

IEE Phase 2

Draft Plan of Subdivision & Zoning By-law Amendment

PLANNING JUSTIFICATION REPORT

IPS NO. 20-911

June 2020



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39 & 41, R.P. 51M-1045
SOUTH HALF OF LOT 17, CONCESSION 10

TOWN OF INNISFIL COUNTY OF SIMCOE

APPLICATION FOR

DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

PREPARED BY

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ON BEHALF OF

1820839 Ontario Limited

June 2020

TABLE OF CONTENTS

1.0	Introduction	1
2.0	Background and Surrounding Land Use	2
3.0	Description of Development	7
	3.1 Draft Plan of Subdivision Application	9
	3.2 Zoning By-law Amendment Application	11
	3.3 Technical Reports	11
4.0	Planning Policy	19
	4.1 Provincial Policy Statement	19
	4.2 Growth Plan for the Greater Golden Horseshoe	23
	4.3 County of Simcoe Official Plan	26
	4.4 Lake Simcoe Protection Plan	28
	4.5 Town of Innisfil Official Plan	29
	4.6 Town of Innisfil Zoning By-law	37
5.0	Conclusion	39

FIGURES

Figure 1	Subject Lands
Figure 2	Plan 51M-1045
Figure 3	Surrounding Land Uses
Figure 4	Draft Plan of Subdivision
Figure 5	Current Zoning Schedule
Figure 6	Proposed Zoning By-law Amendment Schedule
Figure 7	Existing Official Plan Schedule

TABLE

Table 1	Land Use Statistics
Table 2	Proposed Zoning Provisions for “Residential One with special provisions (R1-X) Zone”

APPENDICES

Appendix 1	Draft Plan of Subdivision
Appendix 2	Metrolinx Correspondence, from Brandon Gaffoor, February 5, 2020
Appendix 3	Zoning By-law Amendment
Appendix 4	InnServices
Appendix 5	RMO Letter

1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by 1820839 Ontario Limited ('the applicant') to complete a Planning Justification Report in support of Applications for Draft Plan of Subdivision and Zoning By-law Amendment (ZBA) to permit the development of 21 single detached residential dwelling lots, on lands legally described as Block 39 & 41, R.P. 51M-1045 in the Settlement Area of Stroud. The subject lands have a total area of 4.78 hectares (11.81 acres), with 20.0 metres of frontage along Sunnybrae Avenue and 131.51 metres along Robertson Avenue. **Figure 1** provides a Key Map of the subject lands.

The proposed subdivision represents the second phase of the Innisfil Executive Estates ("IEE") development. The IEE Phase 1 subdivision consists of 38 single detached residential lots. Phase 1 was registered in February 2015 and its construction is almost complete.

The purpose of this Planning Justification Report is to review the merit of the Phase 2 subdivision proposal and to provide planning rationale in support of the proposed development under applicable Provincial, County and Municipal legislation. This Report will review the Applications against applicable policies found within the documents noted below to demonstrate good planning principles:

- Provincial Policy Statement (2020)
- Places to Grow – Growth Plan for the Greater Golden Horseshoe (2019)
- County of Simcoe Official Plan
- Lake Simcoe Protection Plan
- Town of Innisfil Official Plan – Our Place
- Town of Innisfil Zoning By-law

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed IEE Phase 2 subdivision and zoning applications:

- satisfy the requirements of Section 51(17) and 51(24) of the *Planning Act*, R.S.O 1990, Chapter c. P.13, as amended;
- are consistent with the applicable policies of the Provincial Policy Statement 2020;
- conform with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2019;

- conform with the applicable policies of the Lake Simcoe Protection Plan 2009;
- conform with the applicable policies of the County of Simcoe Official Plan 2016;
- conform with the applicable policies of the Town of Innisfil “Our Place” Official Plan 2018;
- comply with Town of Innisfil Comprehensive Zoning By-law No. 080-13, subject to the minor amendments proposed
- do not contain, adjoin (within 120 m) or negatively impact significant / key natural heritage and key hydrologic features, functions and areas, or the Provincial Natural Heritage System;
- do not contain or impact prime agricultural lands or the Provincial Agricultural System;
- do not contain, adjoin or impact significant cultural heritage / archaeological resources;
- do not contain, adjoin or are impacted by any natural or human-made hazards;
- represent an appropriate, compatible, logical, small scale, infill development on partial services (municipal water, private septic) which completes / rounds out the northeast quadrant of an existing settlement area;
- can be developed and serviced in an environmentally sound manner in accordance with Provincial, County, Town and Lake Simcoe Region Conservation Authority servicing requirements and best management / engineering practices; and,
- represent good planning.

Details regarding the proposed subdivision and implementing zoning by-law are provided in the following sections of this Report.

2.0 BACKGROUND AND SURROUNDING LAND USES

The property is located in Stroud, which is identified as a ‘Village Settlement’ on Schedule A – Municipal Strategy, in the Town of Innisfil Official Plan. The lands are located in the northeast quadrant of the settlement area and are bound by the Metrolinx Rail Corridor to the east, and existing residential development to the north, south and west.

The lands are designated as ‘Settlement’ in the County of Simcoe Official Plan on Schedule 5.1 – Land Use Designations. Further, the lands are designated ‘Village Residential’ within the Town of Innisfil Official Plan. The lands are currently zoned ‘Future Development (FD)’ Zone and ‘Residential One with special provision (R1-8)’ Zone, in the Town of Innisfil Zoning Bylaw.

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LEGEND

 Subject Lands

Figure 1

SUBJECT LANDS

Source: Simcoe Maps, 2018

Drawn By: VS

File: 20-911



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The subject lands comprise two Blocks, Block 39 and 41, within the IEE Phase 1 Plan 51M-1045 which was registered in 2015. Blocks 39 and 41 were draft plan approved and registered for future development. They are now proposed to be Phase 2 of the Innisfil Executive Estates subdivision. Registered Plan 51M-1045 is provided below in **Figure 2**.

Within the registered M Plan, a stormwater management (“SWM”) pond (Block 42) was created. SWM Block 42 is designed to accommodate all lands within Phases 1 and 2 of this development. The SWM facility is constructed, is owned by the Town and is currently servicing IEE Phase 1.

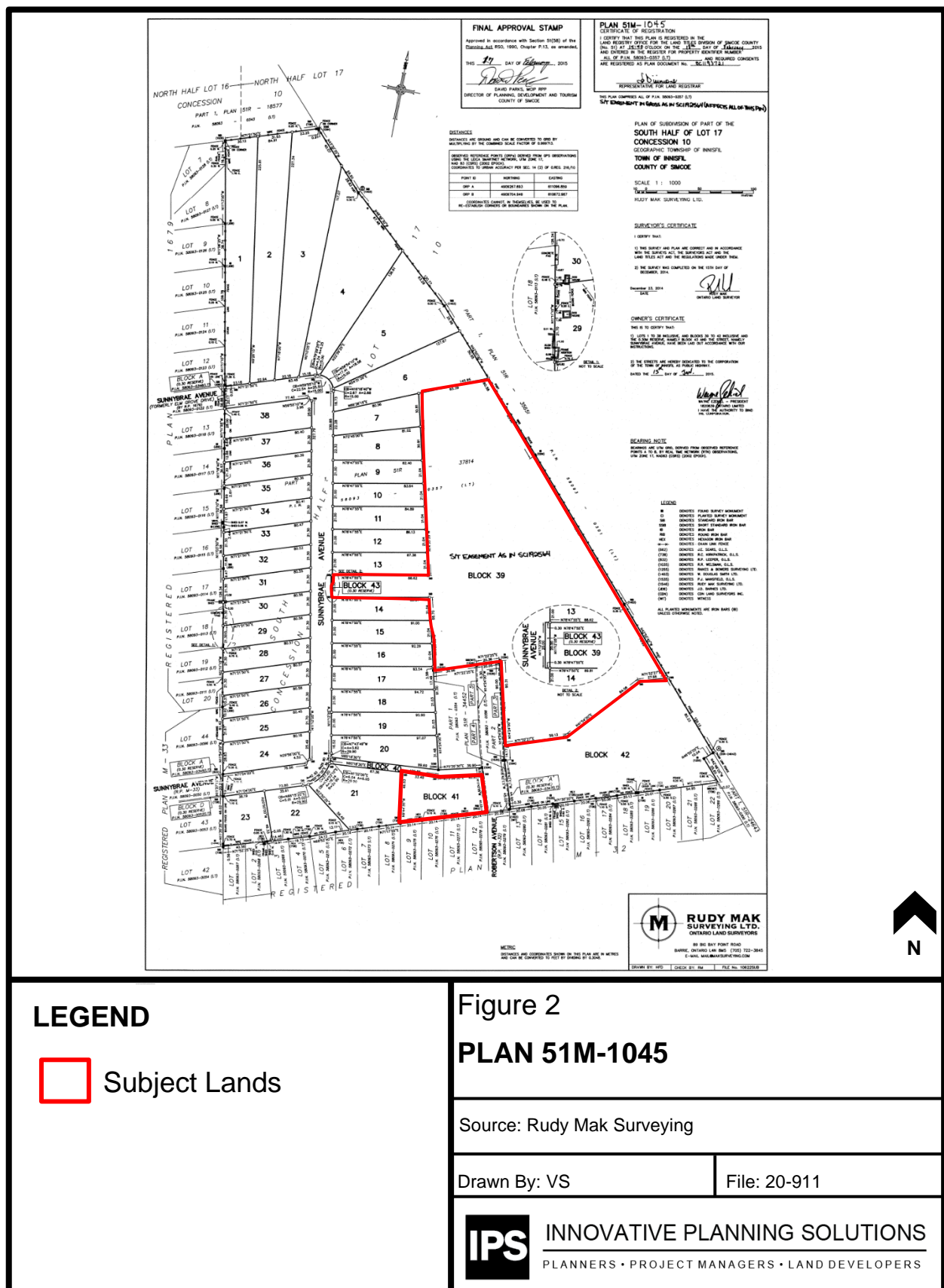
A Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., dated June 2020, has been included with this submission. The Report evaluates the existing condition and function of the stormwater pond. WMI & Associates Ltd. has confirmed that the existing SWM Wet Pond has adequate capacity to accommodate the increase in peak flows generated by the Phase 2 development. WMI's key findings and recommendations are summarized in Section 3.3 of this Report.

A walkway (Block 40) was also created during registration of Phase 1 and will continue to be maintained within Phase 2.

A cash-in-lieu of parkland contribution for the entire development (Phases 1 and 2) was provided when Phase 1 was finally approved and registered. As indicated in Schedule “H” of the Phase 1 Subdivision Agreement, “the Developer shall provide a cash-in-lieu of parkland payment to the Town in the amount of \$76,400.00 in accordance with requirements under the Planning Act, R.S.O. 1990, c. P.13.”

The Phase 2 property is relatively flat and has been disturbed through the construction of Phase 1. The site is currently vacant. The surrounding uses are summarized below and illustrated in **Figure 3**.

North: Metrolinx Rail Corridor, Estate Residential Lots/Dwellings, Stroud Settlement Area Boundary, Agricultural Farming Uses
East: Metrolinx Rail Corridor, Stroud Settlement Area Boundary, Agricultural Farming Uses
South: Existing residential lots/dwellings, Agricultural Farming Uses,
West: Existing residential neighbourhood, Sunnybrae Public School, Commercial/Retail Plazas



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DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT



3.0 DESCRIPTION OF DEVELOPMENT

The proposed Draft Plan of Subdivision is illustrated below in **Figure 4** and attached as **Appendix 1**. It proposes 21 single detached residential dwelling lots within two blocks (Block 39 and 41) on Plan 51M-1045. The development has a proposed net residential density of 5.0 units per hectare (gross density of 4.4 units per hectare).

