

Planning Justification Report

7391-7411 County Road 91, 1018 County Road 42, 207 and 209 Quebec Street, and 200 Sutherland Street South, Township of Clearview, County of Simcoe

Official Plan Amendment & Zoning By-law Amendment

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1.0 Introduction

Lilacpark Inc. is the owner of lands municipally known as 7391, 7395, 7399, 7403, 7407, and 7411 County Road 91, 1018 County Road 42, 207 and 209 Quebec Street, and 200 Sutherland Street South in the Township of Clearview, County of Simcoe (the “subject lands”). The subject lands are primarily vacant, notwithstanding a six-plex dwelling located on County Road 91.

The owner is proposing to redevelop the subject lands with a commercial plaza consisting of four stand-alone commercial buildings, including a drive-through restaurant, 94 parking spaces, and two site accesses. To permit the proposed development, Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Site Plan Control (SPC) applications are required.

This Planning Justification Report (PJR) is prepared in support of the proposed OPA and ZBA applications and analyses the proposed development in the context of current and applicable provincial planning policy, local planning documents, and other relevant matters. The conclusions provide a professional planning opinion based on this detailed analysis. This PJR has been prepared by a Registered Professional Planner (RPP) employed by the owner and has subsequently been peer reviewed by a RPP employed by Arcadis Professional Services (Canada) Inc. Both RPPs have fulfilled their obligations with respect to the Ontario Professional Planners Institute Standards of Practice.

2.0 Site Description and Location

The subject lands consist of a centrally located block in Stayner, bounded by Sutherland Street South to the west, County Road 91 to the north, County Road 42 to the east, and Quebec Street to the south. The subject lands are legally described as Part of Lot 1 and all of Lots 2 to 6, south side of Bowmore Road, and all of Lots 1 to 3, north side of Quebec Street, and all of Lots 14 & 15, west side of Concession Line, Registered Plan 103, Geographic Township of Nottawasaga, Township of Clearview, County of Simcoe. The subject lands have a lot area of approximately 11,274 sq. metres. Parcel mapping and an aerial image is provided in **Figures 1 and 2**.

The subject lands are located within the built-up area and are well-connected to the local road network, with County Roads 91 and 42 classified as Arterial Roads and Quebec Street and Sutherland Street South designated as Local Roads. The site is serviced by municipal water, sewer, and other utilities. Sidewalk access is limited to County Road 91, and Canada Post mailboxes are located along Sutherland Street South adjacent to the site.

Historically, the site was developed with 10 residential buildings containing a total of 15 units, along with associated site access points. Currently, the subject lands include an existing six-plex residential dwelling at 7407 County Road 91, while the remainder of the site is vacant and relatively flat. The subject lands are absent of any significant natural features such as woodlands or wetlands. The majority of the subject lands are however regulated by the Nottawasaga Valley

Conservation Authority (NVCA) for flood hazards due to an existing watercourse (Lamont Creek) and the King Street Drain which flows in the roadside ditch on the east side of the property. A topographical survey of the subject lands from February 2025 is provided in **Appendix A**.

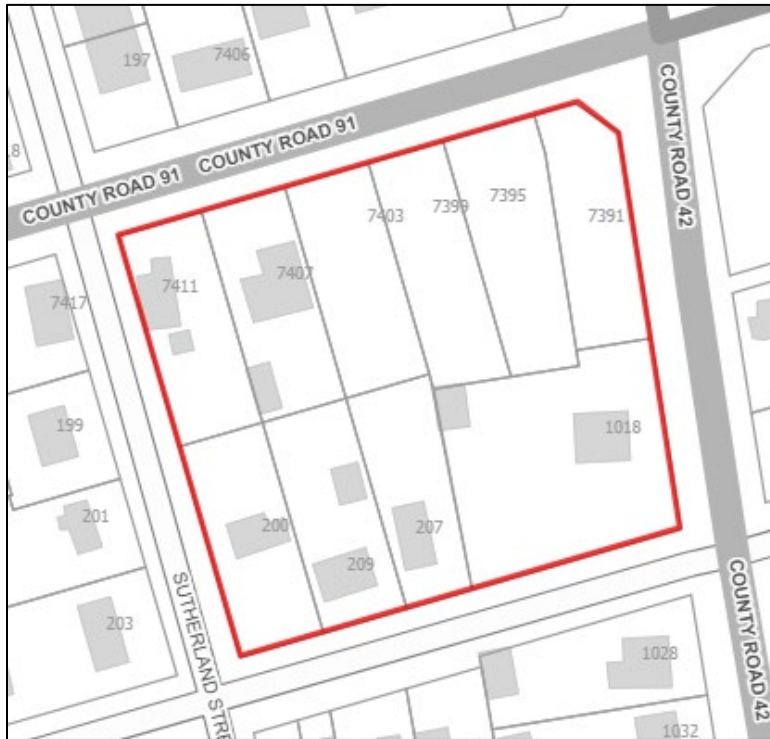


Figure 1: Parcel Map of the Subject Lands, County of Simcoe Interactive Map



Figure 2: Aerial Image of the Subject Lands, County of Simcoe Interactive Map

3.0 Surrounding Context

With respect to surrounding land uses, there are commercial, residential, institutional, open space, and light industrial uses within proximity to the subject lands. A summary of the surrounding land uses within an approximately 500-metre radius, generally listed in sequence from nearest to farther from the site, is outlined in **Table 1** and illustrated in **Figure 3**.

Public transit is available in the area, with the nearest bus stops located at Fountain Park (Oak Street and Highway 26), Stayner Foodland (William Street and Foodland), and Stayner Street (Stayner Street and County Road 91) as shown in **Figure 4**. The bus stops are approximately 150 – 300 metres from the subject lands.

North	East
Residential • Single family dwellings • Multi-family dwellings Commercial • Restaurants • Retail shops • Personal service shops • Professional office Industrial • Food manufacturer • Property maintenance company • Auto parts store • Print shop	Commercial • Restaurant, drive-through • Gas station (northeast) • Restaurants • Pharmacy • Retail shops • Personal service shops • Professional office Residential • Single family dwellings Institutional • Church • School Parks and Open Spaces • Fountain Park
South	West
Residential • Single family dwellings • Multi-family dwellings (southwest) Commercial • Grocery store (southeast) • Retail (southeast) Institutional • Church	Residential • Single family dwellings Commercial (northwest) • Mechanic • Car wash • Laundromat • Pharmacy • Auto repair shop • Heating contractor

Table 1: Surrounding Land Uses

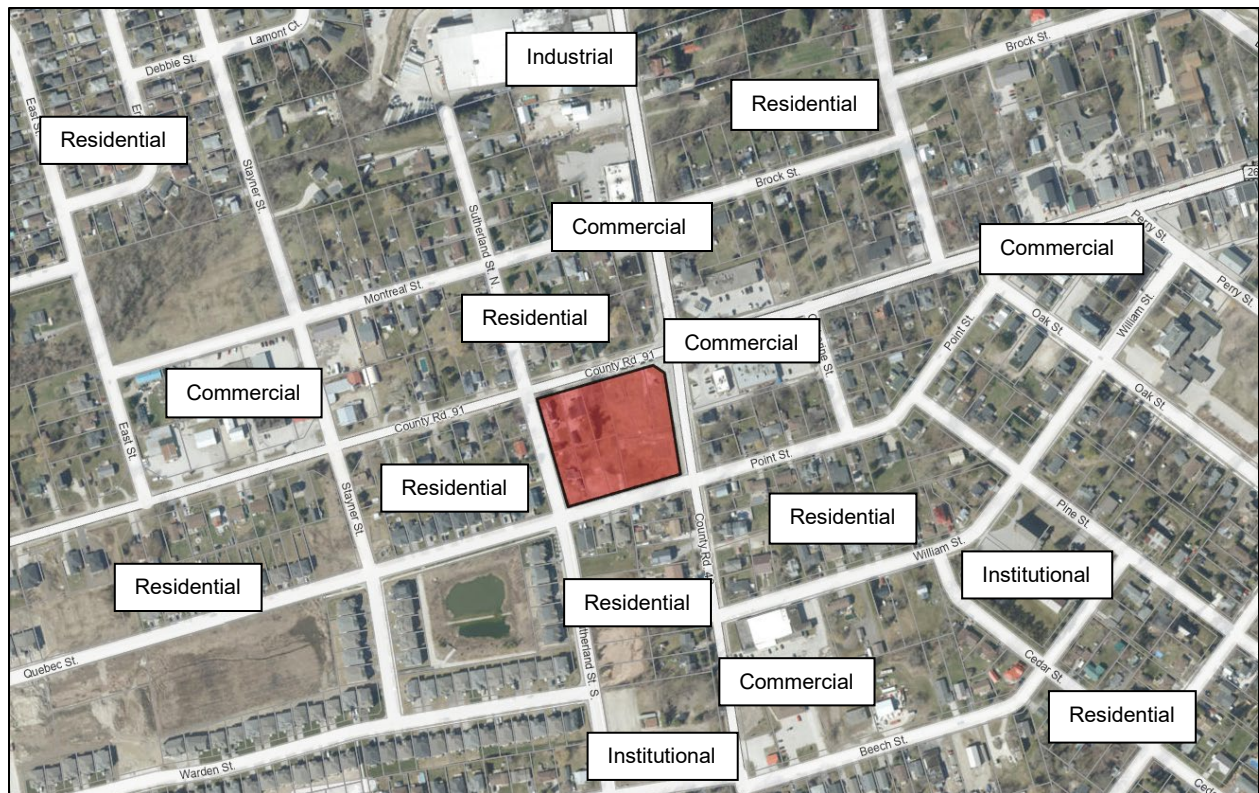


Figure 3: Surrounding Land Uses, County of Simcoe Interactive Map

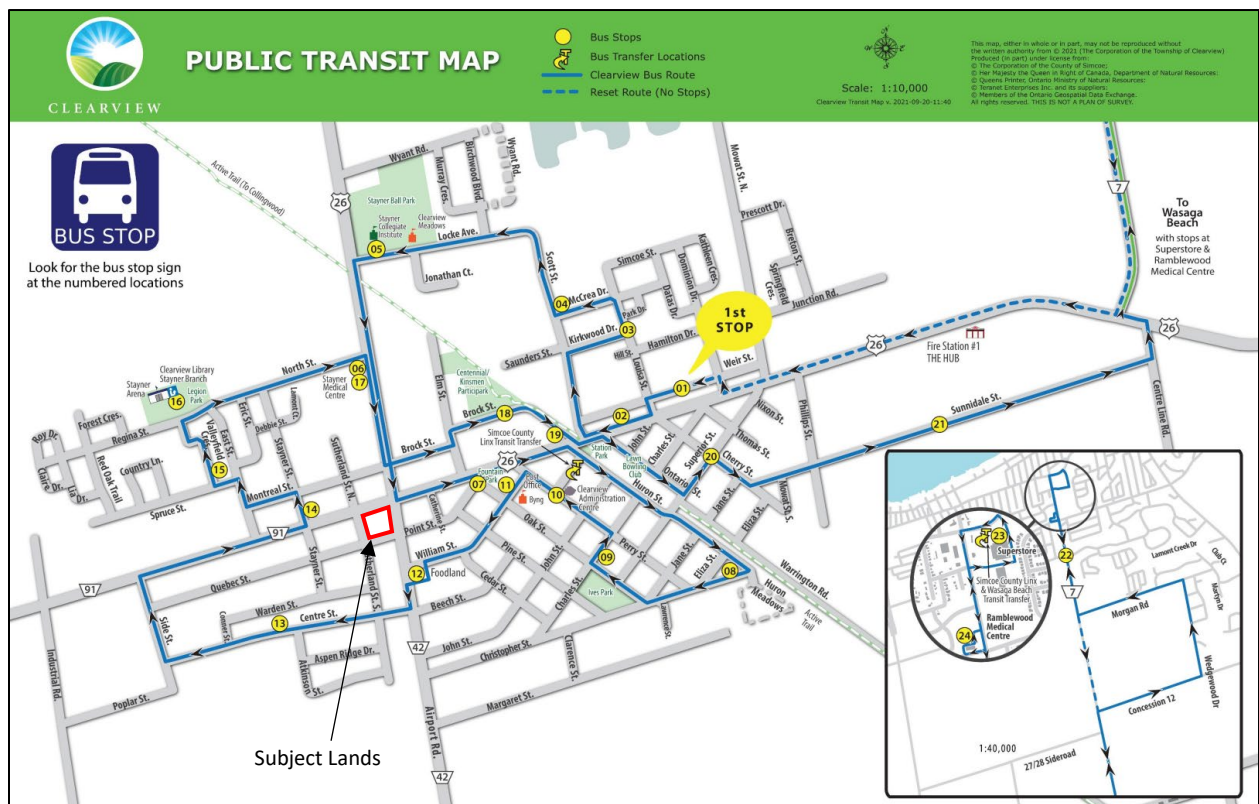


Figure 4: Public Transit Map, Clearview

4.0 Site Images

The following site images were taken on January 17, 2025:



Figure 5: View of the Subject Lands Facing South



Figure 6: Existing Six-Plex and Accessory Structure on the Subject Lands (Facing South)



Figure 7: View of the Subject Lands Facing West



Figure 8: View of the Subject Lands Facing North



Figure 9: View of the Subject Lands Facing East

5.0 Proposed Development

The owner proposes to demolish the existing six-plex dwelling and redevelop the subject lands with a commercial plaza. The proposed development includes four stand-alone commercial buildings, one which features a drive-through restaurant and outdoor patio. Vehicular access is planned from County Road 91 and County Road 42. The site plan is illustrated in **Figure 10**, with site details summarized in **Table 2**. A full-scale copy of the site plan is provided in **Appendix B**.

