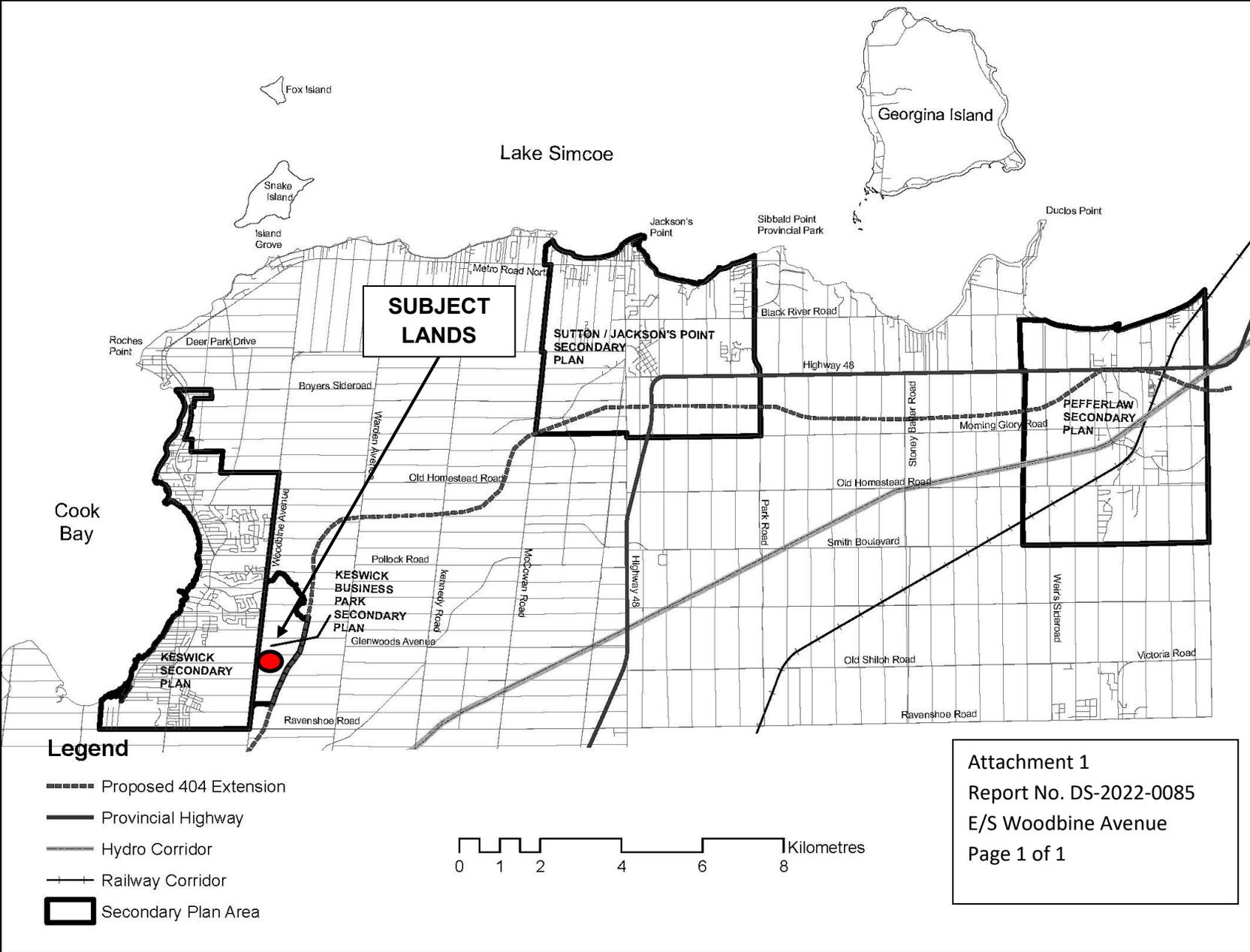
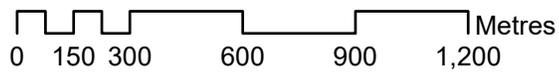
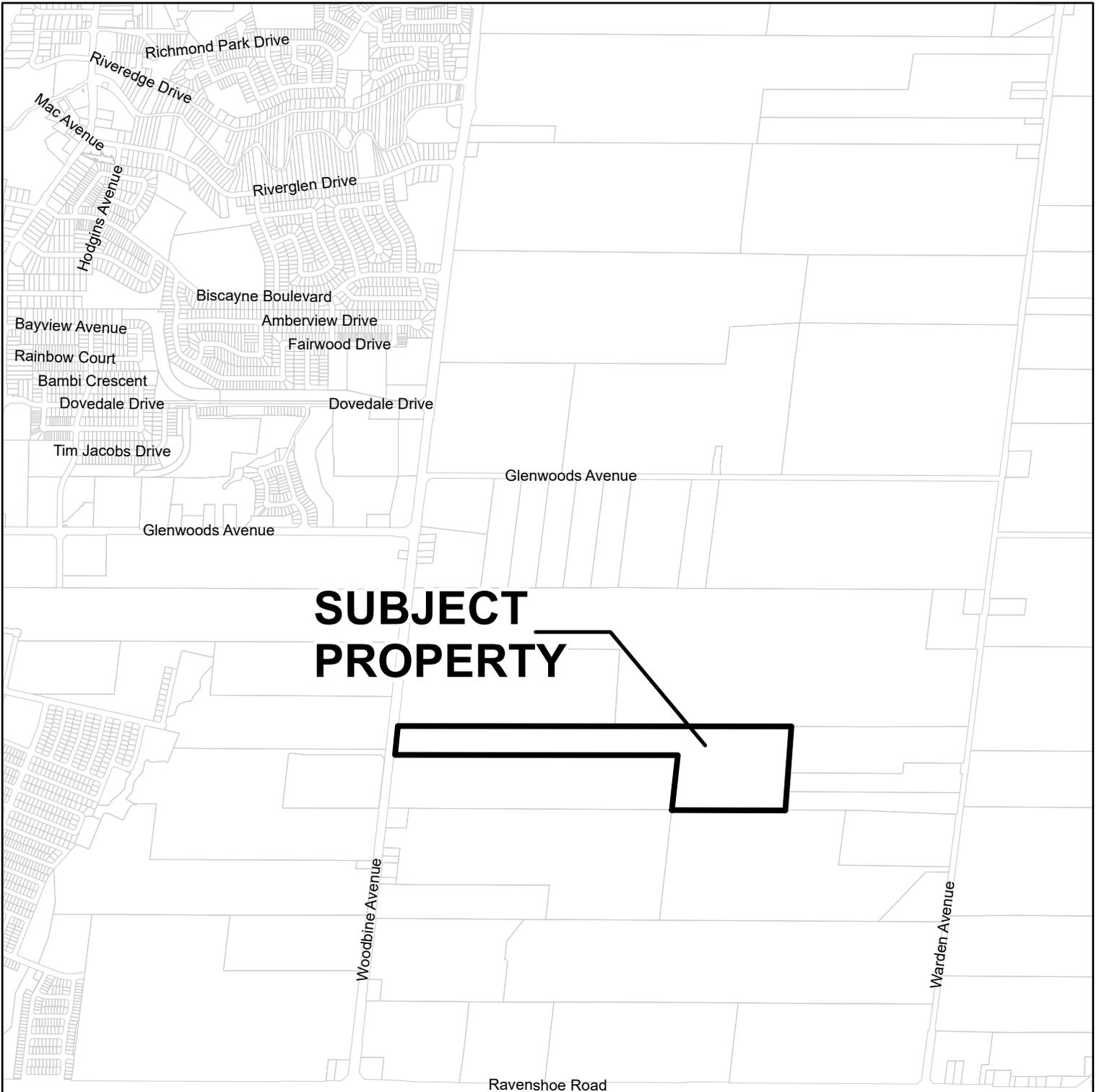