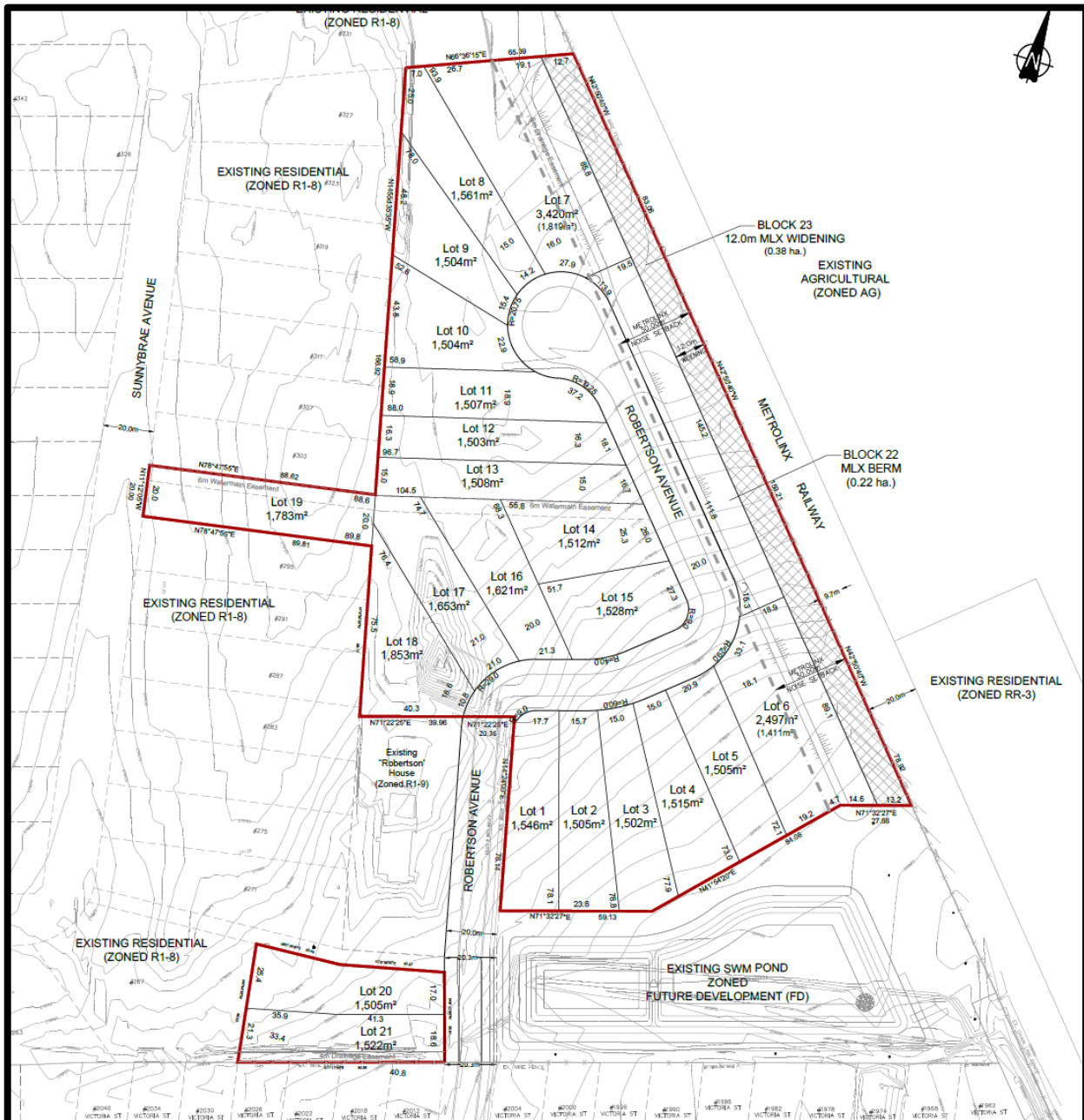
All lots will front onto a municipal right-of-way, one fronting Sunnybrae Ave (Lot 19) and the remaining fronting Robertson Ave. Robertson Avenue is currently an unopened road allowance which provides access to one single detached dwelling known as the “Robertson House” via a lane way. Robertson Avenue will be extended northerly from Victoria Street, ending in a cul-de-sac, and built to a municipal standard. A sidewalk will be provided within the municipal right-of-way providing pedestrian accessibility. Robertson Avenue is identified as a local road on Schedule C in the Town of Innisfil Official Plan. Robertson Avenue intersects with Victoria Street, a major collector road through Stroud.

Municipal water services will be provided to each lot; however, there are no municipal wastewater (sewer) services within Stroud. Therefore, each lot will have a private tertiary septic treatment system. A Hydrogeological Impact Assessment, prepared by Azimuth Environmental, June 2020 demonstrates the suitability of the subject property to support the use of individual septic systems. Further findings and recommendations from the Hydrogeological Assessment are provided in Section 3.3 of this Report.

A pedestrian connection from Sunnybrae Ave to Robertson Ave will be maintained. This connection is shown just north of proposed Lot 20 and is identified as Block 40, Plan 51M-1045. In addition to the 21 residential lots, a 12.0 metre Metrolinx widening (Block 23) is required, as well as a Metrolinx berm (Block 22). As mentioned above, the stormwater management pond is existing and will accommodate the Phase 2 development.

There have been extensive pre-consultation discussions with Metrolinx regarding their requirement for a corridor widening. Block 23 identifies a 12 metre widening which will be dedicated to Metrolinx for future use. Metrolinx has confirmed this widening is sufficient to accommodate future plans for this corridor and is intended for passive use, not expansion of railway tracks (please refer to email correspondence attached in **Appendix 2**, from Brandon Gaffoor, February 5, 2020).

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DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT



LAND USE STATISTICS

Land Use	Lot / Block No.	Area (ha.)	Units	Density
RESIDENTIAL SINGLE LOT (R1)	1-21	3.60	21	5.0 upha. 2.3 upac.
MLX BERM	22	0.22		
MLX 12.0m WIDENING	23	0.39		
ROADS (20.0m)	Robertson Avenue	0.57		
TOTAL	Lots - 21 Blocks - 2 Total - 23	4.78	21	

Figure 4
**DRAFT PLAN OF SUBDIVISION
BLOCK 39 & 41, R.P. 51M-1045**

Source: Innovative Planning Solutions

Drawn By: BH/VS

File: 20-911



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The minimum permitted setback from a principal main line right-of-way to a residential dwelling is 30 metres as specified in various Metrolinx and CN/CP publications as well as the Town's Zoning By-law. Through discussions with Metrolinx, it has been confirmed that the 30 metre setback will continue to apply, but can be measured from the existing Metrolinx right-of-way (and not the widened limit) given the passive nature of MLX uses proposed within this section of the rail corridor. The Draft Plan has been designed in such a way to provide this minimum setback while minimizing potential impacts on the proposed development and future dwellings. The Robertson Avenue road extension has been positioned in such a way to align with the existing tracks, widening and berm, to provide additional separation between the rail line and the majority of the dwellings. Berm Block 22 abutting Robertson Avenue will be transferred to the Town of Innisfil. The remaining portions of the berm north and south and Block 22 are located within Lots 6 and 7 and comprise part of these privately owned lots.

A Railway Noise Impact Study (R. Bouwmeester, June 2020) and Ground Vibration Monitoring Memorandum (J.E. Coulter Associates Limited, June 3rd, 2020) have been prepared in support of the Phase 2 development. The Reports' findings and recommendations are provided in Section 3.3 of this Report.

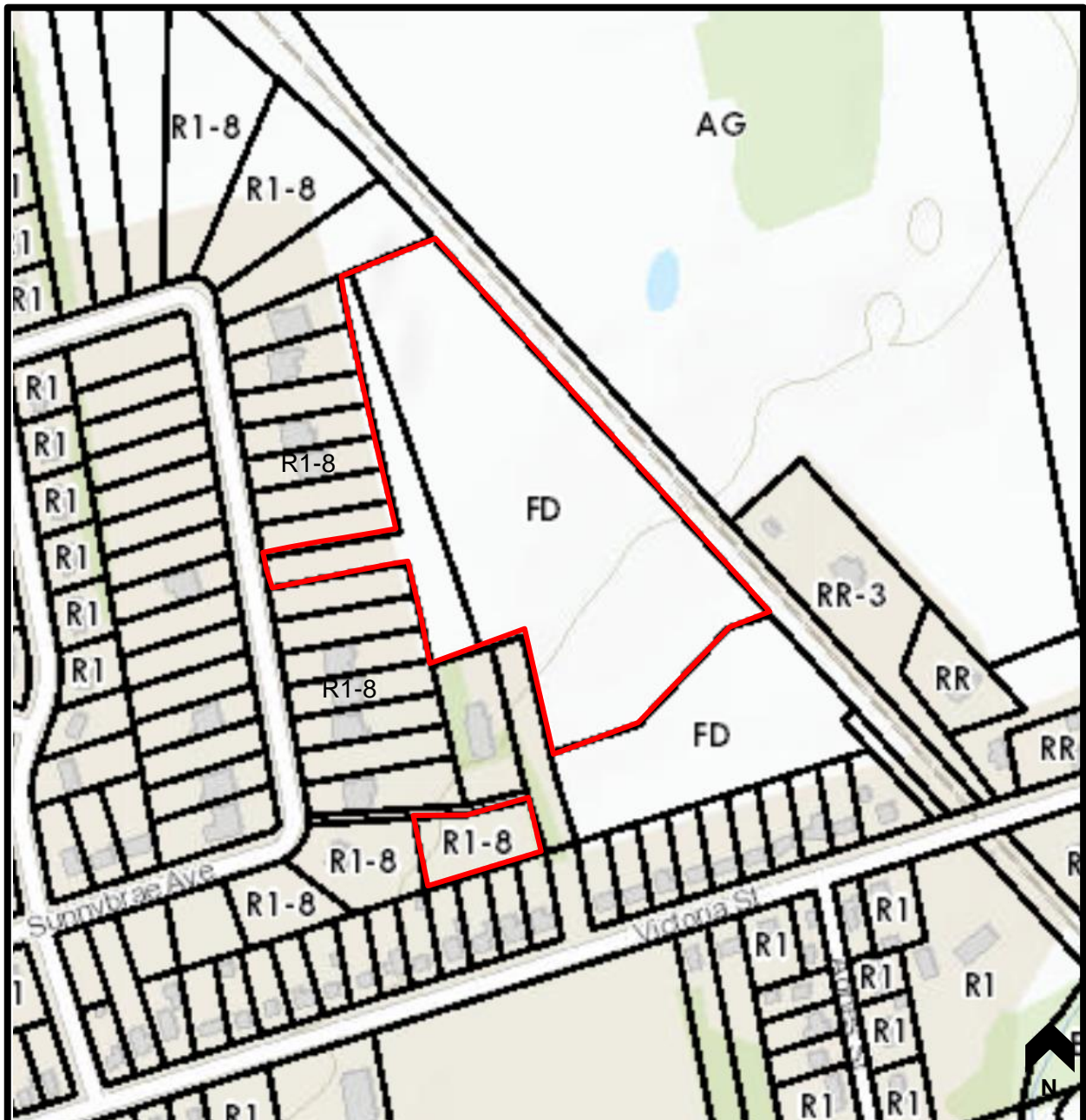
3.1 DRAFT PLAN OF SUBDIVISION APPLICATION

The proposed Draft Plan of Subdivision application is required to create the 21 residential lots, Metrolinx widening and berm, and the municipal right-of-way within the subject land. The components of the Phase 2 subdivision are summarized in **Table 1** below. The proposed Draft Plan of Subdivision is illustrated above in **Figure 4** and attached as **Appendix 1**.

Table 1: Land Use Statistics

LAND USE	LOTS/BLOCKS	UNITS	AREA (ha)	DENSITY (net residential density)
Residential Single Lot	Lots 1-21	21	3.60	5.0 upha.
MLX Berm	Blk 22		0.22	
MLX 12.0m Widening	Blk 23		0.39	
Roads (20.0m)	Robertson Avenue		0.57	
TOTAL	21 Lots / 2 Blks	21	4.78	

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT



LEGEND

 Subject Lands

Figure 5

CURRENT ZONING SCHEDULE

Source: Town of Innisfil, Zoning By-law 080-13

Drawn By: VS

File: 20-911



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3.2 ZONING BY-LAW AMENDMENT APPLICATION

The subject lands are currently zoned “Future Development (FD) Zone” and “Residential One with special provisions (R1-8) Zone” within the Town’s Comprehensive Zoning By-law. In order to facilitate the proposed Draft Plan of Subdivision, a site specific Zoning By-law Amendment (ZBA) is required. **Figure 5** below depicts the current zoning applicable to the subject lands.

The ZBA will permit residential lots and rezone the lands from “Future Development (FD) Zone” to “Residential One with special provisions (R1-#) Zone”. The R1 minimum required lot area on municipal water is 1,400 sq.m and the minimum required lot frontage is 17m.

All of the proposed lots meet and exceed the minimum lot area requirements (i.e. the smallest lot is 1,502 sq.m). However, due to MLX design requirements, the irregular shape of the site, and in order to facilitate the greatest number of lots, several of the lots have less than 17m frontage, with the smallest frontage being 14.2m. Therefore, the requested site-specific special provision relates to a minimum Lot Frontage which is less than 17m.

