway (6.0 m) and the equivalent lane width of 2.5 m per direction is less than TAC's practical lower limit for an urban lane width of 2.7 m. A review of Google Streetview imagery from July 2023 shows evidence of the existing pavement width on the north leg of Cameron Crescent being too narrow at The Queensway South intersection where there is significant vehicle path wear beyond the pavement.

With the existing pavement width deficiency on the north leg of Cameron Crescent, we are of the opinion that the Town should consider widening the north leg to a minimum width of at least 6.0 m plus some additional width to match the curb to curb width at The Queensway South intersection, regardless of whether the proposed development proceeds.

The development proposes "Local Residents Only" signage on Cameron Crescent immediately north of the western site access in order to prohibit site traffic from using the north leg of Cameron Crescent. We are uncertain of how effective this signage will be since enforcement may be difficult, but also since the main site traffic that may be attracted to using the north leg of Cameron Crescent would be the residential site traffic travelling to/from the north, which would be "local residents".

The reality may be that some of the residential site traffic uses the north leg of Cameron Crescent for trips to/from the north, particularly in the longer term as traffic continues to increase on The Queensway South and left turn movements from the south leg of Cameron Crescent become more difficult during peak hours (i.e. more benefit to using the signals at the north leg of Cameron Crescent).

Given all of the above, the Town may wish to consider allowing the proposed residential traffic to use the north leg of Cameron Crescent (would be a small amount of traffic to/from the north) and upgrade the north leg to a minimum of 6.0 m pavement width to better accommodate two-way traffic. While site traffic from the proposed commercial uses would be less likely to use the north leg of Cameron Crescent because it would require back-tracking from the site access location, "Residential Traffic Only" signage (or equivalent) could be installed west of the commercial site access to provide additional deterrence. In our opinion, this configuration would provide the greatest long-term flexibility in allowing for northbound site traffic to be split between the north and south legs of Cameron Crescent and take advantage of the existing traffic signals while introducing only a minor amount of new traffic on the north leg.

3.3 APPROPRIATENESS OF PROPOSED SITE ACCESS

In our opinion, the number and functionality of proposed full-move accesses is appropriate for the size and uses of the development. The separate access for commercial traffic makes sense and the two residential accesses allow for easy access to the drop-off area (lay-by) and front loading space.

The spacing between the accesses is sufficient and we have no concerns about conflicting operations between the site accesses or other existing driveways on Cameron Crescent.

As mentioned in peer review comment #9 (in Section 2 of this review), the sightlines at the proposed access locations should be assessed, but we believe acceptable sight distances can be provided.

3.4 PARKING SUPPLY

Recognizing the general goal of reducing vehicular traffic and promoting active transportation and transit modes, most municipalities have established (or are in the process of establishing) lower minimum parking requirements, and some municipalities are even setting maximum parking rates.

The proposed 402 parking spaces for the 380 residential units (1.06 parking spaces per unit) is a reasonable amount of parking of residential parking, especially with the additional designated visitor parking and the ability to overflow into the commercial parking during times of peak residential parking demand, which typically do not coincide with the peak commercial parking demand.

The commercial parking supply is proposed to exceed the ZBL requirements for a Multi-Unit Commercial Centre, so commercial parking should be sufficient, provided that the amount of restaurant space does not exceed 50% of the total commercial floor area (as noted in peer review comment #6).

4 CONCLUSIONS AND RECOMMENDATIONS

This peer review of the 232 Cameron Crescent Transportation Study (September 2023) completed by R.J. Burnside & Associates Limited has identified that the Study was generally completed using industry standard methodologies, however, some oversights and omissions were found, and we believe that the following updates should be made to the Transportation Study (along with potential site plan revisions, if necessary):

- Update the fire truck access analysis using the Town's standard fire truck design vehicle.
- Include HSU access analysis for the residential building.
- Include sight distance analysis for the proposed site accesses.

SBM's review of the traffic-related matters specified by the Town concluded the following:

- Traffic signals will not be warranted at the intersection of Cameron Crescent (South Leg) and The Queensway South and traffic signals would not be recommended for that location anyway due to the proximity of the existing traffic signals at the north leg of Cameron Crescent.
- The widening of the south leg of Cameron Crescent that is proposed as part of the development will meet the Town's standard road width (8.5 m) and is appropriate to accommodate the additional site traffic that will use Cameron Crescent.
- The existing pavement width on the north leg of Cameron Crescent (5.0 m) is deficient for a two-way local road, therefore we recommend that the Town consider widening to at least a 6.0 m pavement width (Town's Laneway standard).