CONTEXT MAP



KEY MAP





**SUBJECT
PROPERTY**

Woodbine Avenue

Ravenshoe Road

Attachment 3
Report No. DS-2022-0085
E/S Woodbine Avenue
Page 1 of 1



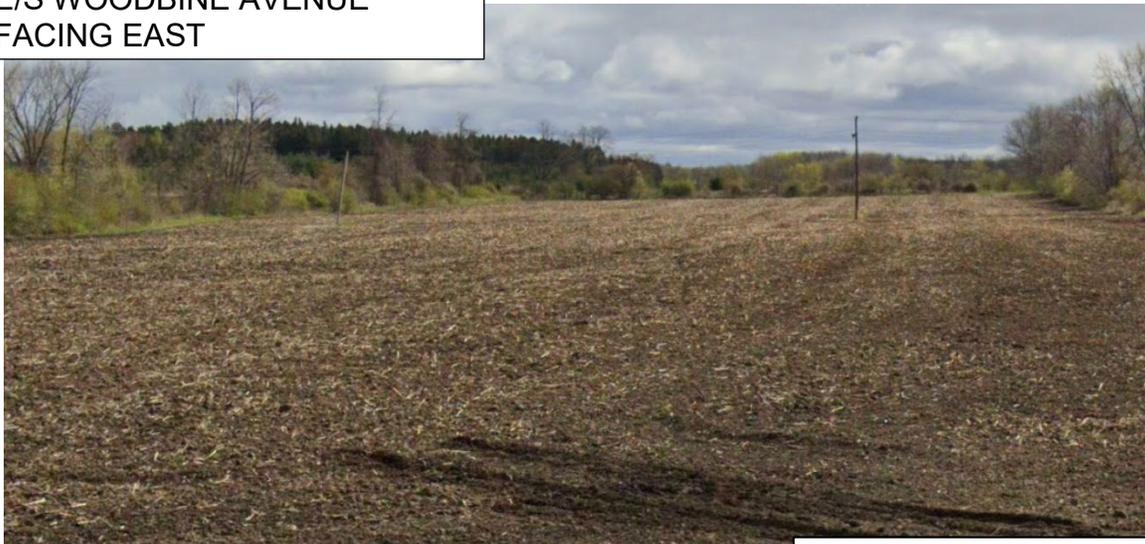
SITE PHOTOS

E/S WOODBINE AVENUE
FACING EAST



EXISTING AGRICULTURAL USE

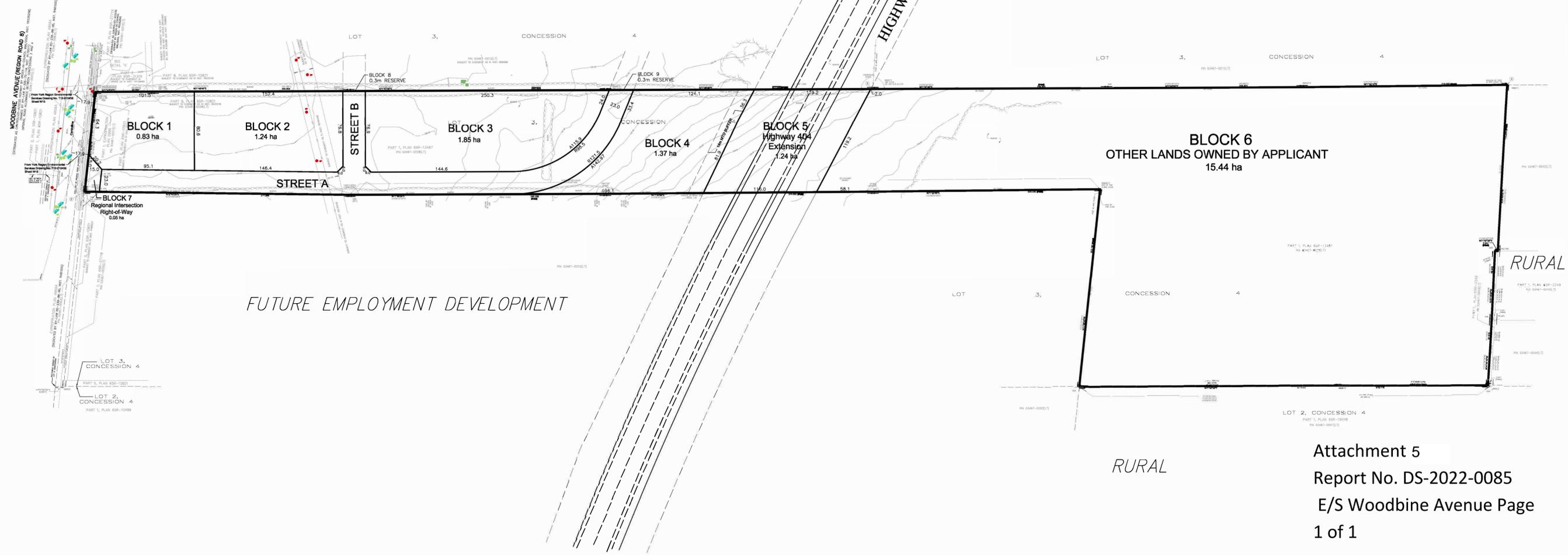
E/S WOODBINE AVENUE
FACING EAST



FUTURE DEVELOPMENT

FUTURE EMPLOYMENT DEVELOPMENT

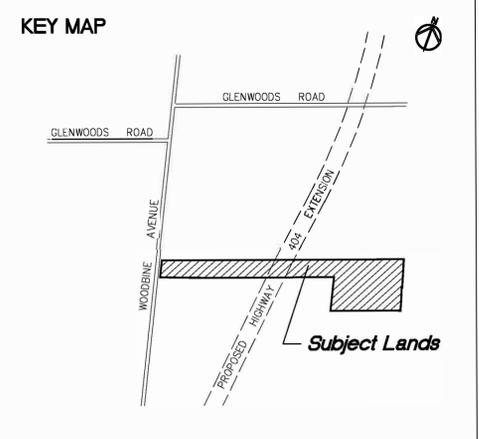
RURAL



FUTURE EMPLOYMENT DEVELOPMENT

RURAL

Attachment 5
 Report No. DS-2022-0085
 E/S Woodbine Avenue Page
 1 of 1



DEVELOPMENT STATISTICS

PROPOSED LAND USE	Lot/Block No.	ha.
1) Future Employment Development	1-4	5.29
2) Highway 404 Extension	5	1.24
3) Other Lands Owned by Applicant	6	15.44
4) Regional Intersection Right-of-Way	7	0.05
5) 0.3m Reserves	8-9	0.01
6) Roads		1.53
TOTAL SITE AREA		23.56

OWNER'S AUTHORIZATION

I authorize Evans Planning Inc. to prepare and submit this plan for draft approval.

[Signature] Date: May 10, 2022

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the lands being subdivided and their relationship to the adjacent lands are correctly shown on this plan.

[Signature] Date: MAY 10, 2022

Krcmar Surveyors Ltd.
 Ontario Land Surveyors
 1137 Centre Street
 Thornhill, ON L4J 3M6

ADDITIONAL INFORMATION

[Section 51(17) of the Planning Act, 1990]

a), b), e), g), and j) – on plan
 c) – on key plan
 d) – see statistics (f)
 h) – piped water to be installed by Developer
 i) – Clay Loam
 k) – all municipal services to be made available
 l) – nil

10/23/21		
12/23/21		
04/27/22		

DRAFT PLAN OF SUBDIVISION

PART OF LOT 3
 CONCESSION 4
 (GEOGRAPHIC TOWNSHIP OF NORTH GWILLIMBURY)
 TOWN OF GEORGINA
 REGIONAL MUNICIPALITY OF YORK

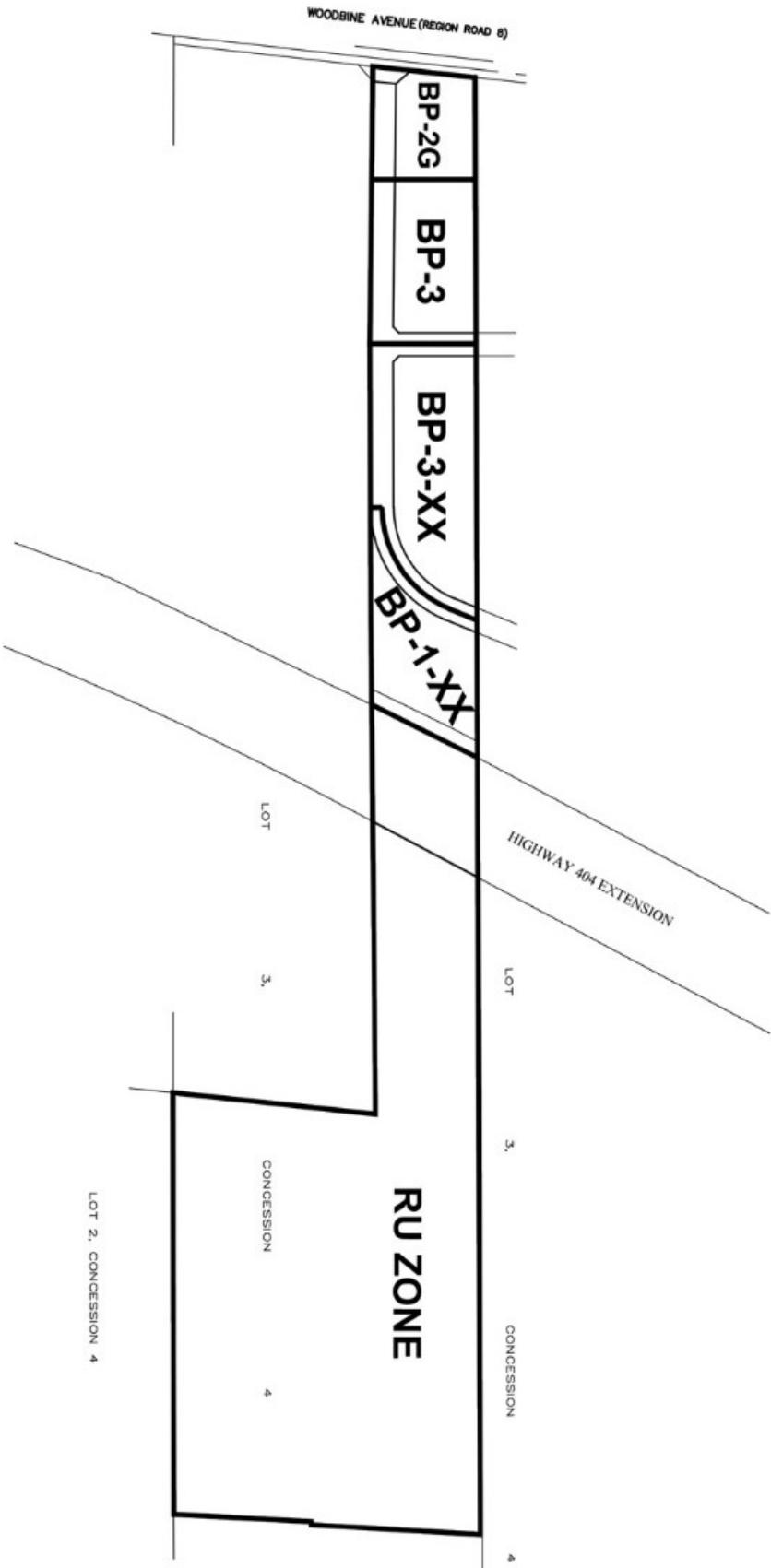
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EVANS PLANNING

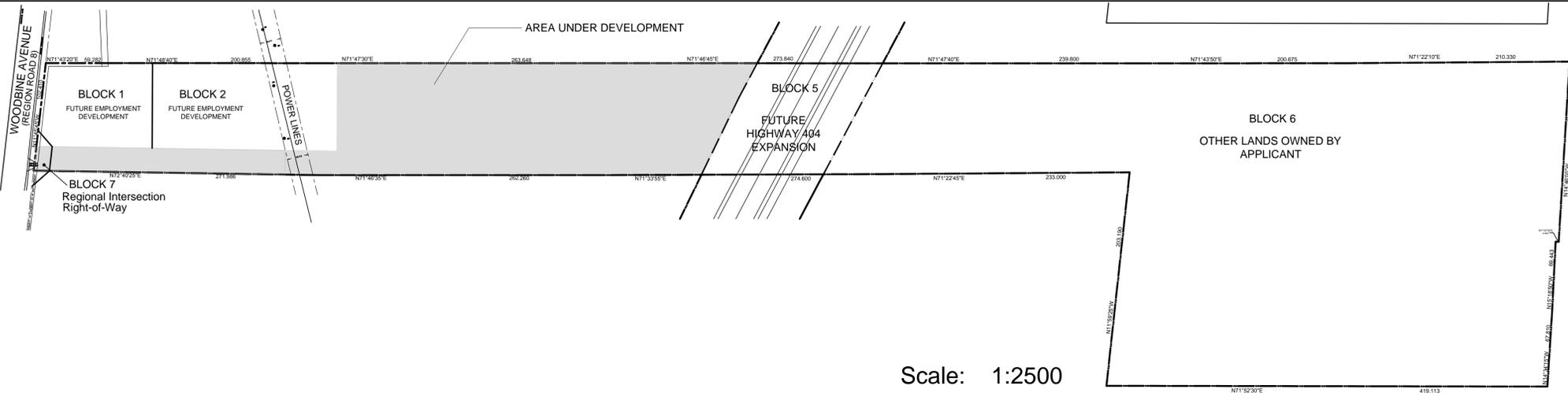
8481 Keele Street
 Unit 12
 Vaughan, Ontario
 L4K 1Z7
 Tel.: (905) 669-6992 Fax: (905) 669-8992
 evansplanning@sympatico.ca

**PART OF LOT 3
CONCESSION 4
TOWN OF GEORGINA
REGIONAL MUNICIPALITY OF YORK
FORMERLY IN THE TOWNSHIP OF NORTH GUILMBURY
COUNTY OF YORK**

