



Community Services

Prepared for: Council-in-Committee

Report: PDS-05-2024

Meeting Date: September 14, 2023

File: 350302-167, OPA-02-2023
350309-567, ZBA-05-2023
350308-131, SUB-01-2023
350303-040

1. Title

Proposed Official Plan and Zoning By-law Amendments, Draft Plan of Subdivision and Draft Plan of Vacant Land Condominium
Information Report for 576 Ridge Road North

2. Recommendations

That: Council receives for information purposes, Report PDS-05-2024 regarding a proposed Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Vacant Land Condominium at 576 Ridge Road North.

3. Relation to Council's Corporate Strategic Plan

Priorities: Sustainable and managed growth;
Comprehensive Housing Options.

4. List of Stakeholders

2846300 Ontario Inc. (c/o Bryce Ivanchuk) – Owner
Upper Canada Consultants (c/o William Heikoop) – Agent
Typical external agencies (E.g., Niagara Region, NPCA, Public Utilities, etc.)
Residents and Property Owners in the Town of Fort Erie

5. Purpose of Report

This Report is intended to provide Council and the public with information on the Applications for combined Official Plan and Zoning By-law Amendments, Draft Plan of Subdivision and Draft Plan of Vacant Land Condominium, and summarize the planning policy framework and comments received to date.

The proposed Official Plan Amendment seeks to redesignate the lands from 'Institutional,' as identified in the Ridgeway-Thunder Bay Secondary Plan, to a mix of 'Medium Density,' 'Low

Density Residential,' 'Environmental Protection' and 'Open Space.'

The proposed Zoning By-law Amendment seeks to rezone the lands from 'Institutional (I)' to a mix of site-specific 'Residential 2A (R2A),' 'Residential Multiple 1 (RM1)', and 'Open Space (OS)' Zones. A 'Holding (H)' Zone is also proposed along the southern portion of the property until such time as the Environmental Impact Study (EIS) has been updated. The purpose of the updated EIS is to determine whether the existing woodland is to be deemed a Significant Woodland in connection to the potential habitat of an endangered species, the Red-headed Woodpecker.

The proposed Draft Plan of Subdivision, attached as **Appendix 2**, would establish the lots, blocks, and street network facilitated by the proposed zoning, which includes:

- 49 lots for single detached dwellings,
- One (1) block for a private 70-unit condominium
- One (1) block for stormwater management (SWM) pond;
- One (1) block for combined multi-use path and SWM access;
- Three (3) blocks for multi-use paths; and
- Associated public street.

The proposed Draft Plan of Condominium, attached as **Appendix 3**, would create a private street network and 70 residential units. Attached as **Appendix 4** is a Conceptual Site Plan of the condominium block, which includes:

- 45 single-detached dwellings;
- 25 townhouse dwellings;
- 26 visitor parking spaces; and
- Associated private street network.

6. Analysis

6.1 Site Context

The subject lands are approximately 5.25 ha in area and flank two public streets, Ridge Road North along the west and Prospect Point Road North along the east. The subject lands are located within the Delineated Built-up Urban Area of Ridgeway. The lands subject to the development applications constitute most, but not all of 576 Ridge Road North. The boundary of the Applications excludes the former Ridgeway-Crystal Beach High School which is designated under the *Ontario Heritage Act* (By-law No. 16-2018).

The nearest park is Beaver Creek Parkette, located at the intersection of Gorham Road and Pearl Street, approximately 650 m west of the subject lands. The Shagbark Nature Area is located approximately 250 m to the east.

The neighbourhood is predominantly occupied with detached, semi-detached and townhouse dwellings on a mix of both small and large lots, with limited commercial and institutional uses nearby. The subject lands are surrounded by the following uses:

- North: Single detached residential
- East: Single detached residential
- South: Woodlands, single detached dwellings, and commercial and institutional uses

- West: Single detached residential

6.2 Planning Policy Framework

6.2.1 Planning Act, R.S.O. 1990, c. P.13

The *Planning Act* provides for a land use planning system led by Provincial policy, integrating provincial interests with the municipal decision making, promote sustainable economic development in a healthy natural environment and encourages coordination among various interests.