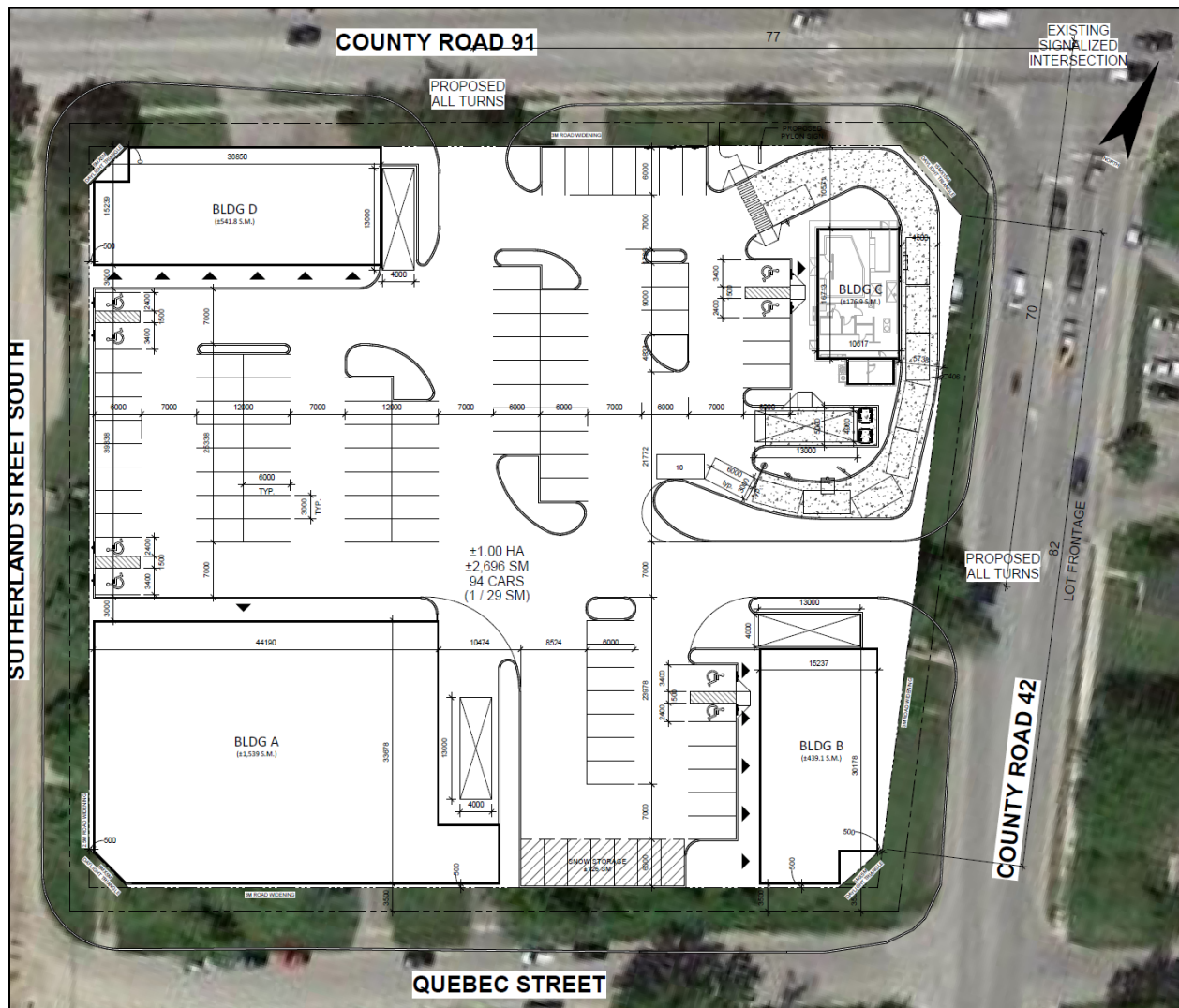


Figure 10: Conceptual Site Plan

Site Statistic		Proposed
Lot Area		10,041 sq. m (after dedications)
Minimum Front Yard Setback (County Road 42)		0.6 metres
Building Gross Floor Areas (GFAs)	Building A	1,539 sq. m
	Building B	439.1 sq. m
	Building C	176.2 sq. m
	Building D	541.7 sq. m

Maximum Building Height	1 storey
Maximum Lot Coverage	27%
Number of Parking Stalls	94 parking spaces (1 per 26 sq. metres of GFA)
Number of Accessible Parking Stalls	6 spaces
Number of Loading Spaces	4 spaces (1 per building)
Number of Drive-Through Stacking Spaces	10 spaces

Table 2: Development Details

6.0 Formal Pre-Consultation

A formal pre-consultation meeting was held on November 2, 2023, to discuss a previous iteration of the conceptual site plan that included three stand-alone commercial buildings. On October 2, 2023, the Township of Clearview provided their Issue Summary and Complete Requirements documents to complete the first phase of the pre-consultation process. At the time of the pre-consultation meeting, a draft of the new Township Official Plan had been released for public comment. In terms of the submission breakdown and next steps, the following checklist was provided by the Township of Clearview:

Pre-consultation Phase II – Terms of Reference Development:

1. Traffic Impact Study
2. Parking Justification Study
3. Servicing Feasibility Study
4. Natural Hazard Assessment

Pre-consultation Phase III – Peer Review:

1. Traffic Impact Study
2. Parking Justification Study
3. Servicing Feasibility Study
4. Natural Hazard Assessment

Formal Application Phase I – Official Plan & Zoning By-law Amendment(s):

1. OPA Application
2. ZBA Application
3. OPA & ZBA Application Fees & Deposits
4. NVCA Review Fee
5. Site Plan (including Legal Survey & Topographic Survey)
6. Planning Justification Report
7. Draft OPA & Draft ZBA
8. Parking Justification Study
9. Servicing Feasibility Study
10. Natural Hazard Assessment
11. Archaeological Impact Assessment (Stage 1 & Stage 2)
12. Landscape Plans

Formal Application Phase II:

1. SPC Application
2. Site Plan Application Fees & Deposits
3. NVCA Review Fee
4. Site Plan (including Legal Survey & Topographic Survey)
5. Traffic Impact Study
6. Stormwater Management Study
7. Composite Utility Plan
8. Elevation & Architectural Plans
9. Grading and Drainage Study and Plans
10. Sediment and Erosion Control Study and Plans
11. Geotechnical Investigation (including Groundwater Level Assessment)
12. Illumination Study and Photometric Plans
13. Security Estimate

Appendix C includes a Comment Response Matrix with the issues list that was provided by the Township of Clearview through the pre-consultation process, alongside individual comment responses from the applicant.

7.0 Planning Applications

Through the pre-consultation process, the Township of Clearview determined that OPA, ZBA, and SPC applications are required to permit the proposed development.

7.1 Local Official Plan Amendment

The Township of Clearview recently completed an Official Plan Review to ensure conformity with Provincial plans, policies and matters of Provincial interest. On May 27, 2024, Township Council adopted the new Official Plan through By-law No. 24-38. Subsequently, on November 26, 2024, the County of Simcoe Council adopted the plan with modifications, except for sections referencing the 2051 planning horizon for growth and development, on which no decision was made. Various parts of the new Official Plan are under appeal, but the majority of policies are in effect.

The owner actively participated in the Official Plan Review process. During the public consultation stage, the owner formally requested that the subject lands be re-designated from Residential to Commercial, as applicable, based on planning merits. However, the Township advised that such requests should be addressed through a specific development application process rather than the Official Plan Review. To protect its interests and position, the owner filed an appeal following the County's approval.

Since Schedule "B-12 Land Use Plan Stayner" of the new Official Plan has been appealed, Schedule "A3-Stayner" from the 2002 Official Plan, as amended, remains in effect. Under this schedule, the subject lands are designated Residential and Commercial, with 7391, 7395, and

7399 County Road 91 currently being designated as Commercial and the remainder as Residential (see **Figure 11**).

In the new Official Plan, the Residential designation permits a variety of uses, including a full range of residential dwelling types and sizes, additional residential units, garden suites, home businesses, live-work units, bed-and-breakfast establishments, institutional uses, public service facilities, and small-scale neighbourhood commercial uses. These neighbourhood commercial uses include convenience retail, personal services, and delicatessens without dine-in components. However, commercial plazas, drive-through facilities, self-storage facilities, hotels or motels, and restaurant uses with dine-in components are not permitted in the Residential designation.

Conversely, the Commercial designation allows a full range of commercial uses, including retail stores, offices, personal and professional services, commercial entertainment and recreation, and event venues. Therefore, an OPA is required to enable the proposed commercial use across the entirety of the subject lands. Historically, section 22(2.1) of the Planning Act, R.S.O. 1990, c.P.13, restricted OPAs within two years of an official plan's adoption. However, this restriction was repealed under Bill 109, the *More Homes for Everyone Act, 2022*.

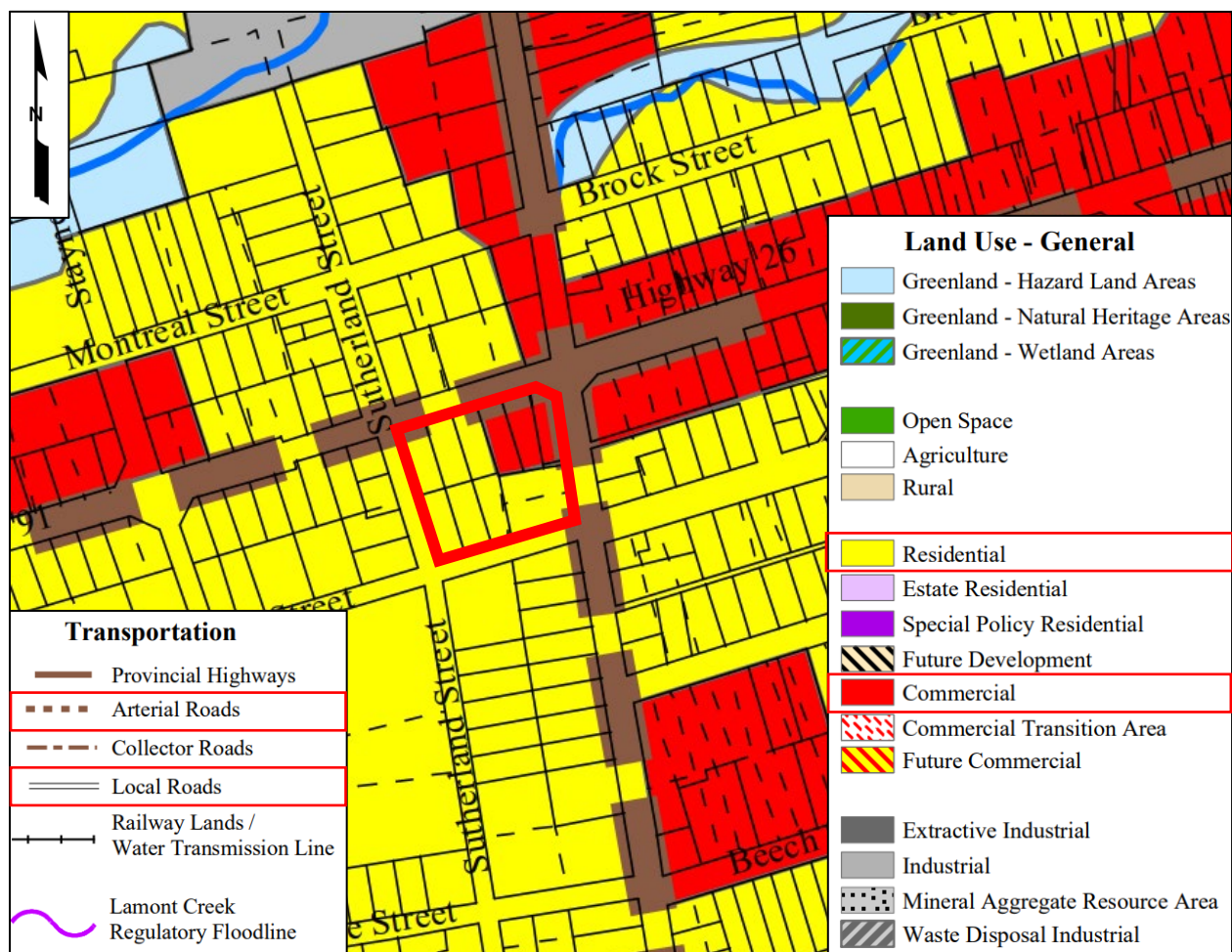


Figure 11: Schedule "A3-Stayner" Excerpt

7.2 Zoning By-law Amendment

The subject lands are currently zoned as follows on Schedule B8 Central Stayner in the Township of Clearview Zoning By-law 06-54 (see Figure 12):

- Commercial General (C1(H3))
- Residential Low Density (RS2)
- Residential Multiple Medium Density (RS5)
- FP Hazard Land
- FPSP Hazard Land Special Policy Area

Currently, only three of the lots are zoned for commercial use, while the remaining lots are zoned residential.