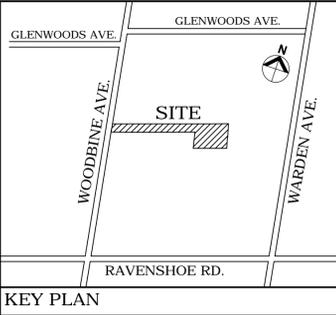
THIS IS SCHEDULE 'A' TO
BY-LAW _____
PASSED THIS _____ DAY OF
_____ 2022
CLERK _____
MAYOR _____



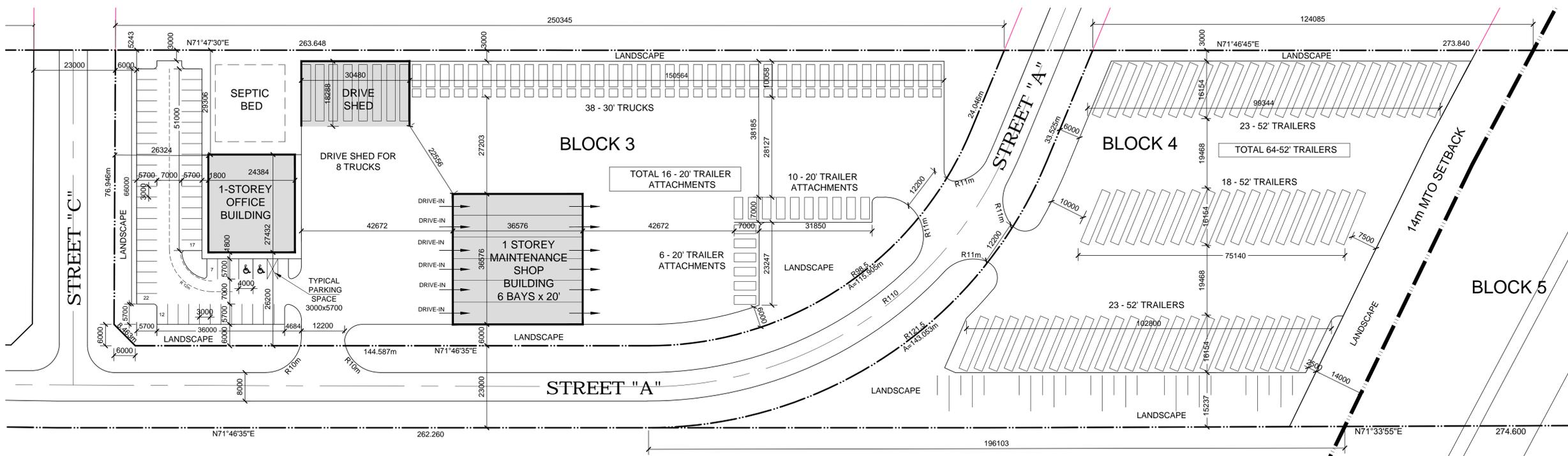
SCHEDULE 'A' TO BY-LAW 500-2022-XXXX



LEGAL DESCRIPTION:
 PART OF LOT 3
 CONCESSION 4
 (GEOGRAPHIC TOWNSHIP OF NORTH GWILLIMBURY)
 TOWN OF GEORGINA
 REGIONAL MUNICIPALITY OF YORK



Scale: 1:2500



Scale: 1:600

STATISTICS BLOCK 3

LOT FRONTAGE = 240.83m (20m MIN. REQUIRED)
 LOT AREA = 18,563 SM (2,000 SM MIN. REQUIRED)
 LOT COVERAGE = 13.8% (MAX. 60%)
 FRONT YARD = 6m (6m MIN. REQUIRED)
 REAR YARD = 29.306m (11m MIN. REQUIRED)
 SIDE YARD = 26.324m (6m MIN. REQUIRED)
 LANDSCAPED AREA: 4,226 SM (22.7%)

OFFICE BUILDING 668.9 SM (7,200 SF)
 SHOP BUILDING 1,337.8 SM (14,400 SF)
 DRIVE SHED 557.4 SM (6,000 SF)
TOTAL: 2,564.1 SM (27,600 SF)

PARKING:
 - CAR PARKING - 58 SPACES (42 SPACES REQUIRED)
 - 30' TRUCKS - 38 SPACES
 - 20' TRAILER ATTACHMENTS - 16 SPACES

STATISTICS BLOCK 4

LOT FRONTAGE = 163.88m (40m MIN. REQUIRED)
 LOT AREA = 13,771 SM (4,000 SM MIN. REQUIRED)
 LOT COVERAGE = N/A (MAX. 60%)
 FRONT YARD = N/A (6m MIN. REQUIRED)
 REAR YARD = N/A (11m MIN. REQUIRED)
 SIDE YARD = N/A (6m MIN. REQUIRED)

LANDSCAPED AREA: 4,895 SM (35.54%)

PARKING:
 - 52' TRAILERS - 64 SPACES

Attachment 7
 Report No. DS-2022-0085
 E/S Woodbine Avenue
 Page 1 of 1

	NO.	ISSUED	BY	DATE	NO.	REVISED	BY	DATE	<p>GLUCK PARTNERSHIP ARCHITECTS INC. 156 DUNCAN MILL ROAD, SUITE 5 TORONTO, ONTARIO, M3B 3N2 TEL 416 498 0201</p>	<p>SCOTT WOODS TRANSPORT 23349 WOODBINE AVENUE KESWICK, ONTARIO</p>	<p>SITE PLAN</p>	DRAWN: IP CHECKED: TG SCALE: AS NOTED DATE: JULY 06, 2021 PROJECT No: 2110 DRWG. NO.
					1	BLOCK 3	I.P.	May 03, 2022				A-1.0

Consolidated Comments for 01.161 and 03.1172 - E/S Woodbine Ave

Department/Agency	Date Received	Response:
Tax & Revenue	August 10, 2022	No taxes owing.
Engineering		
Engineering	September 13, 2022	See attached attached.
Operations & Infrastructure		
Parks Development and Operations	August 25, 2022	No comments.
Landscape Architect	August 26, 2022	<p>1. Arborist Report by Beacon Environmental dated June 2022</p> <ul style="list-style-type: none"> • Provide signed consent letters for the proposed tree removals on adjacent private property and for boundary trees with shared ownership. Indicate on the letters the proposed compensation to the adjacent tree owners. Adjust the compensation values as required. • Provide a drawing showing where tree/vegetation protection fencing is proposed. • Note that trees in poor condition do not require compensation, adjust compensation values accordingly as required. <p>2. Site Plan A-1.0 by Gluck Partnership Architects dated July 8, 2021</p> <ul style="list-style-type: none"> • I have no specific comments on the Site Plan <p>3. Generally:</p> <ul style="list-style-type: none"> • Provide a landscape plan, provide a planting plan, provide a details plan, provide a cost estimate for landscape works. • Coordinate the landscape plan with the tree preservation plan showing where existing trees will be retained and location for protection fencing. • Coordinate the landscape plan with the Civil Engineering and Site Plan showing where proposed servicing, drainage structures and other utilities will be located. • Provide information on the landscape plan which shows dimensions, proposed materials, heights, and slopes for: walkways, grass areas, walls, ramps, fencing, pathway
Community Services		
Building	August 10, 2022	No comments.
Municipal Law	August 2, 2022	No comments.
Clerks Division		

Consolidated Comments for 01.161 and 03.1172 - E/S Woodbine Ave

Georgina Fire Department	August 12, 2022	The Georgina Fire Department has no objections to the proposal and provides the following comments: <ol style="list-style-type: none"> 1. All construction shall be in conformance with the Ontario Building Code. 2. A turnaround facility shall be provided for all permanent or temporary dead-end fire access roads longer than 90m. 3. The fire access route shall be designed and constructed to support the weight of the heaviest responding apparatus to the property during an emergency which is 100,000lbs. 4. Onsite water supply for firefighting shall be provided. 5. Fire flow demands shall be calculated using the Fire Underwriters Survey (FUS) formula.
Building Inspector		
Economic Development		
York Catholic District School Board		
MPAC		
Bell Canada	July 29, 2022	No comments.
Canada Post		
Hydro One	August 18, 2022	No comments or concerns.
Enbridge Gas	August 19, 2022	See attached.
York Region District School Board		
Hydro One	August 11, 2022	No comments or concerns.
York Regional Police		
Lake Simcoe Region Conservation Authority	August 12, 2022	See attached.
Rogers	August 8, 2022	No comments or concerns.
Ministry of Municipal Affairs & Housing		
Ministry of Transportation		
Ontario Power Generation		
Southlake Regional Health Centre		
York Region	September 9, 2022	See attached.



GEORGINA

Interoffice Memorandum

Development Engineering Division

September 13, 2022

Date:

File No.: ZBA 03.1169/01.161

To:

Connor McBride, Planner II

From:

Mike Iampietro P.Eng, Supervisor of Development Engineering

Subject:

APPLICATION FOR ZONING BY-LAW AMENDMENT AND SUBDIVISION

Applicant: Evans Planning (c/o Murray Evans)

Owner: 1376389 Ontario Ltd./ 2331258 Ontario Inc.

Location: E/S Woodbine Avenue, Keswick

Description: Part Lot 3, Concession 4 (NG); RS13487, Part 1

Town File No.: 03.1169 and 01.161

Roll No.: 101-237

The Development Engineering Division has reviewed the above noted application and advise that it is premature to provide any recommendations for the proposed Zoning By-law Amendment/ Draft Plan of Subdivision applications, please note the following comments.

OPA was approved on June 9, 2021 and allowed Development to have interim private servicing in Keswick Park.