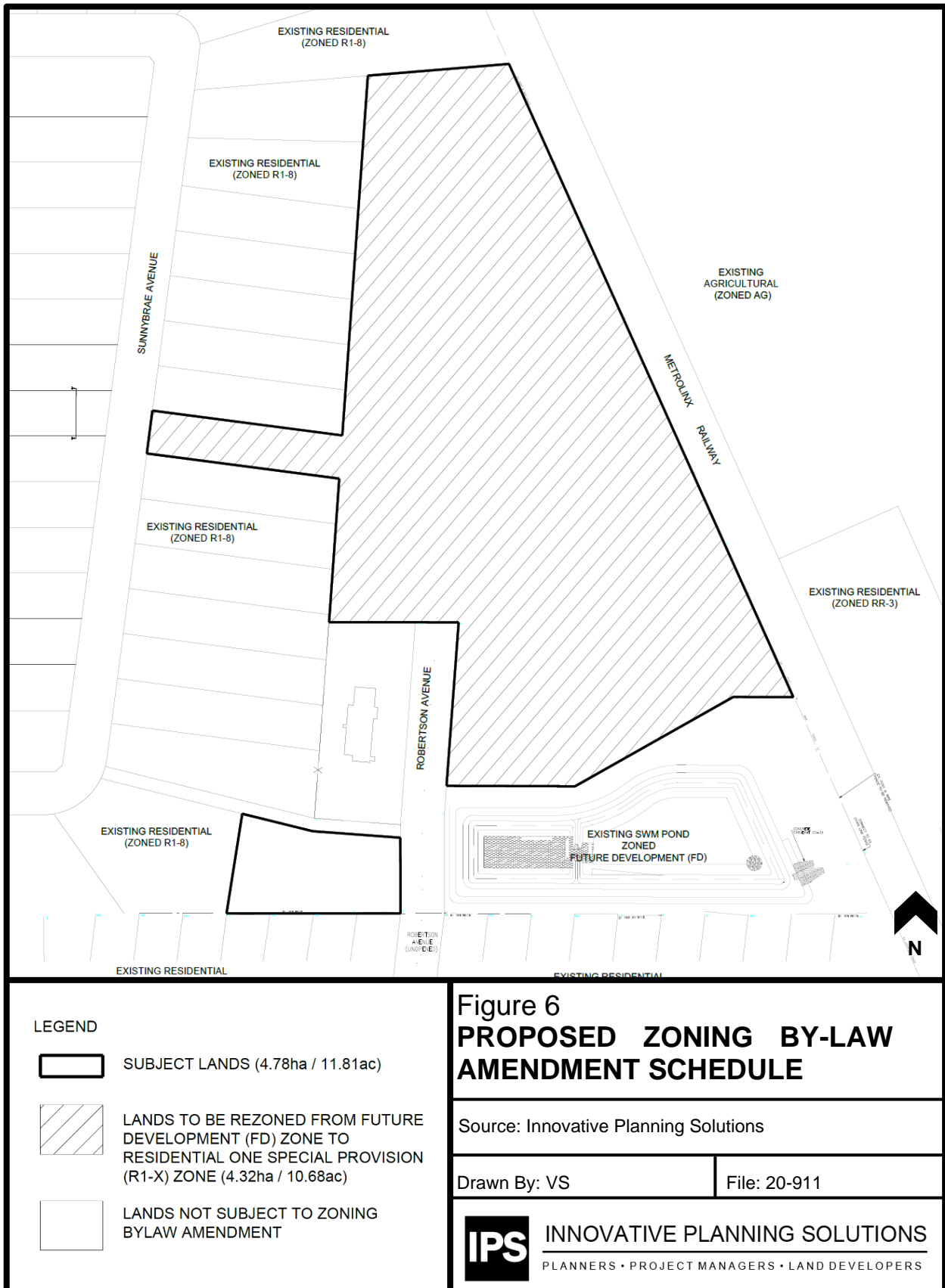
The proposed site specific ZBA does not apply to the lands currently zoned “Residential One with special provisions (R1-8) Zone” (proposed Lots 20 and 21), as the proposed development on these lands conform with the R1-8 provisions. The existing R1-8 Zone provides the following exception: “Notwithstanding any other provision of this By-law, no dwelling shall be erected closer than 30 m from the southwesterly limit of the railway right-of-way.” The proposed building envelopes on the 2 lots that are currently zoned R1-8, are a minimum of 30 metres from the existing railway right-of-way and conform with all other R1 Zone provisions.

Section 4.6 of this Report addresses the ZBA in detail and provides justification for the site-specific provision requested. The proposed zoning schedule can be seen in **Figure 6** below and attached under **Appendix 3**.

3.3 TECHNICAL REPORTS

The following reports accompany this submission and demonstrate the development can be supported from a technical perspective. This section of the report highlights the key findings and recommendations presented in the following reports:

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT



1. Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., June 2020

The Functional Servicing & Stormwater Management Report demonstrates how the proposed residential development can be sufficiently integrated into the Village of Stroud without imposing any negative/adverse impacts to the surrounding lands. Specifically, the following is noted:

- The development of Innisfil Executive Estates (Phase 2) was accounted for within the design of the existing Innisfil Executive Estates Subdivision (Phase 1) SWM Wet Pond. WMI & Associates Ltd. has confirmed that the existing SWM Wet Pond has adequate capacity to accommodate the increase in peak flows generated by the proposed development of Phase 2. Additionally, the existing outlet structure within the SWM Wet Pond can control post-development peak flows to below pre-development target rates. Considering this, the existing SWM Wet Pond will provide adequate stormwater quantity control for the site, as well as quality control and phosphorus reduction benefits.
- Stormwater quality control will be provided via stormwater management treatment train consisting of a storm sewer equipped with deep sumps and Nyloplast Envirohood's within all inlet structures (which will provide pre-treatment of runoff upstream of the existing SWM Wet Pond) as well as vegetated filter strips and rear yard enhanced grass swales equipped with subdrain. The downstream existing SWM Wet Pond will provide a final treatment of stormwater including both TSS removal and phosphorus reduction. The treatment train will provide sufficient stormwater quality control at an Enhanced Level of protection in addition to as much water balance and phosphorus reduction as is possible based on the site constraints.
- Runoff volume control will be provided by the existing SWM Wet Pond which has been sized to store and drawdown the full 25mm of runoff volume from the site's impervious surfaces. In addition to this, the vegetated filter strips and enhanced grass swales on site will provide runoff reduction as they allow overland runoff to infiltrate into the native soils.

- The use of silt fence, clear stone & filter cloth inlet protection, vegetated buffer strips and a construction mud mat, will provide adequate sediment and erosion controls during construction and until the site is fully stabilized.
- The existing Metrolinx Railway borders the eastern property line of the site. Adequate safety precautions are proposed for the development as recommended by “Guidelines for New Development in Proximity to Railway Operations”, prepared by Dialog Design & J.E. Coulter Associates Ltd, May 2013. Building setbacks, a crash berm, and acoustic/safety fencing are all proposed for the development where required.

2. Traffic Impact Brief, prepared by WMI & Associates Ltd., June 2020 (Appendix F, within the Functional Servicing Report)

This design brief demonstrates that the proposed Innisfil Executive Estates Phase 2 subdivision development can be accommodated within the Community of Stroud without adverse impacts on existing transportation systems. In particular, the estimated 24 peak hourly trips onto Victoria Street is relatively insignificant in terms of traffic volume, and should be easily accommodated by existing roads. The sight-distance onto Victoria Street is noted to be adequate based on MTO design guidelines, and additionally, vehicular circulation for passenger vehicles as well Fire Trucks is determined to be adequate.

3. Railway Noise Impact Study, prepared by R. Bouwmeester, June 2020

Based on GO’s traffic projections, the recommended concept for the noise berm/fence will result in outdoor living area sound levels that meet the acoustic requirements of the Town, Metrolinx and MECP. Since the barrier design is conceptual at this stage, we recommend that its height and extent be reviewed once the detailed grading design and the surveyed top of rail locations and elevations are available.

Mitigation measures are also required to bring indoor sound levels down to acceptable levels. They are summarized below:

- Central air conditioning is required for the first row of dwellings (Lots 6 – 15) adjacent to the GO Transit line.
- Certain dwelling units (Lots 1 – 5, 16 – 18) require forced air heating systems with ductwork sized to accommodate the future installation of central air conditioning at the owners' option and expense. Construction meeting the minimum non-acoustical requirements of the Ontario Building Code will provide adequate sound insulation for these units. The affected lots also require warning clauses registered on title.
- Based on the standard requirements of Metrolinx and MECP, Lots 5 to 15 require brick veneer walls from the foundation to the rafters and window STC ratings of 33 minimum.
- Lots 2 to 4 and Lot 16 require standard double-glazed windows and any typical wall structure (e.g. vinyl siding) that meet the building code provided the STC values are at least 32 for the windows and 38 for the walls.
- Special building component design is not required for any other lots (Lots 19 – 21).

All residential lots/blocks require Metrolinx's standard Warning Clause E registered on title since they lie within 300 m of the railway right-of-way.

Given that bedroom window and wall specifications have been provided herein, and given that they are conservative because they do not account for the noise barrier or shielding by adjacent houses, we recommend that no further review be required at the building permit stage provided the recommended STC values are met and provided the window and wall areas do not exceed the values assumed (i.e. windows 25% max. of floor area, walls 80% max. of floor area).

The berm/fence design must be reviewed before the issuance of building permits once the detailed site grading design is available at the final approval stage and once the surveyed location and elevation of the tracks (top of rail) are available.

With the incorporation of the recommendations, the MECP indoor noise guidelines will be met in all units, and sound exposure from rail traffic in outdoor living areas will be within the limits specified by the Town of Innisfil, Metrolinx and MECP.

4. Ground Vibration Monitoring Memorandum, prepared by J.E. Coulter Associates Limited, June 3rd, 2020

J.E. Coulter Associates Limited was retained by 1820839 Ontario Limited to conduct on-site vibration monitoring for the Innisfil Executive Estates Phase 2 proposed residential subdivision.

Metrolinx requires a vibration study for any developments within 75m of their ROW. The vibration study is to compare the vibration produced by the current train activity to the 0.14mm/s Level outlined in the “Guidelines for New Development in Proximity to Railway Operations” document.

A vibration monitor was situated at the site, approximately 30m from the western edge of the Metrolinx R-O-W, within the proposed municipal R-O-W, east of Lot 11. The accelerometer (vibration pickup) was mounted 10cm below surface grade on undisturbed soil. The vibration monitoring was conducted on Tuesday December 31, 2019 from 3:00pm to 8:00pm. During this period, 5 Northbound GO train pass-bys were observed.

None of the train movement generated vibration levels that were high enough to invoke any attenuation measures as all events were below the level of perception of 0.14mm/sec RMS velocity. Even with any feasible increases in operating speeds, the 0.14mm/s criterion will not be exceeded.

J.E. Coulter Associates Limited hereby concludes that no vibration isolation measures are required for any of the lots of Phase 2 of the Innisfil Executive Estates subdivision.

5. Hydrogeological Impact Assessment, prepared by Azimuth Environmental Consulting Inc., June 2020

The nitrate dilution calculation was used as a guide to determine concentration levels at the downgradient boundary to evaluate any undesirable impacts from the sewage works from the IEE Phase 2 development. In this case, the results of the assessment show that the net loading at the property boundary meets the 10 mg/L criteria provided

that tertiary treatment technology is used with a greater than 50% removal rate for nitrate-N for all 21 Phase 2 lots and 8 Phase 1 lots. The use of tertiary technology is sufficient to protect the natural environment and will not result in any negative impact on the ground water quality.

Based on the physical characteristics of the Site, nitrate concentrations in the shallow subsurface would also be significantly reduced by nitrification and attenuation processes, as well as biological uptake, which are not considered within the RUP methodology. Denitrification also plays a primary role in polishing nitrate concentrations in the shallow subsurface will is also not factored in the RUP methodology. As such, impacts are expected to be minimal in nature as a result of the proposed development.

Ground water infiltration at the Site could decrease by approximately 24% if mitigation measures are employed. This reduction is based on the creation of impervious surfaces associated with driveways, sidewalks, roads, and structures. The 24% reduction equates to approximately 3,170 m³/year. The reduction is eliminated when mitigative strategies are employed (i.e. rooftop diversion and swale conveyance network). The LIDs account for an additional 3,170 m³ of infiltration per year, which brings the total post-development infiltration volume to match the pre-development infiltration volume. As such, the water balance for the Site meets the Lake Simcoe Region Conservation Authority (LSRCA) requirements.

6. Phase 1 Environmental Site Assessment (ESA), prepared by BAE Environmental, May 18, 2012 and Environmental Site Assessment Update, BAE Environmental, October 29, 2019

BAE & Associates. (BAE) was retained by 1820839 Ontario Inc. to prepare a Phase I Environmental Site Assessment (ESA) for Innisfil Executive Estates, 2008 Victoria Street. These investigations were conducted to reveal any environmental concerns on or near the subject property. The findings of these investigations are summarised as follows:

- There were no known previous environmental investigations performed for the subject property.
- The property is vacant farmland, has always been used for farmland, and will be developed into a residential subdivision
- Properties in close proximity to the site are predominantly residential, being a mix of low density residential and community housing. None of these operations currently pose a significant concern. There are no dry cleaning facilities within a one-block radius of the subject property.
- Geological and physiological information concluded that the property gently slopes towards Victoria Street, water runoff from the site will flow into Lake Simcoe, approximately 7km to the east. The property is located within a geographical area called Peterborough Drumlin.
- Interviews with local residents and the previous owners indicated the property has been farmland for as long as they can remember.
- A multitude of environmental and government databases were searched for information concerning the subject and surrounding properties. There are no recorded concerns, soil or groundwater releases within a zone of concern.
- There are no ACMs, ASTs, USTs, landfills, lead, mercury, coal gasification plants, coal tar, UFFI, PCBs, solid or liquid waste or storage of chemicals associated with the subject property.
- There was no evidence of staining, stressed vegetation, or odours associated with the subject or neighbouring properties.

