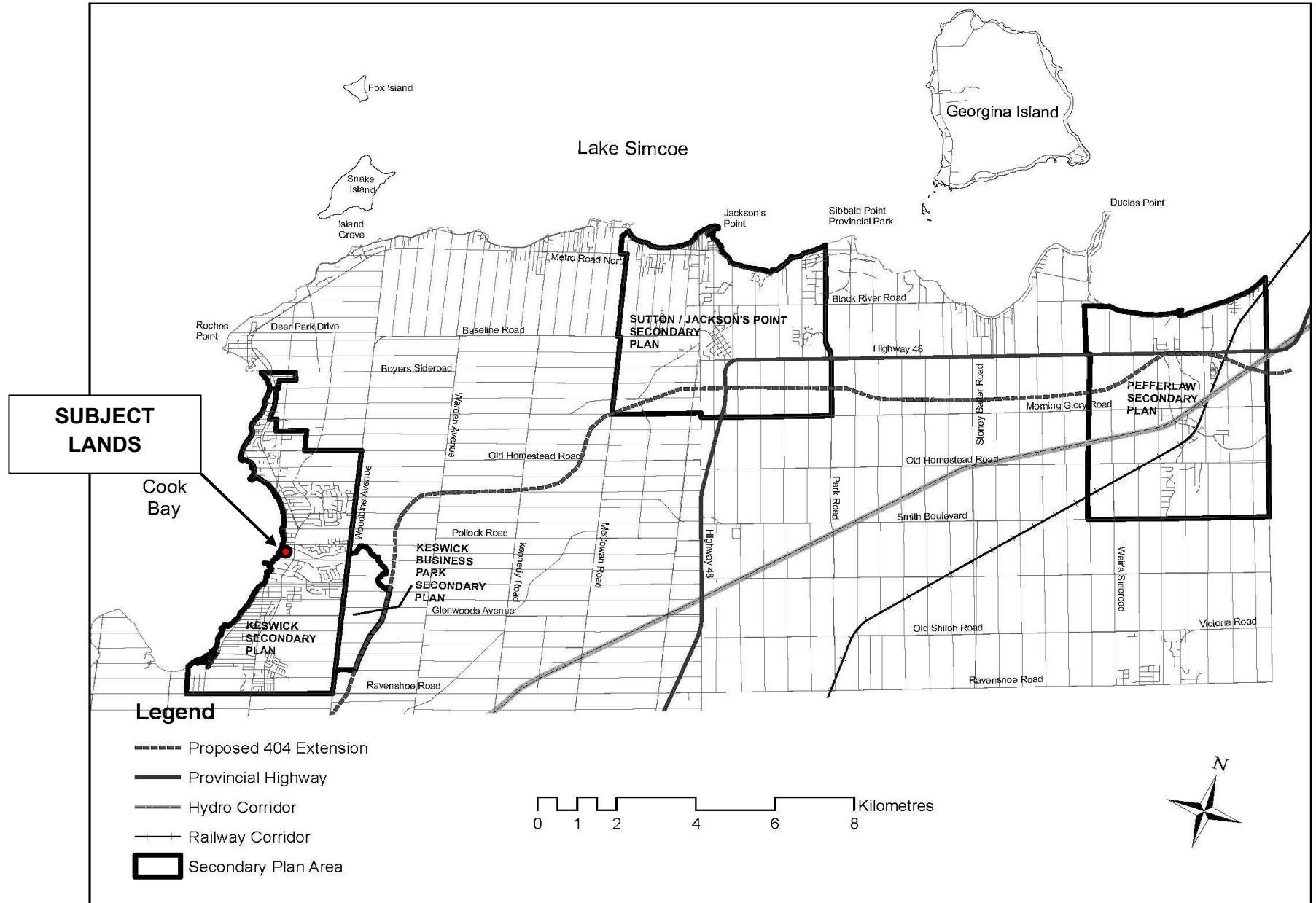


Context Map





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

0 45 90 Meters

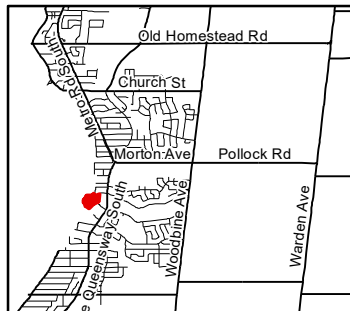


232 Cameron Crescent

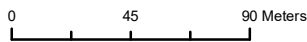
Legend

-  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:

- ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATE TO THE SATISFACTION OF THE TOWN.
- 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.
- THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
- ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
- THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
- ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
- ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
- ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
- SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
- WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.
- 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.
- 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.
- ALL RESTORATION OR WORK DONE IN THE ROAD ALLOWANCE MUST BE COMPLETED AS PER MUNICIPAL FIELD STAFF DIRECTION.
- 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.
- CONSTRUCTION AT THE SITE WILL BE SUBJECT TO VEHICLE LOAD RESTRICTIONS BETWEEN MARCH 1ST AND MAY 1ST EACH YEAR.
- ALL FUTURE MAINTENANCE OF THE ADJACENT SIDEWALKS AND GRASS BOULEVARDS ARE THE RESPONSIBILITY OF THE APPLICANT INCLUDING SNOW REMOVAL.
- 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. SAPLIS 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

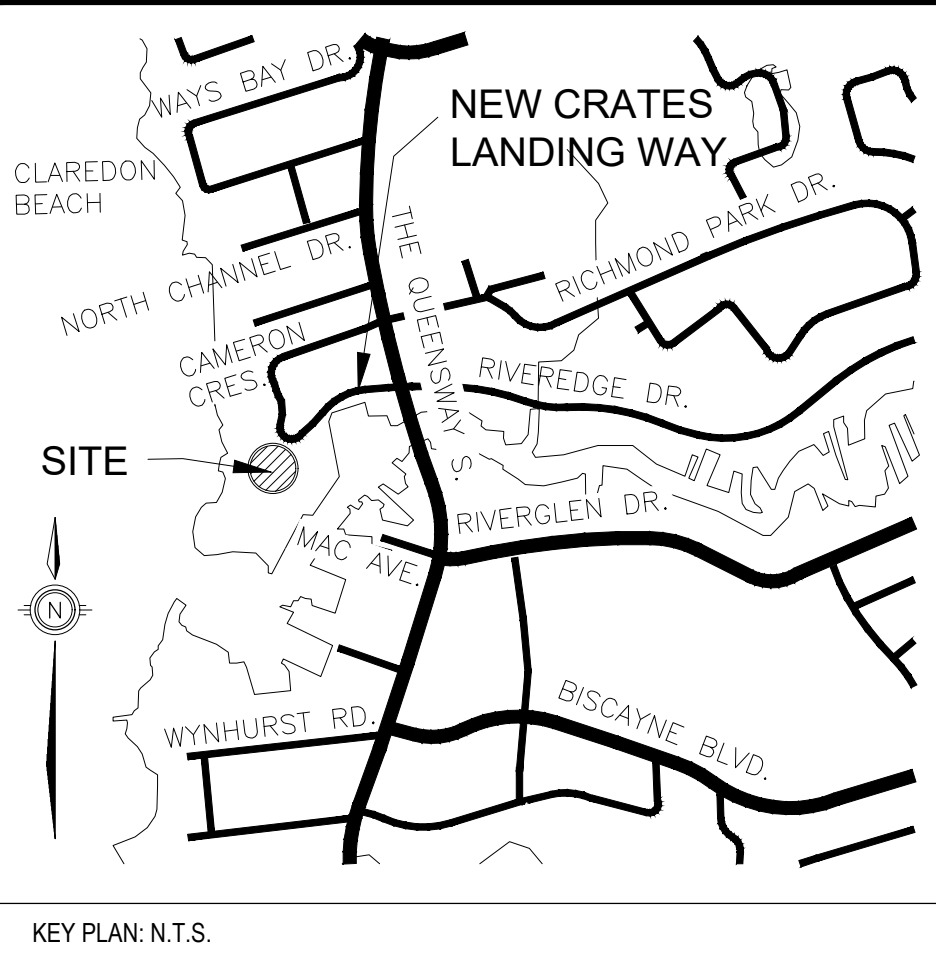
TOWN OF GEORGINA REGIONAL MUNICIPALITY OF YORK