1. Peer review of Transportation Study is required to assess the requirements for the Right of Way width and entrance/ egress design.
2. It is not clear how all the storm water from site will be directed to drain into the temporary pond. Provide more details. No untreated stormwater should discharge from the proposed development site to the ditch along the Woodbine Avenue and adjacent properties.
3. All unpaved areas on are to be seeded/sodded and stabilised to control erosion and dust at all times
4. Environmental Compliance Approval (ECA) applications are required for temporary SWM pond and truck maintenance facility, under the applicable law /MECP
5. On-going Maintenance Prior to Final SWM pond completion/connection
6. Monitoring and reporting of SWM facility operation and maintenance will be required to ensure it is providing the required stormwater quality and quantity controls as per approved design standards. The applicant shall provide a monitoring plan for review and approval of the Town. Monitoring and submission of report during spring and fall is recommended.
7. All the runoff from the proposed development including street "A" should be treated before leaving the site for the interim period. High points for the side ditches and pavement will

Attachment 8 Report No. DS-2022-0085 E/S Woodbine Avenue Page 3 of 26
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- be at the street line to prevent discharge of untreated runoff from the site to the woodbine Avenue except from SWM pond outlet. Provide a grading and drainage plan demonstrating this design.
8. SWM pond and water wells will be decommissioned as per provincial and municipal guidelines soon after municipal services are installed.
 9. All services, water, sanitary and storm will be private till municipal services are available in the municipal R.O.W. in front of the development blocks 3 and block 4 .
 10. All post development flows (2, 5, 25 and 100 year) shall be controlled to the 2- year pre-development flows as per the Lake Simcoe Region Conservation Authority requirements (5-year pre-development as per Town of Georgina). Further review of Storm Water Management report to be completed at Site Plan design stage.
 11. Detailed Erosion and Sediment Control plan will also be reviewed at detailed design stage.
 12. We require snow storage locations shown. Use LSRCA Parking Lot Design Guidelines to Promote Salt Reduction for estimates of snow storage required.
 13. Street "A" is proposed to have a 6 m wide gravel surface for truck traffic. Proposed width of 6 meters is a bit narrow without shoulders for two-way Trucks traffic. It may track mud and gravel from development site to Woodbine Avenue. The dust may also be an issue and cause pollution and nuisance. We therefore recommend that it should be paved to rural road standard with reduced width of 7 m with drainage ditches along the sides
 14. Street "B" in the Draft Plan of Subdivision should have a ROW of 26 m, this is going to be a major road in the Keswick Business Park running north to south. This road will also be the main connection to the future Glenwoods Ave, which Glenwoods Ave will be an interchange with Highway 404.
 15. For Street "A" we require the ROW to be 26m up to Street "B" from the Woodbine intersection. This road will intersect with Woodbine and act as a major road in the south half of the business park. At the intersection Street A is expected to have two lanes, a right/thru lane and a left turning lane. The left turning lane length detail will only be determined at the time of detailed design and therefore we would require the 26m ROW from the Woodbine intersection to Street "B".
 16. A right turn lane taper may be required from street "A" along the Woodbine Avenue.
 17. Centreline of Street "A" should align with the centre line of the road coming from the opposite side across the Woodbine. It will be a signalised intersection in future.
 18. The daylight triangle on the South of entrance should be flagged for future development and for the Region.
 19. Municipal Address will be required.
 20. Provide utilities plan for hydro, gas, cable etc. Town prefers underground hydro and communication utilities.

21. Appropriate securities will be required to complete the roads and services to Town's standards and as per Keswick Business Park Secondary Plan in the area of proposed development at a later date after new water-main and wastewater sewers on Woodbine Avenue are complete to provide municipal servicing to the proposed development. Applicant to participate in the Town's water and sanitary models to confirm sufficient capacity in the system once the remaining development is completed in Keswick Business Park and the Keswick Sewage Pumping Station upgrade works are completed by the Region.

22. FSR states all landscaped areas will be provided with minimum of 300mm thick top soil layer however vegetative filtrations swale and trench within the R.O.W is designed with 150 mm top soil depth. If 300 mm topsoil is provided, it will be more useful in providing better stormwater quality and quantity controls.

Traffic on Woodbine Avenue will be greatly impacted by this development due to 53' long trailer and trucks entrance to the proposed Truck Depot during peak hours. It may cause increased delay or be unsafe conditions for the traffic on Woodbine Avenue which is already very busy. We require this TIS to be peer reviewed by another Traffic Engineering Consultant.

23. We recommend a Temporary Truck Traffic sign at entrance on Woodbine to caution the traffic, cyclist and pedestrians.

24. The entrance to the site within the woodbine Avenue Right of way shall be constructed to heavy Industrial Entrance standards including gutter, curb and sidewalk.

25. A modified design for 23.0 m R.O.W cross section is proposed for the approval by the Town. It is to accommodate a bio-swale with filtration trench underneath. As time of future construction is unknown the final design of the right of way shall be approved at time of municipal servicing.

26. Storm sewer label has a typo. It is named as sanitary sewer on R.O.W drawing.

27. Fire protection measures are not provided/discussed. Fire protection will be required as per OBC and Town requirements.

28. Location of 2nd septic tank to service the Maintenance Shop building is not shown.

29. Owners within the Keswick Business Park will enter into a cost sharing agreement to set out the principles in which cost of land for public use, right of ways, installing municipal mains and utilities costs can be equitably shared for the development.

30. On site Lighting Plan will be required.

31. "The Owner shall agree that as a landowner benefitting from oversizing of stormwater services on Woodbine Ave and Dovedale Drive paid for by the development on the west side of Woodbine Avenue, north of Glenwoods Avenue and south of Dovedale Drive to accommodate the anticipated future development, that they will contribute their share of these costs as determined by the Land Owner's Cost Sharing Agreement in accordance with the report prepared by Stantec Consulting Ltd detailing these costs."

August 22, 2022

Connor McBride
Planner
Town of Georgina
Planning Department
26557 Civic Centre Rd RR 2
Keswick, ON L4P 3G1

Dear Connor,

Re: Draft Plan of Subdivision Application, Zoning By-law Amendment
2331258 Ontario Inc.
23049 Woodbine Avenue
Part Lot 3, Concession 4
Town of Georgina
File No.: 01-161, 03-1172

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea30@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Sincerely,



Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

Attachment 8 Report No. DS-2022-0085 E/S Woodbine Avenue Page 6 of 26
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Sent via e-mail only to: cmcbride@georgina.ca

August 12, 2022

Municipal File No: 01.161 & 03.1169
LSRCA File No.: ZO-498191-072922 & SD-498191-072922

Connor McBride, BES, RPP, MCIP
Senior Development Planner, Development Services Department
Town of Georgina
26557 Civic Centre Rd.
Keswick, ON
L4P 3G1

Dear Connor McBride:

Re: Zoning By-law Amendment & Plan of Subdivision Applications
Applicant: Evans Planning (c/o Murray Evans)
E/W Woodbine Ave., Keswick

Thank you for circulating the captioned applications to the Lake Simcoe Region Conservation Authority (LSRCA) for review and comment. It is our understanding that the Applicant seeks to develop the subject property with employment/industrial uses. A Zoning By-law Amendment application was submitted to rezone the property in accordance with the Keswick Business Park Secondary Plan designation, and to permit the proposed Truck Transport Depot on Blocks 3 and 4, with site specific provisions for wider driveways.

Documents Received and Reviewed by Staff

Staff have received and reviewed the following documents submitted with these applications:

- Planning Justification Report, prepared by Evans Planning Inc.
- Draft Plan of Subdivision
- Site Plan, prepared by Gluck Partnership Architects Inc.
- Natural Heritage Evaluation, prepared by Beacon Environmental Ltd.
- Geotechnical Investigation, prepared by DS Consultants Ltd.
- Hydrogeological Evaluation, prepared by Harden Environmental Services Ltd.
- Functional Servicing and Stormwater Management Report, prepared by SCS Consulting Group Ltd.

Staff has reviewed these applications as per our delegated responsibility from the Province of Ontario to represent provincial interested regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement, 2020 (PPS), and as a regulatory authority under Ontario Regulation 179/06 of the *Conservation Authorities Act*. The LSRCA has also provided comments as per our Memorandum of Understanding (MOU) with the Town of Georgina. These applications have been reviewed through our role as a public body under the *Planning Act* as per our Conservation Authority (CA) Board approved policies. Finally, the LSRCA has provided advisory comments related to policy applicability and to assist with implementation of the South Georgian Bay Lake Simcoe Source Protection Plan under the *Clean Water Act*.

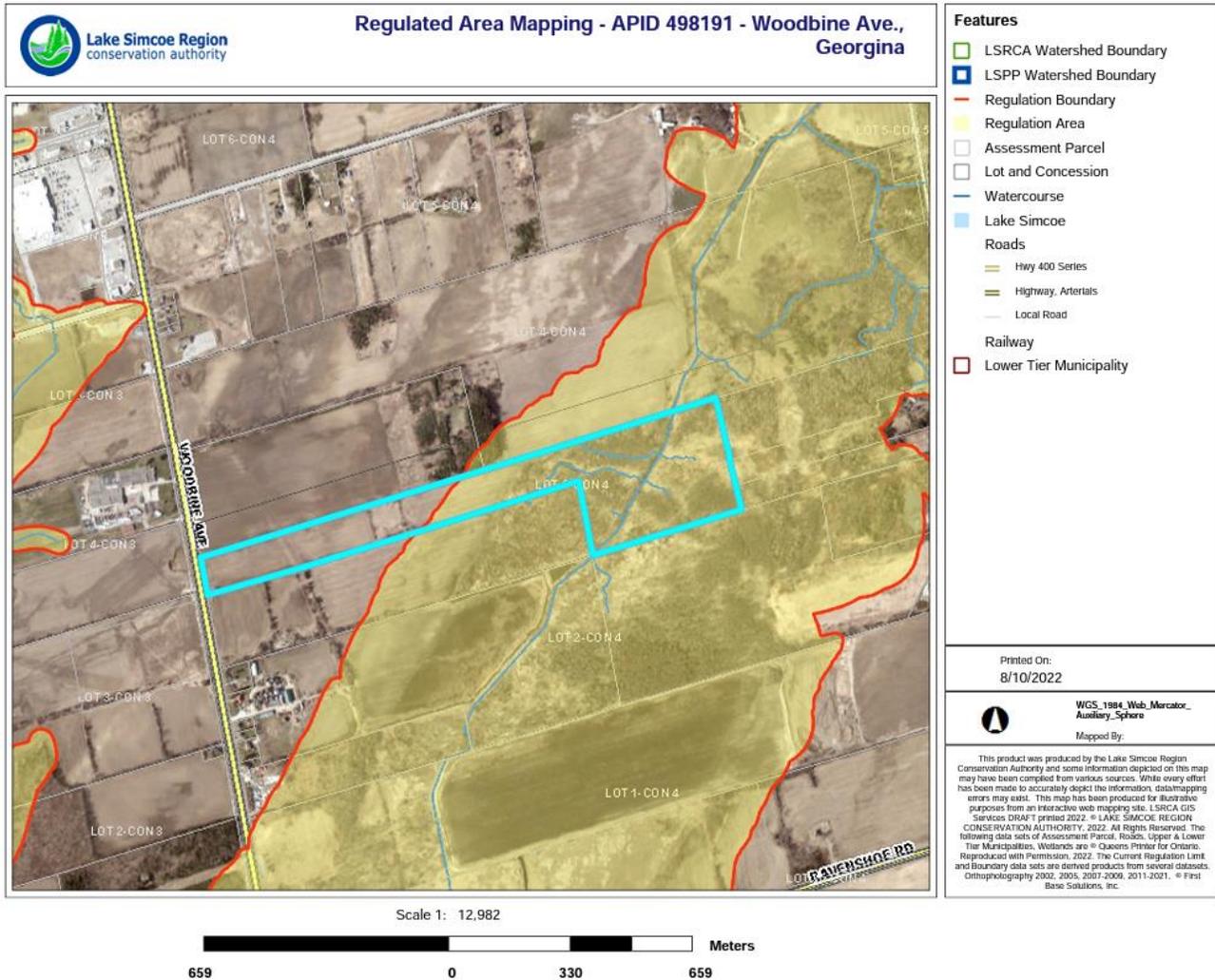
Recommendation

The LSRCA recommends that the applications not be approved, until such time that the LSRCA has completed a fulsome technical review of the submitted reports and studies, and all technical comments have been addressed. Technical comments attached are high-level in nature, and further technical review is underway. Fulsome technical comments will be provided under separate cover, and at a later date.