- The development's proposed "Local Residents Only" signage to deter site traffic from using the north leg of Cameron Crescent may not be fully effective and it may be desirable in the longer term to allow access to the traffic signals on the north leg, therefore, in combination with upgrading the north leg of Cameron Crescent to a minimum of 6.0 m pavement width, we suggest that the Town consider allowing the proposed residential site traffic to use the north leg of Cameron Street and only restrict its use to the commercial site traffic, which is less likely to want to use the north leg anyway (i.e. alternative signage of "Residential Traffic Only", or similar).
- The proposed number and functionality of the site access is appropriate, however sightlines need to be reviewed (requested in Transportation Study update).
- The proposed parking supply should be sufficient for the proposed uses, however, for the commercial use, we suggest that the Town include a site-specific zoning provision to limit the maximum floor area of a restaurant use to 50% of the non-residential floor area (similar to the existing provision for the current C1-42(H) zone).

5 LIMITATIONS

This review was prepared by Strik, Baldinelli, Moniz Ltd. for the Town of Georgina. Use of this review by any third party, or any reliance upon its findings, is solely the responsibility of that party. Strik, Baldinelli, Moniz Ltd. accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions undertaken as a result of this review. Third party use of this review, without the express written consent of the Consultant, denies any claims, whether in contract, tort, and/or any other cause of action in law, against the Consultant.

All findings and conclusions presented in this review are based on the conditions as they appeared during the period of the review. This review is not intended to be exhaustive in scope. It should be recognized that the passage of time may alter the opinions, conclusions, and recommendations provided herein.

SBM's review was limited to the documents referenced above. SBM Ltd. accepts no responsibility for the accuracy of the information provided by others. All designs and recommendations presented in this review are based on the information available at the time of the review.

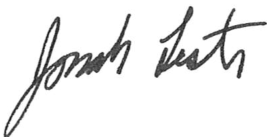
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6 CLOSURE

We trust this review meets your satisfaction. Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



Jonah Lester, P. Eng.
Transportation Engineer



Memorandum

Date: November 7, 2023 **Project No.:** 300057750.000
Project Name: 232 Cameron Crescent Natural Heritage Review
Client Name: Town of Georgina
To: Connor McBride, Senior Development Planner
From: Tricia Radburn, Senior Environmental Planner

R.J. Burnside & Associates Limited (Burnside) was retained by the Town of Georgina to review the Environmental Impact Study prepared in support of a proposed development at 232 Cameron Cres. The following document was reviewed:

- 2833367 Ontario Ltd. Environmental Impact Study (Dillon Consulting, August 2023)

The following documents were also reviewed for reference only:

- Environmental Impact Study Terms of Reference
- Floodplain Shoreline Analysis
- Development Concept Plan
- Grading Plan
- Landscape Plan

Application Description

An Official Plan Amendment and Zoning By-law Amendment were received to facilitate a 380-unit (seven-story podium / 20-story tower) apartment building and 808 square metre commercial building at 232 Cameron Cres. Associated roadways, outdoor parking lots, landscape areas and an elevated boardwalk / trail adjacent to the Keswick Marina and Lake Simcoe shoreline are also included. Shoreline stabilization measures, including a new steel sheet wall and upgrades to existing rock revetments are proposed.

Comments

Our comments are listed under key headings, as follows:

Shoreline

1. According to Section 13.1.3.7.4 c (i) of the Keswick Secondary Plan, “*no development shall be permitted within 15 m from the top of bank of the Maskinonge River or 15 m from the annual high water mark of the Lake Simcoe Shoreline... except for boathouses, docks, accessory structures and conservation and erosion protection works.*” This setback should be shown on Figure 4 of the EIS. The figure should demonstrate that development, excluding the accepted structures, is not proposed within the setback. Please ensure the high water mark is used as a baseline.
2. According to Section 13.1.3.7.4 (d) of the Keswick Secondary Plan, “*In the review of development applications...the Town shall consider... the restoration of watercourses and shorelines to their natural state. Restoration measures will include the use of native plants and materials, where appropriate.*” In addition, bullet (h) indicates that, “*In addition to meeting basic engineering requirements, erosion control structures should be designed to enhance habitat value of the shoreline.*” Furthermore, bullet (i) indicates that, “*The Town shall encourage the restoration of channelized creeks and the use of natural vegetation and buffer strips along the shoreline and watercourses to improve habitat value.*” Similar policies also exist within the Lake Simcoe Protection Plan.
3. It appears that the proposed shoreline protection measures include a steel sheet wall and a substantial increase in height for the existing rock revetments. It does not appear as though any naturalization has been included in the design. Opportunities to naturalize the shoreline should be reviewed and incorporated.
4. The Development Plan and Grading Plan appear to include construction of a new pier as part of the application. Figure 4 of the EIS does not show this feature, nor does the report include an assessment of the impacts of this structure on fish and fish habitats. An assessment of the impacts of all in-water and shoreline work on aquatic habitats should be provided, including potential impacts associated with the pier, new or upgraded docks and the shoreline stabilization measures.
5. Further to the comment above, the impact assessment should be based on current field investigations. The shoreline and near-shore areas should be characterized by a qualified aquatic ecologist using in-field observations. The EIS currently only includes a desktop review for the aquatic habitat assessment. Please provide a detailed assessment of existing aquatic habitat features and functions, as well as a photographic record of all shoreline areas.