The primary permitted uses in these zones are as follows:

General Commercial (C1)

- Art gallery

- Commercial parking lot
- Commercial training school
- Data processing centre
- Farmer's market
- Financial service establishment
- Fitness centre
- Funeral home or crematorium
- Government, business, or professional offices
- Hotel or inn, but not a motel
- Laundromats and dry cleaning establishment
- Medical clinic
- Meeting hall and assembly hall
- Personal service shop
- Place of entertainment, but not an adult entertainment business
- Restaurant other than a drive-through or drive-in restaurant
- Retail store
- Service shop
- Veterinarian clinic

Residential Low Density (RS2)

- Single detached dwelling

Residential Multiple Medium Density (RS5)

- Townhouse of up to ten (10) units per building
- Two storey apartment dwelling of up to ten (10) units per building

FP Hazard Land

- Uses permitted by the underlying zoning category with the following exceptions:
 - No new buildings or alterations unless permitted by the NVCA under the Conservation Authorities Act or exempted in writing by the NVCA.
 - Site alteration on removal of vegetation is not permitted unless approved by the NVCA through a permit or, where applicable, by the Township through a fill or grading permit. Development is not permitted in the floodway.

FP Hazard Land Special Policy Area

- Only uses permitted by the underlying zoning category, with the following exceptions:
 - Certain uses (i.e., hospitals, schools, daycares, gas stations) are not permitted.
 - Buildings or structure in the flood fringe are not permitted unless legally existing or authorized by the Township and NVCA, subject to specific floodplain management provisions.

- Any use requiring alteration of grade or removal of vegetation is subject to NVCA approval, or Township permit.
- Dwelling units are not permitted below the regional flood elevation unless dry floodproofed.
- Development is not permitted within the floodway, though it may be permitted in the flood fringe.

Moreover, Schedule 'E' specifies the conditions for the removal of the Hold (H3) Symbol:

- The Hold (H3) Symbol will be removed once joint commercial access arrangements are available to the satisfaction of the Township, and the lands are subject to a registered site plan agreement that meets the Township's approval.

Ultimately, a ZBA is required to permit commercial development across the entirety of the subject lands, along with site-specific provisions.

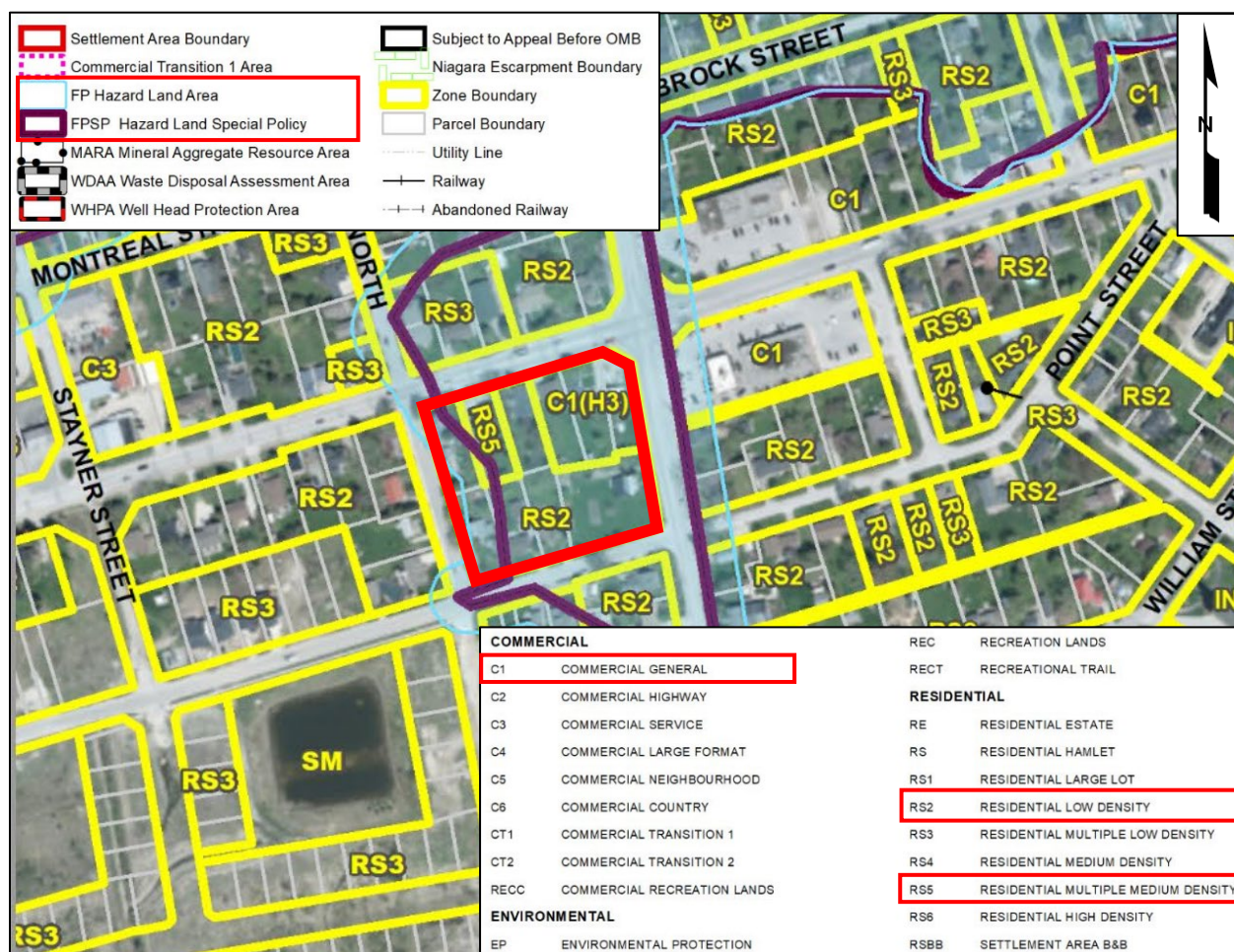


Figure 12: Schedule B8 Central Stayner Excerpt

7.3 Site Plan Control

A SPC application is required before physical development can proceed on the subject lands to address detailed site elements such as building locations, massing, landscaping, erosion and sediment control, stormwater management, grading, utilities, and lighting. The purpose of SPC is to ensure compliance with municipal standards and compatibility with surrounding development. Detailed drawings and reports will be submitted and reviewed by public agencies (i.e., the municipality, NVCA, and utility providers) to secure the Approved for Construction drawings. The SPC application will be submitted at a later date once there is confidence in the land use permissions and development standards proposed through the OPA and ZBA applications.

8.0 Supporting Studies

The following reports have been prepared in support of the proposed commercial development on the subject lands: Stage 1 and 2 Archaeological Assessments, Natural Hazard Assessment, Parking Study, Traffic Impact Study, Servicing Feasibility Study, Geotechnical Investigation and Groundwater Level Assessment, and Supplemental Groundwater Monitoring.

8.1 Archaeological Assessments

AS&G Archaeological Consulting was retained in 2022 to conduct a Stage 1 and 2 Archaeological Assessment on a portion of the subject lands prior to the owner acquiring the entire block. The assessment covered approximately 0.51 hectares (1.26 acres), including lands municipally known as 7391, 7395, 7399, and 7403 County Road 91, as well as 207 Quebec Street.

The Stage 1 background study identified areas within the property of archaeological potential for pre-contact and post-contact Euro-Canadian resources. It also noted previously disturbed areas where the integrity of archaeological resources was severely damaged, eliminating potential for recovery. Subsequently, the Stage 2 field investigation did not identify any archaeological resources or sites requiring further assessment or mitigation impacts. Consequently, no further archaeological assessment of the property was recommended.

This report was filed with the Ministry of Tourism, Culture and Sport (MTCS) as a condition of licensing in accordance with Part IV of the Ontario Heritage Act, R.S.O. 1990, c.0.18, and entered into the Ontario Public Register of Archaeological Reports without technical review.

In 2023, AS&G Archaeological Consulting was again retained to conduct Stage 1 and 2 Archaeological Assessments on the remainder of the subject lands after the owner acquired the entire block. The Stage 1 study similarly identified areas of archaeological potential and previously disturbed lands with no recovery potential. The Stage 1 background study similarly identified areas of archaeological potential and previously disturbed lands with no recovery potential. The

Stage 2 field investigation confirmed that no archaeological resources or sites required further assessment or mitigation.

The 2023 report was also filed with the MTCS as a licensing condition under the *Ontario Heritage Act* and entered into the Ontario Public Register of Archaeological Reports without technical review.

8.2 Natural Hazard Assessment

Urban Watershed Group Ltd. was retained to prepare a Natural Hazard Assessment to evaluate the existing flood hazard and delineate the developable area in accordance with the two-zone flood plain policy. The assessment identified that flooding on-site is caused by the regional flows along the west side of County Road 42, known as the King Street Drain.

Using background data and hydraulic analysis, it was determined that the existing condition flooding on the subject lands is less than 0.8 m in depth during all four regional storm scenarios, including the regional storm with 50% blockage. Given the observed flooding depths and velocities, the entirety of the subject lands was classified as being within the flood fringe and may be developed in accordance with the two-zone floodplain policy.

Urban Watershed Group recommended preparing a proposed condition flood model during the detailed design process to evaluate the proposed development's impact on upstream and downstream flooding. Additionally, it must be demonstrated that the proposed development is floodproofed and allows for safe access and egress in compliance with the NVCA guidelines.

8.3 Servicing Feasibility Study

WalterFedy was retained to prepare a Servicing Feasibility Study for the proposed development, outlining how it will be serviced, including water and sanitary connections to the existing municipal infrastructure. The report addressed comments raised during the pre-consultation process, noting the Township's limited current water capacity and its willingness to allocate water if post-development demands are similar to pre-development usage. It also acknowledged downstream sanitary capacity constraints that limit substantial additional flows. Despite these challenges, the study concluded that adequate services can be provided to support the proposed development.

With respect to water, the analysis found that the existing maximum day demand is 37.80 m³/d, compared to a proposed maximum day demand of 38.75 m³/day, resulting in a negligible increase. The highest fire flow demand is 133 L/s, and a 200mm service line is expected to meet both the domestic and fire requirements. Each proposed building will have a water meter and backflow preventer, and a private fire hydrant will be centrally located on-site to meet fire code requirements, ensuring adequate separation from building entrances.

For sanitary, the existing maximum daily demand is 63.94 m³/d, while the proposed maximum daily demand is 65.03 m³/d, representing a minimal impact on the downstream municipal sanitary system. A 150 mm service line at 0.5%-2% can support the development, and a control manhole will be provided at the property line.

The stormwater management system design will be finalized during the SPC process and will adhere to quality and quality control requirements. For the 5-year storm, runoff will be collected on-site via a series of catch basins and storm sewers, discharging to the existing 1500 mm concrete municipal storm sewer on County Road 42. Major storm runoff will drain to the municipal catch basin at the southwest corner of County Roads 42 and 91.

The proposed grading will ensure positive drainage away from the buildings, directing overland flows to the site entrance off of County Road 42. Erosion and sediment controls, such as a construction entrance mud mat, silt fences, and filtration control devices for storm inlet structures, will be implemented as needed.

8.4 Traffic Impact Study

Tatham Engineering Ltd. was retained to conduct a Traffic Impact Study (TIS) to evaluate the feasibility of the proposed development from a transportation perspective. The study assessed surrounding road classifications, the transit and active transportation networks, traffic volumes, intersection operations, and queue operations. Additionally, trip generation for the full build-out of all buildings by 2026 was analyzed, and the site plan was reviewed for circulation, access point appropriateness, and parking adequacy. The site is projected to generate the following trips:

- Gross trips: 96, 260, and 291 trips during the AM, PM and SAT peak hours;
- Internal and shared trips: 10, 29, and 29 trips during the AM, PM and SAT peak hours;
- Pass-by trips: 22, 98, and 90 trips during the AM, PM and SAT peak hours; and
- New trips: 64, 163, and 172 trips during the AM, PM and SAT peak hours.

