

Summary of Comments

A-2025-041, A-2025-042, A-2025-043, A-2025-044, A-2025-045 &
A-2025-046

946-950 Innisfil Beach Rd



COMMITTEE OF ADJUSTMENT MEMORANDUM

APPLICATION NUMBER(S): A-2025-041, A-2025-042, A-2025-043, A-2025-044, A-2025-045 & A-2025-046
RELATED APPLICATION(S): SP-2021-018
MEETING DATE: September 18, 2025
TO: Sarah Burton Hopkins, Secretary/Treasurer, Committee of Adjustment
FROM: Ingrid Li, Development Planner
SUBJECT: Minor variance applications A-2025-041, A-2025-042, A-2025-043, A-2025-044, A-2025-045 & A-2025-046 seeking relief from Table 5.2b C, Table 5.2b E, Table 5.2b F, Table 5.2 b Note 5, Table 5.2d Note 6, and Section 3.35.1.1 d) Zoning By-law No. 080-13 to construct a mixed-use building and associated parking area.

PROPERTY INFORMATION:

Municipal Address	946-950 Innisfil Beach Road
Legal Description	INNISFIL CON 8 S PT LOT 24 & PLAN 1052 PT LOT 10
Official Plan	Downtown Commercial Area & Residential Low Density 1(Schedule B1 Alcona)
Zoning By-law	Mixed Use 2 (MU2) Zone

RECOMMENDATION:

The Planning Department recommends approval of A-2025-041, A-2025-042, A-2025-043, A-2025-044 and A-2025-046 and subject to the following condition(s):

CONDITION(S):

- 1.) That the variances only apply to the submitted drawings and that any future development of the lands through the current site plan process be subject to Zoning By-law and / or CPPS. Any future site plan applications are subject to the CPPS exclusively.
- 2.) That the applicant shall provide Cash-in-Lieu for the overall parking reduction, subject to Town's Fee and Charges By-law, as amended.

The Planning Department recommends deferral of A-2025-045, subject to the following requirements:

- 1.) That the development concept be further evaluated and adjusted relative to the indoor amenity space requirement to be more in conformity with the intent of the

Official Plan and be in compliance with the intent the Zoning By-law.**REASON FOR APPLICATIONS:**

The applicant is proposing relief from of Zoning By-law No. 080-13 to construct a mixed-use building and associated parking area on the subject lands which include the following variances as shown below. A Planning Justification Report (PJR) prepared by Innovative Planning Solutions and a Traffic Impact Brief and Swept Path Assessment prepared by JD Northcote Engineering Inc. have been received. Please note that the proposed mixed use building is also subject to a concurrent site plan control process SP-2021-018.

- Table 5.2b C to permit a decreased interior side yard setback of a parking structure to 3m and an angular plane of 49 degrees;
- Table 5.2b E to permit a decreased rear yard setback of a parking structure to 3.7m and an angular plane of 48.8 degrees and to permit a mixed use building with an angular plane of 45.8 degrees.
- Table 5.2b F to permit a mixed-use building with a height of 25.4m and an angular plane of 45.8 degrees;
- Table 5.2b note 5 to permit a reduced width of landscaped strip in the front yard to 0.2m;
- Table 5.2b note 6 to permit no indoor amenity space (0m²); and,
- Section 3.35.1.1 d) to permit a mixed-use building with a reduced parking space of 85 units for a residential use.

Staff note that the application was submitted and deemed completed prior to the new CPPS Bylaw 058-25 coming into effect; therefore, the application is being reviewed under the Zoning By-law 080-13 per transition provisions of CPPS By-law (1.25 a) i)), and a Site Plan Agreement can be entered into once variances granted per the transition provisions of CPPS By-law (1.25 a) iii)).

The following chart depicts the standards of Zoning By-law 080-13 and the relief sought through these applications.