SURVEYORS INFO

J.D. BARNES LIMITED

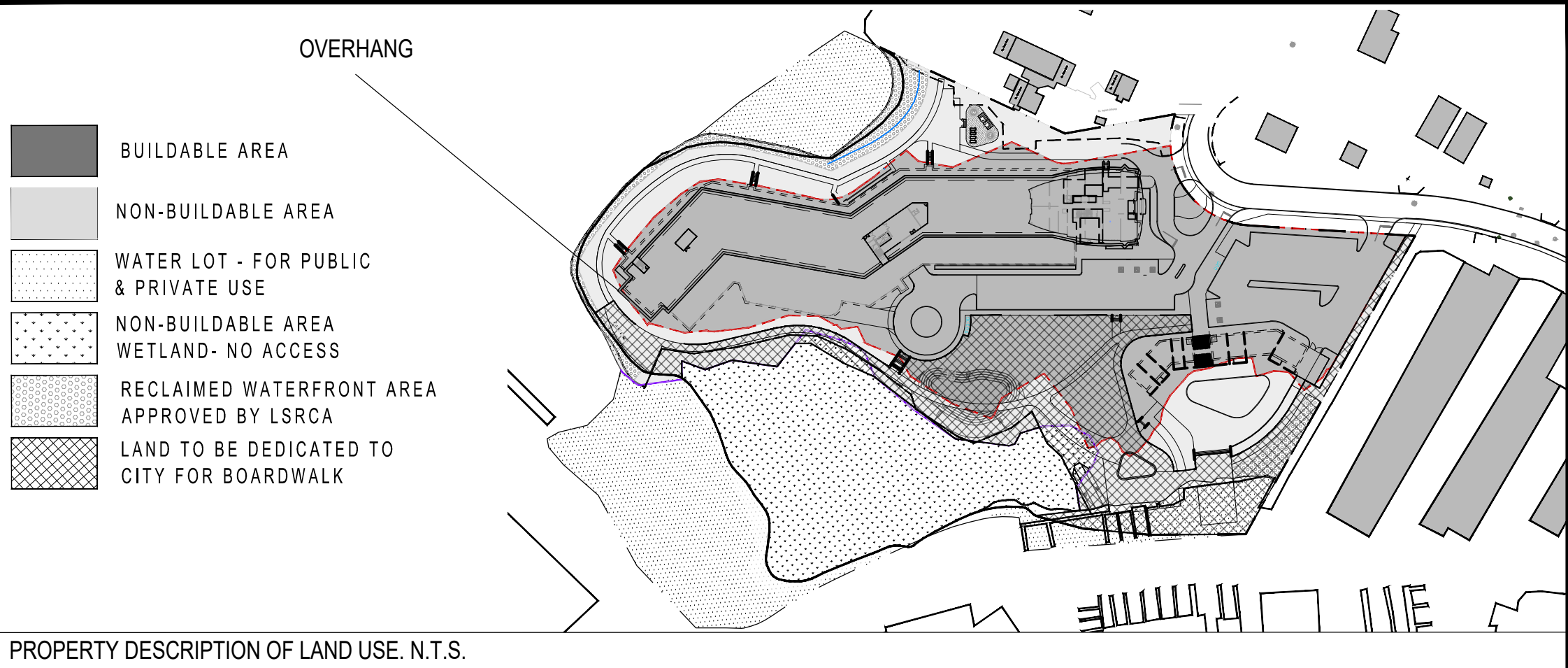
140 RENFREW DRIVE, SUITE 100, MARKHAM ON L3R 0E3