The study concluded that the proposed development is supportable from a transportation perspective, provided recommended improvements to the external road network are implemented:

2026 Total Conditions

- County Road 42 at Highway 26: Extend the existing northbound left-turn lane south to accommodate left turns into the site.
- Quebec Street/Point Street Proximity: Further extend the turn lane to serve both northbound and southbound left turns at the Quebec Street/Point Street intersection.
- County Road 91: Reconfigure and extend the existing left-turn lane servicing the Highway 26 intersection to also serve the site access.

2031 Total Conditions

- Highway 26 at County Roads 42 and 91: Implement a westbound advance green to improve traffic flow and accommodate projected volumes.

8.5 Parking Study

Tatham Engineering Ltd. was retained to complete a Parking Study to evaluate the parking needs of the proposed development. The analysis considered the Township of Clearview's current parking requirements, parking survey results from proxy sites in Stayner, Collingwood, and Barrie, parking standards adopted by other municipalities, findings from comparable parking studies, and methodologies commonly used to establish parking demand.

The Township of Clearview Zoning By-law requires a total of 172 parking spaces for the proposed uses, whereas 94 parking spaces are proposed. The proposed parking supply is supported by the parking survey data collected at the proxy sites (both the average and maximum parking rates), which are considered representative of the proposed land use and reflective of anticipated local travel demands. Moreover, the findings and recommendations of the Sudbury parking study further support the proposed supply, which considered parking requirements in peer jurisdictions, better capture the need of various uses, and promote a more compact development form. Based on the Sudbury study, 90 parking spaces would be appropriate for the proposed development.

8.6 Preliminary Geotechnical Investigation and Groundwater Level Assessment

Soil-Mat Engineers & Consultants Ltd. was retained to conduct a Preliminary Geotechnical Investigation and Groundwater Level Assessment respecting the proposed development on the subject lands. Four boreholes were advanced to depths of approximately 5.2 to 6.7 metres below the existing ground surface (bgs).

The subsurface conditions encountered at the borehole locations included topsoil, clayey silt, silty sand, sandy silt till, and fill deposits. All boreholes were observed to be open and dry upon completion of drilling. Monitoring wells equipped with data loggers were installed in three of the boreholes to continually measure groundwater levels.

On a preliminary basis, groundwater levels were estimated to range from 2 to 3 metres bgs during relatively dry periods of the year and were anticipated to fluctuate seasonally. This estimate was to be further refined through a groundwater monitoring program.

Based on the findings, recommendations were provided for foundation design, seismic considerations, excavation and backfill, floor slab and permanent drainage, and pavement structure.

8.7 Supplemental Groundwater Monitoring

Soil-Mat Engineers & Consultants Ltd. was retained to conduct Supplemental Groundwater Monitoring over the course of a year, from May 2022 and July 2023, to more accurately estimate the groundwater level during 'wet' periods of the year.

Groundwater levels were observed to range from roughly 2 metres bgs to near surface depths. However, these measurements are considered artificially shallow due to an upward hydraulic gradient. This gradient results from permeable sandy and silty soils beneath an impermeable clayey layer, which exerts pressure on the groundwater table. When the monitoring wells penetrate the clayey layer, pressurized water rises, resulting in the observed shallower levels. The static groundwater level is conservatively estimated at depths of approximately 2 to 3 or more bgs.

Excavations for the proposed development are not expected to extend below the static groundwater level. Nonetheless, perched water within more permeable seams and surface water during 'wet' periods should be anticipated. These can be managed effectively using conventional construction dewatering techniques, such as pumping from the base of excavations. Such pumping rates would be well below 50,000 L/day and therefore not require a Permit to Take Water.

Water encountered during construction would primarily consist of surface runoff and infiltration associated with precipitation, rather than groundwater. A perimeter weeping tile system would manage typical infiltration from precipitation, and there would be no ongoing flow of groundwater requiring continuous dewatering.

9.0 Current Planning Status

Planning and development on the subject lands is guided by the following legislation, policy documents, and regulatory planning instruments:

- Planning Act, R.S.O. 1990, c.P13
- Provincial Planning Statement, 2024
- County of Simcoe Official Plan, 2008, as amended
- Township of Clearview Official Plan, 2002, as amended
- New Township of Clearview Official Plan, 2024
- Township of Clearview Zoning By-law 06-54

The following subsections provide a summary and analysis of the proposed development against the applicable planning regime noted.

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

The Planning Act, RSO 1990, c.P.13 (the “*Planning Act*”), is provincial statute that governs how land use is controlled in Ontario and identifies the entities responsible for this control. According to Section 1.1, the purposes of the *Planning Act* are to promote sustainable economic development, establish a land use planning system led by provincial policy, integrate matters of provincial interest into planning decisions at both the provincial and municipal levels, ensure fair and transparent planning processes, encourage collaboration among various stakeholders, and uphold the decision-making authority and accountability of municipal councils.

Section 2 of the *Planning Act* identifies matters of provincial interest that the Minister, municipal councils, local planning boards, and the Ontario Land Tribunal must consider when performing their duties under the *Planning Act*. Below, applicable matters of provincial interest are highlighted in italics, accompanied by planning commentary that addresses how each matter has been considered in relation to the proposed development of the subject lands.

- d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

Planning Comment: The subject lands are not recognized as having cultural significance, nor are they located adjacent to any identified heritage sites. Stage 1 and 2 Archaeological Assessments were conducted by a licensed archaeologist for the subject lands. These assessments did not identify any archaeological resources on the property. The Stage 2 reports recommended that no further archaeological assessment of the property is necessary.

- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g) *the minimization of waste;*

Planning Comment: The subject lands are located within the built-up area of the settlement area, with access to existing communication, transportation, sewage and water services. The proposed development will efficiently utilize existing municipal water and sanitary resources by drawing on the existing water allocation for the subject lands and limiting additional flows to the downstream sanitary sewer. The net demands and flow generations for water and sanitary are only slightly greater than existing conditions, allowing for a minor increase in efficiency without surcharging the systems. For further details, please refer to the Servicing Feasibility Study.

Waste will be managed on-site in underground containers, which are space-efficient, aesthetically pleasing, and maximize storage. These containers control odours, deter pests, are durable, and easy to maintain. Further details will be proposed at the SPC stage. Waste collection will be managed privately on an as-needed basis.

- h) *the orderly development of safe and healthy communities;*

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

j) the adequate provision of employment opportunities;

k) the protection of the financial and economic well-being of the Province and its municipalities;

Planning Comment: The proposed commercial development is located in the heart of Stayner, at a high-profile intersection within an established neighbourhood that features a diverse mix of uses. By offering essential services closer to residents, the development will improve convenience and accessibility for the community. The design aims to enhance curb appeal and neighbourhood functionality, attracting investment to the area.

The development should incorporate accessible design features, where feasible, such as depressed curbs, accessible parking stalls, automatic doors, and sidewalks, ensuring inclusivity for all users. Details regarding accessibility and design will be addressed during the SPC process.

In addition to meeting local needs, the proposed development will generate both short and long-term population-related jobs, thereby stimulating economic growth and contributing to long-term community stability. By leveraging existing infrastructure, the project will utilize land and public resources efficiently, avoiding undue strain on municipal services (i.e. services can accommodate the proposal without being surcharged, etc.). This aligns with the goal of protecting the financial and economic well-being of the Province and its municipalities.

o) the protection of public health and safety;

Planning Comment: The subject lands are located within the flooding hazard limit of Lamont Creek; therefore, a Natural Hazard Assessment was required to be prepared by a qualified professional. The assessment found that the subject lands lie within the flood fringe, based on the observed depth of flooding and velocities during the regional storm scenarios. The flood fringe is the outer portion of the flood plain, located between the floodway and flooding hazard limit, and can be developed in accordance with the two-zone floodplain policy.

As part of the SPC process, a proposed condition flood model is required to assess the impact of the proposed development on upstream and downstream flooding, ensuring that the site is floodproofed and that safe access and egress are provided. In light of these requirements, a holding (H) symbol is proposed to ensure these conditions are satisfied prior to development, ensuring the protection of public health and safety.

From a transportation perspective, the proposed access locations, traffic generation, road system operations, and site circulation were assessed by a transportation engineer to ensure the proposed development is appropriate and does not compromise public health and safety. The assessment found that the site is adequate in terms of maneuverability, that the sight lines at the access points exceed the Transportation Association of Canada (TAC) guidelines, and that,

overall, the proposed development is deemed supportable, provided the external road system improvements are implemented. These improvements will contribute to safe access and egress for all users, reducing potential traffic hazards and supporting the overall safety of the community.

Access to the site has been carefully planned to ensure all vehicular traffic is directed onto main roads, avoiding routing traffic through residential areas. This approach helps to improve the quality of life for existing residents while supporting the economic viability of the development. Regarding building orientation, the layout is designed to maximize visibility, reduce traffic conflict points, and improve pedestrian flow, further enhancing safety. Lastly, site lighting, pedestrian connectivity, landscaping, and other site details will be explored through the SPC process to further enhance safety and accessibility for all users.

- p) the appropriate location of growth and development;*
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) the promotion of built form that,*
 - i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Planning Comment: As mentioned, the subject lands are located within the built-up area of the settlement, where growth and development are to be focused. The site is uniquely positioned along two arterial roadways that are frequently travelled by passersby heading to and from cottage country, while also being situated within an established neighbourhood in central Stayner. Public transit is readily accessible, with three bus stops located approximately 150 – 300 metres from the subject lands. The proposed commercial infill on the site may therefore contribute to transit ridership through employee and customer travel. It is recommended that the development incorporate pedestrian connectivity and sidewalks along the municipal roads to encourage active transportation. Additionally, bicycle parking should also be provided, both of which can be detailed through the SPC process. Bicycle parking requirements have also been proposed in the draft Zoning By-law, found in **Appendix D**. This approach will encourage alternative methods of travel over the private automobile, potentially helping to mitigate greenhouse gas (GHG) emissions. From a climate change adaptation perspective, the development will make use of existing infrastructure and resources, avoiding the need for uneconomical urban boundary expansions.

In terms of the surrounding built form, the area primarily features low-density residential dwellings and commercial strip plazas, including a Tim Hortons drive-through restaurant across the street. The proposed development will consist of one-storey buildings, positioned along the street frontages to foster a sense of place and create a vibrant community. To minimize potential conflicts with the adjacent residential neighbourhood, while still serving the travelling public and maintaining commercial viability, the drive-through is located at the main intersection, directly

across from an existing drive-through. This placement ensures that it is situated away from less travelled residential areas and along the main arterial road.

Planning Act, R.S.O. 1990, c.P.13 – Planning Conclusion: The proposed OPA and ZBA applications align with the matters of provincial interest as outlined in the *Planning Act*, by:

- Having regard for the potential of archaeological resources, ensuring a thorough review process was undertaken.
- Locating within the built-up area of the settlement area, with access to existing communication, transportation, sewage and water services, thus making efficient use of available infrastructure.
- Offering essential commercial services, improving convenience and accessibility for the community, and supporting economic growth.
- Contributing to long-term community stability by providing employment opportunities and supporting local businesses.
- Protecting public health and safety by prioritizing safe access, traffic flows, site design, and infrastructure resilience.
- Encouraging a sense of place through thoughtful building orientation and integration with the surrounding neighbourhood.
- Mitigating and adapting to climate change by efficiently utilizing existing resources and infrastructure, promoting alternative transportation modes, and reducing urban sprawl.
- Ensuring responsible land use by promoting compatibility with surrounding built form and minimizing adverse impacts on neighbouring properties.

9.2 Provincial Planning Statement, 2024

The Provincial Planning Statement (“PPS”), issued under Section 3 of the *Planning Act*, came into effect on October 20, 2024, replacing the Provincial Policy Statement from May 1, 2020. The PPS provides policy direction on matters of provincial interest and establishes a framework for land use and development across Ontario. Its policies set minimum standards, allowing planning authorities and decision-makers to exceed these minimum standards to address significant local issues, provided they do not conflict with any policies within the PPS, 2024. The PPS must be read as a whole to address the complex interrelationships influencing land use planning.

The PPS, 2024, aligns with Ontario’s objective to achieve at least 1.5 million new homes by 2031. Its vision emphasizes increasing the supply and diversity of housing options, meeting a wide range of housing affordability needs, supporting a competitive economy, promoting compact and transit-supportive development, optimizing infrastructure investments, ensuring the sustainability of rural and natural areas, reducing risks to public health and property, and recognizing the critical role Indigenous communities play in land use planning.

Under Section 3 of the *Planning Act*, decisions affecting planning matters must be consistent with policy statements issued under the *Planning Act*. Accordingly, this section details how the proposed planning application is consistent with the relevant planning policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

1. *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
2. *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
3. *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. [...]*
4. *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
5. *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*

Planning Comment: As detailed in Section 9.3 of this PJR, the County of Simcoe, as the upper-tier municipality, in collaboration with Hemson Consulting (Hemson), has established population, employment, and housing forecasts for each of its 16 municipalities through its Municipal Comprehensive Review (MCR) process, with projections extending to 2051. According to the March 31, 2022, Housing Growth Forecasts and Land Needs Assessment (LNA), the Township of Clearview is projected to need to plan for 21,820 residents and 6,470 jobs by 2051. This forecast considers a 2021 LNA intensification rate of 30% within the delineated built-up area.

