

20645 – North Town Developments Ltd.
 0 Shore Acres Drive, Innisfil
 Application for Zoning By-law Amendment & Plan of Subdivision
 Updated: May29, 2020

1. Lake Simcoe Region Conservation Authority 04.09.2019 Melinda Bessy 905.895.1281	
Comments:	Response
<p>General Comments</p> <p>Further to our letter dated April 9, 2018, we have reviewed the latest submission of the revised applications. It is noted that the revised concept proposes 35 residential lots (previous concept proposed 25). As previously provided, current environmental mapping provides that part of the subject lands are located within an area governed by Ontario Regulation 179/06 under the Conservation Authorities Act, this is representative of the identified areas of flooding and erosion associated with the White Birch Creek which traverses the NW west corner of the property. Additionally, there is an area of identified significant woodland and wetland in the SE corner of the property. We also confirm that these lands are within an identified Significant Groundwater Recharge Area per the lake Simcoe Protection Plan.</p> <p>The proposed development meets the definition of major development per the Lake Simcoe Protection Plan as well as the Lake Simcoe Phosphorus Offsetting Policy. Please note that these applications are subject to the Lake Simcoe Phosphorus Offsetting Policy (LSPOP).</p>	<p>Noted. No Action Required.</p>

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<p>We have reviewed the submitted material from a planning perspective and note the following:</p> <p>P1. There are duplicated paragraphs throughout the Planning Justification report (Weston, September 2019), it is recommended that this be corrected for completeness. Section 3 (Page 11) shows a discrepancy with respect to the reported frontage lengths. This should be corrected.</p> <p>P2. LSRCA will not be in a position to support the proposed development limit until such time as the proposed floodplain reconfiguration is approved by the LSRCA.</p>	<p>Addressed. Planning Justification Report has been updated in order to remove duplicate paragraphs and establish consistency with frontage lengths.</p> <p>P2. A separate floodplain analysis was completed in consultation with LSRCA staff (Tom Hogenbirk, P.Eng.) The floodplain reconfiguration was modelled in accordance to the agreed upon procedure with the LSRCA staff including cut/fill, average velocity and travel time analysis. The resulting analysis was found to be satisfactory by LSRCA staff and the impacts of the proposed floodplain reconfiguration were negligible and did not impact upstream or downstream lands.</p> <p>The chronology of the Floodplain Modification Analysis submission process to the LSRCA is summarized as follows:</p> <ul style="list-style-type: none">- 2019-07-19 – Discussion with Tom Hogenbirk about Floodplain Modification HEC-RAS design/report approach- 2019-09-16 – 1st submission Floodplain Modification Report- 2019-09-30 – 1st submission LSRCA Engineering Review Comments (Tom) Issued by Melinda Bessey- 2019-10-02 – Phone discussion and subsequent emails with Tom. AMCAI produced documents for discussion and in response to his Engineering Review Comments.- 2019-10-02 – Tom states by email in response to AMCAI documents “<i>In general, my engineering comments have now been addressed, subject to NH review / approval and receipt of a revised Floodplain Modification Report.</i>”; Melinda Bessey was copied.
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	<p>- 2020-05-28 – 2nd submission Floodplain Modification Report. Includes all the above plus being updated for the current site plan.</p>
<p>Engineering Review (Floodplain Modification Report – A.M. Candaras, September 16, 2019)</p> <p>1. The location description in the second sentence is incorrect. The words “east” and “west” need to be reversed.</p>	<p>Addressed. The wording has been updated accordingly.</p>
<p>2. The proposed cut is not fully incremental as a number of the increments do not show a cut volume similar or greater than the associated fill. In order to confirm that this will not have an effect on the control of flooding, the following is needed:</p> <ul style="list-style-type: none"> • A travel time analysis for all storm events between upstream and downstream of the site, confirming that travel times will not decrease significantly or: • A velocity analysis for the same area and storms, demonstrating that average velocities will not increase significantly. 	<p>A travel time analysis between the upstream and the downstream of the site has been completed. The post-development average travel times were slightly reduced for the Regional Storm event (-0.02hrs [-1.2mins]). However, the post-development travel times were extended for the rest of storms (+0.01hrs [+0.6mins] to 0.02hrs [+1.2mins]). Therefore, there is an overall net benefit for the watercourse/floodplain. Refer to Section 3.3.2.</p> <p>An average velocity analysis between the upstream and the downstream of the site has been completed. The average velocities were reduced for the majority of the storm events and the River Stations. Where average velocities increased, the increase was minor and the total velocity was below erosive velocities. Therefore, there is an overall net benefit for the watercourse/floodplain. Refer to Section 3.3.3.</p> <p>This analysis was previously submitted to Tom Hogenbirk and he confirmed by email: <i>“In general, my engineering comments have now been addressed, subject to NH review / approval and receipt of a revised Floodplain Modification Report.”</i> Refer to the chronology above in P2 for additional details.</p>