PHONE 905-447-3600 FAX 905-447-3882



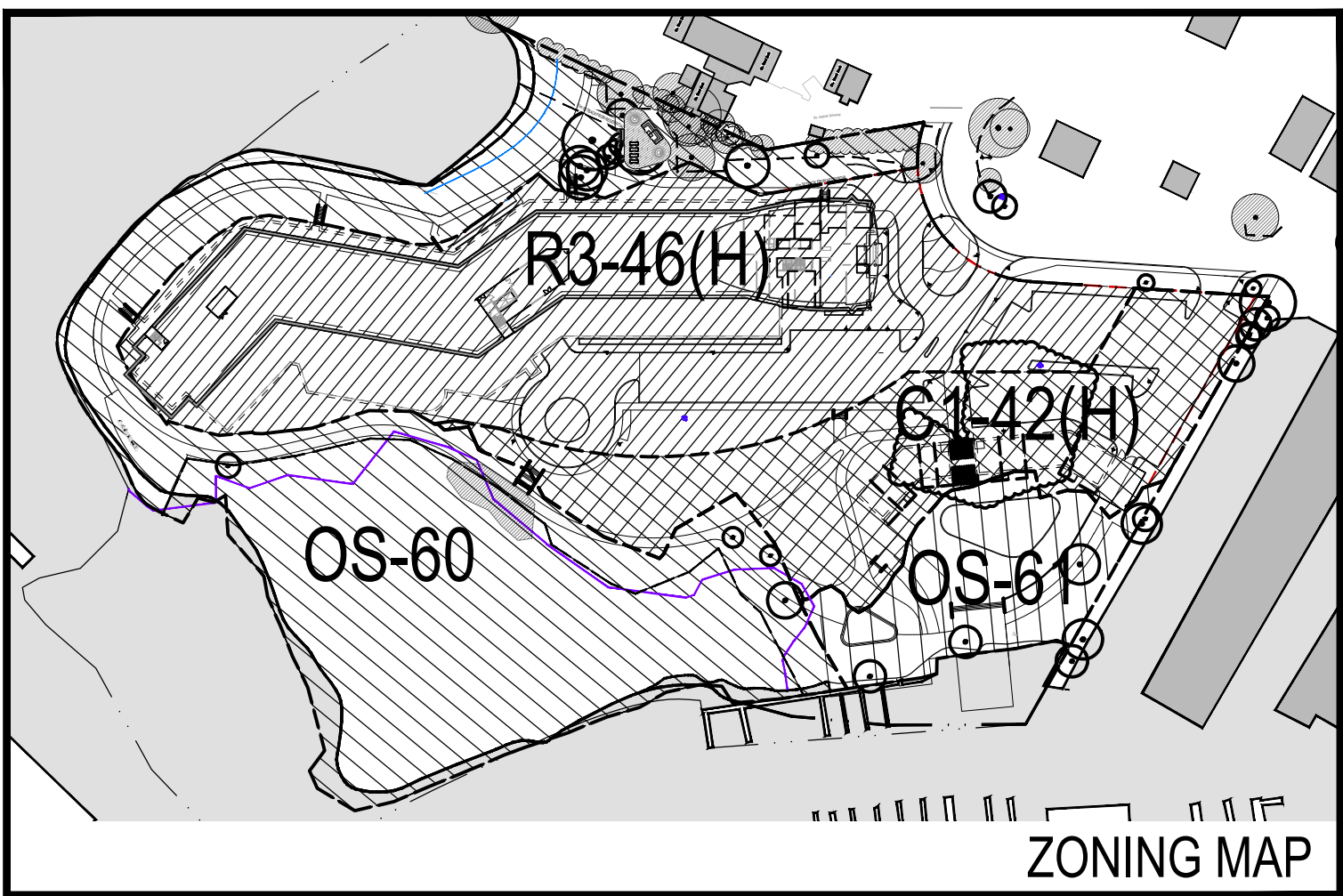
ABBREVIATIONS

C.D.	- CURB DEPRESSION
FH	- 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
ISYB	- INTERIOR SIDE YARD SETBACK
RYSB	- REAR YARD BUILDING SETBACK
TWSI	- TACTILE WARNING SURFACE INDICATOR
WR	- WASTE RECEPTICAL