Application Number	By-law Section	Requirement	Proposed	Difference
A-2025-041	Table 5.2b C Minimum Interior side Yard	0 m or 7.5 m and subject to the 45 degree angular plane where the interior side yard abuts an R1 Zone	3m from R1 zone for parking structure 49 degrees	4 degrees
A-2025-042	Table 5.2b E Minimum Rear yard	7.5 m and subject to the 45 degree Angular plane	Parking structure: 3.7m 48.8 degrees	3.8m 3.8 degrees
			Mix-use Building: 25.18m 45.8 degrees	 0.8 degrees

A-2025-043	Table 5.2b F Maximum height	24m for mixed use Building and subject to the 45 degree angular plane	25.4m 45.8 degrees	1.4m 0.8 degrees
A-2025-044	Table 5.2 b note 5	The required landscaping will correspond to the setback provided 1.9m	0.2m	1.7m
A-2025-045	Table 5.2 b note 6	Minimum 116m ² indoor amenity space	0m²	116m ²
A-2025-046	Section 3.35.1.1. d	Residential 1.5 spaces/unit = 87 (58 units)	85 spaces	2 spaces

SURROUNDING LANDS:

North	Single-detached dwellings and accessory structures
East	940 IBR (Land zoned MU2)
South	Lands zoned MU2
West	958 IBR (Lands zoned MU2)

ANALYSIS:

Site Inspection Date	September 3, 2025
Maintains the purpose and intent of the Official Plan: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>A portion of the subject lands are designated Downtown Commercial Area abutting Innisfil Beach Road on Schedule B1 within the Official Plan, which allows mixed use buildings up to eight storeys. Schedule A of the Official Plan identifies the lands as being within a strategic growth area, as part of a key placemaking destination, and as a primary settlement area (Alcona). Section 2 of the Official Plan provides the policy framework for Placemaking. The key goal for Placemaking is to create places that can be used and enjoyed throughout the year. The Official Plan does not specify the height in metres that is permitted on the subject lands, but as stated does allow eight storeys (Policy 11.2.6) which the development meets. There is also no maximum density allowed in the Official Plan, but only a minimum density of 60 units per hectare, which the application meets (and exceeds- 148 units/hectare provided). The development would provide efficiencies in the provision of water and sewer services to the site.</p> <p>A-2025-041, 042, 043, 044 & 046 <i>Section 11.1.9 states that Mixed Use intensification shall be configured to reinforce main street facades and provide a transition of height and density adjacent to existing residential areas including the use of a 45% angular plane from the property line of adjacent low density housing. Section 11.2.7 states that applications for heights in excess of eight</i></p>

storeys maybe considered provided the development provides a compatible transition to low density residential areas and provides for community benefits in exchange for increased height and/or density as per Section 37 of the Planning Act. The majority of the mixed-use building and parking structure are within the 45 angular plane.

In accordance with Section 11.1.15, the proposed mixed use building is brought up close to the street and is stepped back from the front wall above 3 storeys. Section 11.1.10 states that *screening in the form of landscaping, fencing and architectural features shall be provided abutting residential development, to minimize adverse impact on abutting residential properties.* The two-storey parking structure is designed with features that screen headlights from adjacent residential properties, and a vegetation buffer is proposed along east side lot line to mitigate impacts on adjacent residential properties.

In accordance with Policy 10.1.46, 11.1.2, 11.1.13 of the Official Plan, the proposed mixed use building is oriented towards Innisfil Beach Road (IBR). Additional landscaping is proposed on the municipal boulevard.

Section 11.1.23, 11.1.25, 11.2.24, 11.1.29, 11.1.30 and 12.9.9 provides policy direction on parking. The proposed open-air parking area is in the rear yard and a vegetation buffer is proposed to screen the parking structure from neighbouring properties. Further, Policy 5.6.2 states that cash-in-lieu maybe permitted where development cannot provide required off-street parking on the site.

The site is designated "Downtown Commercial Area", and future residents are anticipated to have the opportunity to utilize on-street parking in the area as well as future municipal transit. The addition of these residential units will assist to grow the community and provide opportunities and an example for future residential development. Therefore, as a condition of approval, Cash-in-Lieu for the parking reduction is required by the Town, subject to Town's Fee and Charges By-law, as amended.

A portion of the rear of the subject lands appears to be designated Residential Low Density 1, however a large portion of the subject lands is within the Downtown Commercial Area and the entire property is currently zoned MU2, where a mixed use building is a permitted use; therefore, the proposed use is viewed as compatible and consistent with the intent of the Official Plan and Zoning By-law. Staff note in interpreting the Official Plan under Section 23.1.7, boundaries between land use designated on the Schedules are approximate except where they coincide with major existing roads, railway lines, streams, or other clearly defined physical features. The existence of an approved Zoning By-law delineating the whole of the subject lands as permitting a mixed use building (MU2), which was required to be approved under the Official Plan, is considered relevant grounds that the applicable Official