The *Planning Act* identifies matters of Provincial interest that Council must consider in carrying out their legislative responsibilities, such as, but not limited to, the protection of natural and cultural heritage, financially sustainable, safe, and adequate transportation systems, and human-scale building form. Decisions of Council must also be consistent with provincial policy statements and conform with provincial plans and municipal official plans that are in effect.

The *Planning Act* also provides criteria for land division regarding the health, safety, convenience, accessibility and welfare of the present and future inhabitants of the municipality. Among other things, the criteria include whether the subdivision is premature or in the public interest, has a street network which adequately connects to existing subdivisions, and the lot fabric is geometrically appropriate.

6.2.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on provincial interests related to land use planning and development, setting the foundation for regulating development and land use. It guides appropriate development while protecting resources of Provincial interest, public health and safety, and the quality of the natural and built environment.

The subject lands are in a “Settlement Area” according to the PPS which shall be the focus of growth and development. The PPS states land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and infrastructure, support active transportation, and support public transit viability.

6.2.3 Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) informs decision-making regarding growth management and environmental protection in the Greater Golden Horseshoe (GGH).

The subject lands are located within a ‘Settlement Area’ and a ‘Delineated Built-up Area’ according to this Plan. The Growth Plan states, among other things, the policies of this Plan will support the achievement of complete communities that provide a mix of land uses with a compact built form, improve social equity, and support access to housing and transportation by more sustainable means.

6.2.4 Niagara Official Plan, 2022

The Niagara Official Plan (NOP) provides an overarching policy framework and guidance to municipalities throughout Niagara and implements Provincial policies. As the upper-tier planning authority, the Niagara Region promotes the broad interests of balancing the physical and economic growth of urban areas and the conservation of both natural and cultural heritage.

The subject lands are designated ‘Delineated Built-Up Area’ with the *Urban Area* according to *Schedule B* of the Regional Official Plan.

The NOP encourages the development of a range and mix of densities, lot, and unit sizes, and housing types, including affordable and attainable housing, throughout settlement areas to meet housing needs at all stages of life.

The NOP promotes overall community design, including an attractive built environment, walkability, accessibility, and functionality, and states that transportation networks enable safe travel and provide continuous linkages from neighbourhoods to public service facilities and daily amenities. New urban development is required to provided proper urban services, high quality urban design, preserve and protect both cultural heritage resources and natural heritage features.

6.2.5 Official Plan, Town of Fort Erie, 2021 Consolidation

The subject lands are designated Institutional within the Ridgeway-Thunder Bay Secondary Plan, which recognized the former high school. Ridge Road North is a designated collector road. The Official Plan Amendment proposes to designate the subject lands to a mix of ‘Medium Density,’ ‘Low Density Residential,’ ‘Environmental Protection’ and ‘Open Space’, as shown on **Figure 1**.