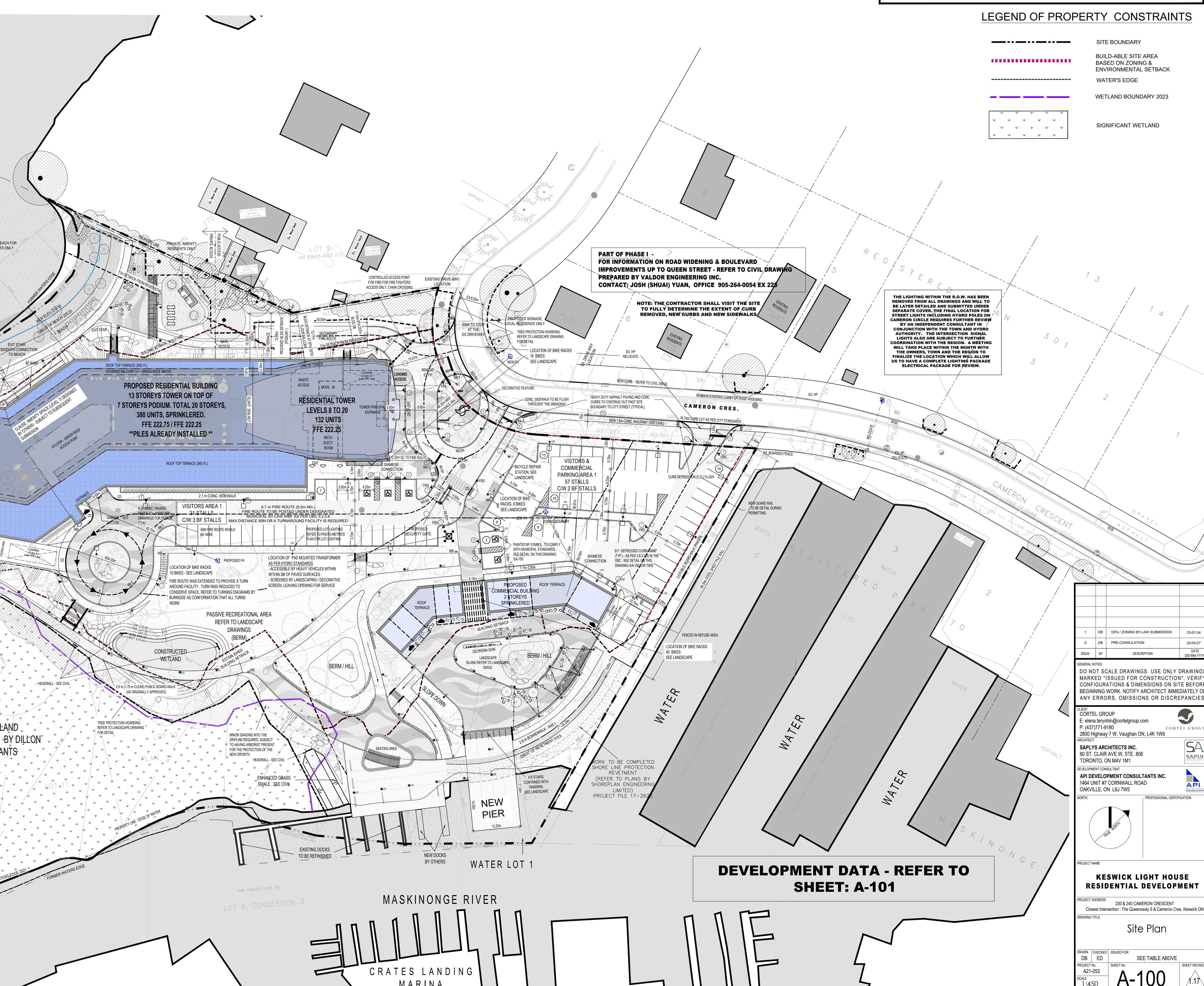
LEGEND OF SITE SPECIFIC ZONING SCHEDULE 'A' BYLAW 500-2008-0022