Site Characteristics

The subject property is located within the upper-tier municipality of York Region, and the lower-tier municipality of the Town of Georgina. The property is located within the Greenbelt Plan area, within the community of Keswick. The westerly portion of the property is within the 'Urban Area' as per the York Region Official Plan, and within the Keswick Business Park Secondary Plan area, as per the Town of Georgina Official Plan. The easterly portion of the property is designated as 'Protected Countryside' and within the Greenbelt Natural Heritage System. This easterly portion contains mapped woodlands.

The subject property does contain regulated area, as per Ontario Regulation 179/06 of the *Conservation Authorities Act*. This is due to the presence of Provincially Significant Wetland (PSW) feature across the property, as well as a watercourse (Maskinonge River) and its associated floodplain and meander belt (erosion) hazard areas.



Delegated Responsibility and Statutory Comments

1. The LSRCA has reviewed these applications through our delegated responsibility from the Province, to represent provincial interests regarding natural hazards identified in Section 3.1 of the PPS.

It appears from review of the Draft Plan of Subdivision, Blocks 4, 5, and 6 may locate within the regulatory floodplain. As it is understood that Block 4 is intended to be developed within the initial phase, and would include the proposed Truck Transport Depot, it should be demonstrated that no development or site alteration will occur within the regulatory floodplain. This is currently unclear, and in future circulations the extent of the regulatory floodplain should be illustrated on site plan drawings.

Attachment 8
Report No. DS-2022-0085
E/S Woodbine Avenue
Page 9 of 26

2. The LSRCA has reviewed these applications as per our responsibilities as a regulatory authority under Ontario Regulation 179/06. This regulation, made under Section 28 of the *Conservation Authorities Act*, enables conservation authorities to regulate development in or adjacent to river or stream valleys, Great Lakes and inland lake shorelines, watercourses, hazardous lands, and wetlands. Development taking place on these lands may require permission from the conservation authority to confirm that the control of flooding, erosion, dynamic beaches, pollution, or the conservation of land are not affected. The LSRCA also regulates the alteration to, or interference in any way with a watercourse or wetland.

The subject property does contain regulated area, as per Ontario Regulation 179/06 of the *Conservation Authorities Act*. Therefore, any development or site alteration within the regulated area will require LSRCA Permit.

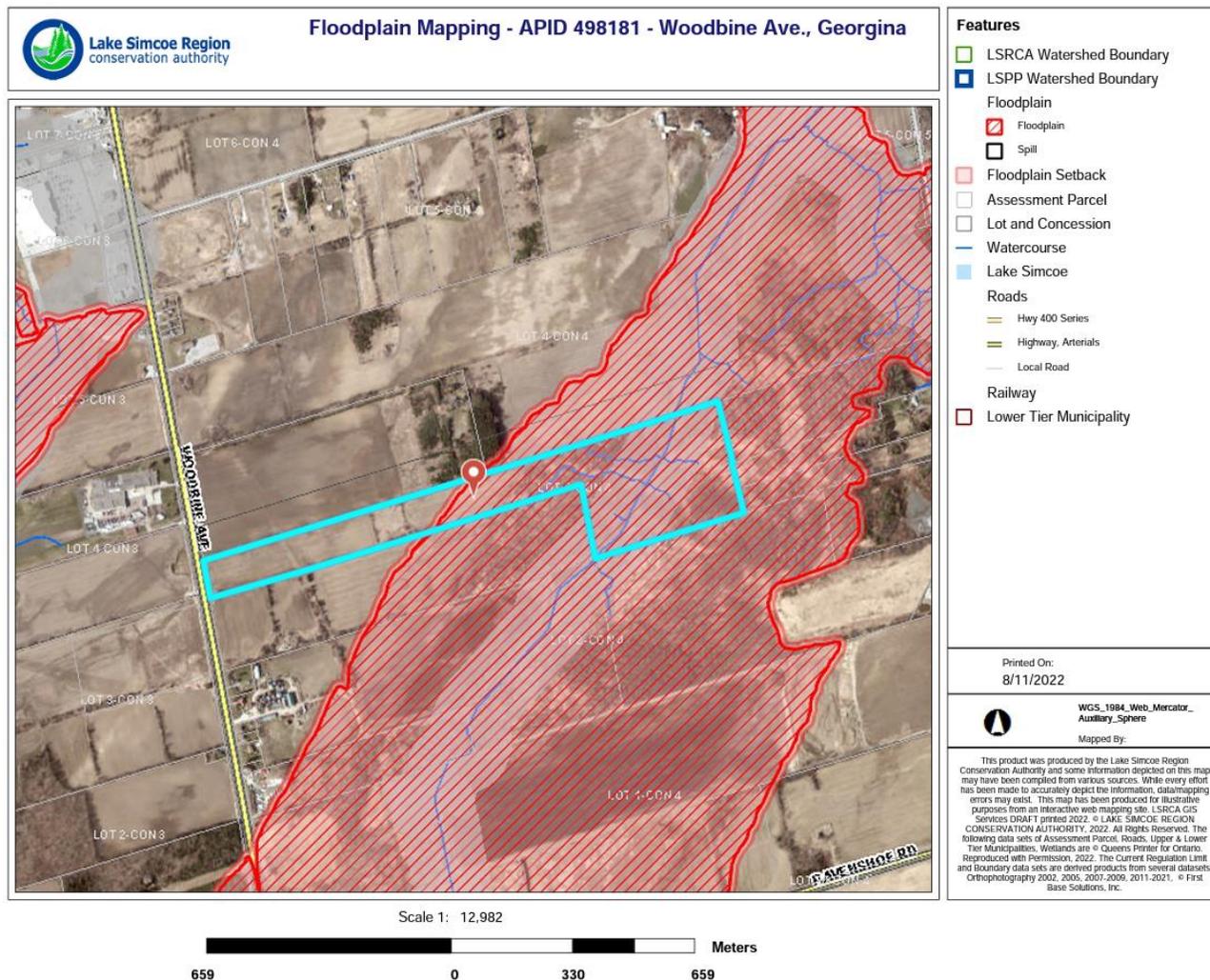
Advisory Comments

3. The LSRCA has reviewed this application through our responsibilities as a service provider to the Town of Georgina, in that we provide through an MOU, as well as through our role as a public body, pursuant to the *Planning Act*.

Provincial Policy Statement, 2020

The proposed development may locate within a mapped, regulatory floodplain, with an approximate flood elevation of 228.2 m asl. It still must be confirmed that Blocks 3 and 4, which are proposed to be the location of the new Truck Transport Depot as per the Conceptual Site Plan (Figure 4 of the Planning Justification Report), will locate development and site alteration outside of the regulatory floodplain. 3.1.2 of the PPS states: “*Development and site alteration shall not be permitted within ... d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*” The floodway is considered the entire contiguous floodplain where the one-zone concept is applied.

It should be demonstrated on future submission circulations where the extent of the floodplain lies across the property. Proposed Blocks should locate outside of this area, to ensure no development or site alteration would occur within the floodplain limit.



Greenbelt Plan (2017)

There are identified key natural heritage and hydrologic features within the easterly portion of the property and located within the Greenbelt Natural Heritage System. A scoped Natural Heritage Evaluation (NHE) has been provided, for review and comment. High-level comments have been prepared by the Natural Heritage Ecologist and are attached with this letter.

The proposed development and site alteration does appear to locate outside of any key natural heritage or hydrologic features. The proposed Block5, as shown on the Draft Plan of Subdivision, do appear to locate within 120-metres of a PSW feature.

Technical review comments remain underway, and will be provided under separate cover, at a later date.

Lake Simcoe Protection Plan (2009)

The proposed development will meet the definition of ‘Major Development’ as per the Lake Simcoe Protection Plan (LSPP), and therefore, a Stormwater Management Report, inclusive of a phosphorus budget and water balance are required, further to Designated Policy 4.8. Furthermore, the property contains some area mapped as a Significant Groundwater Recharge Area. Therefore, Designated Policy 6.40 is also applicable, requiring a Hydrogeological Report, inclusive of a water balance.

High-level comments have been prepared by both the Water Resources Engineer, and Hydrogeologist. These comments are attached with this letter. Additional technical review remains underway, and will be provided under separate cover, at a later date.

Summary

The LSRCA recommends that the applications not be approved, until such time that the LSRCA has completed a fulsome technical review of the submitted reports and studies, and all technical comments have been addressed. Technical comments attached are high-level in nature, and further technical review is underway. Fulsome technical comments will be provided under separate cover, and at a later date.

Given the above comments, it is the opinion of the LSRCA that:

1. Consistency with Section 3.1 of the PPS has not been demonstrated;
2. There is regulated area, as per Ontario Regulation 179/06 across the property, LSRCA Permit may be required, ahead of development of site alteration taking place; and
3. Technical review remains underway of the provided materials in support of these applications, high-level comments have been provided at this time.

Should you have any questions concerning these comments, please do not hesitate to contact the undersigned (l.munnoch@lsrca.on.ca) referencing the above file numbers in any correspondence. Please advise our office of any decisions regarding this matter.