	<p>Plan policies for the subject lands are the Downtown Commercial Area designation.</p> <p>Section 11.1.34 of the Official Plan requires all development within the commercial designations to be subjected to Site Plan Control in accordance to Section 22.3. The proposed design, massing and siting and functionality of the proposed mixed-use building would achieve the intended design objectives of the Official Plan in the Site Plan design stage. The proposed development has an associated Site Plan control application which is currently being reviewed by staff and external agencies</p> <p>Considering the above, Staff have no objections to applications A-2025-041, 042, 043, 044 & 046, which in general meet the purpose and intent of the Official Plan, subject to the recommended conditions.</p> <p>A-2025-045</p> <p>The Official Plan (OP) intends to strengthen social connections by providing opportunities for social interaction through public places and activities in those places to build a stronger sense of community (1.3 1). Section 2.2 identifies strategies to achieve place making. Section 2.3 sets out principles to design public spaces and evaluate development proposals in Innisfil. One of the established principles is “Sociability”, which emphasizes the importance of creating sociable places allows people to build and develop those physical and social emotional connections that are critically important to place making. It highlights that successful places are “convenient,” “a place for conversation,” and “friendly”. Indoor amenity spaces within a proposed mixed use building containing 58 residential unit—such as lounges, gyms, multipurpose rooms, and activity spaces—directly support these objectives by offering accessible environments for residents to gather, interact, and participate in programmed recreational, social, or entertainment activities (3.1.4 iv). The proposed 0m² indoor amenity limits the opportunity for year-round social connection, particularly during the winter months when outdoor spaces are less accessible.</p> <p>Furthermore, the Official Plan identifies the need to support residents, including older adults, in obtaining recreation, social, and health services (Section 9, objectives 12). Indoor amenity spaces facilitate this by providing year-round, weather-independent locations for these activities, thereby enhancing the overall sense of community and place within the development. The proposed 0m² indoor amenity space may not fully accommodate resident’s diverse needs.</p> <p>Section 23.2 of the OP states that <i>"Our Place" works in conjunction with many other plans and strategies which inform one another and are inter-related in terms of the objective of developing and enhancing our community. The following list of documents do not form part of the Official Plan but help to inform and implement the policies of this Plan. As these documents are updated, they will continue to help</i></p>
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	<p><i>implement the policies and strategies of this Plan to create Our Place.</i></p> <p>As per supporting documents listed under section 23.2 “Healthy Community Design Policy Statements for Official Plans - Simcoe and Muskoka District Health Unit -April 2014” Objective 2 highlights that <i>“Creating indoor and outdoor public spaces within a community that enables individuals to meet and congregate provides opportunities for social integration.”</i></p> <p>Based on the above, Staff are of the opinion that the proposed 0m² amenity space does not maintain the general intent and purpose of the Official Plan and would recommend deferral to engage in more discussion in this regard.</p>
<p>Maintains the purpose and intent of the Zoning By-law: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The subject lands are zoned Mixed Use 2 (MU2) Zone as outlined in the Town of Innisfil Zoning By-law No. 080-13, which permits mixed-use structures and associated parking areas. The surrounding neighbourhood is characterized by a mix of residential and commercial uses. The below variances are proposed to facilitate the development of a proposed eight (8) storey building containing 58 residential units and 195m² ground floor commercial space, mixed-use and associated parking and landscape areas.</p> <p>A-2025-041</p> <p>Table 5.2b C requires a minimum interior side yard setback of 7.5 m and subject to the 45 degree angular plane where the interior side yard abuts an R1 Zone. The intent of the regulation is to regulate massing and building height so as to not create negative impacts on the neighbouring low density properties, while ensuring adequate space for outdoor areas, landscaping, and maintenance access. The proposed parking structure is set back 3m from the eastern interior side lot line. The proposed upper level of the parking structure includes an architectural feature to buffer vehicular headlights from abutting properties. As a result, a minimal portion of this level extends beyond the 45° angular plane as per below drawing with a proposed 49 degrees. The setback reduction applies only to the open-air parking structure; the 8-storey mixed-use building does not abut the R1 Zone and is compliance with the side yard setback requirements. Appropriate buffering from neighbouring residential uses is proposed to mitigate privacy and visual massing impact.</p>