[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

[Symbol]	LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTERS AND BF USE
[Symbol]	SERVICE EXITS/ ENTRANCE POINTS
[Symbol]	FREE STANDING SIGNS
[Symbol]	SNOW STORAGE AREAS
[Symbol]	AREA OF PROPOSED NEW BLDG
[Symbol]	EXISTING BUILDING
[Symbol]	PATH OF FIRE ROUTE
[Symbol]	SLOPE 3:1 REFER TO CIVIL
[Symbol]	BIKE RACK - REFER TO LANDSCAPE DWGS
[Symbol]	BF DEPRESSED CURB/ RAMP (TYPICAL) - AS PER 3.8.3.2(3) OBC
[Symbol]	DESIGNATED BARRIER FREE PARKING SPACE, REFER TO CITY STANDARD FOR PAINTED SYMBOL SEE DET. 2/A-101
[Symbol]	NUMBER OF PARKING STALLS IN A ROW
[Symbol]	PROPOSED LOCATION OF PAD MOUNTED TRANSFORMER (CONFORM WITH LOCAL UTILITIES SEE SITE ELECTRICAL PLAN)
[Symbol]	LOCATION OF L.S. - DECORATIVE LIGHT STANDARD
[Symbol]	EX CHAIN LINK FENCE AT PROPERTY BOUNDARY
[Symbol]	PROPOSED DECORATIVE FENCING SEE LANDSCAPE DWG



LAKE SIMCOE

WATER LOT 3

WATER LOT 2

WATER LOT 1

DEVELOPMENT DATA - REFER TO SHEET: A-101

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

CORTIEL GROUP
E: cortiel@cortielgroup.com
P: (437) 771-9180
2800 Highway 7 W. Vaughan, ON, L4K 1W8