Additionally, Hemson provided an update to the County's residential land budget in January 2020, which includes relevant data from the 2016 Census and updated land supply information. The updated assessment concludes that Clearview Township has a surplus of 9,542 housing units, with 5,202 of those units located within the Built-up Area. This surplus indicates that Clearview has more than sufficient residential land to accommodate projected housing needs up to 2031.

However, while these forecasts have been adopted by County Council, they have not been approved by the Ministry of Municipal Affairs and Housing (MMAH). As such, the Township's Official Plan forecasts growth to 2031 in accordance with the County's current Official Plan. While there is a significant surplus of residential land, the Township must still ensure an adequate supply of employment lands to meet the 5,100 job target by 2031. This will require designating lands suitable for various employment uses, including retail, industrial, and institutional spaces.

Based on the above, the proposed redesignation of the subject lands from Residential to Commercial aligns with ongoing studies and contributes to the Township's planning objectives. Ultimately, it provides land within the Community Land Area for population-related employment, contributing to achieving the job target, without redesignating lands that are needed to accommodate forecasted population growth within the planning horizon.

6. *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Planning Comment: The proposed development is centrally located in Stayner, within an established neighbourhood offering a diverse mix of uses. By introducing essential commercial services within proximity to residents, the development aims to enhance community convenience and accessibility. The buildings are strategically positioned along the street frontages to contribute to a human-centred and pedestrian-friendly environment. Access to the site is proposed to be onto the main arterial roads, directing traffic from passing through residential areas to the extent possible. This strategy aims to enhance the quality of life for existing residents while promoting the economic success of the development. Where feasible, the development should include accessible design features, such as depressed curbs, designated accessible parking stalls, automatic doors, and sidewalks, ensuring inclusivity for all users. Further details related to accessibility and design will be addressed during the SPC process.

2.8 Employment

2.8.1 Supporting a Modern Economy

1. *Planning authorities shall promote economic development and competitiveness by:*
 - a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
 - b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide*

range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*

Planning Comment: The proposed development will generate both short and long-term jobs, thereby stimulating economic growth and fostering long-term community stability. It must be noted that the lands are not currently designated as an Employment Area within the definition of the PPS, nor are they proposed to be designated. As retail uses are not permitted in Employment Areas, the level of economic activity and job-creation is consistent with retail and commercial uses within the context of creating mixed land uses within a corridor or node area. The site is primarily vacant, strategically located for investment, and market-ready, offering opportunities for growth within the community. The proposed development represents commercial intensification within the built-up area, efficiently utilizing municipally serviced and underutilized lands while remaining compatible with the surrounding land uses and contributing to the realization of a complete community. By leveraging existing infrastructure, the project ensures efficient use of land and public resources, minimizing strain on municipal services.

2.9 Energy Conservation, Air Quality and Climate Change

- 7. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) support the achievement of compact, transit-supportive, and complete communities;*
 - b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) support energy conservation and efficiency;*
 - d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Planning Comment: The proposed development is designed to be compact and able to make use of existing public transit operations. The subject lands are conveniently located near three transit stops that operate seven days a week, offering service throughout Stayner and to the Town of Wasaga Beach. A reduced parking supply is proposed, reflecting actual demand rather than the requirements outlined in the Township's Zoning By-law. Additionally, bicycle parking spaces should be considered through the SPC process to further promote alternative transportation options to the private automobile.

Stormwater management will be implemented to ensure the proposed development meets pre-development runoff and groundwater conditions. The approach will include quality and quantity controls to remove 80% of total suspended solids, while maintaining existing peak flow rates and volumes. Based on the densities observed through the Preliminary Geotechnical Investigation, the soils may not be suitable for low impact development (LID) systems. However, the final approach will be determined through the SPC process, where a comprehensive Stormwater Management Report, Grading Plan, and Erosion and Sediment Control Plans are required as part of a complete application. Approvals from both the Township of Clearview and NVCA will also be required before development can proceed on the subject lands.

While these considerations aim to reduce GHG emissions and prepare for the impacts of a changing climate, a drive-through is still proposed for economic feasibility and to serve the travelling public, striking a balance between sustainability goals and practical needs. To further reduce GHG emissions associated with the proposed drive through, additional actions could be considered through the SPC and building processes, such as implementing a no-idling policy, including electrical vehicle (EV) charging stations, utilizing energy efficient equipment (i.e., LED lighting and HVAC systems), and incorporating vegetative buffers with tree plantings within the right-of-way to absorb emissions, improve air quality, and enhance the overall environmental performance of the site. The applicant is committed to working with municipal staff to determine feasible options that can be implemented within the scope of the SPC process (i.e. agreement on tile, etc.).

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*
2. *Before consideration is given to developing new infrastructure and public service facilities:*
 - a) *the use of existing infrastructure and public service facilities should be optimized; and*
 - b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Planning Comment: The subject lands are bound by four municipal roads, each equipped with water, sanitary, and/or storm infrastructure. It is anticipated that hydro, communications, and gas services are readily available from all four streets. Sidewalk access is limited to County Road 91, while Canada Post mailboxes are located along Sutherland Street South, adjacent to the site.

During the pre-consultation process, the Township of Clearview acknowledged their limited water capacity, and substantial constraints on the downstream sanitary capacity. As of March 2023, the remaining available water units were allocated through the Building Permit process. As a result, development in Stayner that has not already secured water allocation through an agreement is currently on hold, unless it can be demonstrated that existing allocations are available.

The Servicing Feasibility Study prepared by WalterFedy states that the proposed development will result in a negligible increase in both sanitary and water demands, based on existing conditions. This analysis supports the position that the proposal will utilize existing services without overwhelming to the point where unfunded upgrades would be required. In that sense, the estimated flows will make efficient use of existing municipal sanitary and water servicing systems.

3.2 Transportation Systems

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Planning Comment: County Roads 42 and 91 are classified as Arterial Roads, designed to accommodate high volumes of vehicular traffic travelling at relatively high speeds, connecting major traffic-generating areas and linking other Arterial Roads. The proposed development involves removing five existing accesses to these major roadways, which previously served residential dwellings, and replacing them with two strategically located commercial accesses – one on County Road 42 and one on County Road 91. A TIS conducted for the proposed development assessed existing and future traffic generation, parking provisions, loading space requirements, site circulation, access locations, sightlines, internal drive-through operations, and the impact on the external road system network. The study states that the proposed development is supportable from a transportation perspective, provided the recommended road improvements are implemented.

3.6 Sewage, Water and Stormwater

1. *Planning for sewage and water services shall:*
 - a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b) *ensure that these services are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *is feasible and financially viable over their life cycle;*
 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*

4. *aligns with comprehensive municipal planning for these services, where applicable.*
- c) *promote water and energy conservation and efficiency;*
2. *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

Planning Comment: The proposed development allows for the efficient use and optimization of existing municipal sewage and water services, supporting the sustainability of water resources on which these services depend. By utilizing existing infrastructure, the development minimizes the need for new resources, ensuring long-term feasibility and financial viability over the life cycle of the services. This approach also aligns with the protection of human health and safety by reducing risks of system overloading and contamination, thereby safeguarding the quality and quantity of water for the community. These statements are supported by the analysis in the Servicing Feasibility Study submitted with the applications. Additional water and energy conservation practices aimed at reducing environmental impacts can be further explored through the SPC and building processes.

8. *Planning for stormwater management shall:*
 - a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
 - b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
 - c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
 - d) *mitigate risks to human health, safety, property and the environment;*
 - e) *maximize the extent and function of vegetative and pervious surfaces;*
 - f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
 - g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

Planning Comment: As previously mentioned, stormwater management measures will be implemented to ensure the proposed development aligns with pre-development runoff and groundwater conditions. The strategy will include controls for both quality and quantity, aiming to remove 80% of total suspended solids while preserving the existing peak flow rates and volumes. Given the findings from the Preliminary Geotechnical Investigation, the soils may not be suitable for LID systems. However, the final approach will be established through the SPC process, where a comprehensive Stormwater Management Report, Grading Plan, and Erosion and Sediment Control Plans are required as part of a complete application. Approvals from both the Township

of Clearview and the NVCA will also be necessary before development can proceed on the subject lands.

Chapter 4: Wise Use and Management of Resources

4.6 Cultural Heritage and Archaeology

2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
3. *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*

Planning Comment: A licensed archaeologist completed Stage 1 and 2 Archaeological Assessments for the subject lands. These assessments found no archaeological resources on the property through the field investigations. As a result, the Stage 2 reports concluded that no further archaeological evaluation is required for the site. The four archaeological reports related to the subject lands have been submitted to the MTCS and are now part of the Ontario Public Register of Archaeological Reports, though they have not undergone technical review.

Chapter 5: Protection Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

1. *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

5.2 Natural Hazards

1. *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
2. *Development shall generally be directed to areas outside of:*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*
3. *Development and site alteration shall not be permitted within:*
 - c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*

- d) *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 5. *Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) *where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*
- 7. *Where the two zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry.*
- 8. *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
 - a) *development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
 - b) *vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
 - c) *new hazards are not created and existing hazards are not aggravated; and*
 - d) *no adverse environmental impacts will result.*

Planning Comment: The majority of the subject lands are subject to regulation by the NVCA due to flood hazards associated with Lamont Creek and the King Street Drain, which flows through a roadside ditch on the east side of the property. A Natural Hazard Assessment was conducted to determine the developable area of the subject lands. The assessment concluded that, based on observed flooding depths and velocities, the entire site falls within the flood fringe and can be developed in accordance with the two-zone floodplain policy.

Urban Watershed Group recommended a proposed condition flood model be prepared during the detailed design process to assess the proposed development's impact on upstream and downstream flooding. Additionally, it must be demonstrated that the proposed development is floodproofed and provides safe access and egress, in line with the NVCA guidelines. Considering

these recommendations, a holding (H) symbol is proposed through the rezoning to ensure these conditions are satisfied prior to development.

Provincial Planning Statement, 2024 – Planning Conclusion: The proposed OPA and ZBA applications are consistent with the PPS, 2024 by addressing several key planning principles:

- *Having regard for forecasted growth and land needs* by supporting the planned growth of the area and efficiently utilizing available lands, contributing to providing a mix of uses within the built-up area. This ensures alignment with population and employment projections while minimizing urban sprawl.
- *Supporting the achievement of a complete community* by permitting various commercial uses that meet the needs of existing residents, while promoting walkability, connectivity, and access to essential services.
- *Promoting economic development and competitiveness* through the introduction of commercial services, which support population-related job creation, foster investment opportunities, and contribute to the local economy.
- *Preparing for the impacts of a changing climate* by planning for stormwater management, enhancing resilience, and accommodating alternative transportation options to provide travel via methods other than private automobiles.
- *Efficiently utilizing existing infrastructure within the built-up area*, which reduces pressure on municipal services and minimizes the need for new investments in infrastructure, promoting long-term sustainability.
- *Having regard for archaeological resources* by considering heritage resources and ensuring proper assessments and protections are in place, as required.
- *Effectively managing hazardous sites* by addressing flood risks and other environmental concerns to protect human health and safety, while reducing risks to the environment.

9.3 County of Simcoe Official Plan, 2008, as amended

The County of Simcoe Official Plan (County OP) was initially adopted on November 25, 2008, with phased approval granted by the Ontario Municipal Board between April 19, 2013, and December 19, 2016. The County OP provides the overarching land use planning policy framework for managing growth within the County while balancing economic, social, and environmental considerations. For the purpose of this PJR, the February 2023 online Office Consolidation of the County OP was referenced. As with provincial policies, the County OP must be read in its entirety, with all policies considered collectively to determine their applicability and conformity.

To ensure alignment with updated provincial planning policies, the County of Simcoe initiated a MCR process several years ago. The MCR is being implemented through County-initiated Official Plan Amendments (OPAs). Notably, OPA No. 7 updates population and growth forecasts and

was adopted by County Council on August 9, 2022, via By-law No. 6977. However, it remains pending final approval by the MMAH and is not yet in force.

OPA No. 7 was posted to the Environmental Registry of Ontario for public comment. However, the Province deferred its decision, citing uncertainties regarding planning responsibilities due to recent legislative changes, such as those proposed by Bill 23, the *More Homes Built Faster Act*, 2022. This legislation proposed removing planning responsibilities from certain upper-tier municipalities, including the County of Simcoe. Despite this uncertainty, County operations remain “business as usual”, with staff actively engaged in the MCR process and monitoring OPA No. 7 while awaiting further direction from the Province. At the time of writing this PJR, we understand that the proclamation to remove planning responsibilities from the County has not yet been scheduled.