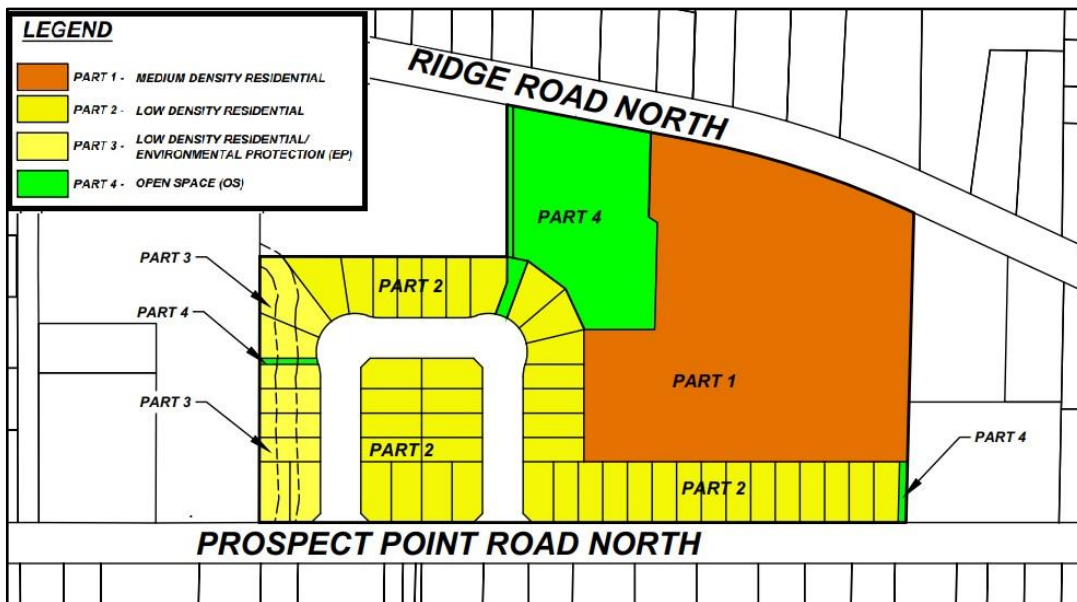


Figure 1: Applicant’s Draft Official Plan Amendment Land Use Schedule

Ridgeway – Thunder Bay Secondary Plan

The main objectives of the Secondary Plan are to, among other things, encourage new development that respects the unique history of the neighbourhood and is compatible with the existing built environment, support the commercial areas, provide for a variety of housing

alternatives at key locations, encourage intensification and compact development, and embrace active transportation and pedestrian movement.

The Secondary Plan anticipates an additional 975 dwelling units with a projected population of approximately 2,400 persons in the neighbourhood over the long term. In particular, the Secondary Plan directs that Lower Density dwellings, such as single and semi detached dwellings, should comprise not more than 60% of all new development, resulting in approximately 565 additional Low Density units. New development should also comprise a minimum of 40% Medium Density dwelling units, such as townhouses, resulting in approximately 410 new Medium Density units. A Low Density Residential range of up to 25 units per hectare is provided, while Medium Density Residential development should range between 25 to 75 units per hectare.

The Secondary Plan directs that development potential be confirmed through the completion of an EIS. The woodland along the southerly lot line was evaluated in the EIS but continues to undergo further study to determine whether or not the woodland is to be deemed significant under Provincial, Regional, and Town policy.

A Heritage Impact Assessment (HIA) may be required, as per Section 11.1(IV) of the Official Plan, where development has the potential to adversely affect a designated heritage building or archaeological site. A Heritage Impact Assessment (HIA) was conducted for the former Ridgeway-Thunder Bay High School as the western original 1927 façade is designated under Part IV of the *Ontario Heritage Act*. The original 1927 school building lands are not part of the current development applications. Additional assessment work and information will be required on the school building lands before future development applications can proceed on those lands.

According to Schedule D of the Official Plan, the subject lands are not located in an area of archaeological potential. As such, an Archaeological Assessment was not required by Town staff. However, the Region recommends a warning clause be included in any future Subdivision / Condominium Agreement(s) to warn about the potential for deeply buried resources and the procedure needing to be followed if discovered.