Wetland

6. It is understood that the wetland boundary was revised by Dillon staff with changes to the wetland limit staked previously by the LSRCA. Confirmation that LSRCA approves the new wetland boundary should be provided prior to the Town’s approval of this application.
7. Insufficient information is provided to change the status of the Provincially Significant Wetland. Please provide a full wetland evaluation record and confirmation of acceptance of the updated record from the Ministry of Natural Resources and Forestry. This should be provided at this stage in the development process, rather than at detailed design, as it affects the development limit.

8. The boardwalk should be realigned to avoid areas where it encroaches into the wetland. In addition, the residential building and driveway should be shifted out of the wetland buffer. A boardwalk may be permissible closer to the outer limit (i.e., outer 5 m) of the wetland buffer, subject to approval by the LSRCA. The wetland buffer should be naturalized. Details of buffer naturalization should be provided on a Landscape / Restoration Plan to be developed during detailed design.

Woodlots

9. The small woodlots on the property do not meet the criteria required to be considered significant woodlands. Nonetheless, the Town and Region have objectives to increase tree cover. Tree removals should be quantified and the Landscape / Restoration Plan to be prepared during detailed design should demonstrate no net loss of tree cover.
-

Next Steps

Additional information is required prior to approval of this application. The comments listed herein should be addressed in an updated EIS submission with a comment-response matrix outlining how, and where, in the report each comment was addressed.

Any questions or clarifications regarding this review can be addressed to Tricia Radburn at tricia.radburn@rjburnside.com or 226-486-1778.

TR:af

cc: Sean Lapenna, Senior Development Planner, Town of Georgina

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GEORGINA

Subject: Further Amendment to Administrative Monetary Penalties By-law No. 2022-0052 (REG-1), as amended.

To: Mayor and Council

From: Mike Hutchinson, Manager, Municipal Law Enforcement

Date: December 13th, 2023

Briefing:

Please be advised that the Municipal Law Enforcement Division is proceeding with the transition of enforcement of parking by-law infractions under the *Provincial Offences Act* to the Administrative Monetary Penalty System (AMPS) on December 18th, 2023. A page will be published on the Town's website on December 18th, 2023 with information for the public regarding AMPS.

Before the transition to AMPS, a minor amendment to the Administrative Monetary Penalty By-law No. 2022-0052 (REG-1) is required. The amendment is required as a result of Council approving the new consolidated Parking By-law No. 2023-0087 (TR-1) on November 22nd, 2023, prepared by the Operations and Infrastructure Department.

The AMPS By-law had previously designated the previous Parking By-law No. 2002-0046 (TR-1) as a Designated By-law for enforcement through AMPS. The AMPS By-law must be updated to designate the new Parking By-law No. 2023-0087 (TR-1) as a Designated By-law for enforcement through AMPS.

A By-law amendment is before Council today in the By-law section of the agenda.

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BYLAW NUMBER 2023-0093 (REG-1)

BEING A BYLAW TO FURTHER AMEND THE
ADMINISTRATIVE MONETARY PENALTY BY-LAW NO.
2022-0052 (REG-1), AS AMENDED, OF THE TOWN OF
GEORGINA

WHEREAS the Council of The Corporation of the Town of Georgina may, pursuant to the *Municipal Act, 2001*, require a person to pay an Administrative Penalty for a contravention of any by-law respecting the parking, standing, or stopping of vehicles;

AND WHEREAS Council deems it advisable to revise certain provisions within Schedule "A" to By-law No. 2022-0052 (REG-1), as amended;

BE IT THEREFORE ENACTED BY THE COUNCIL OF THE CORPORATION OF THE TOWN OF GEORGINA:

1. THAT Schedule "A" to By-law No. 2022-0052 (REG-1), as amended, be deleted and replaced with Schedule "A" attached to this by-law.