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<p>3. The proposed cut is proposed in the open space block. The environmental impacts of this will need to be properly evaluated in the EIS to the satisfaction of LSRCA staff.</p>	<p>Acknowledged. Azimuth completed an EIS that supported the proposed cut within the open space block. These lands were identified as an overgrown farmers field with invasive species. The EIS justifies that the proposed cut works have no adverse effects on the open space block and also details the restoration and planting details for post construction.</p>
<p>Hydrogeological Review</p> <p>Documents Reviewed:</p> <ul style="list-style-type: none"> - Hydrogeological Study, 0 Shore Acre Drive, Innisfil, Ontario; Terraprobe; July 12, 2019 - Stormwater Management and Functional Servicing Report; A.M.Canadaras; Revised September 14, 2019 - Reasonable Use Policy Assessment; Azimuth; June 2019 <p>The Table with the summary of groundwater elevations indicates that ground water levels were only captured once (March 30, 2015), more detailed monitoring is required to establish the seasonal high (spring) water levels. This will aid in design of any necessary LID facilities.</p> <p>From Appendix G</p> <ul style="list-style-type: none"> • From the bore hole logs it appears that infiltration is functionally feasible in the region of the following bore holes: BH-7, BH-8, BH-9, BH-13, BH-14, BH4-19, BH6-19, BH7-19, BH8-19, BH9-19. 	<p>The Comments have been addressed in revised hydrogeology report "<i>Hydrogeological Study O shore Acre Drive, Innisfil, ON File No. 1-19-0078-46, Dated: May 27, 2020</i>"</p> <ul style="list-style-type: none"> - Feature based water balance is provided in the revised report (Refer to Section: 3.3) - Location of catchments/drainage areas are provided in the revised report (Refer to Appendix E) - For water balance calculation update Refer to Appendix F

- Please supply a feature-based water balance (water balance on a sub-catchment scale) and indicate how the wetlands to the east and to the north will be maintained.

Partially addressed:

Appendix F—Water Balance Tables labelled Appendix G

Please provide a figure illustrating the location of the west and east catchment areas. The west catchment in the FSR (Figure 3) indicates the entire catchment is “Open Space”. Ensure the catchment areas used in the FSR and the hydrogeological report correspond to each other.

Provide detailed climate information including the climate station the data is sourced from.

The land is described as flat use the MECP infiltration factor for flat land rather than for rolling to hilly and update the water balance as appropriate. The 3 water balance tables in Appendix G require updating.

From the data provided the infiltration deficit for the entire site will be 4310 m³. This volume does not match the infiltration deficits provided for the west and east catchment areas of 414 m³ and 2536 m³ respectively. Please check and correct.

Split the pre-development water balance assessment into east and west catchments, provide a drawing showing the property boundary. Ensure that the area of each catchment is consistent with the area in the post-development scenario.

Demonstrate how infiltration occurs in the SWM block; provide pervious area in the SWM block, it is unclear how an infiltration volume of 1,186 m³ is calculated for this area.

An infiltration trench facility having a footprint of 762m² and a depth of 0.3m will be provided adjacent to and connected to the retention/infiltration of the SWM wetland 596.0m³ for the 25mm event.

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<p>Update the water balance tables as necessary.</p>	
<ul style="list-style-type: none"> • In-situ percolation testing is required to establish the local infiltration factors for the property. This will aid in the design of any required infiltration facilities. <p>Infiltration rates are between 50 and 150 mm/hr. Infiltration is functionally feasible for this development.</p>	<p>The Comments have been addressed in revised hydrogeology report "<i>Hydrogeological Study O shore Acre Drive, Innisfil, ON File No. 1-19-0078-46, Dated: May 27, 2020</i>"</p>
<ul style="list-style-type: none"> • Please provide maps showing the direction of surface water flow and groundwater flow. There is a topographic drainage divide on the property. Please ensure that the water balance is calculated reflecting the appropriate sub-catchment areas. 	<p>Addressed. Surface water flow and groundwater flow direction maps enclosed.</p>

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- It is noted that the nitrates load increases to the west and is above ODWS in MW13 in the northeast corner of the property, to establish whether or not this is due to agricultural practices testing should be ongoing for a period after agricultural practices have ceased. Since the development will be utilizing private onsite sewer systems it is important to know the background levels of nitrate loading.

Nitrate levels range up to 16 mg/L (15 April 2019) have been recorded. It has been assumed that these nitrate levels are anthropogenic and due to agricultural practices. Demonstrate through continued testing this is the case. Water quality testing is to continue after agricultural practices have ceased such that a downward trend can be established over at least an annual cycle, longer if necessary. Water quality for privately serviced lots is required to meet ODWQS at property boundary. Should the predevelopment nitrate loads not be seen to diminish over time after cessation of agricultural practices it is recommended that the density of the development be revisited.

It appears from the calculations provided that the impervious area has not been accounted for within each lot.

Using the post development infiltration volume provided in Terraprobe (July 12, 2019) of 15,545 m³ for the post development scenario and the following equation:

$$\begin{aligned} &\text{Projected Nitrate Level (post development)} \\ &\quad \text{sewage nitrate} \\ &= \frac{\quad}{(\text{on-site dilution} + \text{effluent})} \\ &= \frac{40 \frac{\text{mg}}{\text{L}} * 35,000 \text{ L/day}}{42589 + 35000 \text{ l/day}} \end{aligned}$$

It is our understanding that farming practices were still ongoing in 2019 thus the increase in the NO₃-N concentration is directly related to current and historical farming practices on the site and the application of nitrate in the form of fertilizers to enhance crop growth.

Additional sampling of the upgradient NO₃-N concentrations in ground water will be completed to provide seasonal comparisons and to further validate that the onsite nitrate-N concentrations in ground water are the result of historical agricultural practices

The nitrate calculations have been updated to account for impervious areas. As noted in the Terraprobe Report, runoff from rooftops from each of the dwellings will be available for infiltration over lawns area. Approximately 75% of the effective roof top run-off will be captured from each lot to compensate the post development infiltration deficit

The predicted average concentration in the shallow ground water regime at the downgradient lot boundary is ~9.1 mg/L (as NO₃-N). The area calculation excludes impervious areas (i.e., dwelling footprint and driveway) and incorporates rooftop drainage to grassy areas as previously discussed. The RUP results indicate that the net loading at the individual lot boundary is below the 10 mg/L criteria, thus we conclude that the guideline is met. The calculation was also updated for the entire development area.