SAPLIS 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

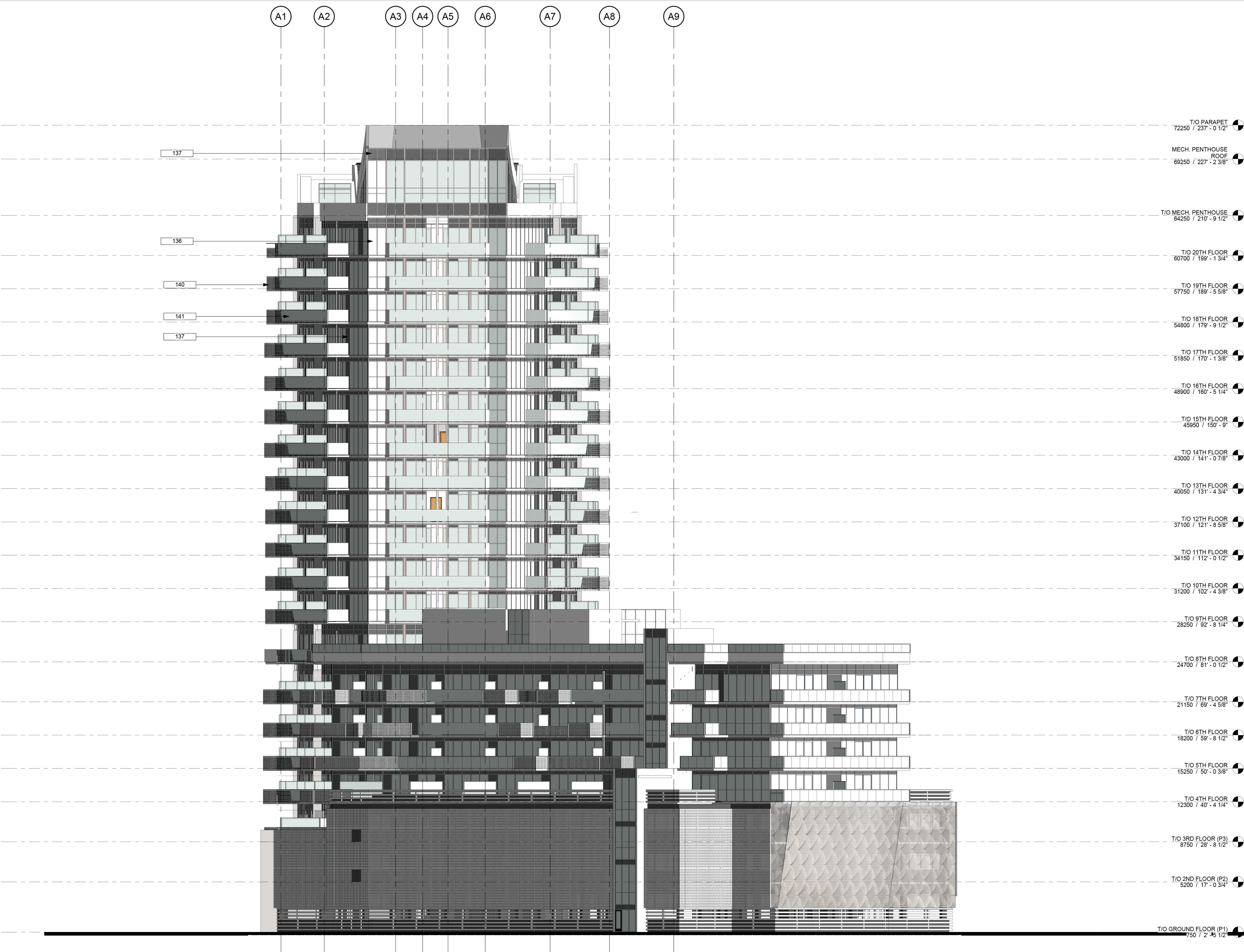
SCALE

1:450

SHEET REVISION

1/17

A301 | 5
SHEET
ISSUE No.



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			

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.

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

CORTEL GROUP logo

PROJECT
KESWICK LIGHTHOUSE

KESWICK, ONTARIO
230 & 240 CAMERON CRESCENT

DRAWING TITLE
EXTERIOR ELEVATION - WEST

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

A302 1 SHEET ISSUE No.



EXTERIOR ELEVATION LEGEND

- 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

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

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.

DEVELOPMENT CONSULTANT:

API CONSULTANTS INC.
1484 CORNWALL ROAD, UNIT 7
GAVILLE, ONTARIO L6J 7W6
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



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
SCALE: 1:250
ISSUE DATE: 23-06-27

A303 4
SHEET
ISSUE NO.

© SAPLYS ARCHITECTS INC.

PLOT DATE: 2023-06-19 8:12:12 AM



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			

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.

DEVELOPMENT CONSULTANT:

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



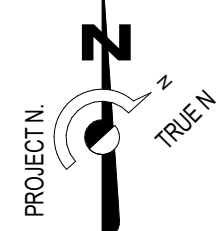
ARCHITECT:

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
-SPRING

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

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			

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.

DEVELOPMENT CONSULTANT:

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



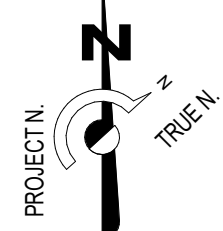
ARCHITECT:

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:	SHEET NO:	
21-053		
SCALE:		
ISSUE DATE:		
23-07-28		

A901 2
SHEET
ISSUE No.

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



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

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			

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.

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: 905.510.0955



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:	SHEET NO:	
21-053		
SCALE:		
ISSUE DATE:		
23-07-28		

A902 2
SHEET
ISSUE No.

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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
ISSUANCE SCHEDULE			

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.

DEVELOPMENT CONSULTANT:

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



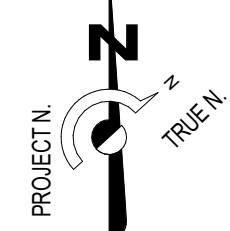
ARCHITECT:

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



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 SMT	CHECK ED	ISSUED FOR ISSUED FOR REVIEW
PROJECT NO.: 21-053	SHEET NO.:	
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 ; jiscoumb@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@yrp.ca	York Regional Police		



Corporate Services

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-___)",

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

Tel: 905-830-4444, 1-877-464-YORK (1-877-464-9675)

Internet: www.york.ca

**Attachment 7
Report No. DS-2023-0096
232 Cameron Crescent
Page 2 of 47**

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.