READ AND ENACTED this 13th day of December, 2023

Margaret Quirk, Mayor

Mamata Baykar, Deputy Clerk

SCHEDULE "A"

DESIGNATED BY-LAWS, SHORT FORM WORDINGS AND ADMINISTRATIVE PENALTIES FOR PARKING

1. The provisions of each Section of Town of Georgina By-law No. 2023-0087 (TR-1), as amended, listed in Column 2 of the following table are Designated By-laws for the purposes of this By-law.
2. Column 3 in the following table sets out the short form wording to be used in the Penalty Notice for a contravention of each Designated By-law listed in Column 2.
3. Column 4 in the following table sets out the Administrative Penalty amount that is payable for the contravention of each Designated By-law listed in Column 2 if voluntarily paid within 15 days of the Effective Date of Service.
4. Column 5 in the following table sets out the Administrative Penalty amount that is payable for the contravention of each Designated By-law listed in Column 2 if paid between 16 days and 30 days of the Effective Date of Service.

TRAFFIC & PARKING BY-LAW NO. 2023-0087 (TR-1), AS AMENDED				
COLUMN 1 ITEM	COLUMN 2 DESIGNATED PROVISION - SECTION	COLUMN 3 SHORT FORM WORDING	COLUMN 4 EARLY PAYMENT PENALTY AMOUNT	COLUMN 5 SET PENALTY AMOUNT
1.	4.1(1)	Park in prohibited area	\$30	\$40
2.	5.3(2)	Park in fire route	\$100	\$125
3.	5.7(5)c	Park in designated accessible parking space	\$300	\$350
4.	4.2(1)	Stop in prohibited area	\$50	\$65
5.	3.2(1)n	Park on boulevard	\$30	\$40
6.	3.4(1)	Stop on/over sidewalk	\$30	\$40

7.	5.5(1)b	Park on municipal property without consent	\$30	\$40
8.	5.5(1)a	Park on private property without consent	\$30	\$40
9.	3.1(1)(a)(i)	Park other than right wheels to right shoulder	\$30	\$40
10.	5.4(1)	Park 2am-7am Nov.15-Apr.15	\$30	\$40
11.	3.2(1)e	Park in excess of 3 hours	\$30	\$40
12.	3.2(1)k	Park to interfere with traffic	\$30	\$40
13.	3.2(1)f	Park displaying vehicle for sale	\$30	\$40
14.	5.8(2)	Park without valid permit displayed	\$30	\$40
15.	3.2(1)b	Park within 3 metres of fire hydrant	\$30	\$40
16.	3.2(1)a	Park within 60 cm of driveway	\$30	\$40
17.	3.2(1)c	Park within 9 metres of intersecting road	\$30	\$40
18.	3.2(1)a	Park within 2 metres of private road	\$30	\$40
19.	3.6	Park vehicle for sale of goods	\$30	\$40
20.	3.2(1)d	Park within 15 metres of railway crossing	\$30	\$40
21.	4.1(2)a	Park contrary to posted times	\$30	\$40
22.	3.2(1)g	Park to repair vehicle	\$30	\$40
23.	5.6(1)	Park longer than 72 hours on road allowance	\$30	\$40
24.	3.2(1)i	Park-prevent removal of previously parked vehicle	\$30	\$40
25.	3.2(1)m	Park on bridge	\$30	\$40
26.	3.1(1)(a)(i)	Park more than 30 cm from curb	\$30	\$40
27.	3.2(1)j	Park-obstruct crosswalk	\$30	\$40
28.	5.4(2)	Park vehicle to interfere with snow removal	\$30	\$40
29.	5.4(2)	Park vehicle to interfere with ice removal	\$30	\$40
30.	5.4(2)	Park vehicle to interfere with snow clearing	\$30	\$40

31.	5.4(4)	Park vehicle on highway during winter maintenance event	\$30	\$40
32.	3.3(1)h	Did park in prohibited area within the Waterfront Park Buffer Zone	\$100	\$125
33.	3.5(4)	Did stop in prohibited area within the Waterfront Park Buffer Zone	\$150	\$180
36.	5.5(1)c	Did park in unauthorized area	\$50	\$65
37.	5.9(4)	Park without valid control device displayed	\$100	\$125
38.	5.1(1)(a)(ii)	Park other than right wheels to right shoulder	\$30	\$40