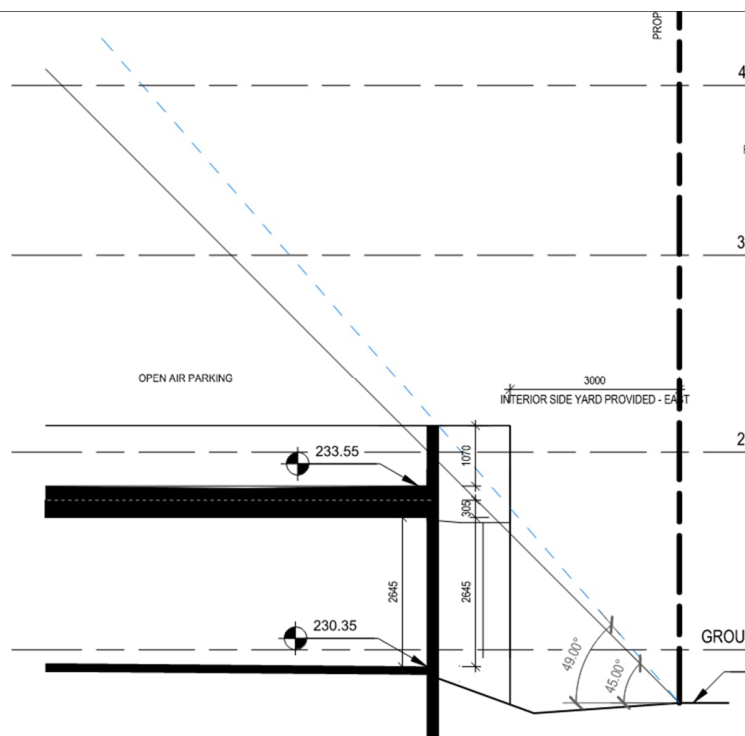
**A-2025-042**

Table 5.2b E requires a minimum rear yard setback of 7.5 m and subject to the 45 degree angular plane. The proposed parking structure is set back 3.7m from the rear yard and the architectural feature encroaches into the 45 degree angular plane at 48.8 degree. Similar as the variance under A-2025-041, the proposed upper level of the parking structure includes an architectural feature to buffer vehicular headlights from abutting properties. As a result, a minimal portion of this level extends beyond the 45° angular plane as per below. The setback reduction applies only to the open-air parking structure; the 8-storey mixed-use building is compliance with the rear yard setback requirement. A 3m width landscape strip buffering from neighbouring residential uses is proposed to mitigate privacy and visual massing impact.

The proposed mixed-use building is set back 25.14 m from the rear lot line, well beyond the minimum 7.5 m requirement. The slight encroachment of the roof parapet into the 45° angular plane at 45.8° is considered minor and does not adversely affect adjacent properties at the rear yard. The building maintains sufficient separation to the rear lot line to mitigate overshadowing, privacy, visual massing and bulk impact.