Policy 13.5 II of the Official Plan directs that Council will only recommend approval of Plans of Subdivision that conform with the following criteria:

- a) *The Plan of Subdivision conforms with the Official Plan policies;*
- b) *Adequate servicing can be provided;*
- c) *The Town is able to provide necessary services without imposing undue increases in taxation on all residents; and*
- d) *The Plan of Subdivision is not deemed to be premature, and it is considered necessary in the public interest.*

Policy 13.7 III of the Official Plan states in considering an amendment to the Land Use Plan (Schedule A of the Official Plan) or an amendment to the implementing Zoning By-law, Council shall have due regard to the following criteria:

- a) *The need for the proposed use;*
- b) *The extent to which the existing areas in the proposed categories are developed, and the nature and adequacy of such existing development;*

- c) *The physical suitability of the land for such proposed use, and in the case of lands exhibiting or abutting a Natural Heritage feature, demonstration of compliance with the Natural Heritage policies of this plan;*
- d) *The location of the area under consideration with respect to:*
 - i. *The adequacy of the existing and proposed streets in relation to the development of such proposed areas;*
 - ii. *The convenience, accessibility, and safety of the site for vehicular and pedestrian traffic; and*
 - iii. *The adequacy of the potable water supply, sewage disposal facilities, and other municipal services in view of the policies contained in this Plan and in accordance with technical reports or recommendations of the Ministry of the Environment, Conservation and Parks, and the Niagara Region Public Health Department and any other appropriate authority deemed advisable.*
- e) *The compatibility of the proposed use with uses in adjoining areas;*
- f) *The effects of such proposed use on the surrounding area in respect of the minimizing of any possible deprecating or deteriorating effect upon adjoining properties;*
- g) *The potential effect of the proposed use on the financial position of the Town; and*
- h) *The potential effect of the proposed use in relation to the intent and implementing regulations of the Environmental Protection Act.*

Staff will provide a full policy analysis in a future Staff Recommendation Report.

6.2.6 Subdivision Design

The Draft Plan of Subdivision (**Appendix 2**) proposes two separate residential areas. The low density area contains 49 lots for single detached dwellings along Prospect Point Road North, or accessed off a new public street via Prospect Point Road North.

The medium density area (Block 50) has direct access off Ridge Road North and proposes a combined 70 dwelling units with a mix of 45 single detached and 25 townhouse dwellings along a private condominium street network. There are 33 single detached dwellings proposed on smaller lots with a frontage of 7.61 m, which is a new built form for Fort Erie as the Zoning By-law does not permit lot frontages less than 10 m for single-detached dwellings. The other 12 single detached dwellings are on lots with a frontage of 10 m.

The two separate residential areas are connected through two pedestrian pathways, and a third pedestrian pathway is proposed to provide connection to future development to the south. A stormwater management (SWM) block is proposed off Ridge Road North. The proposed public street (Street 'A') has a standard 20 m wide right-of-way which will include municipal sidewalk(s) on at least one side. New public sidewalks will also be required along the Ridge Road North and Prospect Point Road North frontages.

6.2.7 Comprehensive Zoning By-law No. 129-1990, as amended

The subject lands are currently zoned 'Institutional' (I) in the Town's Comprehensive Zoning By-law. The proposed Zoning By-law Amendment seeks to rezone the lands to a mix of site-specific 'Residential 2A' (R2A), 'Residential Multiple 1' (RM1), and 'Open Space' (OS) Zones, as shown on **Figure 2**.