In summary, based on the current ESA findings and the possibility of potential environmental impairment from the surrounding areas, no further investigations are recommended or required.

In addition to the preceding, BAE's October 29, 2019 letter confirms that there have been no environmental changes at the property. Previous Phase One ESA Investigations verified that the Site met applicable EPA/MOECC criteria and that there are currently no environmental concerns.

7. Geotechnical Investigation, prepared by Geospec Engineering Ltd., January 20, 2011

Geospec Engineering Ltd. conducted geotechnical investigations for the IEE lands as part of the Phase 1 development and included boreholes on the Phase 2 lands, particularly around the SWM facility. Geospec's Report was previously submitted to and approved by the Town as part of the detailed engineering design and approvals required for Phase 1.

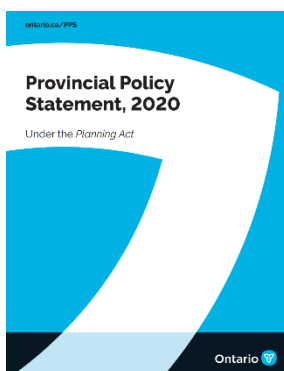
8. Stage 1 and 2 Archaeological Report, prepared by AMICK Consultants Limited, November 10, 2010

A Stage 1 and 2 Archaeological Report was prepared for the IEE Phase 1 development and also included an assessment of the Phase 2 lands. AMICK's Report confirmed there are no significant archaeological resources on the Phase 1 and Phase 2 lands. The Ministry of Culture provided a Clearance letter on June 10, 2011.

For further details, please refer to the full technical reports which comprise part of this submission.

4.0 PLANNING POLICY AND ANALYSIS

This section will outline the applicable planning and development policies impacting this application. Each section will outline the policies and contain a planning analysis with respect to conformity of this application.



4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (2020) has been reviewed relative to this proposal with specific attention paid to:

Section 1.1.1	Healthy, liveable and safe communities
Section 1.1.3	Settlement Areas
Section 1.4	Housing
Section 1.6.6	Sewage, Water and Stormwater
Section 1.6.8	Transportation and Infrastructure Corridors

The subject lands are within the Settlement Area of Stroud, and are consistent with Section 1.1.1 of the PPS, as the proposed development contributes to a healthy, liveable and safe community, which is sustained by efficient development and land-use patterns, and contributing to the range and mix of residential uses in Stroud.

Section 1.1.3 of the PPS states that settlement areas will be the focus of growth and development. The proposed application is located on lands within the settlement area and are designated for future development and growth.

Per Section 1.1.3, Planning authorities are directed to identify appropriate locations for development to take place and should be accommodated through taking into account existing building stock. The subject lands are vacant; however, they are designated 'Residential' in the Town of Innisfil Official Plan and have been identified through the Town of Innisfil Zoning By-law as a site to accommodate Future Development. Given that the lands are designated 'Residential' it is logical to zone them residential to align with applicable policy as well as the surrounding land uses.

The proposed application is also supported by Policy 1.1.3.2 which states that:

Land use patterns within settlement areas shall be based on:

1. Densities and a mix of land uses which:
 - a) Efficiently use land and resource;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
2. A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The proposed application contributes to the range and mix of residential dwellings within the Town. It makes efficient use of the land by maximizing the lots proposed based on services required and the hydrogeological composition of the land. The proposed development is within the settlement area, is designated for residential use and is adjacent to existing built-up areas as per Section 1.1.3.6.

Section 1.4 of the PPS relates to Housing, and Section 1.4.1 notes that an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area shall be provided.

Stroud is mainly comprised of single detached dwellings, as services are limited, and lots must accommodate private septic systems. The proposed development will contribute to the residential housing stock within Stroud, providing density and dwelling built form which is similar to the surrounding area. The residential development and increase in population will contribute to the surrounding businesses, sustaining economic growth.

Lastly, Section 1.6 of the PPS relates to Infrastructure and Public Service Facilities. Specifically, Section 1.6.6.2 and 1.6.6.4 note, municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas, on existing municipal sewage services and municipal water services should be promoted, where feasible.

However, Section 1.6.6.5 note, where municipal services are not provided and partial services are required, they shall only be permitted in the following circumstances:

- a) Where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
- b) Within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

The proposed development falls within b) as the subject lands are within a settlement area providing infill and minor rounding out of an existing developed area where partial services have been accommodated.

In addition, Section 1.6.6.6 requires confirmation of sufficient reserve sewage system capacity within municipal sewage services prior to approvals. This is addressed in Section 13 of the Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., dated June 2020 and confirms that reserve sewage capacity is available.

Municipal sewage services are not located in Stroud; therefore, each residential lot is required to have a private tertiary system. The proposed development will utilize existing municipal water services. InnServices has confirmed that there is sufficient capacity within Stroud to accommodate the proposed development. Refer to the InnServices email in **Appendix 4**. Partial services are permitted within settlement areas, to allow for infilling and minor rounding out of existing developments. The Hydrogeological Impact Assessment, prepared by Azimuth Environmental, June 2020, demonstrates the subject lands' capacity for these systems. Findings and recommendations are contained in Section 3.3 of this Report.

Section 1.6.6.7 relates to stormwater management and notes that stormwater management shall:

- a. minimize, or, where possible, prevent increases in contaminant loads;
- b. minimize changes in water balance and erosion;
- c. not increase risks to human health and safety and property damage;
- d. maximize the extent and function of vegetative and pervious surfaces; and
- e. promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

A Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., dated June 2020, addresses applicable policy in support of this application. Refer to Section 3.3 of this Report for findings and recommendations.

Section 1.6.8 relates to transportation and infrastructure corridors. Transportation and infrastructure corridors shall be protected for current and future use and needs. New development proposed on adjacent lands to existing or planned corridors should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. The proposed development takes this into consideration. Through consultation with Metrolinx, a 12m widening block has been provided to accommodate MLX requirements.

In addition to the applicable policies noted above, the PPS also provides policies related to the following, however, it is important to note that they do not relate to this application:

- Natural Heritage; there are no natural heritage features on the subject lands or abutting the subject lands.
- Agriculture; the subject lands are within a settlement area.
- Minerals and Petroleum; no minerals and petroleum resources have been identified on the subject lands.
- Mineral Aggregate Resources; no mineral aggregate resources have been identified.
- Cultural Heritage and Archaeology; there are no significant archaeological resources on the site.
- Natural Hazards; no natural hazards have been identified.
- Human-Made Hazards; no human-made hazards have been identified.

In summary, the proposed applications are consistent with the Provincial Policy Statement.



4.2 Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe has been prepared and approved under the Places to Grow Act. The Government of Ontario recognizes that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life for residents of Ontario, planning must occur in a rational and strategic way. The Growth Plan, has been reviewed in conjunction with the subject applications with emphasis placed on the following;

- Section 1.2.1 Guiding Principles
- Section 2.2.1 Managing Growth
- Section 2.2.6 Housing
- Section 2.2.7 Designated Greenfield Areas
- Section 3.2.7 Stormwater management
- Section 6 Simcoe Sub-area

The realization of the vision of Places to Grow is based on several guiding principles listed in Section 1.2.1. The most applicable of these with respect to the subject applications are:

- Support achievement of complete communities;
- Prioritize intensification and higher densities; and
- Support a range and mix of housing options.

Section 2.2.1 provides policy related to managing growth. Managing growth policies direct the majority of growth to settlement areas which have existing or planned infrastructure and can support the achievement of complete communities. “Complete communities” are defined as:

“Places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”

For many of the same reasons identified through the review/discussion under the Provincial Policy Statement above, the proposal aligns with the growth policies and the creation of complete communities as it supports the diversity and range of housing opportunities and efficiencies of service delivery.

Section 2.2.6 relates to housing, noting municipalities shall support housing choices with a diverse range and mix of housing options and densities, for creating complete communities. The proposed development contributes to the range of housing types within Innisfil and specifically Stroud.

Section 2.2.7 relates to development within Designated Greenfield Areas (DGA). DGA are lands within settlement areas that are not within the delineated built-up area that have been designated in the official plan for development. Therefore, the subject lands are considered greenfield lands.

Greenfield lands are required to support the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services. The minimum density target for Innisfil is 40 residents and jobs combined per hectare, which is measured over the entire designated greenfield area within the Town of Innisfil.

The density of the proposed subdivision is 5 units per net residential hectare. Which based on the Simcoe County Land Use Budget, equates to 11.46 persons per hectare. While the overall density of the development is lower than Growth Plan targets due to the hydrogeological

capacity of the site for partial services, every attempt has been made to intensify the number of units on site (i.e. reduction in the lot frontages). The proposed development contributes to the density target for the Town's greenfield lands.

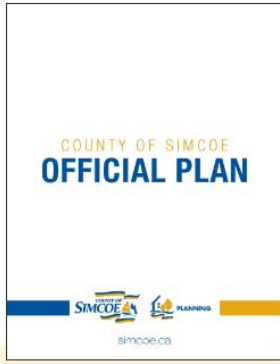
Section 3.2.7 relates to stormwater management. Policy (2) notes, proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

- a) is informed by a sub-watershed plan or equivalent;
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

A Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., dated June 2020, has been submitted in support of this application. Refer to Section 3.3 of this Report for findings and recommendations.

Section 6 of the Growth Plan provides policy direction specifically to the Simcoe Sub-area which includes municipalities within the County of Simcoe and the cities of Barrie and Orillia. Significant growth has been directed within the Simcoe Sub-area, the intent is that by 2031 development for all the municipalities within Simcoe County will align with the population and employment forecasts within Schedule 7 or the Growth Plan.

In summary, the proposed development conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.



4.3 COUNTY OF SIMCOE OFFICIAL PLAN

The Official Plan of the County of Simcoe provides a policy context for land use planning taking into consideration the economic, social, and environmental impacts of land use and development decisions. It attempts to achieve a balance between the demands for economic development, community building and environmental conservation and provide a framework for coordinated planning with adjacent municipalities, agencies, and other levels of government.

As per Schedule 5.1 Land Use Designations, of the Official Plan, the subject property is designated Settlement Area. A review of the applicable policies has been completed and is outlined below with emphasis placed on the following sections:

- Section 3.1.1 Directing Growth and Development to Settlements
- Section 3.1.4 Diversified Economic Functions and Opportunities and Range of Housing Options
- Section 3.3 General Development Policies
 - Section 3.3.20 Traffic Impact Studies
 - Section 3.3.24 Railway Lines
- Section 3.5 Settlements
- Section 4.7 Infrastructure: Sewage and Water Services

Section 3.1.1. offers the first of the four themes for growth management, the County of Simcoe directs a significant portion of growth and development to settlements where it can be effectively serviced through one or more municipal services (water, sewer). The proposed development is within the settlement area of Stroud and has access to municipal water services.

Section 3.1.4 notes the fourth theme, which is to develop communities with diversified economic functions and opportunities and a diverse range of housing options. It's noted that a wide range of business and employment opportunities are required to meet the needs of a growing population. It also notes that the development of a wide range of housing types and costs, including affordable housing is a goal of this Plan. The proposed concept contributes to growth within a settlement area, while also providing diverse economic functions, while provide additional housing within the Stroud community. The community of Stroud offers within the

Town of Innisfil a location in which larger lots can be developed which is quite different than the other major urban settlements areas of Alcona and Lefroy. This development represents a logical rounding out location compatible with the surrounding community.

Section 3.3.20 of the Official Plan requires that where development is proposed adjacent or in the vicinity of a Provincial or County Road, a Traffic Impact Study must be conducted to ascertain the possible effect on the roadways. A Traffic Impact Brief, prepared by WMI & Associates Ltd., June 2020 was completed in support of this application. Refer to Section 3.3 of this Report for findings and recommendations.

Section 3.3.24 acknowledges the importance of rail infrastructure and recognizes its critical role in long-term economic growth and movement of goods and people. Rail corridors and yards are to be protected. All proposed residential development within 300 metres of a railway right-of-way is required to undertake a noise study, to the satisfaction of the County or local municipality, in consultation with the appropriate railway. Appropriate mitigation measures must be implemented as identified through the study. In addition, all residential development proposed within 75 metres of a railway right-of-way is required to undertake a vibration study and implement recommendations as identified. Safety measures are required including appropriate setbacks, berms and security fencing. As the lands about the rail corridor a Noise and Vibration Study were required. The Railway Noise Impact Study (R. Bouwmeester, June 2020) and Ground Vibration Monitoring Memorandum (J.E. Coulter Associates Limited, June 3rd, 2020) have been submitted with this application in support of this proposal and the findings and recommendations can be found in Section 3.3 of this Report.