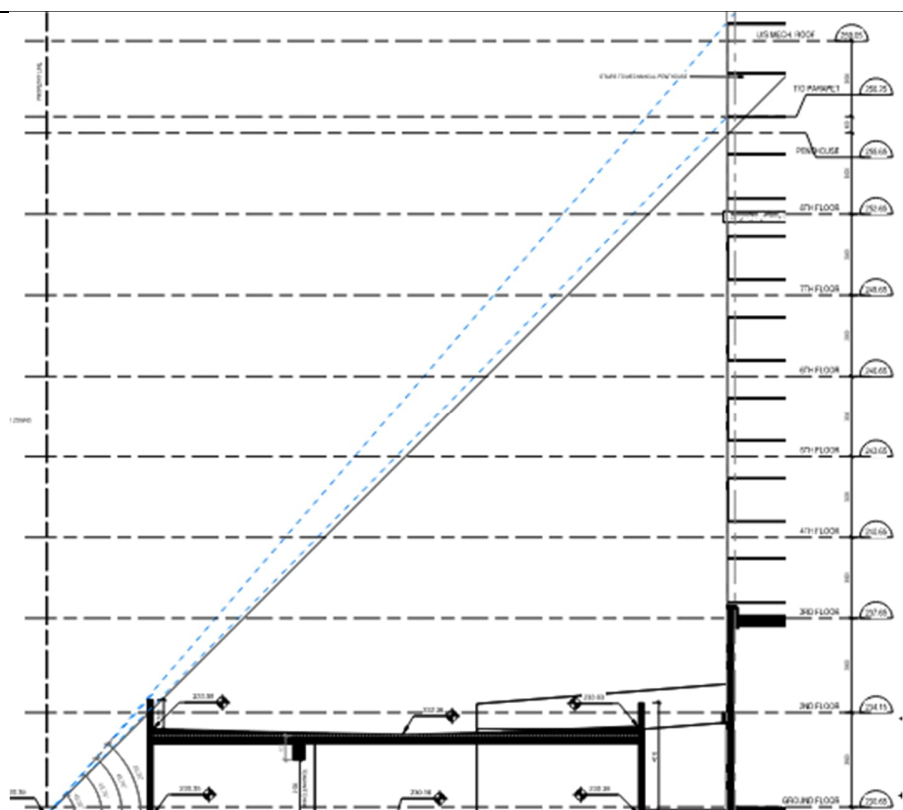
**A-2025-043**

Table 5.2b F requires a maximum height of 24m and subject to the 45 degree angular plane. The proposed height exceeds the maximum permissible height by 1.4m, and the angular plane at the rear of the building deviates from the prescribed requirement by 0.8 degree, which is considered relative minor. The PJR notes that the increased height is due to ground and second floor parking structure heights within the building to accommodate vehicular and mechanical features. The proposed 25.4m height is considered appropriate for an 8-storey building given all side yard setbacks requirements are met, and the encroachment into the 45 degree angular plane is minimal, limited to the parapet wall, which does not contribute to overall massing or create adverse impacts on neighbouring properties. Staff also note that the new CPPS bylaw permits that mixed use buildings which maintain frontage on Innisfil Beach Road will have a maximum height of 26m as of right and be subject to the 45 degree angular plane.

A-2025-044

Table 5.2b note 5 requires the minimum front yard landscape strip will correspond to the setback provided, which is 1.9m in this case. The proposed landscape strip along the front yard is 0.2m. The siting of the mixed-use building has been designed to align with Official Plan directions that promote convenient pedestrian, transit, and vehicular connections; as a result, the landscaped area along the front yard has been reduced to support a building placement closer to the IBR and to

	<p>accommodate pedestrian walk. While the on-site front yard landscape strip is reduced, additional landscaping is proposed within the municipal boulevard to enhance the streetscape.</p> <p>A-2025-045 Table 5.2 b note 6 requires the minimum indoor space of 116m² (2m²/residential unit). The proposed indoor amenity space is 0m². The intent and purpose of maintaining indoor amenity area is to provide residents with safe, functional and comfortable indoor spaces that promotes social interaction, supports lifestyle needs, and can be used year-round regardless of weather conditions. In staff's opinion, the complete elimination of the indoor amenity space does not maintain the general intent and purpose of the Zoning By-law.</p> <p>A-2025-046 As per parking calculations listed in Section 3.35.1.1 d, a total of 87(1.5 space per residential unit) parking spaces is required for the proposed residential development. The applicant is proposing to reduce the required number of spaces by 2 spaces for 85 parking spaces for residential use on site. The applicant has provided a Traffic Impact Brief to support the reduced parking spaces. It notes that "The proposed parking supply is adequate to support the parking demand for the proposed development".</p> <p>Based on the above, it is Staff's opinion that the requested variances under application A-2025-041,042, 043, 044 & 046 maintain the purpose and intent of the Zoning By-law, subject to the proposed conditions. The requested variance under application A-2025-45 regarding reduced amenity indoor space does not maintain the purpose and intent of the Zoning By-law.</p>
<p>The variance is desirable for the appropriate/orderly development or use of the land: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The Community of Alcona has been earmarked as a key destination for future growth and improvements in order to provide intensification within the Downtown Commercial Area per the Official Plan policies. The provision of 58 residential units will achieve a portion of the growth anticipated for the area while also providing a streetscape improvement, contributing to infill in a manner consistent with what the Official Plan permits in terms of density, height and land uses. The minor angular plane and height increases, as well as the reductions in rear yard, interior side yard setback for parking structure, and parking reduction, are considered acceptable in terms of overall site development and are desirable for the appropriate and orderly development or use of the land. Site Plan Control is required, and the development is currently going through this process with Town Staff.</p> <p>The proposed 0m² indoor amenity space for high density residential development as per analysis above would not be deemed desirable for the appropriate and orderly development or use of the land. Staff welcome further discussion in this regard with the applicant.</p>
<p>The variance is minor in nature: <input checked="" type="checkbox"/> Yes</p>	<p>The proposed variances are not expected to cause substantial impact to surrounding properties as detailed herein. Staff are of the opinion that the variances under application A-2025-041,042, 043, 044 & 046 are</p>

<input type="checkbox"/> No	<p>minor in nature in the context of the justification provided, including the parking brief, and subject to the recommended conditions. As stated, the development of the lands is also undergoing a thorough review through the site plan control process, through which the requested variances arose.</p> <p>The proposed 0m² indoor amenity space for high density residential development as per analysis above would not be deemed minor in nature. Again, Staff welcome further discussion in this regard with the applicant</p>
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CONCLUSION:

The Planning Department recommends approval of application A-2025-041, A-2025-042, A-2025-043, A-2025-044, & A-2025-046, subject to the proposed conditions.