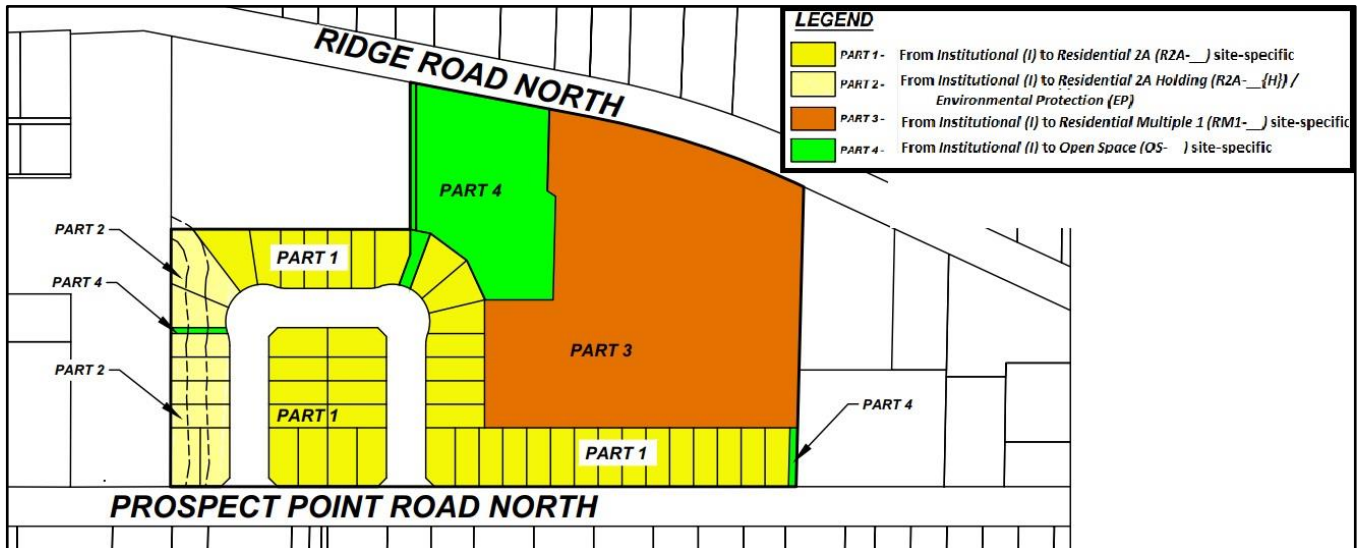


Figure 2: Applicant’s Draft Zoning By-law Amendment Schedule

The applicant is proposing that a ‘Holding’ (H) / Environmental Protection Zone be applied along the southern portion of the subject lands until such time as the Environmental Impact Study (EIS) has been updated and the woodland evaluated, and that the provisions of Environmental Protection (EP) Zone would continue to apply until the Holding Provision is removed.

Various site-specific provisions are proposed pertaining to parking requirements, lot area, landscaped open space, and setbacks. The *Open Space* Zone being proposed will permit the *SWM* facility as well as the multi-use pathways. The following tables summarize the default Residential Zone regulations in accordance with the requested Zones, together with the site-specific regulations proposed.

Section 6.20 – Parking Area Regulations			
Section 6.20 (a)			
Regulation	Regulation	Proposed	Comments
Min. Parking Requirement for Block Townhouse Dwellings	1.5 stalls / unit	1.3 stalls / unit	Staff will provide an opinion on the Recommendation Report.

Section 12: R2A Zone (Single detached dwellings on Lots 1 – 49)			
Section 12.3 Zone Regulations			
Regulation	Regulation	Proposed	Comments
Min. Lot Frontage	12 m, 15 m on a corner lot	Same	N/A
Min. Lot Area	375 m ²	357 m ²	Staff will provide an analysis and opinion in the future Recommendation Report.
Max Lot Coverage	50 %	Unchanged	N/A
Min. Front Yard	6 m to garage;	6 m to garage;	Attached garages should not dominate

	3 m to other parts of the dwelling	3 m to other parts of the dwelling; Attached garages shall be setback an additional 0.9 m from building face, including a covered porch.	the front of the dwellings.
Min. Interior Side Yard	1.2 m however, on an interior lot where no attached garage or attached carport is provided, the minimum side yard on one side shall be 3 m	Unchanged	N/A
Min. Exterior Side Yard	3 m, except that an attached garage or attached carport which faces the exterior side lot line shall be located no closer than 6 m to the exterior side lot line.	Unchanged	N/A
Min. Rear Yard	6 m	Unchanged	N/A
Max Height	2.5 storeys and 10.5 m	Unchanged	N/A

Section 14: RM1 Zone (Single detached dwellings and townhouses on Block 50)			
Section 14.3 Zone Regulations			
Regulation	Regulation	Proposed	Comments
Min. Lot Frontage	50 m, except 6 m for street townhouse lots and 9 m for street townhouse corner lots	Unchanged	N/A
Min. Lot Area	300 sq m per dwelling unit, except 200 sq m for a street townhouse lot and 270 sq m for a street townhouse corner lot	295 m ²	Staff will provide an analysis and opinion in the future Recommendation Report.
Min. Front Yard	6 m to garage 4 m to other parts of the dwelling	Unchanged	Staff recommend that dwellings flanking Ridge Road be oriented towards the public street. Attached garages should not dominate the front of the dwellings.