The subject lands are designated in the County OP as noted in **Table 3**. The following section assesses applicable planning policies in relation to the proposed OPA and ZBA.

Schedule or Appendix	Designation
Schedule 5.1 Land Use Designations	Settlements
Schedule 5.5.1 County Transportation Systems	County Road 91 – Local Road
	County Road 42 – Local Road
	Quebec Street – Local Road
	Sutherland Street South – Local Road

Table 3: County OP Designations for the Subject Lands

Part 3 – Growth Management Strategy

3.2 Population and Employment Projections/Allocations

Table 1 – Projections by Municipality for the Year 2031

Municipality	Population 2031	Employment 2031
Clearview	19,700	5,100

Table 1 above reflects the disaggregation of permanent population and employment forecasts to each local municipality in the County of Simcoe based on the Growth Plan Amendment for the Simcoe Sub-Area. The following policy framework will be used as an overall growth management framework and to inform the land budget process of the County. This information will be used by the local municipalities at the time of the preparation of their updated official plans to undertake a growth management strategy to direct growth and identify a hierarchy of settlement areas as outlined in Section 3.5.

Policy 3.2.1 *A total population of 416,000 and a total employment of 132,000 by the year 2031 has been forecasted for Simcoe County. Table 1 above reflects the distribution of population and employment to the year 2031 to each local municipality based on Schedule 7 of the Growth Plan, as amended. The County will manage growth within its jurisdiction according to the following*

policy framework and will work with the Cities of Barrie and Orillia on matters that cross municipal boundaries.

Policy 3.2.2 *The County, in collaboration with the local municipalities, will review the population and employment forecasts, in conjunction with any reviews undertaken by the Province. If necessary, any revisions to the forecasts, including the local municipalities' allocations, will require an amendment to this Plan and will only be considered as part of a municipal comprehensive review.*

Planning Comment: As noted, the County of Simcoe has projected through its MCR that the Township of Clearview will need to accommodate 21,820 residents and 6,470 jobs by 2051. While these projections have been adopted by County Council, they remain subject to approval by the MMAH. In the interim, the Township is prioritizing the County's 2031 target of 19,700 people and 5,100 jobs, which includes retail and other employment uses. According to the County of Simcoe's Land Budget, there is considerable land available within the settlement area to accommodate the projected population growth. As such, the proposed development contributes to achieving job targets (population-related employment) by 2031 without adversely impacting the Township's capacity to support population growth within the designated settlement area (i.e. not redesignating lands needed for residential land use to accommodate forecasted population).

Policy 3.2.3 *The majority of population and employment growth will be directed to settlement areas with particular emphasis on primary settlement areas. Municipalities with primary settlement areas will direct a significant portion of population and employment growth forecasted to the applicable primary settlement areas. A proportion of new growth will be accommodated through intensification according to the targets set out in Section 3.5. The primary settlement areas will develop as complete communities. Other settlement areas may over time develop towards becoming a complete community, where appropriate, based on the hierarchy described in 3.5.*

Policy 3.2.4 *The majority of population and employment growth will be directed to settlement areas with full municipal water services and municipal sewage services. Limited growth will be permitted in settlement areas that are serviced by other forms of water and sewage services with appropriate studies provided to support the servicing systems proposed and in accordance with Section 4.7 of this Plan.*

Policy 3.2.6 *The County as a whole will plan for and invest for a balance of jobs and housing to reduce the need for long distance commuting and promote alternative transportation choices and usage for people of all ages and abilities.*

Policy 3.2.12 *Local municipalities will delineate the boundaries of settlement areas in their official plans based on what is shown on Schedule 5.1 of this Plan, and establish land use designations and policies to ensure that new development occurring within these settlements is planned in a manner that:*

- a) *Provides for a mix of land uses, including residential, employment, recreational and human services as appropriate based on the settlement hierarchy and role of each settlement area as determined by the local municipality;*
- b) *Provides an integrated composition of land use designations that considers how to enable people of all ages and abilities to safely and independently live, work and play in close proximity;*
- c) *Provides for enhanced transportation opportunities for pedestrians and cyclists;*
- d) *Provides for densities and land use patterns supportive of transit service where planned to be available in the future;*

Planning Comment: The subject lands are located within the settlement area where population and employment growth are to be directed. The proposed development introduces commercial intensification within a fully serviced area featuring municipal water and sewage infrastructure. It enhances the availability of commercial options in an established neighbourhood, complimenting the surrounding one- and two-storey residential and commercial buildings. The proposed drive through allows customers to quickly purchase goods or services within a generally auto-centric Township, enhancing accessibility, reducing parking lot congestion, and boosting sales. By providing essential commercial services within proximity to residents, the development aims to enhance convenience and accessibility for the community while serving the travelling public.

The buildings are thoughtfully positioned along street frontages to contribute to a pedestrian-friendly environment. Site access is planned onto the main arterial roads, directing traffic away from residential areas to the extent feasible, maintaining the quality of life for existing residents while supporting the commercial development's economic success. Where possible, the development should incorporate accessible design features, including depressed curbs, designated accessible parking stalls, automatic doors, and sidewalks, to ensure inclusivity for all users. Additional details regarding accessibility and design will be finalized through the SPC process.

The subject lands are ideally situated near three transit stops providing seven-days-a-week service within Stayner and the Town of Wasaga Beach. The proposed development includes a reduced parking supply, reflecting actual demand rather than the standards set out in the Township's Zoning By-law. To further encourage alternative transportation options, the inclusion of bicycle parking should be explored during the SPC process. The development's compact design aligns with promoting sustainable and accessible transportation options (i.e. providing non-residential uses in proximity to residential dwellings, on a road serviced by existing public transit).

Land Budget

Policy 3.2.15 *The County will maintain a land budget for the entire County. The land budget will provide a comprehensive basis of information to assist, inform and monitor progress towards the forecasts and targets established by this Plan.*

Planning Comment: As noted, Hemson provided an update to the County's residential land budget in January 2020, incorporating data from the 2016 Census and latest land supply information. The assessment determined that Clearview Township has a surplus of 9,542 housing units, with 5,202 of those units located within the Built-up Area. This surplus indicates that Clearview has more than adequate residential land to meet projected housing needs through 2031. Consequently, re-designating the subject lands to permit retail uses aligns with the Township's economic development goals while maintaining sufficient residential land supply.

3.3 General Development Policies

Traffic Impact Studies

Policy 3.3.20

The County shall require proponents of commercial, industrial, institutional, or residential (5 or more lots or units) development applications to undertake and implement a Traffic Impact Study (TIS) to the satisfaction of the appropriate road authorities when the proposed development is on or would affect County Roads as determined through pre-consultation with the County. The main purpose of the Traffic Impact Study is to examine the impact of traffic generated by the proposed development at its access, at nearby intersections and interchanges to determine any necessary highway design improvements required. The Traffic Impact Study will assess the existing traffic conditions and the traffic volumes generated by the proposed development at the date of opening, 5 and 10 years horizons beyond full build-out of the site.

For a site specific official plan amendment, a Traffic Impact Study is required as part of a complete application. For a draft plan of subdivision, a satisfactory TIS is required prior to draft plan approval. Where a secondary plan or major development is proposed either adjacent to or in the vicinity of a Provincial Highway or County Road, a Transportation Study in accordance with Section 4.8 will be required. This study shall be circulated to the Province and/or County of Simcoe for review and approval.

The design and construction of the recommended improvements identified within the approved Traffic Impact Study will be included as a condition of access approval for the proposed development. For highway improvements required on County Roads, the applicant will be required to enter into a legal agreement with the County of Simcoe whereby the owner agrees to assume financial and other responsibility for the construction of all necessary highway design improvements which are directly attributable to the proposed development.

Planning Comment: A TIS was prepared by Tatham Engineering to support the proposed development. Although the subject lands are not situated directly on County Roads, they are located at an intersection connecting two County Roads. As such, the County is likely to have a greater interest in the study's findings. To ensure the road network and intersection can

accommodate the proposed development and maintain satisfactory traffic operations, the study recommends the following improvements:

2026 Total Conditions

- County Road 42 at Highway 26: Extend the existing northbound left-turn lane south to accommodate left turns into the site.
- Quebec Street/Point Street Proximity: Further extend the turn lane to serve both northbound and southbound left turns at the Quebec Street/Point Street intersection.
- County Road 91: Reconfigure and extend the existing left-turn lane servicing the Highway 26 intersection to also serve the site access.

2031 Total Conditions

- Highway 26 at County Roads 42 and 91: Implement a westbound advance green to improve traffic flow and accommodate projected volumes.

It is noted that the property may contribute to implementing all or parts of these required works through subsequent discussions with municipal staff and/or through development applications.

3.5 Settlements

Growth Management

Policy 3.5.6 *The delineated settlement area boundaries and the built boundaries are shown in this Plan on Schedule 5.1 – Land Use Designations and must be identified in local municipal Official Plans. A County and local municipal official plan amendment is required to amend settlement area boundaries in accordance with a municipal comprehensive review. The Settlements designation applies to all lands within the settlement area boundaries. Only those settlements listed on Table 5.1 are recognized as designated settlement areas. The establishment and/or recognition of new settlement areas is prohibited.*

Policy 3.5.8 *Settlement areas shall be the focus of population and employment growth and their vitality and regeneration shall be promoted. Lands may only be redesignated from lands not for urban uses to lands for urban uses in accordance with Sections 3.5.9 or 3.5.11 of this Plan. Residential, commercial, industrial, institutional, and recreational land uses shall be developed within settlement area boundaries on land appropriately designated in a local municipal official plan for the use. Land use designation changes within settlement area boundaries do not require a County Official Plan amendment. The uses permitted in the land use designations within settlement area boundaries may be further restricted or prohibited in the local municipal official plans in order to facilitate urban development (**emphasis added**).*

Policy 3.5.9 *Local municipalities with more than one settlement area shall undertake growth management studies or similar strategic planning to identify the hierarchy of settlements within the municipality, and the distribution of population and employment among the identified*

settlements and rural areas based on criteria including but not limited to type of sewage and water servicing available and capacity of that servicing, density and intensification targets, range and mix of uses within each settlement area and the settlement area role in providing services to a broader area. Considerations for undertaking the growth management strategy are set out in Sections 3.2, 4.1, 4.3 and 4.7 of this Plan and the forecasts for each local municipality from Table 1. Only where appropriate based on the hierarchy, **settlement areas are encouraged to develop as complete communities with a diverse mix of land uses**, a range and mix of employment and housing types, high quality public open space **and easy access to local stores and services for all residents as their needs change throughout their lives**. Settlement identification, and the allocations, shall be incorporated into local municipal official plans. The planning horizon to determine requirements for urban development is a maximum of twenty years notwithstanding Section 3.5.11 below **(emphasis added)**.

Policy 3.5.10 Development may be approved in settlement areas in excess of what is needed to accommodate the forecasts in Table 1, provided the development:

- a) Contributes to the achievement of the density targets or intensification targets as applicable, in accordance with sections 3.5.24 and 3.5.25 of this Plan;
- b) Is on lands for urban uses as of January 19, 2012;
- c) Can be serviced in accordance with applicable provincial plans, provincial policies and section 4.7 of this Plan;

Planning Comment: The subject lands are recognized as being within the Stayner Settlement Area, as designated in the County's OP, where growth, development, and revitalization are prioritized. Within the Township of Clearview, a four-tier settlement hierarchy has been established based on factors such as population, municipal water and wastewater services, and built environment characteristics:

- 1) Urban Settlement Areas
- 2) Community Settlement Areas
- 3) Rural Settlement Areas
- 4) Rural Crossroads and lands outside Settlement Areas

As an Urban Settlement Area, Stayner is intended to be the primary focus for the Township's projected population and employment growth. Therefore, by contributing to the area's economic vitality, leveraging existing infrastructure, and aligning with applicable policies, the proposed commercial development is well-suited to the subject lands.

Policy 3.5.27 Settlements, and the downtowns and main streets of primary settlement areas, shall be promoted as focal points for residential, commercial, and institutional uses, through the following:

- *Establishing safe and pleasant pedestrian environments which encourage movement by foot and bicycle and transit*
- *Development of attractive streetscapes*
- *Encouragement of opportunities for affordable and reliable transit access within communities and between communities for people of all ages and all abilities.*

Policy 3.5.29 *Settlement form and building design shall consider conservation in energy, water and wastewater management, the current use or eventual introduction of public transit, the integration of paths and trails, bicycle routes, a compact and convenient design which encourages walking, the incorporation of natural heritage features and areas, public safety including the impact on policing services, and the preservation of public access to shorelines.*

Policy 3.5.30 *Development within the built-up areas and designated Greenfield area of settlement areas may be of higher density to achieve the policy directives of this Plan but should be compatible with adjacent residential areas. The local municipalities may explore means to ensure compatibility through such measures as transitional densities, built form and land uses.*

Planning Comment: The subject lands are not located within the ‘Historic Downtown’ or the ‘Community Hub’, which are designated for street-oriented buildings featuring small-scale retail and service commercial uses on the ground floor. These areas are specifically planned to exclude large-format buildings and uses primarily oriented towards motorized vehicular traffic, such as drive throughs. Instead, the site’s characteristics – being situated at the intersection of two arterial roads and surrounded by other commercial strip plazas and auto-oriented uses – make it more appropriate for a broader range of commercial uses, such as those permitted by the “Commercial” designation in the Township’s Official Plan.