The Planning Department recommends deferral of application A-2025-045 subject to the proposed requirements listed at the top of this memorandum.

PREPARED BY:

Ingrid Li
Development Planner

REVIEWED BY:

Steven Montgomery, MCIP, RPP
Supervisor of Development Planning



BUILDING DEPARTMENT

MEMORANDUM TO FILE

DATE: September 11, 2025

FROM/CONTACT: Jocelyn Penfold ex 3506 jpenfold@innisfil.ca

FILE/APPLICATION: A-2025-041, 042, 043, 044, 045, 046

SUBJECT: 946-950 Innisfil Beach Road

Comments to applicant/owner for information purposes (Comments help provide additional information regarding the development of the subject lands to the applicant. Comments are not conditions of approval):

1. No comments

Condition of Approval (Conditions of Approval are specific enforceable conditions regarding the subject lands should the Committee of Adjustment approve the application.

1. No comments.



Engineering

MEMORANDUM TO FILE

DATE: September 18, 2025

FROM/CONTACT: Adil Khan ex 3244 akhan@innisfil.ca

FILE/APPLICATION: A-041-2025, A-042-2025, A-043-2025, A-044-2025, A-045-2025, A-046-2025

SUBJECT: 946 – 950 Innisfil Beach Road

Comments to applicant/owner for information purposes (Comments help provide additional information regarding the development of the subject lands to the applicant. Comments are not conditions of approval):

1. No comment.

Condition of Approval (Conditions of Approval are specific enforceable conditions regarding the subject lands should the Committee of Adjustment approve the application. For example: The applicant/owner shall apply for a building permit for the construction of a new dwelling to the satisfaction of Community Development Standards Branch)

1. No comment.



Sent via e-mail: thaghsheenas@innisfil.ca

September 11, 2025

**Municipal File No.: A-2025-041, A-2025-042, A-2025-043,
A-2025-044, A-2025-045, A-2025-046
LSRCA File No.: VA-402322-090525**

**Toomaj Haghshenas
Development Planner
2101 Innisfil Beach Rd
Town of Innisfil, L9S 1A1**

Dear Toomaj,

**Re: Application for Minor Variance
946-950 Innisfil Beach Road
Town of Innisfil
Owner: Ryan Decaria-Stopay & John Paul Decaria-Stopay
Applicant: Nick Skerratt (Innovative Planning Solutions)**

Thank you for circulating the above-captioned application to the Lake Simcoe Region Conservation Authority (LSRCA) for review and comment. It is our understanding that the Applicant/Owner is proposing to construct a mixed-use building with a proposed ground floor area of approximately 1,052 square meters. The Applicant/Owner is seeking relief from the following section of the Town of Innisfil Comprehensive Zoning By-law 080-13, as amended:

- Relief from Table 5.2b.C of the Zoning By-law, which requires a 7.5m interior side yard setback and compliance with the 45-degree angular plane when abutting an R1 Zone. Where the applicant is requesting a 3m eastern interior side yard setback is proposed for the parking structure, with a portion extending to 49 degrees.
- Relief from Table 5.2b.E of the Zoning By-law, which requires a 7.5m rear yard setback and compliance with the 45-degree angular plane. Where the applicant is requesting a 3.7m rear yard setback is proposed for the parking structure and a portion at 48.8-degrees, and a 25.18m rear yard setback for the mixed-use building and 45.8 degrees is proposed for the parapet.
- Relief from Table 5.2b.F of the Zoning By-law, which limits building height to 24m and subject to the 45-degree angular plane. Where the applicant is requesting a height of 25.4m, with the parapet at 45.8 degrees.
- Relief from Table 5.2b, Note 3 of the Zoning By-law, requires the minimum width of the landscaped strip in the front yard to correspond with the setback provided of 1.9m. Where the applicant is proposing a landscaped strip of 0.2m.