Min. Side Yard	1.5 m	Unchanged	N/A
Min. Exterior Side Yard	3 m, except that an attached garage or attached carport which faces the exterior side lot line shall be located no closer than 6 m to the exterior side lot line.	N/A	N/A
Min. Rear Yard	6 m	Unchanged	N/A
Max Height	3 storeys and 12 m	Unchanged	N/A
Min. Landscaped Area	50 % including Privacy Areas, except 25 % for street townhouses	45 %	Staff will provide an analysis and opinion in the future Recommendation Report.
Max Number of Units in a row	8	Unchanged	N/A
Min. Distance between buildings on same lot	15 m between two rear walls; 3 m between two end walls; 9 m between an end wall and a rear wall; 6 m between two front walls; 6 m between a front wall and an end wall	12 m between two rear walls; 2.4 m between two single detached dwelling end walls; Same for balance	Staff will provide an analysis and opinion in the future Recommendation Report.
Max Density	35 units / ha	Unchanged	N/A
Max Lot Coverage	40 %	Unchanged	N/A
Privacy Area	Notwithstanding the yard requirements above, every dwelling unit shall have at least one area which serves as a privacy area adjacent to the dwelling unit, having a minimum depth of 4.5 m	Unchanged	N/A
Distance from buildings to internal driveways, & parking areas	Any front or rear face of any townhouse shall be no closer than 3 m to an internal driveway or parking area, and any side of any townhouse shall be no closer than 1.5 m to an internal driveway or parking area.	Unchanged	N/A
Planting Strips	In accordance with Section 6.21 and 4.5 m where it abuts a street,	Unchanged	Staff recommend that no solid fencing

	except for points of ingress/egress		be permitted along Ridge Road.
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6.3 Studies

On the April 14, 2022, a Pre-Consultation Meeting was held between the developer, various Town staff, and external agencies to review the proposed development.

The Pre-Consultation Meeting Form outlined the prescribed information under the Official Plan requirements to deem the Applications complete pursuant to the *Planning Act*.

The following studies were submitted as part of the Applications:

- [Planning Justification Report](#)
 - Prepared by Upper Canada Consultants (2023-08-11)
- [Urban Design Brief](#)
 - Prepared by Upper Canada Consultants (2023-08)
- [Scoped Environmental Impact Study](#)
 - Prepared by Beacon Environmental (2022-12)
- [Functional Servicing Report & Stormwater Management](#)
 - Prepared by Upper Canada Consultants (2022-11)
- [Heritage Impact Assessment](#)
 - Prepared by Parslow Heritage Consultancy Inc. (2023-01-09)
- Traffic Impact Study
 - [Prepared by R.V. Anderson Associated Inc. \(2022-09.23\)](#)
 - [Prepared by R.V. Anderson Associated Inc. \(2023-08-03\)](#)

7. Financial, Staffing and Accessibility (AODA) Implications

All costs associated with processing the application and the development of the subject lands is the responsibility of the Owner and no staffing implications are expected.

New Town owned infrastructure (e.g., public streets, parks and stormwater facilities) will become the future responsibility of the Town to maintain.

No impediments to the AODA legislation are expected to be developed through the amendment proposed.

8. Policies Affecting Proposal

Land use policies affecting the subject lands are contained in the PPS, Growth Plan, NOP, and Town Official Plan.

The applications were originally submitted on April 5, 2023 and deemed complete on August 18, 2023.