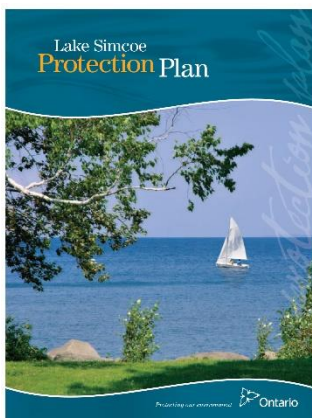
As noted, the subject property is designated Settlement Area and as a result, Section 3.5 applies. The objectives are to focus population, growth and development within settlements and to develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services. Development within settlement areas shall include residential, commercial, industrial, institutional and recreational land uses. Settlement areas are encouraged to develop as complete communities. The proposed development provides an efficient use of land, while proposing lots which meet the requirements for private septic services. The development minimizes land consumption and servicing costs as one single road is being extended to service the lots to complete development to the settlement boundary in this location

Density and intensification are encouraged within settlement areas. Development on designated greenfield areas shall be planned to achieve a minimum density target of 32 residents and jobs combined per hectare for the Town of Innisfil. It is noted that this policy applies to all greenfield lands within the Town and is reviewed as a whole and not on a site per site basis.

Simcoe County Land Use Budget was used for the purposes of calculating the proposed density of residents and jobs per hectare. The persons per unit assigned to a single/semi in Innisfil is 2.61 persons per unit (for the year 2021). The proposed population for this development is 54.81 persons, which equals a density of 11.46 persons per hectare.

Section 4.7 relates to Infrastructure within settlement areas and notes that the preferred method of servicing is full municipal sewage services and municipal water services. The Plan does acknowledge that where municipal sewage services and municipal water services are not provided and where a study concludes that the provision of full municipal services cannot be implemented, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, these services may only be used for infilling or minor rounding out of existing development. The Hydrogeological Impact Assessment, prepared by Azimuth Environmental, June 2020, demonstrates the subject lands capacity for this system.

In summary, the proposed development conforms to the County of Simcoe Official Plan.



4.4 LAKE SIMCOE PROTECTION PLAN

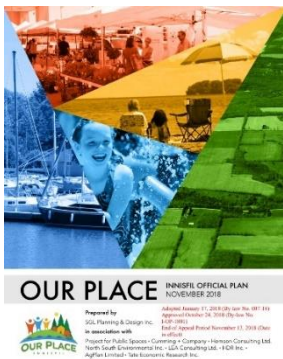
The subject lands are within the Lake Simcoe Protection Act Watershed Boundary and is therefore subject to the policies and objectives within the Lake Simcoe Protection Plan (LSPP), with applicable policies outlined below. It is important to note that the lands are not located within a regulated area.

The stormwater management design for the proposed development is required to incorporate the policies and criteria outlined by the LSRCA in the LSPP. The Functional Servicing Report & Stormwater Management Report,

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

prepared by WMI & Associates Ltd., dated June 2020 has reviewed the applicable policies and the stormwater design criteria for the development of the site. The following criteria have been incorporated: water balance / post-to-pre-development peak flow quantity controls, enhance levels of stormwater quality control, erosion and sediment control, sufficient outlet for stormwater, implementation of LID source controls and integrated treatment train approach, and phosphorus loading reduction controls. It is important to note that the entire Innisfil Executive Estates site (Phase 1 and Phase 2) has been confirmed to be accounted for within the existing Phase 1 Stormwater Management (SWM) Wet Pond and as a result, no further quality control is proposed on-site.

Based on the review, it is our understanding that these policies have been addressed through the Functional Servicing Report & Stormwater Management Report. Therefore, the proposed development application is consistent with the LSPP.



4.5 TOWN OF INNISFIL OFFICIAL PLAN – OUR PLACE (Nov 2018)

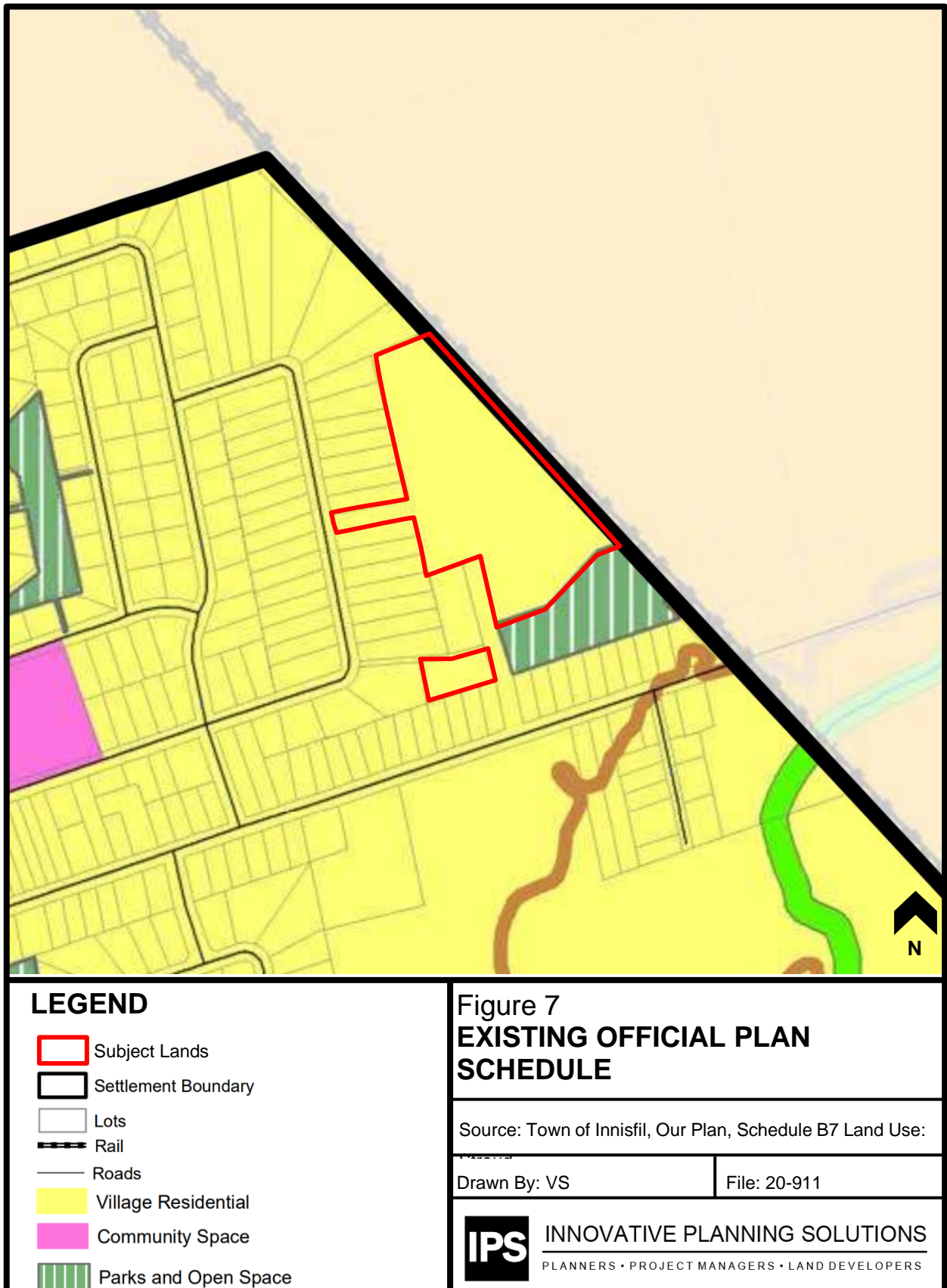
Innisfil is “Our Place”. The Official Plan is more than a land use planning document. It is a guide to enhance place making, community character and social connections in the Town.

As mentioned, the lands are within the Settlement Boundary of Stroud and are designated ‘Village Residential’ within the Town of Innisfil Official Plan, as per Schedule B7 Land Use: Stroud (**Figure 7**). The proposed development is complementary to the existing residential community of Stroud.

Section 2 of the Official Plan relates to Place Making. Place Making, as per the Official Plan, is *a collaborative process where we feel engaged in creating and sustaining public destinations. These are the places where we recreate, shop, eat, gather, interact, and most of all build the social and emotional ties that hold our community together. The principal goal of place making is to create places that we can all use and enjoy throughout the year.*

The subject lands are not located within a Key Place Making Destination, however the Official Plan outlines strategies and principles which are to be considered for each development application.

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT



The Official Plan indicates four strategies to achieve place making, they include:

1. Plan for people first and create destinations for people to gather
2. Plan for a mix of uses and activities
3. Build and strengthen partnerships to empower individuals, and community groups
4. Good Urban Design creates a sense of place

Building on these strategies, four principles are used to design public spaces and evaluate development proposal. All development proposals are to consider how the proposal contributes to sense of place through the implementation of the four principles of place making.

1. Activities & Uses

Comment: The development is in close proximity to Sunnybrae Public School and Stroud Meadows Sunset Park at 221 Sunset Crescent which are two gathering places for the neighbourhood.

2. Access & Linkages

Comment: The development of Robertson Avenue will provide access and a linkage for both vehicles and pedestrians. The municipal right-of-way will accommodate two way traffic and a sidewalk. The streetscape design will make the street more comfortable and enjoyable. Street trees will be provided along the right-of-way as per Town standards. In addition, the walkway from Robertson Ave to Sunnybrae Ave will be maintained, which provides an additional pedestrian connection through the neighbourhood. This will enhance the character of the community and neighbourhood.

3. Comfort & Image

Comment: The proposed development contributes to the safety of the neighbourhood as dwellings and lots face the street, providing “eyes on the street”.

4. Sociability

Comment: Sidewalks along the ROW will provide a place for social interaction allowing people to build and develop physical and social emotional connections throughout the neighbourhood.

Section 5.5 relates to Rail Lines. The Official Plan notes that residential development adjacent to rail lines shall be set back from the rail lines, incorporate window streets where appropriate and provide suitable screening in consultations with the railway. The implementing zoning by-law shall include appropriate provisions. For proposed development with 300 metres of the railway, a Noise study may be required and if within 75m of the railway a vibration study may also be required. In addition, proposed developments adjacent to railways shall provide appropriate safety measures such as setbacks, berms, signage and fencing. A Railway Noise Impact Study (R. Bouwmeester, June 2020) and Ground Vibration Monitoring Memorandum (J.E. Coulter Associates Limited, June 3rd, 2020) have been prepared and submitted in support of this application. Key findings and recommendations are highlighted in Section 3.3 of this Report.

Section 7 relates to Parks and Open Space. Specifically, Section 7.4 relates to Parkland Dedication. As noted above, parkland dedication, provided through a cash-in-lieu contribution was previously made as part of the Subdivision Agreement for M Plan 51M-1045. As indicated on Schedule “H” of the agreement, “the Developer shall provide a cash-in-lieu of parkland payment to the Town in the amount of \$76,400.00 in accordance with requirements under the Planning Act, R.S.O. 1990, c. P.13.” The appraisal completed at this time and the 5% parkland calculation was based on the entire subdivision as shown in the M Plan, including the future development lands.

Section 9 relates to Settlements and Growth Management. Stroud is considered a Village Settlement Area. Village Settlement Areas are to have limited growth through intensification and on vacant designated greenfield lands, as limited servicing exists. **Section 9.9 relates to Intensification Strategy.** A minimum intensification target of 33 per cent of all new residential units, per year, are to be located within the delineated built-up areas. Infill and intensification are encouraged. Existing stable residential neighbourhoods shall be protected and maintained, and all proposed intensification, lot sizes/pattern, built form, streetscapes and private open spaces shall be compatible with the surrounding neighbourhoods.

When evaluating the ability of developments to fit in to the established character of the neighbourhood, the following compatibility criteria shall be considered and maintain the character of the adjacent area including:

- i) the size and configuration of lots;

Comment: The proposed lots are consistent in size and configuration of lots within Stroud and the surrounding neighbourhood. The majority of residential lots within Stroud are zoned R1, with municipal water only, which requires a lot frontage of 17m and an area of 1,400m². The development proposes a minimum lot frontage of 14.2 metres. The lot frontages range from 14.2 to 27.3 metres and all lots are greater than 1,400m². Therefore, the proposed lot frontage and lot areas are consistent with the character of the community.

- ii) the prevailing heights, massing, coverage and dwelling type;

Comment: As mentioned, the surrounding residential zone is R1 which permits single detached dwellings with a maximum height of 9 metres, and a maximum lot coverage of 35%. The proposed development will be in keeping with this height, providing a maximum 2-storey single detached dwelling. Larger lots tend to accommodate a larger dwelling and massing, however, since the lots require private septic systems a large portion of the lots will remain undeveloped as the septic bed requires a specific area to perform.