- Relief from Table 5.2b, Note 6 of the Zoning By-law, requires a minimum of 116m² of indoor amenity space where the applicant is requesting 0m².
- Relief from Section 3.35.1.1.d of the Zoning By-law, requires a minimum of 87 parking spaces for residential use, proposed is 85 parking spaces.

Documents Received and Reviewed by Staff

Staff have received and reviewed the following documents submitted with this application:

- Application Package (dated August 28, 2025)

Staff have reviewed this application as per our delegated responsibility from the Province of Ontario to represent provincial interests regarding natural hazards identified in Section 5.2 of the Provincial Planning Statement (PPS, 2024) and as a regulatory authority under Ontario Regulation 41/24 of the *Conservation Authorities Act*. LSRCA has also provided comments as per our Memorandum of Understanding (MOU) with the Town of Innisfil. The application has also been reviewed through our role as a public body under the *Planning Act* as per our CA Board approved policies. Finally, LSRCA has provided advisory comments related to policy applicability and to assist with implementation of the South Georgian Bay Lake Simcoe Source Protection Plan under the *Clean Water Act*.

Recommendation

Based on our review of the submitted information in support of the application, the proposal is consistent and in conformity with the natural hazard policies of the applicable Provincial, Regional and Local plans. On this basis, we have no objection to the approval of this application for Minor Variance. It is recommended that any approval of this application be subject to the following conditions:

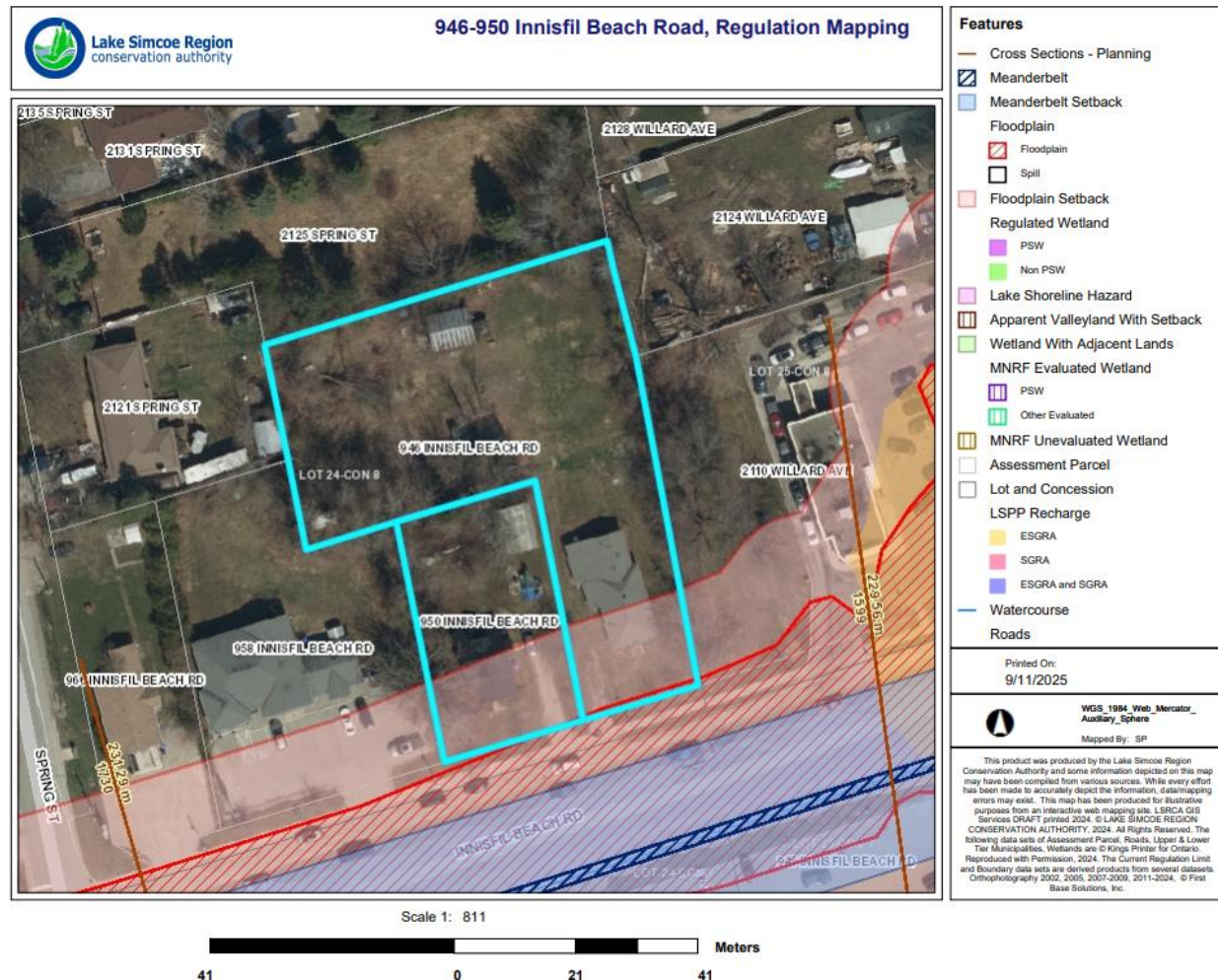
- That the Applicant/Owner shall pay the LSRCA Plan Review Fee in accordance with the approved LSRCA Fee Schedule. The applicable fee for Minor Variance (Minor – planner review only) is \$536;
- That the Applicant/Owner successfully obtain a permit from the LSRCA.