Given its central location and proximity to the ‘Historic Downtown’ and ‘Community Hub’, the proposed development provides thoughtful building design, enhanced streetscapes, and pedestrian connectivity. Compatibility with the adjacent residential area is achieved by:

- Situating the auto-oriented use at the northeast intersection where similar uses exist.
- Maintaining one-storey building heights to align with the surrounding built form.
- Directing site access to arterial roads, minimizing intrusion into residential streets to the extent feasible.
- Incorporating appropriate scale and setbacks to prevent overwhelming adjacent residential properties.

Landscape plantings may also be introduced in the municipal right-of-way through the SPC process to further enhance visual screening, providing streetscape improvement, and soften transitions between commercial and residential uses. Overall, the proposal balances commercial, residential, pedestrian-oriented, and car-centric land uses, improving community convenience while preserving the liveability of the surrounding residential neighbourhood.

Part 4 – Policy Statements

4.1 Healthy Communities and Housing Development

The development of complete and healthy communities is a priority of this Plan, to be achieved by the following policies:

Policy 4.1.4 *Development form shall facilitate accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society. An annual Accessibility Plan may be prepared by the County.*

Policy 4.1.5 *The design of streetscapes, building orientation, and traffic flow should be planned to provide safe pedestrian and cycling access and movement in downtowns, main streets, and other activity areas.*

Planning Comment: The development should prioritize accessible design features where possible, including depressed curbs, designated accessible parking spaces, automatic doors, and sidewalks, to ensure inclusivity for all users. Sidewalks are recommended along the rights-of-way, and the placement of buildings along the street frontages will create a pedestrian-friendly, human-scale environment. Although Stayner does not currently have designated bike lanes, the addition of bike racks is encouraged to promote alternative transportation options. Tatham Engineering has confirmed that the proposed development is supportable from a transportation perspective, with the proposed recommended minor upgrades to the roads within the network. Additional details regarding accessibility and design will be addressed during the SPC process.

4.5 Resource Conservation

Policy 4.5.4 *Development in the County shall occur in a manner that will protect human life and property from water related hazards such as flooding and erosion. Flood plain management shall occur on a watershed management basis giving due consideration to the upstream, downstream, and cumulative effects of development.*

Policy 4.5.7 *Local municipalities shall ensure that stormwater management practices match pre development stormwater flow rates and where possible, minimize flow rates, minimize containment loads, and where feasible maintain or increase the extent of vegetative and pervious surfaces.*

Policy 4.5.9 *Development shall generally be directed to areas outside of:*

- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

Policy 4.5.10 *Development and site alteration shall not be permitted within:*

- b) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and
- c) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding

Policy 4.5.11 Notwithstanding 4.5.10, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems within an approved Special Policy Area(s) according to their respective policies, or where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows. Any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications.

Policy 4.5.14 Where there is a Two Zone Concept applied, and except as prohibited in policy 4.5.10, development and site alteration may be permitted within the flood fringe of a river, stream, and inland lake systems subject to appropriate flood proofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry, and if the following criteria can be achieved:

- a) the hazards can be safely addressed, and the development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) new hazards will not be created and existing hazards aggravated;
- c) no adverse environmental impacts will result;
- d) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion, and other emergencies; and
- e) the development does not include institutional uses, essential emergency services, or the disposal, manufacture, treatment, or storage of hazardous substances.

Policy 4.5.16 Stormwater management quality and quantity facilities shall be located outside of the flood plain except as provided in the flood fringe above the 1:100 year storm event level under the establishment of a Two Zone Concept or Special Policy Area or as otherwise permitted by the Conservation Authority or other appropriate authority.

Policy 4.5.17 Any development or site alteration permitted in the flood plain shall require written approval from the Conservation Authority or appropriate authority, in consultation with the local municipality.

Policy 4.5.18 *Delineation of the flood prone areas shall, where applicable, be identified on schedules to local municipal official plans. In the absence of detailed flood plain analysis, a development applicant may be required to provide a flood plain study as a prerequisite to any development, prepared to the satisfaction of the Conservation Authority or other qualified professional, and the local municipality. The cost of preparing the study and professional review if required shall be borne by the applicant*

Planning Comment: The subject lands are identified within the floodplain as per Special Policy Area 13.1.1 in the new Township of Clearview Official Plan, and Township of Clearview Zoning By-law Hazard Land Special Policy Overlay. A Natural Hazard Assessment conducted by Urban Watershed Group confirmed that the lands are located within the flood fringe, rather than the floodway, based on observed flooding depths and velocities during the regional storm scenarios. This technical delineation permits development within the identified flood fringe, under the two zone concept.

However, it was recommended by Urban Watershed Group that a proposed condition flood model be prepared during the SPC process to evaluate the development's impact on upstream and downstream flooding, ensuring the site is floodproofed and that safe access and egress are provided. As the lands are already designated for urban development, this does not hinder consideration of the proposed land use and zoning provisions proposed. Rather, to address these requirements, a holding (H) symbol is proposed within the site-specific zoning to ensure these conditions are met prior to development, safeguarding public health and safety.

Moreover, the stormwater management design will be detailed through the SPC process and will be reviewed by the NVCA to ensure the proposed development does not negatively impact the flood hazard zone.

Soil Conservation

The County encourages local municipalities to pass bylaws to restrict the removal and movement of topsoil before appropriate development agreements are in place. The removal of topsoil or vegetation, or other disturbances of land, associated with a proposed land use change, should not proceed until approvals have been granted under the Planning Act. Where such activities take place to foster a development application prior to its consideration and approval, such activities will not be considered a basis for supporting the land use change.

Air Quality

This Plan promotes improved air quality through land use development patterns that promote compact and mixed use development, transit usage where appropriate, alternative transportation and active transportation systems, and forest management and reforestation efforts as a means of fostering maintenance and improvement of air quality. The County will work in co-operation

with the appropriate agencies to assist in the maintenance and improvement of air quality in the County.

Energy Conservation and Renewable Energy

The County will promote energy conservation through land use development patterns that:

- a) promote compact, mixed use development;*
- b) promote active transportation and the use of transit;*
- c) maximize, where appropriate, the use and production of alternative energy systems or renewable energy systems, such as solar, wind, biomass or geothermal energy; and*
- d) maximize the use of existing natural areas and newly planted vegetation to reduce the urban heat island effect.*

Planning Comment: Topsoil stripping will not commence until all approvals are secured. The proposed development emphasizes compactness and support for public transit, taking advantage of its proximity to three transit stops that operate daily, connecting Stayner with the Town of Wasaga Beach. The parking supply has been intentionally reduced to align with actual demand rather than the Township's Zoning By-law requirements. Additionally, the inclusion of bicycle parking during the SPC process is encouraged to promote alternative transportation methods and reduce reliance on the private automobile for neighbourhood residents.

While the design somewhat focuses on addressing GHG emissions and preparing for climate change, a drive-through is included to meet economic objectives, cater to the needs of the travelling public, and to address sustainability comprehensively. Further measures to reduce GHG emissions from the drive-through should be explored through the SPC and building permit processes, such as adopting a no-idling policy, adding EV charging stations, introducing landscaping elements like tree plantings and vegetative buffers, and using energy efficient systems like LED lighting and modern HVAC units. These initiatives would help offset emissions, enhance air quality, and improve the site's overall environmental impact. The applicant is committed to further dialogue with municipal and agency staff to scope the measures within the scope of approvals (i.e., agreement registered on title, etc.).

4.6 Cultural Heritage Conservation

Policy 4.6.5 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Policy 4.6.6 *Development and site alteration shall not be permitted on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Policy 4.6.7 *The County of Simcoe shall determine and notify the local municipality of the need for archaeological assessment by an archaeologist licensed under the Ontario Heritage Act, for applications for official plans and amendments, secondary plans, and plans of subdivision, where it is the approval authority, in accordance with the County's Cultural Heritage Guidelines. All archaeological assessment reports are to comply with current Provincial archaeological assessment standards and guidelines.*

Planning Comment: The subject lands are not identified as culturally significant and are not situated near any identified heritage sites. Licensed archaeologists conducted Stage 1 and 2 Archaeological Assessments for the property and found no archaeological resources on the site. Consequently, it was recommended that no further archaeological investigations be required.

4.7 Infrastructure: Sewage and Water Services

Policy 4.7.4 *The preferred method of servicing settlement areas and other multi-lot developments is full municipal sewage services and full municipal water services. A local municipality may direct growth towards a particular settlement area to achieve this policy. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*

Policy 4.7.9 *Planning for sewage and water services shall:*

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing services;*
- b) ensure that the systems are provided in a manner that can be sustained by the water resources upon which such services rely; is feasible, financially viable and complies with all regulatory requirements; and protects human health and the natural environment;*
- c) promote water conservation and water use efficiency;*
- d) integrate servicing and land use consideration at all stages of the planning process; and*
- e) be in accordance with the servicing hierarchy outlined in the policies above.*

Policy 4.7.17 *Designated Greenfield area development, redevelopment, intensification, and greyfield and brownfield development for settlement area uses should generally be directed to locations with full municipal sewage services and municipal water services or private communal sewage services and private communal water services or to adjacent locations where the services can be efficiently extended to those forms of development through an approved EA. Similarly, such services should be extended to the areas of such development in co-ordination with the staging of development and in accordance with planned and targeted population and employment allocations. Nevertheless, the service systems of nearby settlements, municipalities or other development nodes may be linked where it is economically advantageous.*

Policy 4.7.18 *Any servicing capability study, servicing feasibility study, or hydrological study must be prepared to the satisfaction of the County and local municipality in consultation with relevant agencies.*

Planning Comment: The proposed commercial development will be serviced by existing municipal water and sanitary infrastructure, supporting redevelopment and intensification within the built-up area on underutilized lands. A Servicing Feasibility Study has been completed by WalterFedy confirming that servicing the proposed development is feasible. Please refer to the study for additional details regarding the approach. As provided in the technical analysis in this report, through optimizing and efficiently using existing services, the development minimizes the need for additional resources and ensure the long-term sustainability and financial feasibility of the infrastructure. This approach also supports the protection of public health and safety by mitigating risks such as system overloading and potential contamination, ensuring the community's water supply remains clean, reliable, and sufficient.

4.7 Transportation

Policy 4.8.6 *The County will support opportunities for multimodal use where feasible, in particular prioritizing transit, walking, cycling and goods movement needs over those of single occupant automobiles.*

Policy 4.8.7 *Land use planning and development decisions within the County shall be integrated with transportation considerations. The County and local municipalities will plan for and protect corridors and rights-of-way for infrastructure, including major goods movement facilities and corridors, transportation, transit, active transportation and electricity generation and utility facilities and transmission systems to meet current and projected needs.*

Policy 4.8.12 *Local municipalities should seek to reduce traffic congestion and minimize the length and number of vehicle trips through traffic management techniques, support current and future use of transit (where applicable) and active transportation in their official plans, through the designation of areas of higher density and mixed land use.*

Policy 4.8.60 *Local municipalities that operate transit services shall, promote increased transit ridership, and reduce the need to make trips by automobile, through such means as:*

- a) The development of a network of sidewalks, pedestrian trails and bicycle facilities with accessible surfaces that provide access to transit nodes and/or routes while considering users of all ages and abilities;*
- b) The use of land, density and site plan and road pattern design which minimize walking distance to transit stops;*

Planning Comment: The subject lands are situated along two Township arterial roads, designed to accommodate high volumes of vehicular traffic, as well as two local roads that handle traffic at

relatively low speeds. Currently, these roads have limited active transportation infrastructure available. The proposed development includes the removal of five existing accesses to these major roadways, previously serving residential dwellings, and replacing them with two strategically located commercial accesses – one on County Road 42 and the other on County Road 91. The proposed development will enhance the rights-of-ways by adding sidewalks and tree plantings, and establishing a commercial use within walking distance of transit stops.

A TIS was conducted to evaluate the feasibility of the proposed development from a transportation perspective. The study analyzed existing and future traffic generation, parking provisions, loading space requirements, site circulation, access locations, sightlines, internal drive-through operations, and the impact on the external road system network. It was concluded that the proposed development is appropriate, provided that three key recommendations will be implemented within the designated timeframe, each of which can be pursued and implemented through subsequent stages (i.e., SPC).