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

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.

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](#)
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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](#)
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- 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.

Attachment 7
Report No. DS-2023-0096
232 Cameron Crescent
Page 24 of 47

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

This e-mail may be privileged and/or confidential, and the sender does not waive any related rights and obligations. Any distribution, use, or copying of this e-mail or the information it contains by anyone other than the intended recipient(s) is unauthorized and may breach the provisions of the Municipal Freedom of Information and Protection of Privacy Act. If you received this e-mail in error, please advise the Town of Georgina by replying to this e-mail immediately.

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 Lampietro <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

Attachment 7
Report No. DS-2023-0096
232 Cameron Crescent
Page 26 of 47

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.

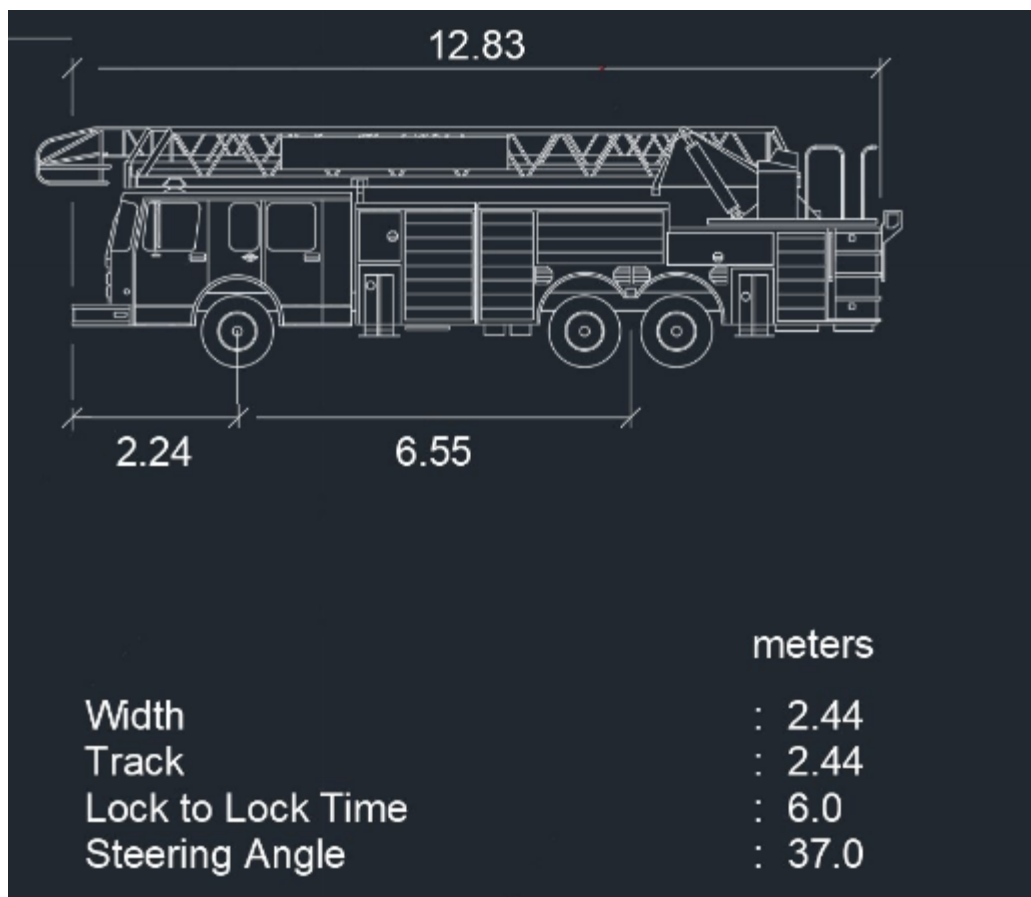
Section 4.3 Vehicle Trip Distribution:

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.

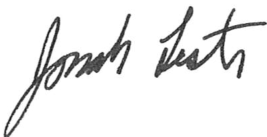
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6 CLOSURE

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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