9. Comments from Departments, Community and Corporate Partners

A Request for Comments was circulated to Town Departments and agency stakeholders.

The comprehensive set of comments received to date from agencies and Town Departments is attached as **Appendices 5**. The following provides a brief summary of comments:

9.1 Agency Comments

Bell Canada

No objections. Conditions requested related to utility easements.

Canada Post

No objections. Conditions requested related to community mailboxes.

District School Board of Niagara (DSBN)

No objections.

Enbridge Gas Inc.

No objections. Conditions requested related to utility easements.

Hydro One Networks Inc.

No objections.

Niagara Region

A Scoped EIS was completed by Beacon Environmental to evaluate the woodland located along the southerly lot line. The EIS concluded that the woodland does not meet any Regional criteria associated with Significant Woodland. However, additional correspondence received from the applicant's environmental consultant indicated that the woodland may have the potential to function as a habitat for an endangered species (Red-headed Woodpecker). If Red-headed Woodpecker habitat is confirmed present, the woodland would meet Regional Significant Soodland designation criteria.

Most Official Plan Amendment applications received by the Town are exempt from Regional approval. However, the proposed Official Plan Amendment may be subject to approval by Regional Council because due to the potential habitat of an endangered species (Red-headed Woodpecker). A revised EIS is necessary to confirm the extent of the endangered Red-headed Woodpecker habitat to determine whether the Applications conform with Provincial and Regional policy.

Niagara Region has also requested conditions related to archeological warning clauses, waste collection and grading/drainage.

9.2 Town Staff Comments

Environmental Planning

Staff are requesting that an EIS Addendum be prepared to address additional surveys for the Red-headed Woodpecker, results of the bat snag surveys, further raw data and acoustic monitoring data, and re-evaluation of the significant woodland criteria.

Development Engineering

A Function Servicing Report (FSR) was completed to determine the servicing needs for the proposed development. A Peer Review of the FSR was required and undertaken by the Town's engineering consultant to determine if there is existing sanitary capacity available to accommodate the development. The Peer Review concluded that the Nigh Road Pumping Station does not have sufficient capacity to accommodate the proposed development. A Holding Provision may be placed on the subject lands until such time as sanitary capacity is available.

A Transportation Impact Study (TIS) was completed by R.V. Anderson Associated Inc. The TIS evaluates connectivity between the development and the existing transportation network, identifies the benefits and impacts of a proposed development on the transposition network, and determines if improvements or impact mitigation measures are necessary. The TIS anticipates that the existing road network can accommodate the demands associated with the proposed development.

Development Engineering Staff have reviewed the proposal and supporting studies and requested conditions related to the approval of technical engineering drawings, security deposits, and upgrades to Prospect Point Road North and Ridge Road North. The owner may be responsible to front-end the design and construction costs associated with the capital works infrastructure upgrades. Further discussion on potential cost sharing will need to occur prior to the execution of any Subdivision Agreement.

Fire Services

Provided Building Code standards regarding access route design, water supply, hydrant locations and building sprinkler systems.

9.3 Public Comments

An *Open House* was held on the 20th of September, 2023 at Town Hall. Neighbours within the prescribed circulation area were invited to review the application plans and provide feedback. The Owner's representatives were in attendance to assist with any questions.

A Notice of Public Meeting was circulated directly to property owners within 120 m of the subject lands and a Notice Sign erected on the subject lands in accordance with the Planning Act. The comprehensive set of public comments received to date are attached as **Appendix 6**. The following provides a brief overview of the comment with a response from Town staff:

- Ongoing drainage issues along Prospect Point Road North. New development will cause more issues.

Staff Response: The design engineer and Town engineering staff will need to be satisfied that the proposed stormwater drainage system will not adversely impact the public and will function appropriately. Detailed grading and drainage drawings will need to be submitted for approval as a conditions of Draft Plan approval.

- Traffic congestion and speeding will increase, and residents/visitors may park on the street.