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= 18.04 mg/L/day

This exceeds the ODWQS of 10 mg/L/day.

Utilizing a Tertiary Septic system which decreases the nitrate loading by 50% the resulting nitrate loading is:

$$\frac{20 \frac{\text{mg}}{\text{L}} * 35,000 \text{ L/day}}{42589 + 35000 \text{ l/day}}$$

9.02 mg/L/day

Which is below the ODWQS of 10 mg/L/day.

NOTE: The above calculations are based on the net developable area of the subdivision; it includes permeable areas outside of the proposed 35 lots. It is likely that the nitrate loading is will be higher than proposed in the calculations above. Greater detail with regard to the pervious and impervious areas on each lot is required.

Any Tertiary systems to be utilized are to be approved for use by the OBC.

NOTE: The area of the lots was calculated to be 68320 m² based on the minimum sized lot of 1952 m² and also an impervious area of 51%. These numbers will be revised as more detail is provided.

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<ul style="list-style-type: none"> With the use of private septic systems there will be nitrate leaching, please recognize that the wetland may not be used as a nitrate attenuation facility. 	Noted. Please refer to RUP report prepared by Azimuth Environmental.
<ul style="list-style-type: none"> In section 1.1 the property is described as being serviced by municipal water. In section 3.1 the property is described as being served by individual water supply wells. Please establish which of these is correct. 	Addressed. The proposed development will be serviced by municipal water and private septic systems. The report has been updated to reflect same.
<ul style="list-style-type: none"> Mitigation features: grading, directing roof leaders to overland flow, bio-retention swales, permeable pavers, please explain how these will be utilized and how the wetlands to the north and east will be maintained. <p>Rear yard LID facilities must be discontinuous between properties or are to be on public land outside of each lot.</p>	Addressed: A rooftop disconnect is proposed and should provide adequate mitigation.

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<ul style="list-style-type: none">• Water Table Elevation section states: “the base of all drainage ditches and “dry” storm water management ponds should be maintained at least 500 mm above the water table”. Please note that a 1 m separation is required between the seasonal (spring) high groundwater level and the invert of any storm water management or LID facility. <p>The Town of Innisfil requires a 0.50 m separation between the invert of the lowest floor slab and the seasonal high groundwater table. Demonstrate that this can be achieved; include geological cross-sections including current and proposed grading, building profile, and seasonal high groundwater level.</p> <p>A 1 m separation is required between the invert of any LID facility and the seasonal high groundwater level. If this separation is not able to be met an impermeable liner is to be utilized and the LID facilities are to be filtration facilities rather than infiltration facilities.</p>	<p>Addressed.</p>
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Please provide climate data from a reputable source such as Environment Canada within close proximity to the proposed development or from the LSRCA website.

- Water balance should be on a sub-catchment basis, there is a drainage divide on the property plus lands that will remain undeveloped.
- Show calculations for ET,
- Infiltration factors did not take into account vegetation
- Please ensure that all pervious (lawns, landscaped areas, e.g.) and impervious (roofs, driveways roads and pathways, e.g.) areas are accounted for in the water balance
- An infiltration factor of 0.5 has been applied. This suggests that 50% of the precipitation is infiltrated and 50% will be runoff. Please explain why the 2 values are different in the pre-development scenario.
- The landscaped including interlocked area covered is not accounted for in the water balance.
- Annual water balance after building additions: typically, 10% evaporation is factored into the water balance from impervious areas. This will reduce the amount of runoff and also reduce the quantity of precipitation available for infiltration. Please include the evaporation factor in the water balance
- Taking the above comments into consideration please update the water balance.

Also: ensure that the roadways and other public impervious areas are accounted for separately from impervious areas on each individual lot and ensure that pervious areas are accounted for separately from the pervious areas of each individual lot. This will allow for more accurate nitrate loads to be calculated.

The Comments have been addressed in revised hydrogeology report "*Hydrogeological Study 0 shore Acre Drive, Innisfil, ON File No. 1-19-0078-46, Dated: May 27, 2020*"

The areas are classified as Run-off roof area and non-roof impervious area. The remaining areas are considered as pervious.

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<p>The volumes of infiltration deficit in the post-development scenario provided in the FSR and the hydrogeological report do not match, please correct and update the water balance in the hydrogeological report and section 3.5 in the FSR.</p>	<p>The Comments have been addressed in revised hydrogeology report "<i>Hydrogeological Study 0 shore Acre Drive, Innisfil, ON File No. 1-19-0078-46, Dated: May 27, 2020</i>"</p>
<p>Please ensure that post-development runoff to wetlands matches the pre-development runoff to the wetlands.</p>	<p>The pre-development area to the wetland is 9.03ha and the post development area to the wetland is 1.95ha</p>
<p>Please ensure that post-development infiltration to wetlands matches the pre-development infiltration to wetlands.</p>	<p>A combination of outlet#3 and outlet#1 will contribute to the overall infiltration (1.95ha + 7.15ha = 9.1ha).</p>
<p>Provide drawings and cross-sections of all LID proposed, include all materials used and dimensions, include the seasonal high groundwater level.</p>	<p>A typical section of the infiltration facility has been provided on Civil drawing G-3</p>
<p>Provide calculations demonstrating that the footprint of any LIDs is adequate to allow complete drawdown within a 24-48-hour time period.</p>	<p>Calculations of the drawdown down has been provided in the Stormwater Management & Functional Servicing Report</p>
<p>Provide calculations demonstrating that the volume of the proposed LID facilities is adequate to mitigate the infiltration deficit.</p>	<p>Volume control has been provided for the 25mm Storm event with used of an infiltration facility connected</p>
<p>LID facilities may not be continuous between freehold properties. If continuous as appears from Figure 3 please ensure they are situated outside the property boundaries in the ROW or other municipal property.</p>	<p>Noted.</p>
<p>Figure 4 in the FSR Please clarify the location of outlet #1.</p>	<p>Outlet#1 is the existing natural flow pattern and is based on the existing topo.</p>