- iii) the prevailing setbacks of buildings from the street;

Comment: The proposed front yard setback is in keeping with the requirements of the R1 zone and the surrounding area, which is a minimum of 8m.

- iv) the prevailing patterns of rear and side yard setbacks and the amount and location of private open space on a lot;

Comment: The proposed rear and side yard setbacks of the R1 zone will be maintained, which is 6m to the rear and 1.5m to the side yard. Private open space within the lot will generally be positioned to the rear of lots.

- v) the location and predominance of garages; and

Comment: While the Town does not have Urban Design Guidelines for Stroud, the common urban design and architectural practice is to place garages in such a way that they are not the predominant feature to the dwelling. It is recommended that they are setback from the front entrance and architecturally defined. Architectural Control Guidelines were a condition of Draft Plan of Subdivision for Phase 1 of the

development. These Guidelines were reviewed and approved by the Town. The intent is to use similar guidelines for Phase 2.

vi) the relationship to heritage buildings and landscapes.

Comment: The lands are vacant and clear of vegetation. No heritage buildings or landscapes exist which are required to be maintained.

Section 10 relates to Urban Residential Areas. A broad range of housing types are encouraged within settlement areas promoting social integration. Place making can be achieved through resident socialization in neighbourhoods. The design of new neighbourhoods and infill within existing neighbourhoods should include focal areas and pedestrian connections, which encourage sense of place. Neighbourhoods should be within 400 metres of a 5-minute walk of amenities including parks, schools and convenience commercial establishments. As mentioned, sidewalks will be accommodated within the municipal right-of-way which provides connection to other areas within Stroud. The pedestrian connection from Robertson Ave to Sunnybrae Ave will be maintained. The development is approximately 500m – 800m from Sunnybrae Public School and 600 – 900m to Stroud Meadows Sunset Park.

Section 10.5 provides policy for the Village and Hamlet Residential Area designation. This designation recognizes limited new residential development or private or partial services. Permitted uses include single detached dwellings; accessory second dwelling units; home occupations, bed and breakfast establishments; parks and community hubs.

Section 10.5.3 relates to density within the Village Residential Area designation, which should generally be in the range of 2.5 units per net hectare but should be confirmed through a hydrogeological study. The proposed density is 5.0 units per hectare. A Hydrogeological Impact Assessment, prepared by Azimuth Environmental, June 2020, demonstrates the subject lands capacity.

Section 10.5.6 relates to new infill lots, on lands without municipal services or with partial services may be permitted through plan of subdivision subject to the following:

i) direct access is provided to an open and maintained public road;

Comment: Lots will have access to an open and maintained public road, either Robertson Ave or Sunnybrae Ave.

- ii) the feasibility of a private water supply and/or sewage disposal system is demonstrated to the satisfaction of the Town through a hydrogeological study that assesses the assimilative capability of the soils and confirms sufficient ground water supply;

Comment: Water will be provided through municipal services. Municipal sewage disposal is not available in Stroud. Therefore, it has been demonstrated through the Hydrogeological Impact Assessment, prepared by Azimuth Environmental, June 2020 that private sewage disposal system will be accommodated.

- iii) confirmation of sufficient reserve sewage system capacity within the Town's sewer treatment systems for hauled sewage from the private systems or partial services;

Comment: Refer to Section 13 of the Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., dated June 2020, for confirmation that reserve sewage system capacity is available.

- iv) where municipal water service is provided, confirmation of sufficient capacity;

Comment: Municipal water services will be provided. InnServices has confirmed that there is sufficient capacity within Stroud to accommodate the proposed development. Refer to the InnServices email in **Appendix 4**. In addition, the Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates Ltd., dated June 2020, in Section 12.0 Water Servicing reviews the servicing capacity. This Report has been included in this submission. Based on the OBC guidelines and Town of Innisfil guidelines/standards, the development has been modeled and sufficient capacity is available for both domestic water service connections and firefighting requirements.

- v) the density policies in Policies 10.5.3 and 10.5.4 are addressed; and

Comment: Section 10.5.3 is addressed above. Section 10.5.4 is not applicable.

- vi) the applicant enters into an agreement with the Town to pay for eventual connection to a municipal water and / or sanitary system if such system is installed within the municipal road allowance abutting the property.

Comment: As noted throughout this Report, the proposed application is being submitted on the basis of partial private services and has been justified through the Hydrogeological Impact Assessment (Azimuth Environmental Consulting Inc., June 2020) and the Functional Servicing Report & Stormwater Management Report (WMI & Associates Ltd., June 2020) submitted with this application.

In addition, at the time Phase 1 IEE was registered, this policy had not been applicable. The intent of this application is to develop Phase 2, building on the work that has been done and approved for Phase 1. Through discussions with the Town, it is understood that municipal sanitary services will be installed in Stroud in the future, however the details of where they will be installed and the timing of works has not been finalized.

Therefore, the applicant/developer should not be required to enter into an agreement at this time. If services are installed, the Town can utilize legislative tools to require the future homeowners to contribute their share of services if applicable

Section 15 relates to Environmental Sustainability. Section 15.3 relates to Groundwater Recharge and Discharge Areas. The subject lands are within a ground recharge area as identified in Appendix 4 and within a highly vulnerable aquifer as identified in Appendix 14. Major development and land uses that prohibit infiltration on-site shall be directed away from Significant Groundwater Recharge Areas (SGRA) and Highly Vulnerable Aquifers (HVA). The proposed plan of subdivision is considered major development, as the creation of four or more lots is considered major development. Major development applications shall be accompanied by a hydrogeological study and water balance study. Both of which have been prepared and submitted under separate cover, Hydrogeological Impact Assessment, prepared by Azimuth Environmental, June 2020.

Section 15.4 relates to Source Water Protection. The subject lands are within the WHPA-D: 25 year Time-of-Travel as identified in Appendix 7b. An application for development is required to pre-consult with the Risk Management Official (RMO) to determine whether the application may be a significant drinking water threat. A formal notice under Section 59 is not required as the subject lands is within the WHPA-D, refer to **Appendix 5** for the RMO notice letter.

In summary, the proposed applications conform to the Town of Innisfil Official Plan.

4.6 TOWN OF INNISFIL ZONING BY-LAW

The subject lands are zoned 'Future Development (FD)' Zone and 'Residential One with special provisions (R1-8)' Zone.

The 'Future Development' Zone provides for future development through the permission of existing uses only, until such time as the lands are appropriately rezoned to accommodate future urban development. As noted, the lands are vacant and therefore no uses are permitted without a zoning by-law amendment.

The existing 'Residential One (R1-8)' Zone permits single detached dwelling, a group home and public uses as well as accessory uses, buildings and structures. The site-specific zoning provision relates to the railway corridor and notes:

Notwithstanding any other provision of this By-law, no dwelling shall be erected closer than 30m from the westerly limit of the railway right-of-way.

A zoning by-law amendment is required to rezone the lands within the 'Future Development' Zone to accommodate the proposed development and provide provisions for site-specific provisions. The lands are proposed to be rezoned to R1-X, in order to permit the proposed development.

Table 2 below compares the standard R1 requirements to those being proposed. The proposed zoning exceptions (highlighted in yellow) are described in the Tables below.

**Table 2: Proposed Zoning Provisions for
"Residential One with special provisions (R1-X) Zone"**

Provision	Required – with municipal water only	Provided
Minimum Lot Area – Interior Lot	1,400m ²	1,400m ²
Minimum Lot Area – Exterior Lot	1,400m ²	1,400m ²
Minimum Lot Frontage – Interior Lot	17m	14.0m
Minimum Lot Frontage – Exterior Lot	17m	17m
Min. Front Yard	8m	>8m

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

Minimum Interior Side Yard	1.5m	>1.5m
Minimum Exterior Side Yard	6m	>6m
Minimum Rear Yard	6m	>6m
Maximum Lot Coverage	35%	<35%
Min. landscaped open space	30%	>30%
Building Height (max.)	9m (1)	<9m (1)

(1) In the case of a flat roof for a single detached dwelling, semi-detached dwelling or townhouse dwelling, the maximum building height shall be 1.5 m less the permitted maximum building height.

As can be seen in **Table 1**, a total of one exception is being requested. The required exception relates to, **minimum lot frontage**. The requested variance maximizes the number of lots and developable area of the subject lands while considering the constraints associated with the Metrolinx railway corridor and private septic systems as identified through the Hydrogeological Study.

Below is a detailed summary of the special provision requested, as well as associated planning rationale:

No dwelling shall be erected closer than 30m from the existing June 2020 limit of the railway right-of-way

Rationale: The proposed setback of 30 metres to the existing railway right-of-way has been established through ongoing, lengthy conversations with Metrolinx (see email correspondence attached in **Appendix 2**, from Brandon Gaffoor, February 5, 2020). Metrolinx has confirmed that a 30 metre setback to the existing railway is appropriate as the required Metrolinx widening is intended for passive uses. Therefore, the setback does not need to be measured from the new widened limit (Blk 23).

Reduced minimum lot frontage (*reduced to 14.0m*)

Rationale: The required lot frontage of the R1 Zone is 17 metres. It is proposed that the minimum lot frontage be reduced to 14.2 metres to accommodate the proposed draft plan of subdivision. The intent of lot frontage is to provide a lot that is wide enough to accommodate the permitted dwelling type, while maintaining front, rear and side yard setbacks providing

privacy and circulate around the dwelling. The intent will be maintained, as the front, rear and side yard provisions of the R1 Zone remain unchanged, however, the dwelling built form will be specially designed to each lot. In addition, the subject lands provide an irregular shape and have constraints associated to the rail corridor. In order to accommodate the maximum number of lots, some lots are longer rectangular in shape.

The ZBA aims to amend Schedule A of the Town of Innisfil Zoning By-law 080-13 and apply subsection R1-X Zone under part 4.3.3.X, as follows:

“4.3.3.X R1-X

- a) Notwithstanding any other provision of this By-law, no dwelling shall be erected closer than 30m from the existing June 2020 limit of the railway right-of-way; and
- b) Notwithstanding any other provisions of this by-law, the following shall apply:
 - i. Minimum lot frontage: 14.0m

These variances are considered minor and contribute to the intensification and development capacity of the lands. The provisions requested are characteristic of the neighbourhood within Stroud. Residential lots within Stroud range in size, area and shape. This is common in settlement areas that have grown over time. All proposed lots provide sufficient area to accommodate appropriate built form dwellings and the services which are required on each lot. Attached as **Appendix 3** is a copy of the draft Zoning Bylaw Amendment and associated Schedule.

5.0 CONCLUSION

The proposed Innisfil Executive Estates Phase 2 draft plan of subdivision is proposed on a 4.78 hectare site located in the northeast quadrant of the Stroud settlement area, in the Town of Innisfil. The site is vacant and has been disturbed through the construction of the IEE Phase 1 subdivision. The site is surrounded by single detached residential uses to the north, south and west and is bound by the Metrolinx rail corridor to the east. The land has no significant / key natural heritage or key hydrologic features / functions / areas on or adjoining it, and no significant archaeological resources.

The subdivision is comprised of 21 single detached residential (R1) lots and a cul-de-sac which connects to Victoria Street via the extension of Robertson Avenue. The development will be serviced by individual on-site sewage services (with nitrate reducing tertiary treatment) and utilize municipal water. A consolidated stormwater management facility / block was provided through the Phase 1 development approvals and is designed to include the Phase 2 lands.

The concurrent site specific Zoning By-law Amendment Application will facilitate development of 21 residential lots, with a special provision for a reduction in lot frontage and setback from the existing Metrolinx rail corridor. The requested variances, as addressed in this report, are appropriate for the type of development being proposed. It will permit an efficient design and use of land, while not compromising the livability, enjoyment and compatibility of the site or neighbouring properties. .

The proposed development will utilize the land in an efficient manner and will be compatible with the uses in the immediate vicinity. The proposed subdivision will provide additional housing and population and complete development to the settlement boundary in this quadrant of the community.