Sincerely,



Liam Munnoch, Planner 1, LSRCA

cc: Dave Ruggle, Acting Director, LSRCA



LSRCA FIRST SUBMISSION ENGINEERING REVIEW
Woodbine Ave – Georgina (APID498191)
August 12, 2022

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 12, 2022)	APPLICANT RESPONSE (DATE)
Documents Reviewed: 23049 Woodbine Avenue Keswick Business Park, Functional Servicing and Stormwater Management Report, June 2022, SCS consulting group ltd (FSSWM)					
E1	FSSWM			SWM and LID facilities are to be designed in accordance with current LSRCA, Municipal, MOE and LID Guidelines for detailed design.	
E2	FSSWM			The LSRCA Regulation Limit, Floodplain and Wetland should be shown on all drawings, where applicable.	
E3	FSSWM	Figure 2.1 Figure 2.2 Figure 2.3		The post-development drainage area to the Maskinonge River Watershed appears to be reduced. Additional information should be provided to demonstrate no impacts to the adjacent wetland and watercourse system.	
E4	FSSWM	2.7.1.1 2.9		Section 2.7.1.1 notes that in the interim on-site controls are not required for Peak Flow control. However, Section 2.9 notes a requirement of 180 L/s/ha. Please provide additional clarification in the report to ensure future on-site controls are provided as needed.	
E5	FSSWM	Figure 2.3 Appendix E Appendix K		Based on the siteplan provided in Appendix K, it appears that the proposed impervious may be higher than noted in Figure 2.3 and the calculations in Appendix E. Please review and revise the report as required.	
Submission/Resubmission Requirements:					



LSRCA FIRST SUBMISSION ENGINEERING REVIEW

Woodbine Ave – Georgina (APID498191)

August 12, 2022

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 12, 2022)	APPLICANT RESPONSE (DATE)
1.				A completed response matrix which includes a detailed response outlining how each of the comments above have been addressed with reference to applicable reports/drawings (i.e. specific sections/pages/details or tab identifiers).	
2.				The response matrix is to also include a summary of any additional changes to the design (i.e. in addition to those not identified in the detailed response to comments, and includes changes to reports, drawings, details, facility design, etc.).	
3.				Reports and engineering drawings/details are to be signed and sealed by a Professional Engineer.	
4.				Reports are to include a digital copy of applicable models within the submission link or on a Data CD or USB Thumb Drive.	
5.				All submissions/reports are to include applicable technical components which achieve the minimum requirements outlined in the LSRCA Technical Guidelines for Stormwater Management Submissions, April 2022.	
Important Notes and References:					
1.				Please contact the 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 SWM Submissions” https://www.lsrca.on.ca/Shared%20Documents/permits/swm_guidelines.pdf	
3.				Submissions are to be in accordance with the LSRCA Ontario Regulation 179/06 Implementation Guidelines https://www.lsrca.on.ca/Shared%20Documents/permits/2021-Regulation-Implementation-Guidelines.pdf	
4.				The hydrogeological analysis is required to be prepared in accordance with “Hydrogeological Assessment Submissions: Conservation Authority Guidelines for Development Applications” https://www.lsrca.on.ca/Shared%20Documents/permits/hydrogeological%20_guidelines.pdf?pdf=Hydrogeological-Guidelines	
5.				Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: https://www.lsrca.on.ca/watershed-health/phosphorus	
6.				Low Impact Development Treatment Train Tool can be found here: https://www.lsrca.on.ca/Pages/LIDTTTool.aspx	
7.				LSRCA Review Fees can be found here: https://www.lsrca.on.ca/permits/permit-fees	



LSRCA FIRST SUBMISSION NATURAL HERITAGE REVIEW
23049 Woodbine Ave – Georgina (APID498191)
August 12, 2022

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 12, 2022)	APPLICANT RESPONSE (DATE)
Documents Reviewed: Natural Heritage Evaluation (Beacon Environmental Limited, June 2022) Arborist Report (Beacon Environmental Limited, June 2022)					
NH1	NHE	6.1, 7.2.3	14, 17	Additional information is required to demonstrate how the existing hydrologic inputs supporting the provincially significant wetland (PSW) and watercourse will be maintained post-development as the property's runoff will be rediverted northward, off-site and away from the PSW, which will change the existing drainage conditions.	
NH2		7.2.1	16	Provide a planting plan for the proposed 30 m buffer to the PSW. Ensure only native plantings are proposed.	
NH3		General		Please ensure the natural heritage features (PSW, significant woodland, watercourse) and its 30 m buffer on the eastern portion of the property are rezoned Environmental Protection.	



LSRCA FIRST SUBMISSION ENGINEERING REVIEW
 Woodbine Ave – Georgina (APID498191)
 August 12, 2022

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 12, 2022)	APPLICANT RESPONSE (DATE)
Documents Reviewed: 23049 Woodbine Avenue Keswick Business Park, Functional Servicing and Stormwater Management Report, June 2022, SCS consulting group ltd (FSSWM)					
E1	FSSWM			SWM and LID facilities are to be designed in accordance with current LSRCA, Municipal, MOE and LID Guidelines for detailed design.	
E2	FSSWM			The LSRCA Regulation Limit, Floodplain and Wetland should be shown on all drawings, where applicable.	
E3	FSSWM	Figure 2.1 Figure 2.2 Figure 2.3		The post-development drainage area to the Maskinonge River Watershed appears to be reduced. Additional information should be provided to demonstrate no impacts to the adjacent wetland and watercourse system.	
E4	FSSWM	2.7.1.1 2.9		Section 2.7.1.1 notes that in the interim on-site controls are not required for Peak Flow control. However, Section 2.9 notes a requirement of 180 L/s/ha. Please provide additional clarification in the report to ensure future on-site controls are provided as needed.	
E5	FSSWM	Figure 2.3 Appendix E Appendix K		Based on the siteplan provided in Appendix K, it appears that the proposed impervious may be higher than noted in Figure 2.3 and the calculations in Appendix E. Please review and revise the report as required.	
Submission/Resubmission Requirements:					



LSRCA FIRST SUBMISSION ENGINEERING REVIEW

Woodbine Ave – Georgina (APID498191)

August 12, 2022

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 12, 2022)	APPLICANT RESPONSE (DATE)
1.				A completed response matrix which includes a detailed response outlining how each of the comments above have been addressed with reference to applicable reports/drawings (i.e. specific sections/pages/details or tab identifiers).	
2.				The response matrix is to also include a summary of any additional changes to the design (i.e. in addition to those not identified in the detailed response to comments, and includes changes to reports, drawings, details, facility design, etc.).	
3.				Reports and engineering drawings/details are to be signed and sealed by a Professional Engineer.	
4.				Reports are to include a digital copy of applicable models within the submission link or on a Data CD or USB Thumb Drive.	
5.				All submissions/reports are to include applicable technical components which achieve the minimum requirements outlined in the LSRCA Technical Guidelines for Stormwater Management Submissions, April 2022.	
Important Notes and References:					
1.				Please contact the 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 SWM Submissions” https://www.lsrca.on.ca/Shared%20Documents/permits/swm_guidelines.pdf	
3.				Submissions are to be in accordance with the LSRCA Ontario Regulation 179/06 Implementation Guidelines https://www.lsrca.on.ca/Shared%20Documents/permits/2021-Regulation-Implementation-Guidelines.pdf	
4.				The hydrogeological analysis is required to be prepared in accordance with “Hydrogeological Assessment Submissions: Conservation Authority Guidelines for Development Applications” https://www.lsrca.on.ca/Shared%20Documents/permits/hydrogeological%20_guidelines.pdf?pdf=Hydrogeological-Guidelines	
5.				Where the LSPOP applies, submissions are to be in accordance with the LSPOP found here: https://www.lsrca.on.ca/watershed-health/phosphorus	
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Attachment 8
Report No. DS-2022-0085
E/S Woodbine Avenue
Page 17 of 26



Corporate Services

Local File Nos.: 03.1169 (ZBA)
& 01.161 (SUB)
Reg. File No.: ZBA.22.G.0085
& SUBP.22.G.0025
Refer To: Asif Abbas

September 9, 2022

Mr. Harold Lenters
Director of Development Services
Town of Georgina
26557 Civic Centre Road
Keswick, ON L4P 3G1

Attention: Connor McBride, Senior Planner

Re: Request for Comments – 1st Submission - Zoning By-law Amendment 03.1169 & Draft Plan of Subdivision 01.161
York Region File Nos.: SUBP.22.G.0025 & ZBA.22.G.0085
23049 Warden Avenue
Part Lot 3, Concession 4
(1376389 Ontario Ltd)
Town of Georgina

York Region has now completed its review of the Zoning By-Law Amendment (ZBA) and Draft Plan of Subdivision prepared by Evans Planning (Drawing dated April 27, 2022). The subject site is located on the east side of Woodbine Avenue, south of Glenwood Road, in the Town of Georgina. The ZBA and draft plan of subdivision propose to facilitate the development of a truck transport depot, with an administrative office and maintenance shop, within a 23.56 ha site.

Purpose of the Zoning By-Law Amendment

We understand the ZBA proposes to rezone the subject lands from "Rural (RU)" to "Rural (RU)", site-specific "Business Park 1 (BP-1-XX)", "Business Park 2 Gateway (BP-2G)", "Business Park 3 (BP-3)" and site-specific "Business Park 3 (BP-3-XX)" to facilitate the proposed development.

Planning Policy Context

The subject lands are located within the "Urban Area" (western portion), as shown on Map 1 of the York Region Official Plan 2010 (YROP). The remainder of the site is within the Greenbelt

The Regional Municipality of York, 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1

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Internet: www.york.ca

Attachment 8
Report No. DS-2022-0085
E/S Woodbine Avenue
Page 18 of 26

Protected Countryside Area. Based on Map 2 (YROP), the Regional Greenlands System is located on the eastern portion of the site. A wetland, watercourse and woodlot are located on the eastern portion of the site as per Maps 4 & 5 (YROP). No development is proposed on the eastern portion of the site.

Regional Technical Review Comments

This proposed ZBA and subdivision applications were considered by staff from various Regional Departments. The attached preliminary technical comments and schedule of conditions have been provided with respect to these applications.

Infrastructure Asset Management (IAM)

IAM has reviewed the subject application in conjunction with the Functional Servicing Report prepared by SCS Consulting Group Ltd, dated June 2022. IAM has the following comments:

Municipal Water and Wastewater Servicing

1. The FSR indicates that interim servicing to support the proposed development will be provided through two existing privately owned wells and construction of a private on-site wastewater treatment system.
2. IAM requests that as detailed design advances, further information be provided demonstrating how fireflow requirements, including pressures and flows, will be met through the interim servicing proposed.
3. The FSR states that ultimate wastewater servicing will be connected to the municipal system via the Keswick Business Park developments to the north, through which a sewage pumping station is planned to direct flows collected from the KBP to the Region's forcemains on Woodbine Avenue. Ultimate water servicing for the Keswick Business Park lands, including the subject site, will be supplied by the municipal system on Woodbine Avenue.
4. Figures 4.1 and KBP-5 show a proposed connection to the Region's 750mm Woodbine Avenue watermain at the future Street A. The Master Servicing Study identified one connection to the Regional watermain at Glenwoods rather than at Street A as shown in the FSR. IAM has no objection to changing the location of the connection point to Street A but advises the Owner that only one connection to the Regional watermain will be permitted for Keswick Business Park, per the Master Servicing Study.
5. IAM also notes that the expansion of the Keswick WRRF is planned to be completed 2032-2041 (as identified in the Region's current Water and Wastewater Master Plan), not planned to commence in 2023 as stated on page 24 of the FSR. This should be corrected for accuracy.

Potential Impact on Regional Infrastructure

1. As noted in the FSR, the Region's twin 450/600mm forcemains and 750mm watermain are located in the Woodbine Avenue right-of-way in close proximity to the proposed development. Integrity of the above Regional infrastructure shall be protected and maintained at all times during construction, installation of servicing connections and grading of the proposed development. Please be advised that any construction works in

close proximity of the forcemain, including tie-back and shoring systems require Region's approval prior to construction.