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<p>Demonstrate through cross-sections that there is a minimum of 1 m separation between the invert of the proposed LID trenches and the seasonal high groundwater level as required by MECP for infiltration credit to be provided.</p>	<p>Refer to Civil drawing G-3 for a typical section which illustrates the 1.0m clearance between the infiltration facility and the seasonal high groundwater table.</p> <p>Refer to Civil drawing C-1 for the typical location and relative bottom elevation in relation to the seasonal high groundwater table for each lot.</p>
<p>Appendix G-Water balance: the area of the post development does not match the area in the pre-development, please correct and update the water balance.</p>	<p>The Comments have been addressed in revised hydrogeology report "<i>Hydrogeological Study O shore Acre Drive, Innisfil, ON File No. 1-19-0078-46, Dated: May 27, 2020</i>"</p> <p>Pre and post development areas will not match, as part of design discussion with the Town, it was agreed upon that part of the south ROW of Shore Acres Drive along the frontage of the proposed development would be taken into the proposed SWM facility and included in the design of the proposed development.</p>
<p>Natural Heritage Review</p> <p>Documents Reviewed: Feb. 26, 2018 NH Review (completed by S. Fernandes- Chagani) - Scoped Environmental Impact Study (Azimuth Environmental Consulting, May 2017) Nov. 4, 2019 NH Review (completed by K. Lillie) - Scoped Environmental Impact Study - Update, Part of Lot 21, Conc. 15, Innisfil, prepared by Azimuth Environmental Consulting, dated September 2019</p> <p>The boundaries of the natural heritage features have not been confirmed by the LSRCA. A staking exercise is required to confirm the boundaries of the dripline and any other natural heritage features.</p>	<p>Addressed. The delineation of the developable limit including the dripline and other natural heritage features have been established by the LSRCA through an on-site staking exercise on July 26, 2018. These limits were subsequently surveyed/mapped into the proposed subdivision plan.</p>

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<p>The LSRCA agrees with the proposed setbacks of 30 m from the high-water mark of the watercourse and 10 m from the dripline of the woodland. Please note these areas in addition to the natural heritage features should be protected through zoning as Environmental Protection. All lot lines should be removed from the setbacks and natural heritage features. In addition, please confirm that all-natural heritage features and associated vegetation protection zones will be put into public ownership.</p> <p>Figure 3 in the EIS shows the proposed road encroaching into the 10m vegetation protection zone (VPZ) to the FOD8-1 woodland. Please confirm that the road will not encroach into this area, and adjust the figures in the EIS accordingly.</p>	<p>As per LSRCA comment, all lot lines have been removed from the setbacks and the natural heritage features. The updated Figure 3 (appended) depicts the updated plan. The road has been shifted and is now located away from the VPZ to the FOD8-1. All natural heritage features and associated VPZ will be put into public ownership.</p>
<p>Please ensure that all stormwater management features are located outside of the natural heritage features and their associated setbacks, this includes all grading.</p>	<p>All stormwater management features are located outside of the natural heritage features and their associated VPZ (including grading). This has been confirmed by A.M. Candaras and will be reflected in the updated Stormwater Management and Functional Servicing Report.</p>
<p>Restoration and planting plans will be required for the vegetation protection zones, the SWM facility and the proposed floodplain cut area.</p>	<p>Noted. Please see appended Planting Plan for VPZ and floodplain cut area.</p>
<p>As noted in the EIS (p.16), at the limit of VPZ and lot 35, a fence will be required to prevent any future encroachment into the natural area. Please show the fence on the planting plan for this area.</p> <p>The EIS also identifies that a native upland seed mix be applied to the floodplain cut area; however, consideration should be given to incorporating more mesic species into the seed mix since this area will be brought into the floodplain and will likely be wetter post-construction.</p>	<p>Noted.</p> <p>Please refer to appended Planting Plan for floodplain cut area. A wet meadow native seed mix has been recommended for this area.</p>

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<p>Japanese knotweed, an aggressive invasive plant species that can regenerate from root and stem fragments, has been identified within the CUM1-1 community, which is also where the proposed floodplain cut area is. Any soil with potential to contain any part of this plant that is excavated from this area must be disposed of accordingly to prevent the spread of this species.</p>	<p>Noted. Any excavated soil will be disposed of appropriately.</p>
<p>Double sediment fence with straw bales between is required at the development limit adjacent to retained natural heritage features and associated VPZ.</p>	<p>Noted.</p>
<p>Recommendation #3 in the EIS suggests that dewatering may be required. Please note that if dewatering is required, a dewatering plan must be provided to LSRCA for review.</p>	<p>Noted.</p>
<p>All recommendations identified in Section 8.0 of the EIS must be implemented.</p> <p>The following will be required as conditions of approval:</p> <ul style="list-style-type: none"> - Sediment and Erosion Control Plan <p>Restoration and Planting Plans (VPZ area, SWM facility, floodplain cut area)</p>	<p>Noted. Planting Plan for VPZ and floodplain area appended.</p>