Based on an evaluation of Provincial, County of Simcoe and Town of Innisfil planning policies, as well as the results of the associated technical reports, the proposed Innisfil Executive Estates Phase 2 development:

- satisfies the requirements of Section 51(17) and 51(24) of the *Planning Act*, R.S.O 1990, Chapter c. P.13, as amended;
- is consistent with the applicable policies of the Provincial Policy Statement 2020;
- conforms with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2019;
- conforms with the applicable policies of the Lake Simcoe Protection Plan 2009;
- conforms with the applicable policies of the County of Simcoe Official Plan 2016;
- conforms with the applicable policies of the Town of Innisfil “Our Place” Official Plan 2018;
- complies with Town of Innisfil Comprehensive Zoning By-law No. 080-13, subject to the minor amendments proposed ;

PLANNING JUSTIFICATION REPORT
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

- does not contain, adjoin (within 120 m) or negatively impact significant / key natural heritage and key hydrologic features, functions and areas, or the Provincial Natural Heritage System;
- does not contain or impact prime agricultural lands or the Provincial Agricultural System;
- does not contain, adjoin or impact significant cultural heritage / archaeological resources;
- does not contain, adjoin or impact mineral aggregate resources and is not located on a haul route;
- does not contain, adjoin or is impacted by any natural or human-made hazards;
- is an appropriate, compatible, logical, small scale, infill development on partial services (municipal water, private septic) which completes / rounds out the northeast quadrant of an existing settlement area; and,
- can be developed and serviced in an environmentally sound manner in accordance with Provincial, County, Town and Lake Simcoe Region Conservation Authority servicing requirements and best management / engineering practices.

For the preceding reasons, the Innisfil Executive Estates Phase 2 subdivision represents good planning. As such, it is respectfully requested that the Town of Innisfil grant Draft Plan Approval and adopt the implementing Zoning By-law Amendment.

Respectfully submitted,

Innovative Planning Solutions



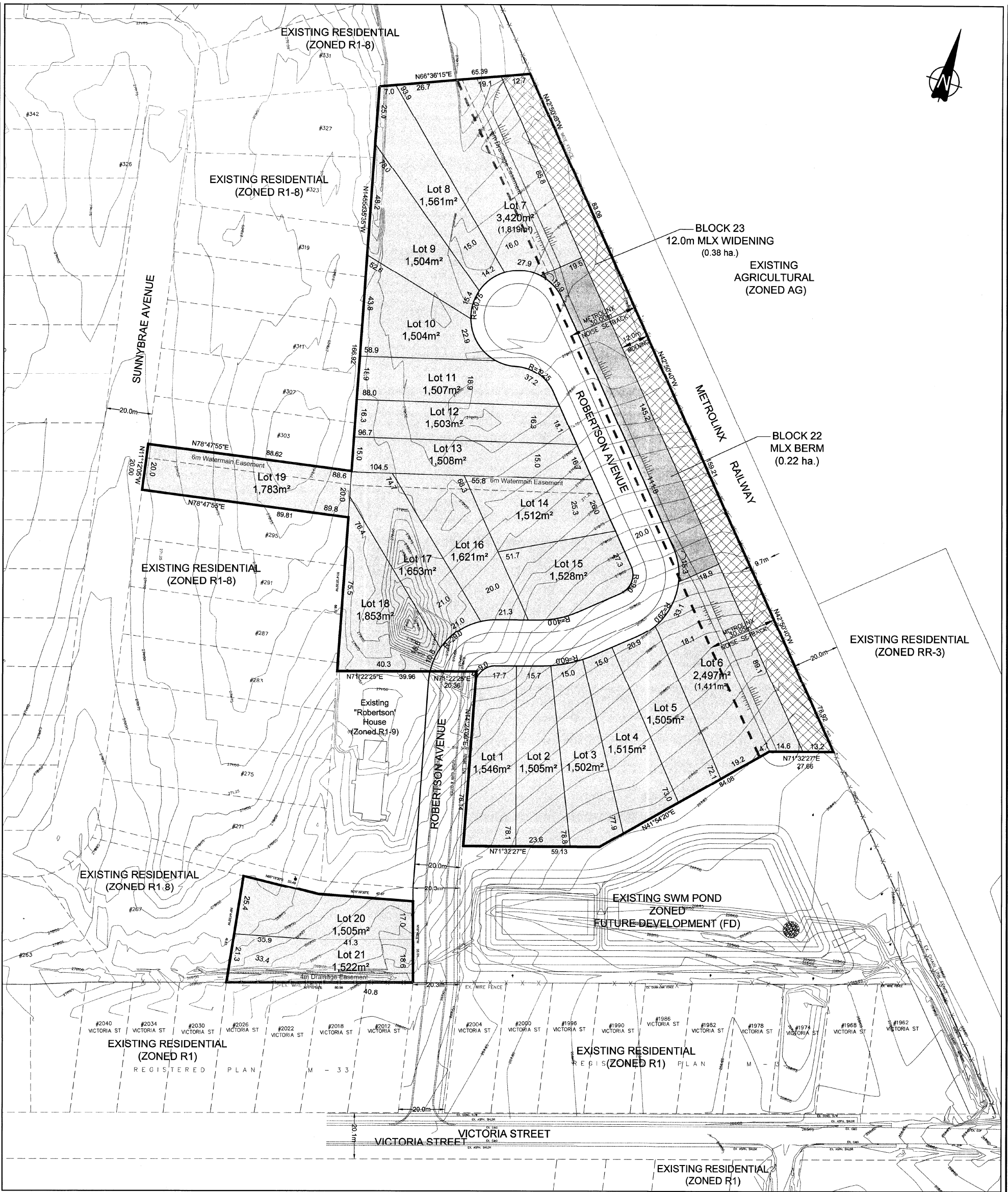
Darren Vella, MCIP, RPP
President & Director of Planning



Vanessa Simpson, M.Pl.
Planner

APPENDICES

APPENDIX 1: DRAFT PLAN OF SUBDIVISION



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

a) SHOWN ON PLAN
b) SHOWN ON PLAN
c) SEE KEY PLAN
d) LOW DENSITY RESIDENTIAL
e) SHOWN ON PLAN
f) SHOWN ON PLAN
g) SHOWN ON PLAN

h) MUNICIPAL WATER SERVICES
i) SANDY LOAM
j) SHOWN ON PLAN
k) INDIVIDUAL ON-SITE SEWAGE SERVICES
l) NONE

LAND USE STATISTICS

Land Use	Lot / Block No.	Area (ha.)	Units	Density
RESIDENTIAL SINGLE LOT (R1)	1-21	3.60	21	5.0 upha. 2.3 upac.
MLX BERM	22	0.22		
MLX 12.0m WIDENING	23	0.39		
ROADS (20.0m)	Robertson Avenue	0.57		
TOTAL	Lots - 21 Blocks - 2 Total - 23	4.78	21	

APPROVED SUBJECT TO CONDITIONS IN ACCORDANCE WITH SECTION 51 OF THE PLANNING ACT, RSO, CHAP. P.13, AS AMENDED.

THIS _____ DAY OF _____, 20____

DIRECTOR OF GROWTH
TOWN OF INNISFIL

DRAFT PLAN OF SUBDIVISION

BLOCK 39 & 41, R.P. 51M-1045

FORMERLY IN THE GEOGRAPHIC TOWNSHIP OF INNISFIL
NOW IN THE
TOWN OF INNISFIL
COUNTY OF SIMCOE
2020

INNISFIL EXECUTIVE ESTATES PHASE 2

15 0 15 30 45 60 75
SCALE = 1/750

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM RD., UNIT 9, BARRIE, ONTARIO, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

KEY PLAN
N.T.S. Webb St
Lynn St
Scythia St
Glenn Ave
Sunnybrae Ave
Victoria St

SUBJECT SITE

OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT SAME TO THE TOWN OF INNISFIL FOR APPROVAL.

May 28, 2020 Wayne Ezekiel
DATE WAYNE EZEKIEL, PRESIDENT
1820839 ONTARIO LIMITED

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

May 28, 2020 Rudy Mak
DATE RUDY MAK, OLS

Date: May 27, 2020 Drawn By: BH
Scale: 1:750 metric (Arch D) Project No.: IEE - Phase 2

APPENDIX 2: METROLINX CORRESPONDENCE

Vanessa Simpson

From: Vanessa Simpson
Sent: Monday, June 29, 2020 2:37 PM
To: Vanessa Simpson
Subject: FW: MLX WIDENING (URGENT - IEE Phase 2, Stroud, Innisfil)

From: nicola.mitchinson@sympatico.ca <nicola.mitchinson@sympatico.ca>
Sent: February 5, 2020 6:26 PM
To: 'Brandon Gaffoor' <Brandon.Gaffoor@metrolinx.com>; 'Adam Snow' <Adam.Snow@metrolinx.com>
Cc: 'Lou Kelly' <lou.kelly@rogers.com>; 'Wayne Ezekiel' <wayne@anthomes.ca>; 'Terri Cowan' <Terri.Cowan@metrolinx.com>; 'Stephen Morash' (smorash@wmiengineering.ca)' <smorash@wmiengineering.ca>; 'Benjamin Daniels' <bdaniels@wmiengineering.ca>; 'Ralph Bouwmeester' <rbouwmeester@rogers.com>
Subject: RE: URGENT - IEE Phase 2, Stroud, Innisfil

Great – thank you very much for confirming Brandon.
We can now finalize our DP application for formal submission.
Please keep us apprised of any further comments from your consultants.
Thanks again and best regards,

Nicola
Nicola Mitchinson, RPP, MCIP
MITCHINSON Planning & Development Consultants Inc.
19 Baycrest Drive, Barrie, ON L4M 7C7
705.739.7175

From: Brandon Gaffoor <Brandon.Gaffoor@metrolinx.com>
Sent: February 5, 2020 5:11 PM
To: nicola.mitchinson@sympatico.ca; Adam Snow <Adam.Snow@metrolinx.com>
Cc: 'Lou Kelly' <lou.kelly@rogers.com>; 'Wayne Ezekiel' <wayne@anthomes.ca>; Terri Cowan <Terri.Cowan@metrolinx.com>
Subject: RE: URGENT - IEE Phase 2, Stroud, Innisfil

Hi Nicola – further to our conversation on Jan 31st, 2020 the 12 metre Metrolinx widening identified in the proposed Draft Plan as Block 25 is conservative and should be used in the forthcoming application submission. As discussed, we continue to work with our consultant to further determine the final property requirements in this location.

I trust this email is sufficient. Please let me know if you need anything else,
Brandon

BRANDON GAFFOOR

Third Party Projects Officer
Third Party Projects Review, Capital Projects Group
Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.7294 C: 647.289.1958



From: nicola.mitchinson@sympatico.ca [<mailto:nicola.mitchinson@sympatico.ca>]
Sent: February-03-20 6:22 PM
To: Brandon Gaffoor; Adam Snow
Cc: 'Lou Kelly'; 'Wayne Ezekiel'; Terri Cowan
Subject: RE: URGENT - IEE Phase 2, Stroud, Innisfil
Importance: High

Good evening Brandon,

I'm writing further to our email chain below and to our Friday, January 31st telephone conversation regarding same.

You spoke with me on Jan 31st and kindly advised that MLX's consultants have determined the proposed 12m MLX right-of-way widening block shown on our 2019 IEE Ph 2 Draft Plan is sufficient for the purposes of draft plan submission.

You also advised the 12m widening is conservative and that the formal required widening may be less.

You finally advised that our widening request has been escalated and you are continuing to work with MLX's consultants to obtain confirmation of the widening amount as soon as possible.

Please confirm the preceding by reply email.

Your ongoing diligence regarding this matter is greatly appreciated by our team.

Kind regards,

Nicola

Nicola Mitchinson, RPP, MCIP
MITCHINSON Planning & Development Consultants Inc.
19 Baycrest Drive, Barrie, ON L4M 7C7
705.739.7175

From: nicola.mitchinson@sympatico.ca <nicola.mitchinson@sympatico.ca>

Sent: December 17, 2019 9:55 AM

To: 'Adam Snow' <Adam.Snow@metrolinx.com>

Subject: FW: IEE Phase 2 - Stroud, Innisfil

Importance: High

Good morning Adam,

Happy December!

I'm writing further to our June 2017 email chain below regarding MLX proposed corridor widening in the community of Stroud (Town of Innisfil).

After addressing a variety of municipal servicing issues for almost 2 years, we are now finalizing our Draft Plan application. Our Plan accommodates a 12m widening for MLX as required by MLX in 2017.

Could you please confirm asap that MLX's proposed corridor widening is still 12m per our 2017 communications below.

Thank you,

Nicola

Nicola Mitchinson, RPP, MCIP
MITCHINSON Planning & Development Consultants Inc.
19 Baycrest Drive, Barrie, ON L4M 7C7
705.739.7175

From: Nicola Mitchinson [<mailto:nicola.mitchinson@sympatico.ca>]

Sent: Monday, June 5, 2017 8:00 PM

To: 'Adam Snow'

Subject: RE: IEE Phase 2 - Stroud, Innisfil

Fantastic. Thanks so much Adam for continuing to follow-up with Tania and for the clarification regarding passive uses and therefore, setbacks from the existing property limit and not the new widened limit.

Please let me know as soon as you receive further info on potential impacts of the passing track EA.

Onwards!