2. The Owner is advised that direct connections to the Region's infrastructure will require a separate engineering approval. Engineering drawings showing details of the connection shall be submitted to the Community Planning and Development Services branch for review and approval by Infrastructure Asset Management. The owner is advised that the following documentation is required to support the proposal to connect to Regional infrastructure:
 - Engineering drawings showing details of the connection(s) and/or crossing(s) with the ownership/jurisdiction clearly identified on the drawings;
 - Disinfection Plan;
 - Flushing and sampling program;
 - MECP Form 1 – record of Watermains Authorized as a Future Alteration; and

The Owner is further advised that York Region requires two (2) weeks advanced notice prior to the connection and/or crossing of Regional infrastructure. The Region reserves the right to inspect the site during the connection and/or crossing. The Region's operator is required to be on site during the tapping/connection and disinfection works.

Transportation Planning

Transportation Planning has reviewed the application along with the supporting Transportation Mobility Plan & Site Plan Review Study (dated June 2022 prepared by Trans-Plan Transportation Engineering). The following comments are provided in collaboration with Traffic Signal Operations and Transportation Planning:

Transportation Planning

1. The Transportation Mobility Plan Study (the Study) is not considered complete as there is missing study information on other planned background developments, adjacent street improvements, intended proposed uses, access configuration, and related comments that affect the proposed site access. An updated Study shall be provided to address comments provided and for further review, to the satisfaction of the Region.
2. Provide a separate comment and response matrix table along with future application submissions of the Study indicating how comments have been addressed.
3. The format of the Study report is not consistent with the report layout specified in the Region's Transportation Mobility Plan Guidelines. The format of the Study shall follow the Region's Transportation Mobility Plan Guidelines. The figures and tables used in the Study shall be located where referenced in the first instance rather than provided in the end of the Report. Future submitted versions of the Report shall be revised accordingly.

4. The internal road system and access arrangement off Woodbine Avenue should be designed as per the approved Keswick Business Park Secondary Plan.
5. Detailed technical comments on the Study and draft plan of subdivision are attached in the technical comment memorandum. All comments need to be addressed in the next submission.

Water Resources

Water Resources does not have any objections/concerns subject to the following comments with the Draft Plan of Subdivision application 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.

For the current development of blocks 3 and 4 while it is in a Source Protection Area the associated policy will not be triggered. However, for future development in blocks 1 and 2 the following policy will apply.

Recharge Management Area:

Please note the property is located partially within an SGRA. As such the York Region Official Plan Low Impact Development policy 2.3.41 will apply. The proponent should maximize infiltration at the site using best management practices. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide by Credit Valley Conservation Authority. The contact person for this requirement is Caroline Hawson at LSRCA. The approving body for compliance with the policy will be the local municipality.

Summary

York Region staff have reviewed the information provided in support of this proposal. Transportation Planning and Infrastructure Asset Management comments need to be addressed in the next submission. We will provide conditions of draft plan approval once the Region's comments are addressed.

York Region staff are available to provide assistance throughout this application process should it be required. Should you have any questions or require further information, please contact Asif Abbas, Planner, at extension 77271, or by e-mail at asif.abbas@york.ca.

Sincerely,



Duncan MacAskill, MCIP, RPP

Manager, Development Planning

Attachments (1) Memorandum - Technical Comments

YORK-#14207337

Attachment 8 Report No. DS-2022-0085 E/S Woodbine Avenue Page 21 of 26



MEMORANDUM –TECHNICAL COMMENTS

**RE: Request for Comments – 1st Submission - Zoning By-law Amendment 03.1169
& Draft Plan of Subdivision 01.161
York Region File Nos.: SUBP.22.G.0025 & ZBA.22.G.0085
23049 Warden Avenue
Part Lot 3, Concession 4
(1376389 Ontario Ltd)
Town of Georgina**

Regional Staff have reviewed the above noted draft plan of subdivision application, as well as the supporting documents. These comments are not an approval and subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date. More detailed comments will be provided through the subsequent re-submission.

Transportation Planning

Transportation Planning has reviewed the applications along with the supporting Transportation Mobility Plan & Site Plan Review Study (dated June 2022 prepared by Trans-Plan Transportation Engineering). The following comments are provided in collaboration with Traffic Signal Operations and Transportation Planning:

Transportation Planning

1. The Transportation Mobility Plan Study (the Study) is not considered complete as there is missing study information on other planned background developments, adjacent street improvements, intended proposed uses, access configuration, and related comments that affect the proposed site access. An updated Study shall be provided to address comments provided and for further review, to the satisfaction of the Region.
2. Provide a separate comment and response matrix table along with future application submissions of the Study indicating how comments have been addressed.
3. The format of the Study report is not consistent with the report layout specified in the Region's Transportation Mobility Plan Guidelines. The format of the Study shall follow the Region's Transportation Mobility Plan Guidelines. The figures and tables used in the Study shall be located where referenced in the first instance rather than provided in the end of the Report. Future submitted versions of the Report shall be revised accordingly.
4. Confirm or revise the address of the subject property referred to in the Study. The given address of 23049 Woodbine Avenue and that shown on the development plans appear to be different.

SUBDIVISION PLAN COMMENTS:

5. The internal road system and access arrangement off Woodbine Avenue should be designed as per the approved Keswick Business Park Secondary Plan.
6. Show on the Draft Plan drawing the location of the future Garrett Styles Drive on the west side of Woodbine.
7. Provide a drawing showing the proposed Street A aligns with the future road (Garrett Styles Drive) on the west side of Woodbine. Demonstrate that the centerlines of the proposed east and future west roads intersecting Woodbine align. The Region will not permit offset intersection at the proposed site access.
8. All Blocks, with the exception of Block 7 (Regional Intersection Right-of-Way), will not be permitted direct access to/from Woodbine Avenue. All future developable blocks will be accessed through internal streets.
9. Provide local street access connection on Street A and Street B to future adjacent developments when lands to the north redevelop. (Note that Street B on the draft plan is identified as Street C on the concept site plan and the street naming across drawings should be revised to be consistent)
10. Clarify potential future uses for Block 6; and How will Block 6 (Other Lands owned by Applicant) be accessed in the future when Highway 404 Extension (e.g. Block 5) is developed?
11. Traffic access to Block 5 (Future Highway 404 Extension) and Block 6 (Other Lands owned by Applicant) will not be permitted via Woodbine Avenue.
12. Transportation Mobility Plan studies will be required to be submitted in the future for Blocks 1, 2 and 6, as part of future development applications, when development for the lands move forward.
13. The uses / operations of the proposed Truck Transport Depot shall not preclude the future developments of the Keswick Business Park Secondary Plan area. The following comments shall also be addressed:
 - I. The Study shall confirm the largest or oversized vehicle that may use the site. The Region understands that the potential client (Scott-Woods Transport) provides truck hauling services, that may include oversized vehicles.
 - II. Provide a review of potential access conflicts, including a safety assessment, at the Woodbine / Proposed Access intersection.
 - III. Provide swept path analysis of the largest anticipated turning vehicles at the Woodbine / Proposed Access intersection. Any over-sized vehicles should be accounted for in length and width.
 - IV. The Applicant shall also consult the Town if oversized trucks will be permitted on the future Street A within the Keswick Business Park should they access the development. Additional lane widths on the future Street A may be required to accommodate any anticipated large vehicles.
 - V. Additional Right-of-Way for the Woodbine/Proposed access intersection may be required to accommodate any anticipated large vehicles and/or turn lanes.

14. Provide a basic 36 metre right-of-way for this section of Woodbine Avenue.

TRAFFIC STUDY/SITE PLAN COMMENTS:

15. The traffic assessment should include future lane configurations and corresponding traffic controls at the Woodbine/Proposed access intersection that is consistent with the intended gateway use of the Keswick Business Park Secondary Plan.
16. Identify any adjacent developments and road improvements (or new streets), including the timing and responsibilities for implementing any relevant proposed streets / accesses / intersections off Woodbine.
17. The Applicant shall consult the Town of Georgina if there are additional background developments to be included as part of this development proposal. The Region believes a future road (Garrett Styles Drive extension) on the opposite side of the proposed site access (Street A) will be constructed in connection with development of the Town of Georgina's Multi Use Recreation Complex (MURC). The MURC should be included in the background development and the lane configurations and traffic capacity analysis at the Woodbine/site access intersection shall be revised accordingly.
18. In connection with the MURC development, clarification is needed as to how east-west through traffic will cross Woodbine in the future as the traffic assessment did not address the MURC development or the future westerly street/access that is anticipated to exist opposite to the proposed easterly site access.
19. The Applicant shall consult the Town of Georgina on plans for the future street cross-section of the proposed Street A and confirm that the proposed Street A right-of-way is sufficient for the planned number of lanes and any proposed active transportation facilities in connection with future build-out of the Keswick Business Park area.
20. The Study shall provide additional information for the proposed site access onto Woodbine Avenue:
 - Provide a concept site plan drawing showing the site access design at Woodbine.
 - Provide a figure illustrating details on the future lane configurations at Woodbine/Proposed access. Provide justification for the assessed configurations.
 - Provide a figure illustrating details on the future traffic controls at Woodbine/Proposed access. Provide justification for the assessed traffic controls.
21. The proposed site access design onto Woodbine should be expanded to include and/or accommodate the following. It is noted that the analysis assumes the proposed site access onto Woodbine Avenue to be a shared left / right movement, which appears insufficient to support the overall Keswick Business Park plans and other future developments on the west side of Woodbine. The site access should be designed to accommodate the buildout of developments to the west and east of Woodbine.
 - Provide an exclusive northbound right turn lane on Woodbine Avenue.

- Provide an exclusive westbound left turn lane for Street A. The storage and taper lengths should be designed to accommodate truck queuing along with future development traffic.
 - Accommodate East-west through movements at the proposed access intersection.
22. Provide a functional design drawing of the Woodbine/Proposed Access intersection that illustrates all recommended and planned improvements, including the anticipated westerly access connecting to the development access.
 23. Traffic counts shown in Table 1 are dated as far as 2014. Provide updated traffic count data (representing pre-pandemic conditions) and/or any justification for the counts.
 24. Provide additional justification that the trip generation for the proposed development are representative of trip rate data for similar Truck Transport Depot facilities to the one proposed. Alternatively, trip rate data can be collected from proxy sites. The trip rates appear to be calculated only from the uses related to the comparatively small office and shop buildings situated on the site and may not be consistent with the 58 auto parking spaces and approximate 120 additional truck parking spaces provided. The assumed auto care centre land use may be underestimating other possible on-site uses such as trucking logistics, fleet operations, etc. associated with the parking areas or other activities that may not be reflected in the current assumptions (e.g: the trip gen focuses on Block 3 lands and did not utilize Block 4 lands). The Region understands that the potential client (Scott-Woods Transport) provides truck hauling services, which may not be represented in the described truck repair land use identified in the report. Confirm that all on-site land uses are accounted for in determining the trip rate.
 25. Revise the trip generation to include to Drive Shed space or provide additional justification to the inclusion/exclusion of the Drive Shed shown on the concept plan in the calculation of site trips.
 26. Peak Hour Factors shall be based on actual existing count data and also applied to future horizon year analyses. The future proposed site access peak hour factors should be based on representative nearby existing intersections instead of the default 0.92 value. All relevant traffic data shall be attached with the Study appendices.
 27. The Study shall identify any potential missing links in the nearby active transportation facility network including any potential connections from the proposed development (and future Keswick Business Park) to future/planned development on the west side of Woodbine.
 28. The Applicant shall consult York Region Transit on possible plans to service future development adjacent to the Woodbine/Proposed Access intersection and identify any potential missing pedestrian links to any future transit facilities in the area.
 29. There are existing on street bike lanes along this stretch of Woodbine Avenue currently. The proponent shall ensure the northbound bike lanes are continuous along the frontage of the site as per the Region's Pedestrian and Cycling Planning and Design Guidelines and reinstate any pavement markings that are removed or disturbed during construction. In addition, a crossing needs to be provided for the

new access point on Woodbine Avenue that comply' s with the Region's Pedestrian and Cycling Planning and Design Guidelines (Exhibit 6-17: On-Road Bikeway crossing a High Volume Driveway).