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2. Innisfil Engineering Services 01.06.2020 Dylan Moore 1-888-436-3710 dmoore@innisfil.ca	
General Comments:	Response
1. The owner shall convey to the Town, in fee simple, free and clear of all physical and title encumbrances and to the satisfaction of the Town Solicitor, a 3.0 metres road widening along the frontage of Shore Acres Drive, in accordance with the Town Master Transportation Plan. Currently, only 1.5m has been provided.	Addressed. The updated Draft Plan incorporates a 3.0 metre road widening block (Block 40) along the frontage of Shore Acres Drive.
2. None of the plans (neither Draft Plan of Grading Plan) label the curb radii for the cul-de-sac. Minimum internal radius of 15 metres must be met (TOISD 211). Please provide required information or revise the drawings.	Addressed. Draft Plan of Subdivision has been updated to provide the curb radii for the cul-de-sac in accordance with TOISD 211.
3. Label municipal addressed for all properties visible on the plans. Label specifically the entrance to the existing gold course parking lot.	Addressed. All surrounding properties visible on the Draft Plan have been labelled including the properties on the north side of Shore Acres Drive as well as the properties on the north side of Gilford Road.
4. Review proposed finished floor elevations (FFE) values). They do not correlate to the front lot corners and lot line high points.	Addressed. FFE have been revised accordingly. Please refer to updated Civil drawings G1 through G5.
Site Servicing, Grading and Stormwater Management Plan:	
5. Ensure all labeling text fits on the drawings. Numerous labels are invisible on north part of G2 and G3.	The notes on the north parts of G2 and G3 have been revised
6. During detailed design, review Shore Acres Drive culverts labelled as 0.68 x 0.5. Arched culverts are typically available as 28x20 (0.71 x 0.5) Arched culverts are much more costly than circular ones. Review the possibility of using the circular ones as ditch regrading is simple and inexpensive.	The culverts for the new driveways on Shore Acres Drive have been revised to typical 600mm CSP.

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<p>7. Rear yard catch basins – minimum pipe grade is 0.5%, not 0.35% as proposed. Three (30-metre-wide easements are required. RLCBs cannot be positioned on the corners of the lots. RLCB leads must link to roadway catch basin. Re-arrangement of road CBs is required. Please refer to section 7.4 of Town Standards. Re-consider current design discharging south to Street A, it maybe more advantageous to run west to east to STA 0+080.</p>	<p>All rear yard catchbasins have been removed and the grading has been revised accordingly.</p>
<p>8. The maximum ponding depth in rear yards is 0.5m, with 0.3m being preferred. The current design proposes ponding depths at 0.6m. Analysis of maximum ponding depth under the 100-yr storm will be required during detailed design.</p>	<p>There will be no rear lot ponding within the backyards.</p>
<p>9. Overland flow route must be established from the rear yards of Lots 2 to 22 easterly towards SWM Pond (cross Street A). Currently there is none.</p>	<p>The overland flow route has been indicated on Figure 3, Post Development Drainage Area Plan</p>
<p>10. Design to ensure surface flow from Shore Acres Drive will not be entering Street A and new SWM Pond. High point on Street A is required.</p>	<p>A low point has been designed at the entrance to Street 'A' from Shore Acres Drive to ensure major system flows do not enter Street 'A'. 100-year sewers have been designed to accommodate the additional area from the south ROW of Shore Acres Dr. The Proposed SWM facility has been designed to accommodate this additional area as previously discussed with the Town.</p>
<p>11. During detailed design, a sequential manhole (MH) numbering system must be used; i.e. 1 to XX.</p>	<p>Sequential manhole numbering has been provided on the current design. Proposed Manholes on Shore Acres Drive and Everton Drive have been labeled accordingly.</p>
<p>12. Provide a preliminary storm sewer Design Sheet that includes flow velocity and actual flow velocity columns. All pipes are labelled as 300mm, which is sub-standard size to drain minor storm from up to ~5ha (preliminary calculations show that even 750mm at 0.4% is not sufficient). Provide preliminary sizing to verify minimum cover will be provided under the proposed grading scheme. See sec. 4.5.7 of Town Standards.</p>	<p>A preliminary design sheet has been provided and is located in Appendix 'A'. Sewers have been designed accordingly to convey the 5-year design storm. A 100-year design storm was used to design the storm sewers which convey the storm flows for the proposed homes along Shore Acres Drive.</p>

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<p>13. Town Standards (4.5.5) call for absolute minimum storm pipe slope to be 0.3%. Design of ~420M OF STORM PIPE ALONG Shore Acres Drive proposed 0.2%. Please revise. In addition, check is the minimum velocity requirement is met.</p>	<p>It is acknowledged that the Town design standard for the minimum slope of a storm pipe shall be no less than 0.3%. However, given the existing topography of shore acres drive, a 0.2% slope is the maximum slope available. It should be noted that this proposed storm sewer only services the proposed development and will create no impact for the existing homes fronting on to Shore Acres Drive.</p> <p>The minimum velocity per Town standards (Section 4.5.4) is 0.45m/s for the first run, 0.5m/s for the second to fourth and 0.75 for all subsequent runs. A 450mm diameter sewer at 0.2% provides 0.8m/s, which meets all previously stated design minimums.</p>
<p>14. Sections of Interceptor swale along south boundary have grade of only ~0.6%. Any swale at grade less than 2% requires a subdrain complete with outlet. In this location there is no outlet or the subdrain. Review, re-design swale grade. Note that any external inflow into the swale corridor must be preserved.</p>	<p>The proposed interceptor swale has been designed to match into all existing grades along the south property limit. In addition to this, a 0.6m buffer has been provided in order to minimize the disturbance on the adjacent properties to the south.</p> <p>The slope within the proposed interceptor swale range from 1.1% to 2.0%, a subdrain has been incorporated along the centerline of the swale to minimize any stagnant and/or slow-moving surface flows. The proposed subdrain outlets at the beginning of the existing woodlot into a level spreader.</p>
<p>15. Minimum gutter grade along curved portion is 0.7%. This typically requires a 1.1% to 1.2% centerline grade. The proposed centerline grade of 0.9 should be revised. The grade along curbs at cul-de-sac also require a minimum grade of 0.7%. Revise road profile as required. See Town Standards sec. 2.4.3, Table 3, note 5.</p>	<p>Grades/slopes have been designed along the proposed curves to be 1.0% which provides a minimum of 0.7% along the proposed gutters. The proposed centerline grades have been indicated on drawings G-1 and G-2.</p>