Site Characteristics

The subject land is approximately 3,896 square metres (0.39 hectares) in land area and is located north of Innisfil Beach Road and west of Willard Avenue within the Town of Innisfil.

Existing mapping indicates the following:

- The subject land is within the 'Mixed-Use 2 Zone' (MU2) as per the Town of Innisfil's Interactive mapping tool.
- The subject property is partially regulated by the LSRCA under Ontario Regulation 41/24 for Watercourse and associated flood hazards. Please see a detailed regulatory map below.
- The subject property is located within a completed watershed or sub-watershed study area – Innisfil Creeks Subwatershed Plan.



Please note: LSRCA staff have not attended any site meetings at this location related to the subject applications.

Delegated Responsibility and Statutory Comments

1. LSRCA has reviewed the application through our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 5.2 of the Provincial Planning Statement (PPS). There are identified natural hazards on the subject lands (floodplain hazard area). Based on the information submitted as part of this application, the proposal is generally consistent with 5.2 of the PPS.

The subject property appears to be located within LSRCA's regulatory floodplain. However, LSRCA notes that the subject property is located within the area of the completed two-zone floodplain study. The completed study identifies that the subject property is located within the flood fringe, therefore conformity with Section 5.2 of the PPS has been demonstrated at this time. Please note that development within the flood fringe will be subject to conditions established by the approved two-zone. Development is not permitted within the identified floodway as identified by this study.

Please contact the LSRCA for questions regarding these conditions, additional requirements may come through subsequent planning or regulation approvals.

2. LSRCA has reviewed the application as per our responsibilities as a regulatory authority under Ontario Regulation 41/24. This regulation, made under Section 28 of the *Conservation Authorities Act*, enables conservation authorities to regulate development in or adjacent to river or stream valleys, Great Lakes and inland lake shorelines, watercourses, hazardous lands and wetlands. Development taking place on these lands may require permission from the conservation authority to confirm that the control of flooding, erosion, dynamic beaches, pollution or the conservation of land are not affected. LSRCA also regulates the alteration to or interference in any way with a watercourse or wetland.

Ontario Regulation 41/24 applies to a portion of the subject property. It appears that the proposed development will be within the regulated area, therefore a permit from the LSRCA will be required prior to any development or site alteration taking place.

LSRCA staff note that the Applicant/Owner has received written comments from the LSRCA regarding a proposed site plan application submitted as part of a previous application in an email dated 10/18/2018 (LSRCA file no. SP-402322-091818).

LSRCA staff note that the Applicant/Owner has previously applied for a permit from the LSRCA regarding a previously proposed commercial use (LSRCA file no. RRIF111464).

Advisory Comments

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

Summary

Based on our review of the submitted information in support of this application, the proposal is consistent and in conformity with the natural hazard policies of the applicable Provincial, Regional and Local plans. On this basis, we have no objection to the approval of this application for Minor Variance.

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

1. Consistency with Section 5.2 of the PPS has been demonstrated;
2. Ontario Regulation 41/24 does apply to the subject site. A permit from the LSRCA will be required prior to any development taking place;
3. Matters pertaining to stormwater management and hydrogeology may be addressed through subsequent detailed design submissions.

Please inform this office of any decision made by the Town of Innisfil with regard to this application. We respectfully request to receive a copy of the decision and notice of any appeals filed.

Should you have any questions, please contact the undersigned (s.payne@lsrca.on.ca).

Sincerely,



Steven Payne
Planner I
Lake Simcoe Region Conservation Authority (LSRCA)