30. The proponent shall submit drawings to clearly showcase the active transportation facility along the frontage of the site including pavement markings, dimensions of the active transportation facility, etc. as per the Region's Pedestrian and Cycling Planning and Design Guidelines.

Traffic Signal Operations

31. Intersection LOS summary in Table 9 included V/C, delay and LOS, it should also include 95th percentile queue assessment. The queue assessment should identify if existing turning lane storage length be able to accommodate the demand queue length.
32. The report needs to update Table 9 to reflect the results of Synchro analysis from Appendix F. Some of the LOS summary results presented in Table 9 do not match the Synchro analysis results in Appendix F.

York Region Transit

York Region Transit (YRT) reviewed the above noted draft plan of subdivision application and have the following comments:

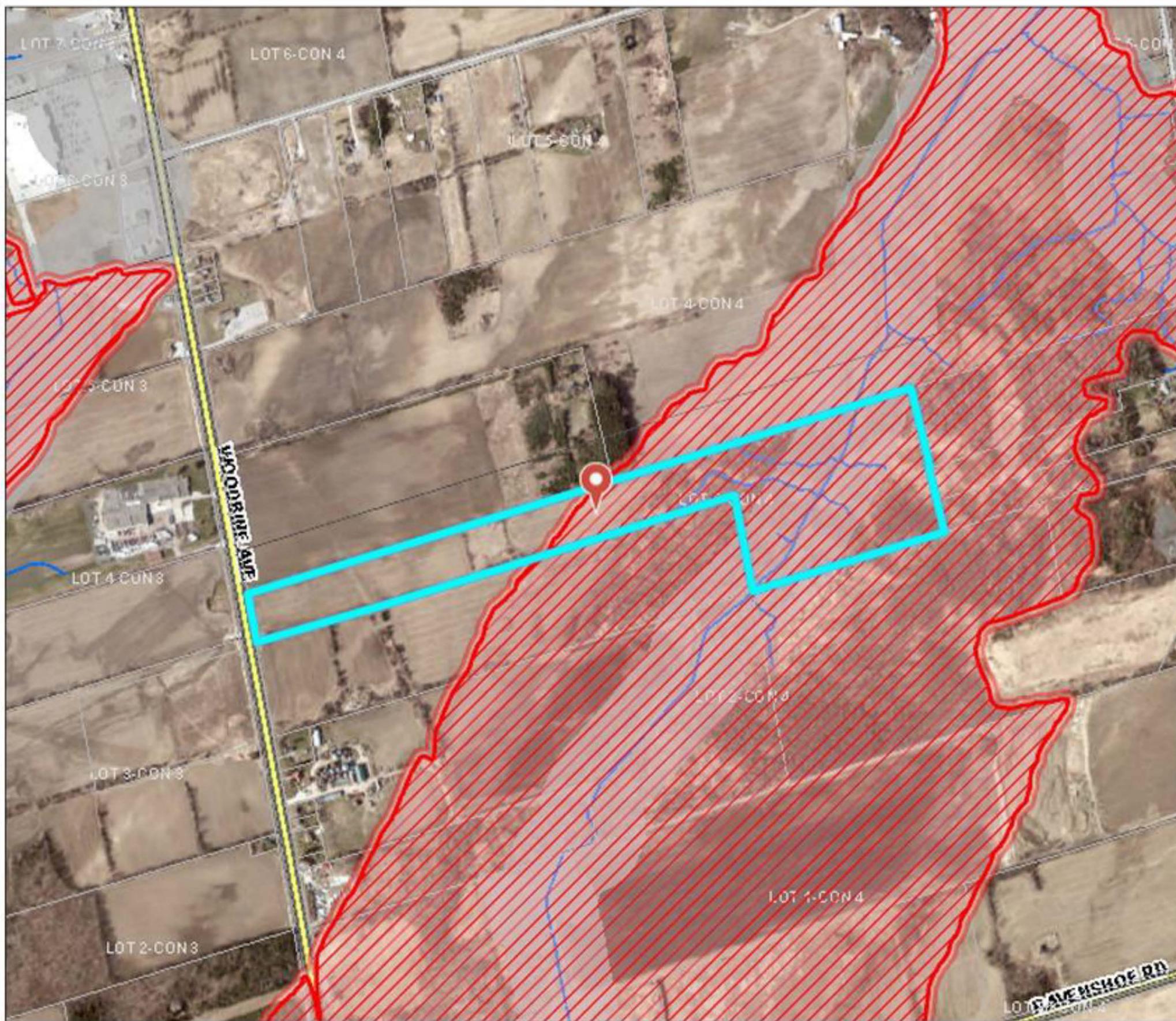
1. The applicant is strongly advised to coordinate with the Town of Georgina to provide sidewalk facilities connecting from the internal road network to the Regional road network.
 - From "Street A" to "Woodbine"

The pedestrian access connection shall meet the local municipality's standards for sidewalks and shall be owned and maintained by the local municipality.

2. Future YRT transit services are planned to operate on the following roadways in the vicinity of the subject lands:
 - Georgina's Multi-Use Recreation Complex (MOR - Keswick)

Features

-  LSRCA Watershed Boundary
-  LSPP Watershed Boundary
- Floodplain**
-  Floodplain
-  Spill
-  Floodplain Setback
-  Assessment Parcel
-  Lot and Concession
-  Watercourse
-  Lake Simcoe
- Roads**
-  Hwy 400 Series
-  Highway, Arterials
-  Local Road
- Railway**
-  Lower Tier Municipality



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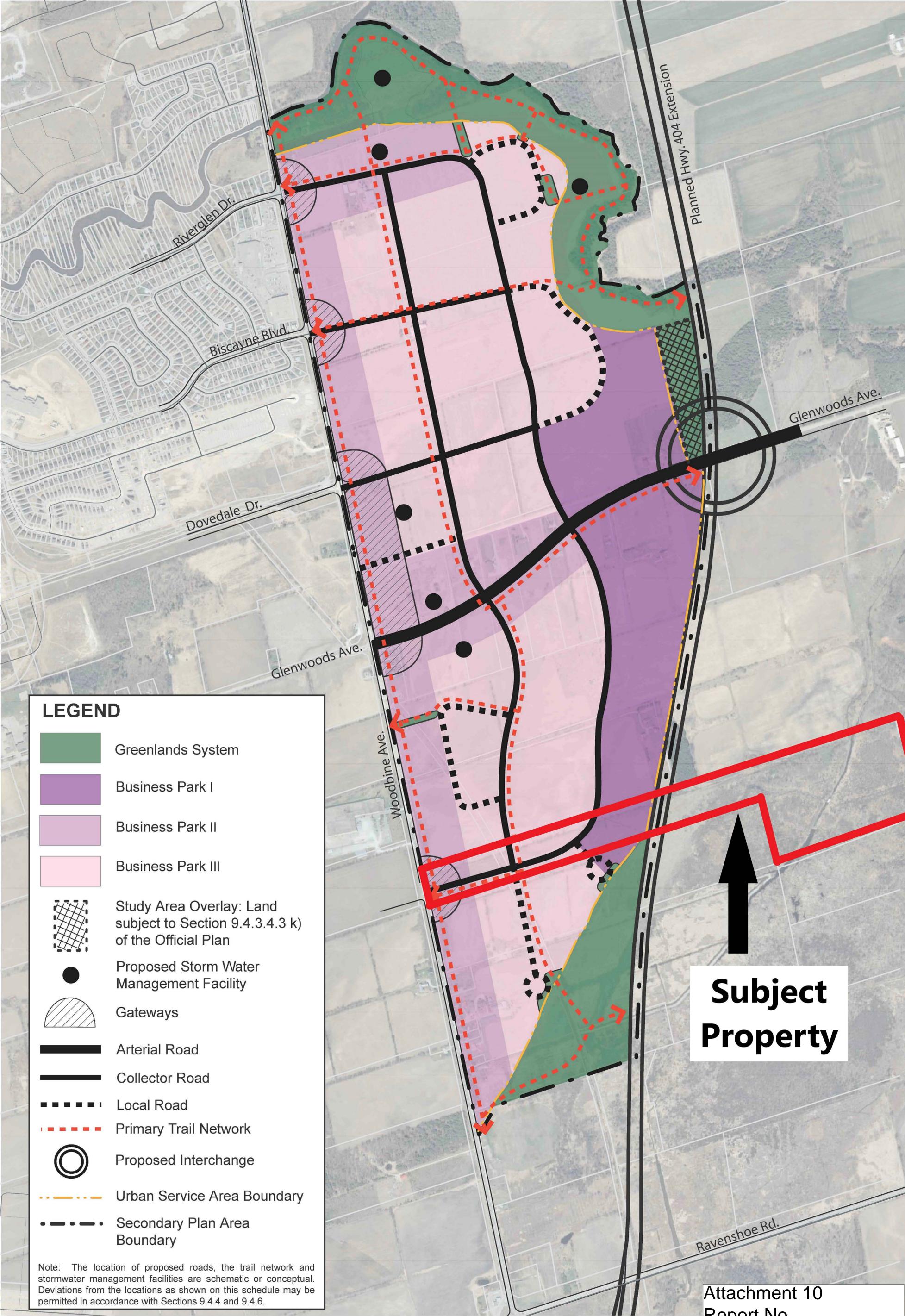
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Mapped By:

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Scale 1: 12,982





LEGEND

- Greenlands System
- Business Park I
- Business Park II
- Business Park III
- Study Area Overlay: Land subject to Section 9.4.3.4.3 k) of the Official Plan
- Proposed Storm Water Management Facility
- Gateways
- Arterial Road
- Collector Road
- Local Road
- Primary Trail Network
- Proposed Interchange
- Urban Service Area Boundary
- Secondary Plan Area Boundary

Note: The location of proposed roads, the trail network and stormwater management facilities are schematic or conceptual. Deviations from the locations as shown on this schedule may be permitted in accordance with Sections 9.4.4 and 9.4.6.

Subject
Property

Attachment 10
Report No.
DS-2022-0085
E/S Woodbine Avenue
Page 1 of 1