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<p>16. No catch basins are allowed in front of driveways. The proposed drawings indicate that estate type lots are expected which typically include a 3-car garage and 9m driveway. Current design shows 7.5m wide driveways for some lots. Increase all driveway widths to 9m and revise catch basin locations. Sales program man not be limiting the type of home to specific lot since all have ~100' frontage.</p>	<p>All catch basin have been located so that they are not in front of a proposed driveway. Driveway width are based on the site plan provide by the planner. Upon detailed design and the final selected home, the driveways will be revised accordingly and the respective catchbasins will be adjusted/shifted accordingly to adhere to the Towns design criteria.</p>
<p>17. Review proposed watermain sizes. The FSR notes that 200mm watermains are proposed while the drawings indicate both 150mm and 200mm.</p>	<p>All watermains sizes have been revised to show that they are all 200mm.</p>
<p>18. Propose preliminary locations of fire hydrants. Show all existing hydrants on existing streets. During detailed design, all values will need to be shown as well.</p>	<p>Proposed hydrant has been indicated as per Town design standard 6.16.</p>
<p>19. Section E1 – Review proposed grade over elliptical pipe. Finished grade is within the pipe. If a 3H:1V slope is covering land matching street line and curb is based on it – re-consider design. Label horizontal distances to new curb and property line to assist checking.</p>	<p>The proposed grade in section E1 has been revised to 220.60m. A horizontal distance has also been included from the curb to the high point to assist in checking.</p>
<p>20. Within Part 4.2 – Cut Fill Analysis, two additional reports are referred to, but do not appear in submission documentation. Clarify.</p>	<p>The following reports are included in the submission:</p> <ul style="list-style-type: none"> - Floodplain Modification Report For 0 Shore Acres Drive Gilford Residential Subdivision - Scoped Environmental Impact Study (EIS) prepared by Azimuth Environmental (dated September 2019) and submitted as part of the first resubmission.
<p>21. Provide CAD file with preliminary grading, preliminary sizing of watermains, and any additional data needed by Town and InnServices to complete Water Modeling calculations and confirm sizing with 1st submission of detailed design.</p>	<p>A CAD file will be provided to the Town upon 1st submission of detailed design.</p>

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<p>22. Show how the following Swmhymo parameters were determined as the grading provided does not agree with these values:</p> <ul style="list-style-type: none"> a. Slope impervious in North Side Shore Acres Drive (.006%) b. Slope impervious and slop previous at 1.0% 	<ul style="list-style-type: none"> a. 0.006% has been revised to 0.6% and the SYMHYMO model and referencing figures have been revised accordingly. b. When using the '<i>DESIGN STANHYD</i>' command it only allows the user to input one slope. A slope of 2.0% has now been used to provide a more conservative design. As the proposed roads are 0.5% except for the bends and cul-de-sacs, and most of the landscape areas have long travel distances and are in the range of 2%.
<p>23. In the post development scenario, combine all the small development catchments that drain to the SWM facility into once catchment.</p>	<p>All small post development catchments areas have been combined into single catchment areas with respect to each of their post development storm drainage outlets. See Figure 2, of the SWM/Functional Servicing Report.</p>
<p>24. The storage/discharge rating curve in the model does not match Table 2 – Stage Discharge/Storage Relationship in the report. The active storage in the model should only reflect the active storage in the wetland.</p>	<p>The stage storage rating curve in the SWMHYMO model now match the Stage Storage Table in the SWM/Functional Servicing Report.</p>
<p>25. The Table 2 does not extend to the top of Pond elevation of 225.00m.</p>	<p>Table 2 now reflects the top of the proposed SWM facility.</p>
<p>26. Why does the wetland not have any volume above the permanent pool elevation of 223.65m and below elevation 223.8m?</p>	<p>There was no volume shown between elevation 223.65m and 223.80m because this was not part of the active storage as the proposed weir wall within the proposed outlet structure was set to an elevation of 223.80m. The revised table now provide the volume between the normal water level (223.65m) and the proposed weir wall top (223.90).</p>
<p>27. Make the elevations and contours readable on Figure 2.</p>	<p>The figure would be too congested if the existing topo elevations were increased in size on Figure 2 as they would just all overlap each other, given the amount of topographic data. However, the contour elevations have been revised so that they are legible. For detailed existing topo elevations please refer to drawings G-1 to G-5.</p>

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28. Provide stamped, signed drawings and report.	Hard copies of the drawings and report have been signed and stamped.
29. Provide the pre-development digital Swmhymo model.	Refer to Appendix 'A' of the Stormwater Management and Functional Servicing Report.
30. The percent impervious for the lots use a standard house footprint of 200m ² or 8.8% lot coverage. The R1 zoning permits up to 35% lot coverage which can include a single detached dwelling, accessory buildings and structures. The percent impervious should be more conservative and reflect a higher lot coverage.	The imperviousness for the proposed lots has been revised to 35%. See typical lot imperviousness figure in Appendix 'A'
31. Why are there two Swmhymo imperviousness calculation in the report. Why does the Swmhymo model have two route reservoir commands. If one is to model the emergency spillway, it should be included in the route reservoir rating curve.	A single imperviousness calculation has been provided.
32. Groundwater appears to be high across the property. Additional monitoring is required to determine the seasonally high groundwater table.	Addressed. See updated Hydrogeological Report.
33. If the subdivision is planning to develop with basements or crawl spaces, basement floor slabs are required to be 0.5m above the seasonally high groundwater elevation. Once sufficient groundwater monitoring has been completed to determine the seasonally high groundwater elevations, then these seasonally high groundwater contours should be provided in the site grading plan.	The basements have been designed to be a minimum of 0.5m above the seasonal high groundwater table and underside of footing (USF) elevations have been provide on drawings G-1 and G-2.
34. The report indicates a 160mm orifice and Table 2 shows a 25mm orifice and a control orifice. What is the size of the control orifice with a head starting at elevation 222.75 on Table 2?	25mm "orifice" previously referred to was in reference to the infiltration trench capturing the 25mm storm event. This 25mm note has been removed and only reference to the 166mm diameter orifice pate is now shown. However, the infiltration trench is still functioning to provide infiltration for the 25mm storm event.