Nicola

NICOLA MITCHINSON, RPP, MCIP
MITCHINSON Planning & Development Consultants Inc.
705.739.7175

From: Adam Snow [<mailto:Adam.Snow@metrolinx.com>]
Sent: Monday, June 5, 2017 12:59 PM
To: 'Nicola Mitchinson'
Subject: RE: IEE Phase 2 - Stroud, Innisfil

Hi Nicola – Further to our conversation last week Tania has confirmed that the property required for the corridor expansion will be used for passive uses (grading and drainage); as such the setbacks on your property won't be impacted (measurement can continue from the existing property line).

I have asked for further clarity on the potential impacts of the passing track – my sense is that there won't be any property required and this will occur within the active corridor but I have asked for clarification. I understand the plans are still in development. I will keep you posted.

Thanks,

Adam

Adam Snow

Third Party Projects Officer, Rail Corridor Management Office, Rail Corridors, GO Transit

METROLINX | 335 Judson Street | Toronto | Ontario | M8Z 1B2

Phone: 416.202.0134 Fax: 416.354.7731 Cell: 416.528.4864

[<image001.jpg>](#)

APPENDIX 3: ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWN OF INNISFIL

BY-LAW NO. _____ - _____

A By-law of The Corporation of the Town of Innisfil to amend Zoning By-law 080-13, as amended, by rezoning the lands described as Blocks 39, R.P. 51M-1045 in the Town of Innisfil.

WHEREAS the Council of the Corporation of the Town of Innisfil deems it desirable to approve an application to rezone the property described as Block 39, R.P. 51M-1045, Town of Innisfil from the “Future Development (FD) Zone” to “Residential One Special Provision (R1-X) Zone”.

AND WHEREAS authority to pass this By-law is provided pursuant to Section 34 of the Planning Act, R.S.O. 1990.

AND WHEREAS the Council of the Corporation of the Town of Innisfil have reviewed a recommendation to amend the Zoning By-law and has approved the recommendation; and,

NOW THEREFORE the Council of The Corporation of the Town of Innisfil enacts as follows:

1. Schedule “A” attached forms part of the By-law.
2. Schedule “A” – Map No. 55 to Zoning By-law 080-13, as amended, is hereby further amended by rezoning the lands shown on Schedule “A” attached hereto from “Future Development (FD) Zone” to “Residential One Special Provision (R1-X) Zone”.
3. Section 4.3.3 “Residential One Special Provision (R1-X) Zone” of Zoning By-law No. 080-13 is hereby amended by adding the following Section 4.3.3.X:

“4.3.3.X R1-X

Notwithstanding any other provisions of this by-law to the contrary, the following shall apply to those lands zoned R1-X.

- i. Notwithstanding any other provision of this By-law, no dwelling shall be erected closer than 30m from the existing June 2020 limit of the railway right-of-way; and

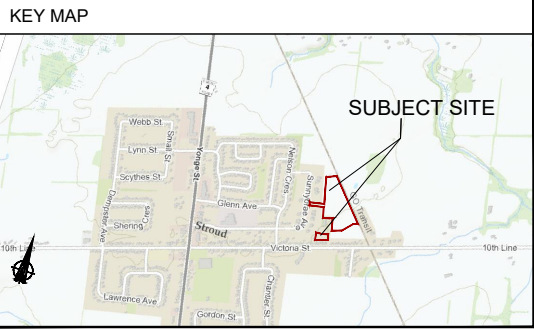
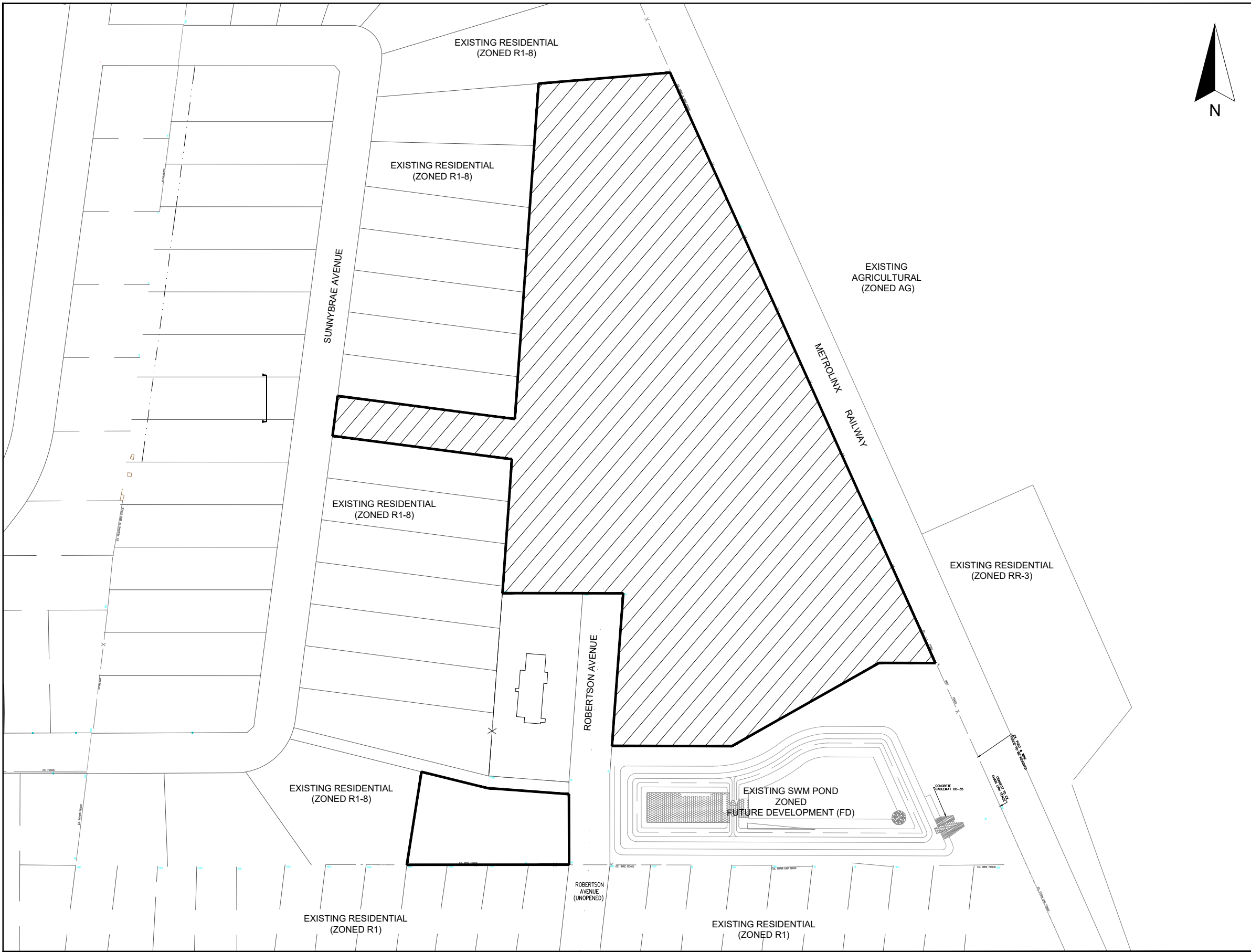
- ii. Notwithstanding any other provisions of this by-law, the following shall apply:
 - i. Minimum lot frontage shall be 14.0m
- 4. Lands subject to rezoning may, at the discretion of Council, be subject to a By-law passed under Section 34(5) of the Planning Act, R.S.O., 1990, c.P. 13, as amended, prohibiting the use of lands or the erection or use of buildings or structures unless confirmation is provided that there is sufficient capacity and capability, in the opinion of the Town, to service the lands, buildings or structures.”
- 5. This By-law shall come into force and take effect on the day it is passed subject to the appeal provisions set out in Section 34 of the Planning Act, R.S.O. 1990.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS

_____ DAY OF _____, 2020.

Mayor

Clerk



SCHEDULE 'A'
ZONING BY-LAW AMENDMENT
BLOCK 39 & 41, R.P. 51M-1045
FORMERLY IN THE GEOGRAPHIC TOWNSHIP OF INNISFIL
NOW IN THE
TOWN OF INNISFIL
COUNTY OF SIMCOE
2020
INNISFIL EXECUTIVE ESTATES PHASE 2

Scale 1:300

- LEGEND
- SUBJECT LANDS (4.78ha / 11.81ac)
 - LANDS TO BE REZONED FROM FUTURE DEVELOPMENT (FD) ZONE TO RESIDENTIAL ONE SPECIAL PROVISION (R1-X) ZONE (4.32ha / 10.68ac)
 - LANDS NOT SUBJECT TO ZONING BYLAW AMENDMENT

Clerk

Mayor

SCHEDULE 'A' - ZONING BY-LAW AMENDMENT ____.
PHASE 2 INNISFIL EXECUTIVE ESTATES - TOWN OF INNISFIL

SCHEDULE OF REVISIONS			
No.	Date	Description	By

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	February 19, 2020	Drawn By:	VS
File:	20-911 Ph 2 IEE	Reviewed By:	DV

APPENDIX 4: INNSERVICES, WATER CAPACITY

Vanessa Simpson

From: Vanessa Simpson
Sent: Monday, June 29, 2020 2:31 PM
To: Vanessa Simpson
Subject: FW: Stroud Water Allocation - IEE Phase 2

From: nicola.mitchinson@sympatico.ca <nicola.mitchinson@sympatico.ca>
Sent: June 25, 2020 4:25 PM
To: 'Tom Panak' <tpanak@innservices.co>
Cc: 'Tim Cane' <tcane@innisfil.ca>; 'Steven Montgomery' <smontgomery@innisfil.ca>; 'Lou Kelly' <lou.kelly@rogers.com>; 'Wayne Ezekiel' <wayne@anthomes.ca>; 'Wally Malcolm' <wallym@innpower.ca>; 'Jenna DeGroote' <jdegroote@innservices.co>; 'Nancy O'Halloran' <nohalloran@innservices.co>; 'Scott MacKenzie' <smackenzie@innisfil.ca>; 'Suzanna Nilsson' <snilsson@innisfil.ca>; 'Dylan Moore' <dmoore@innisfil.ca>
Subject: RE: Stroud Water Allocation - IEE Phase 2

Hi Tom – that is excellent news. Thank you very much for your ongoing assistance regarding well water capacity for the IEE Ph 2 development.

Nicola

Nicola Mitchinson, RPP, MCIP
MITCHINSON Planning & Development Consultants Inc.
19 Baycrest Drive, Barrie, ON L4M 7C7
705.739.7175

From: Tom Panak <tpanak@innservices.co>
Sent: June 25, 2020 4:07 PM
To: nicola.mitchinson@sympatico.ca
Cc: Tim Cane <tcane@innisfil.ca>; Steven Montgomery <smontgomery@innisfil.ca>; 'Lou Kelly' <lou.kelly@rogers.com>; 'Wayne Ezekiel' <wayne@anthomes.ca>; Wally Malcolm <wallym@innpower.ca>; Jenna DeGroote <jdegroote@innservices.co>; Nancy O'Halloran <nohalloran@innservices.co>; Scott MacKenzie <smackenzie@innisfil.ca>; Suzanna Nilsson <snilsson@innisfil.ca>; Dylan Moore <dmoore@innisfil.ca>
Subject: RE: Stroud Water Allocation - IEE Phase 2

Nicola – The report was completed and has been submitted to the MECP for approval. We are expecting to hear back from the MECP by the end of August. The well report shows that there is sufficient capacity for the proposed 20-22 lot IEE phase 2 development. In the meantime we continue to work on the process enhancements in Stroud

Thanks

Tom Panak, P.Eng.
Manager, Utilities Engineering
InnServices Utilities Inc.
(705) 431-6870 ext. 249
tpanak@innservices.co

APPENDIX 5: RMO LETTER

Stephen Morash

From: Ryan Post <rpost@nvca.on.ca>
Sent: February 25, 2020 9:47 PM
To: 'smorash@wmiengineering.ca'
Subject: FW: south half lot 17 Conc 10 Innisfil (Stroud) 17-431
Attachments: dp_191211_11x17.pdf; 1_FIG1.pdf

sir

to follow up on the below note, a formal notice under section 59 is not required since it is in the WHPA-D. I wish to include the town in this reply to confirm comment/CWA direction. let me know if there are any issues with this sincerely ryan post

Ryan Post M.Sc., P. Geo | Manager, Watershed Science

Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0
T 705-424-1479 ext. 249 | F 705-424-2115
rpost@nvca.on.ca | nvca.on.ca

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-----Original Message-----

From: Stephen Morash [mailto:smorash@wmiengineering.ca]
Sent: Tuesday, February 25, 2020 12:18 PM
To: Ryan Post <rpost@nvca.on.ca>
Subject: south half lot 17 Conc 10 Innisfil (Stroud) 17-431

Hi Ryan

We are working on a swm functional design for the attached property which is proposing 22 estate lots on municipal water and individual septic. General location plans are attached. Property is WHPA-D and vulnerability score is 4

Do you require us to complete a formal Notice under section 59 ?

Cheers

Stephen Morash P.Eng.
WMI & Associates Limited
119 Collier St Barrie On.



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