Staff Response: A Traffic Impact Study (TIS) was completed by R.V. Anderson Associated Inc. The detailed street engineering designs will be completed as part of the *Conditions of Draft Plan Approval* to the Town's satisfaction. Upgrades may be required along the existing public street frontages.

- Both Ridge Road North and Prospect Point Road North are narrow streets with no sidewalks which will cause issues, collisions and potential fatalities with the proposed development.

Staff Response: Sidewalks will be constructed on these streets at the time of development to improve connectivity and safety.

- Will there be sidewalks in the subdivision?

Staff Response: Yes. Sidewalks are required to be constructed along Ridge Road North, Prospect Point Road and the new public road. Pedestrian pathways are also proposed.

- What traffic data was used in Traffic Impact Study (TIS)?

Staff Response: According to the TIS, the horizon year is 2028 with a 2% annual background growth rate, as per the Town's Terms of Reference. Transportation data was derived using the Institute of Transportation Engineer's (ITE) Trip Generation Manual (11th Edition) methodology and the 2016 Transportation Tomorrow Survey.

- Will any trees be removed from the subject lands?

Staff Response: The full extent of tree removal is not fully known at this time. An addendum to the EIS is required to further evaluate the woodland located along the southerly lot line.

- Lack of open space and parkland.

Staff Response: The Town's *Secondary Plan* does not indicate any future parkland location on or around the subject lands. Cash-in-lieu of parkland dedication would be required. The Applicant has proposed three (3) blocks for mid-block pathway connections, one of which abuts the proposed stormwater pond.

- The number of dwelling units is excessive. What is the density for each block?

Staff Response: There are 122 dwellings proposed with a gross density of 23.22 units/ha with a combined 122 dwelling units. The net density of the low density residential lands is 24.3 units/ha and the net density of the medium density residential lands is 33.9 units/ha, which complies with the density requirement outlined in the Ridgeway-Thunder Bay

Secondary Plan. The Secondary Plan requires a maximum density of 25 units per hectare for Low-Density Residential and 75 units per hectare for Medium Density Residential.

- There is a shortage of medical clinics/doctors in the area.

Staff Response: The proposed land uses do not contemplate professional or medical clinic uses. Increased residential population may improve the economic feasibility for new local service providers to locate nearby.

- Schools are over capacity.

Staff Response: No adverse comments were received from the District School Board of Niagara and no comments were received from the separate school boards.

- Can the municipal infrastructure and electric utility system handle the development?

Staff Response: The applicant will need to satisfy the Town, and public utility companies that the site can be adequately serviced before construction can begin.

- How will dust and noise from construction be mitigated?

Staff Response: Contractors must abide by the prevailing by-laws around daytime operating requirements, and any future Subdivision Agreement(s) will require construction impact mitigation procedures such as silt / erosion fencing, and dust control.

10. Alternatives

Not applicable. The *Planning Act* requires Council to host a Public Meeting.

11. Communicating Results

There are no communication requirements at this time.

12. Conclusion

This report is submitted to Council for information purposes. A Recommendation Report will be presented to Council at a future meeting date.

13. Report Approval

Prepared by:
Curtis Thompson, RPP
Supervisor, Development Approvals

Reviewed by:
Mark Iamarino, MCIP, RPP
Manager, Development Approvals

Submitted by:

Anamika Dilwaria, M.A, M.Pl., MCIP, RPP
Director, Planning and Development Services

Approved by:

Chris McQueen, MBA
Chief Administrative Officer

14. Attachments

Appendix 1 – Subject Lands Location Map

Appendix 2 – Draft Plan of Subdivision (2024-01-17)

Appendix 3 – Draft Plan of Vacant Land Condominium for Block 50 (2024-01-25)

Appendix 4 – Site Plan of Vacant Land Condominium for Block 50 (2024-01-24)

Appendix 5 – Consolidated comments from Town Department and External Agencies

Appendix 6 – Consolidated comments from Public