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<p>35. The pond berm has a 1.0m top width. The minimum width should be 4m to provide access to this area if maintenance is required.</p>	<p>A 4.0m access road has been provided from the inlet structure to the outlet structure for maintenance. This runs from the east cul-de-sac of Street 'B' to Shore Acres Drive.</p>
<p>36. The access road to the outlet structure requires either a turn-around circle or must continue around the pond.</p>	<p>A driveway through access route will be provided from the east cul de sac on Street 'B' to Shore Acres Drive. Swing gates blocking vehicle access will be provide at each entrance to the drive access to only allow for Municipal vehicles.</p>
<p>37. The outlet structure should be as per Town engineering standards with a control manhole and a perforated riser pipe inlet structure.</p>	<p>A weir wall is located within the outlet structure and no sediment will cause any clogging to the proposed orifice plate.</p>
<p>38. Provide the details of the emergency spill-way and demonstrate there is a 0.3 m freeboard at the Regulatory storm event.</p>	<p>An emergency spillway has been provided at the northeast corner of the SWM facility. It is 6.25m wide and provides 0.3m of freeboard. Refer to section 3.3.5.1 of the SWM/Functional Servicing Report for further details and calculations. In addition to this, the Regional Storm event was used in modeling/sizing the Emergency Overflow.</p>
<p>39. Show that the SWM pond has a minimum 24 hour draw down time from the 25mm storm event.</p>	<p>The entire 25mm storm event is being retained on site. Infiltration calculations have been provided in section 3.5.1 of the SWM/Functional Servicing Report, which provides a soil drain down time of 12.5hrs.</p>
<p>40. Demonstrate that the redundant 1.5 x 1.5m inflow structure has sufficient capacity at the detailed design stage.</p>	<p>Calculations for the redundant inlet structure have been provided within section 3.3.4.1 of the SWM/Functional Servicing Report, demonstrating the inlet capacity for the 100-year 24hr SCS storm event.</p>
<p>41. As previously requested, the hydrogeological report needs to address the potential impacts of the infiltration block in the water quality and quantity of neighboring wells along with potential changes in the groundwater table that could impact the neighboring basement flooding at the detailed design stage.</p>	<p>Addressed. See updated Hydrogeological Report.</p>

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3. Hydro One 10.31.2019 Dennis De Rango 905.946.6237 Dennis.DeRango@HydroOne.com	
Comments:	Response
<p>We are in receipt of your Plan of Subdivision application, D12-2017-002 dated October 31, 2019. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. <u>Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.</u></p> <p>For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.</p> <p>To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/</p>	<p>Noted.</p>

4. MetroLinx 01.07.2020 Terri Cowan 416.202.3903 Terri.Cowan@metrolinx.com	
Comments:	Response
<p>Further to the Public Meeting/Public Open House circulation for 1291 Shore Acres Drive, I note the subject lands are located immediately adjacent to GO Transit's Barrie rail corridor. I further</p>	<p>Noted.</p>

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4. MetroLinx 01.07.2020 Terri Cowan 416.202.3903 Terri.Cowan@metrolinx.com	
Comments:	Response
note the subject application is to accommodate a residential development. My comments are set out below:	
Metrolinx’s established rail corridor setback for residential uses is 30 metres (measured from the property line to building face). I further note that Block 38, adjacent to the railway corridor, is designated as Open Space. Confirmation is required on the distance between Lot24 and the property line.	Addressed. The distance between proposed Lot 24 and the western property line (adjacent to the rail corridor) is approximately 61.1 metres. Additionally, a 30 metre railway setback line has been provided on the updated Draft Plan of Subdivision for reference.
A 2.5-metre high safety barrier is also required for residential developments, to be provided in conjunction with the setback (standard form is an earthen berm). I further note pending the topography of Block 38, an alternative safety barrier may be accommodated. We request that grading information be provided for review. Depending on the grades, the safety barrier design may have to be reviewed. Ultimately the subject berm design will need to be reviewed and to the satisfaction of Metrolinx’s Engineer (AECOM). Further coordination with Metrolinx will be required in this regard.	Addressed. A Grading Plan has been prepared and submitted for review and evaluation.
The proponent shall engage a qualified consultant to prepare a noise and vibration study, to be submitted for review and satisfaction of Metrolinx.	Addressed. A Noise and Vibration Study was prepared by Jade Acoustics (dated September 18, 2019) and submitted as part of the original submission. Their assessment concluded that with the appropriate noise mitigation requirements, sound levels will be within the appropriate environmental noise criteria.
The proponent shall submit a drainage report for review and satisfaction of Metrolinx. Any proposed alterations to the existing drainage pattern affecting GO Transit’s rail corridor must receive prior concurrence from Metrolinx	Addressed. An updated Stormwater Management Report and Drainage Plan has been prepared and enclosed with the resubmission.

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4. MetroLinx 01.07.2020 Terri Cowan 416.202.3903 Terri.Cowan@metrolinx.com	
Comments:	Response
<p>The following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way:</p> <p>Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.</p>	Noted.
<p>The Owner shall enter into an agreement with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title against all residential dwellings within 300 metres of the rail corridor and in favor of Metrolinx.</p>	Noted.
<p>It should be noted that any construction activity within or immediately adjacent to the rail corridor must be coordinated with our consultant, AECOM. Permits and flagging may be required depending on the nature of the proposed work.</p>	Noted.

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5. County of Simcoe 12.09.2019 Anna Dankewich 705.726.9300 x 1970 anna.dankewich@simcoe.ca	
General Comments:	Response
<p>The subject lands are located within the Built Boundary of the Gilford Settlement Area, and are designated Settlement in Schedule 5.1 – Land Use Designations to the Simcoe County Official Plan (SCOP). Per the SCOP policy 3.5.24 all residential development occurring on the subject lands will assist the Town in meeting its annual intensification target of 33%.</p>	<p>Noted.</p>
<p>Waste Collection Comments:</p> <p>The County of Simcoe is responsible for providing waste collection services to all residential lots and units with a frontage on a publicly owned and maintained roads. All municipal roads must be designed to accommodate County waste collect vehicles per the County's Waste Collection Road Design Policy and Design Standards. The County is not required to provide waste collection services on private roads. However, the County endeavors to provide waste collection services to as many residential properties as possible throughout the County of Simcoe. Waste collection services may also be provided in site-specific locations, where the development meets the County's policies and standards.</p>	<p>Noted.</p>
<p>County Solid Waste Management Staff note the following:</p> <ol style="list-style-type: none"> 1. Please provide clarification on the internal road width measurement. The standards require a minimum paved road width of 6 metres measured from inside curb to curb. 2. Please provide clarification on the turning radius of the turning circle. The standards currently require a minimum of 13 metres paved turning radius. Please note however, for 	<ol style="list-style-type: none"> 1. Addressed. The internal road with measurement is 8.0 metres measured from the inside curb to curb. See enclosed Draft Plan of Subdivision. 2. The proposed turning radius of the cul-de-sac is 20.0 metres. See enclosed Draft Plan of Subdivision.

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5. County of Simcoe 12.09.2019	
Anna Dankewich 705.726.9300 x 1970 anna.dankewich@simcoe.ca	
General Comments:	Response
this development due to future anticipated servicing requirements a turning radius of 15 metres is encouraged.	

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<p>Provided that the Solid Waste management comments outlined above are adequately addressed, the County requests the following conditions be included in the conditions of Draft Approval to ensure clarity regarding waste collection.</p> <p>Conditions:</p> <ol style="list-style-type: none">1. Based on preliminary designs, the County has confirmed that County waste collection services are feasible for this development. The County is not required to provide waste collection services along unassumed roads until such time they are assumed by the municipality. The County may, however, commence waste collection services prior to the municipality assuming the road once an appropriate level of residency has been confirmed by the County. Such early provision of waste collection services is contingent upon regular access being available on the road and is subject to a request being approved by the County Solid Waste Management Department. This may require temporary turnarounds to be constructed depending on the phasing of the development. The Owner/Developer acknowledges that should road access be blocked due to road construction, parked vehicles, insufficient snow removal, etc. or should any temporary turnarounds not be constructed to the County's standard, service disruptions will occur. The Owner/Developer is responsible for providing waste collection services until such time as the County has confirmed that the access restriction has been satisfactorily remedied.2. That prior to final approval or registration of an phase(s), the Owner/Developer shall provide written confirmation to the County of Simcoe, that all municipal roads, including any dead end roads or temporary turnarounds, are designed to accommodate County waste collection vehicles as per the County's Waste Collection Road Design Policy	<p>Noted.</p>
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<p>and applicable Waste Collection Technical Design Standards document. Furthermore, the Owner/Developer shall submit all engineering drawings to the County of Simcoe to demonstrate that the design and construction of all roads complies with the Waste Collection Technical Design Standards. Failure to construct municipal roads in accordance with the County's standards may result in waste collection services being withheld or suspended, and may require reconstruction to accommodate waste collection service vehicles.</p>	
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5. County of Simcoe | 12.09.2019
Anna Dankewich | 705.726.9300 x 1970 anna.dankewich@simcoe.ca

General Comments:	Response
<p>Summary:</p> <p>County Planning Staff do not object to the proposed Draft Plan of Subdivision. However, we request that the conditions outlined above included in the conditions of Draft Approval to ensure clarity regarding the provision of waste collection services.</p> <p>County Solid Waste management staff welcome the opportunity to review a revised draft plan related to the municipal road to assess compliance with the standards and to discuss the application process with the applicant.</p>	<p>Noted.</p>

6. Simcoe County District School Board | 11.15.2019
Nick Gooding | 705-728-7570 |

Comments:	Response
<p>Planning Staff have no objection to this development. Please be aware that pupils residing in this development may not be accommodated in local schools due to accommodation limitations.</p>	<p>Noted.</p>
<p>Planning Staff request that the Board's standard conditions, as indicated below, be included:</p> <ul style="list-style-type: none"> • That the Owner agrees to include all offers of purchase and sale a statement that advises the prospective purchaser that the public schools on designated sites in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside the area. 	<p>Noted.</p>

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6. Simcoe County District School Board 11.15.2019 Nick Gooding 705-728-7570	
Comments:	Response
<ul style="list-style-type: none"> • That the Owner agrees to include in all offers of purchase and sale a statement that advises the prospective purchaser that if school buses are required for the residential community in accordance with Board Transportation policies school bus pick up points will generally be located on the through street as a location convenient to the Simcoe County Student Transportation Consortium. 	