D-4 Assessment Areas

Policy 4.9.13 *The recognized best practice to regulate land use on or near waste management sites is the Province’s Guideline D-4 which provides that generally an area within 500 metres of a Fill Area on a waste management site is the area in which landfilling-related impacts may be present. This area is known as the D-4 Assessment Area. Accordingly, the default D-4 Assessment Area is 500 metres calculated from the property line of the waste management site where the Fill Area is unknown or from the Fill Area where the extent of waste is known.*

Policy 4.9.19 *Where development is proposed within the D-4 Assessment Area of a private or local municipality owned waste management site, the local municipality will determine the need for D-4 Studies and peer reviews, and the implementation of the proposed conditions including mitigation and monitoring will be determined by the local municipality and policies addressing the implementation options will be contained in the local municipal official plan.*

Planning Comment: Schedule F of the new Township of Clearview Official Plan identifies a portion of the subject lands within the 500-metre boundary of a private waste management site. This landfill site is now closed and is approximately 500 metres away from the subject lands, as measured by air photo analysis. A D-4 Study was not required as part of a complete application, likely due to the distance from the landfill and previous studies that have confirmed no environmental issues associated with the closed landfill. This assumption is further supported by the presence of a range of uses between the subject lands and the former landfill site. This notion should however be verified by the Township or County.

4.10 Age-Friendly Planning

Policy 4.10.4 *The County encourages land use decisions to consider accessible, inclusive, and age-friendly communities.*

Planning Comment: As noted, where feasible, the development should include accessible design features, such as depressed curbs, designated accessible parking stalls, automatic doors, and continuous sidewalks that ensure seamless accessibility for all users, including those with mobility challenges. Additionally, universal design principles should be prioritized to create an environment that accommodates a wide range of users, including seniors, individuals with disabilities, and parents with strollers. Features like wide doorways, ramps, tactile walking surface indicators, and wayfinding signage should be considered to enhance accessibility and ease of navigation throughout the site. The drive-through should be designed with accessibility in mind, including clear signage, accessible order points, and curbside pick-up for individuals with mobility devices. Moreover, the development will be designed to meet or exceed all relevant accessibility standards, including the Accessibility for Ontarians with Disabilities Act (AODA). Further details related to accessibility features and design adjustments will be addressed during the SPC process to ensure the project aligns with the needs of the community and complies with all regulatory requirements.

County of Simcoe Official Plan – Planning Conclusion: The proposed OPA and ZBA applications conform with the County OP by:

- *Supporting Job Growth Targets* – The development of commercial land uses will help achieve the Township's job growth targets by way of providing a level of population-related employment opportunities, contributing to the local economy and fostering local employment opportunities.
- *Enhancing Community Accessibility and Convenience* – The proposed development will provide essential commercial services within close proximity to local residents, improving convenience for the community while also catering to the needs of the travelling public.
- *Supporting Transit-Oriented and Active Transportation* – With a land use pattern and density that supports both transit use and active transportation, the development will contribute to the Township's objectives of creating a more walkable and transit-friendly environment.
- *Utilizing Existing Infrastructure* – By utilizing existing infrastructure within the built-up area, the proposal minimizes the need for new resources, reducing costs and resource consumption. This approach ensures the long-term sustainability and financial feasibility of the development.
- *Addressing Archaeological Considerations* – The applications have been reviewed to ensure compliance with heritage conservation requirements, addressing any archaeological concerns in accordance with due diligence practices.
- *Integrating with the Transportation Network* – The development carefully considers the existing transportation infrastructure, ensuring functional integration with surrounding roads and improving site accessibility for all users.

9.4 Township of Clearview Official Plan, 2002, as amended

The Township of Clearview Official Plan (“Township OP”), originally approved in 2002 with a planning horizon to 2021, has been amended periodically. This dynamic and comprehensive document serves as the primary tool for guiding long-term land use policy in the community that seamlessly integrates urban and agricultural elements with rich natural heritage.

The Township OP reflects Clearview’s mission to promote commercial and industrial development, create employment opportunities, and uphold a high quality of life for its residents. Additionally, it emphasizes the preservation of Clearview’s unique identity as a food producer, environmental steward, and provider of housing and labour for the region.

In July 2019, the Township initiated an Official Plan Review to ensure conformity with Provincial plans, policies and matters of Provincial interest. This process involved public meetings, stakeholder engagement, discussion papers, and draft plans. A Public Consultation Draft was released in August 2023, followed by revisions and the presentation of the Final Proposed Draft in February 2024. The new Official Plan was adopted by the Township Council on May 27, 2024.

On November 26, 2024, the County of Simcoe Council adopted the plan with modifications, except for sections referencing the 2051 planning horizon for growth and development, on which no decision was made. While parts of the new Official Plan are under appeal, the majority of policies are in effect.

As a result of the appeals, the 2002 version of the Official Plan has also been included as part of this PJR. For the purpose of this report, the 2019 office consolidation of the Township OP was referenced. The subject lands are designated in the Township OP as outlined in **Table 4** below:

Schedule A3 Land Use and Transportation Plan Urban Settlement Area	
Road and/or Property	Designation
7391, 7395 and 7399 County Road 91	Commercial Urban Settlement Area Boundary
7403, 7407 and 7411 County Road 91, 200 Sutherland Street South, 207 and 209 Quebec Street, and 1018 County Road 42	Residential Urban Settlement Area Boundary
County Road 91	Arterial Road
County Road 42	Arterial Road
Quebec Street	Local Road
Sutherland Street South	Local Road

Table 4: Township OP Designations for the Subject Lands

Township of Clearview Official Plan Planning Comment: Given that the associated policies with the above-noted designations are not under appeal respecting the new Township of Clearview Official Plan, the corresponding policies have been assessed against the proposed development in the following subsection respecting the new Township of Clearview Official Plan.

9.5 New Township of Clearview Official Plan, 2024

As previously mentioned, on November 26, 2024, the County of Simcoe Council adopted the new Township of Clearview Official Plan (“new Township OP”) with modifications, excluding sections addressing the 2051 planning horizon for growth and development, which remain undecided. While certain parts of the new Township OP are under appeal, the majority of policies are in effect, thereby replacing the 2001 version of the Township OP.

The new Township OP establishes the principles, goals, and policies that guide the community’s growth and development. It focuses on the efficient use and orderly development of lands, the protection of the natural environment, and the promotion of compatibility and continuity of character. Additionally, it plans for population, housing, and employment growth projected through 2031. The community’s vision includes strategically locating growth to optimize the use of existing infrastructure, fostering sustainability, and enhancing the sense of place.

The subject lands are designated in the new Township OP as outlined in **Table 5**, as applicable. This section assesses applicable planning policies in relation to the proposed OPA and ZBA.

Schedule or Appendix	Designation
Schedule A Municipal Structure	Stayner Urban Settlement Area
Schedule E Mineral Aggregate Resources	Secondary Sand and Gravel Resources
Schedule F Waste Management Sites	Private Waste Management Facility D-4 Assessment Area
Schedule G and Schedule G2 Transportation System (Stayner)	County Road 91 – Arterial Road
	County Road 42 – Arterial Road
	Quebec Street – Local Road
	Sutherland Street South – Local Road
Schedule SP Special Policy Areas	Area 1 (SP-1)
Schedule SP-1 Special Policy Areas Area 1: Stayner	Special Policy Area 13.1.1

Table 5: New Township OP Designations for the Subject Lands

Development and Land Use

2.2 Community Structure

Urban Settlement Areas are intended to serve as focal points for the majority of the population and employment growth projected for the Township. The Township’s Urban Settlement Areas are Creemore and Stayner.

Urban Settlement Areas are meant to be the primary locations for new development in the Township and for community activity in general. The delineated built-up areas of the two Urban Settlement Areas, identified on Schedule B-4 and Schedule B-12, are subject to the intensification target in Section 2.3.2 of this Official Plan, which is based on that established in the SCOP. The areas outside the delineated built-up areas but within the settlement area boundaries are

designated greenfield areas (which are considered “designated growth areas”, as that term is defined in the PPS 2024), within which the density target in Section 2.3.2 of this Official Plan applies to new development.

Municipal water services and municipal wastewater services are generally available throughout the Urban Settlement Areas, and it is expected that all new development and redevelopment will be provided with full municipal services, subject to the policies in Section 7.2.2 of this Official Plan.

2.2.1 Urban Settlement Areas

The policies in this section of the Official Plan provide general direction for development in the Urban Settlement Areas of Stayner and Creemore, with a particular focus on Community Hubs. Community Hubs, which are delineated on Schedule B-4 and Schedule B-12 to this Official Plan, represent the established downtown cores of the two Urban Settlement Areas and are meant to serve as primary activity centres for the community. Community Hubs will continue to feature a mix of land uses, with a predominantly commercial orientation, while also accommodating residential uses to support local businesses and promote activity. The compact, pedestrian-friendly nature of Community Hubs is vital to fostering a healthy downtown economy and attracting visitors who come to experience the unique small-town charm of these areas. Therefore, one of this Official Plan’s main objectives is to help maintain and improve the Community Hubs while retaining each area’s historical built form and architectural legacy.

More generally, this Official Plan’s vision for the Urban Settlement Areas is that these areas will:

- 1. accommodate the majority of new growth and development in a manner that respects and maintains the unique historical character of each Urban Settlement Area and of existing residential neighbourhoods;*
- 2. provide appropriate locations so that major development can be efficiently provided with full municipal water and wastewater services; and*
- 3. serve as primary activity centres with a mix of land uses that will continue to foster the growth of complete communities.*

Planning Comment: The subject lands are situated within the delineated built-up area of the Urban Settlement Area designated as a focal point for intensification, population and employment growth. Municipal water and wastewater services are readily available, with infrastructure abutting the subject lands along County Road 42, County Road 91, Sutherland Street South, and Quebec Street. The Servicing Feasibility Study states that the proposed development can be effectively serviced by the existing water allocation and wastewater infrastructure, with minor additional flows expected.

The subject lands are located approximately 150 metres west of the Community Hub, an area envisioned as a compact, pedestrian-friendly environment that preserves small-town charm while supporting a vibrant downtown economy. The site’s unique position along two arterial roadways

– key corridors for travellers to and from cottage country – provides significant visibility and accessibility for both residents and visitors. At the same time, its location within an established neighbourhood in central Stayner allows for compatibility with the surrounding area by complementing the existing character, scale, and land use patterns, while introducing a thoughtfully designed commercial plaza that complements and enhances the local urban fabric.

The proposed development contributes to the achievement of a complete community by offering essential commercial services that enhance convenience and accessibility for residents. It promotes local economic growth, integrates active transportation and vehicular uses through functional design, and fosters a sense of place by harmonizing with the surrounding urban environment. This balanced approach addresses the needs of both the local community and the broader region.

The following policies apply generally to development in the Urban Settlement Areas:

- 1. New development in Urban Settlement Areas shall be provided with municipal water services and municipal wastewater services, subject to the policies in Section 7.2 of this Official Plan.*
- 5. Within Urban Settlement Areas, Council may permit reduced parking requirements to facilitate the provision of affordable housing or congregate housing, to facilitate the adaptive re-use of an existing building, or in other circumstances where additional parking is not considered necessary or where a reduction is considered appropriate.*

Planning Comment: As noted, the proposed development will be serviced with municipal water and wastewater infrastructure. A reduction in parking supply is proposed, with 94 parking spaces planned instead of 172 spaces required under the Township’s Zoning By-law. The Parking Justification Study prepared by Tatham Engineering states that the Township of Clearview parking requirements significantly exceed those of comparable municipalities. For example, the Township’s restaurant parking rate is 185% higher, its retail rate is 23% higher, and its supermarket rate is 9% higher than the average parking rates in municipalities such as Barrie, Bracebridge, Collingwood, Grey Highlands, Huntsville, New Tecumseth, and Owen Sound.

Further, an analysis of proxy sites in Stayner, Collingwood, and Barrie, deemed representative of the proposed land use and anticipated travel demands, supports the appropriateness of the proposed parking supply. These findings align with the recommendations of the comprehensive Sudbury Parking Study, reinforcing that the reduced parking provision will sufficiently meet demand while avoiding oversupply, consistent with the intent of applicable planning policy direction.

2.3 Growth Management

2.3.1 Population & Employment Forecasts

The forecasts for population and employment growth presented here are based on Table 1 in Section 3.2 of the SCOP, which directs the Township of Clearview to plan for a total population of 19,700 people and for total employment of 5,100 jobs by 2031. Assuming a net Census under coverage rate of about 2.8%, the population of Clearview Township in 2021 was 15,229 people.⁵The projected population of 19,700 people would therefore represent an increase of 4,471 people over a period of ten years, corresponding to an average annual growth rate of approximately 2.6%.

Estimates calculated using Census Dissemination Block data from Statistics Canada suggest that, in 2021, over half of Clearview's population lived in the Township's Urban and Community Settlement Areas. These estimates also indicate that almost 40% of the population lived outside the Township's Settlement Areas. If the population growth projected for the Township were to follow this same distribution, then by 2031 there would be 7,676 people living outside the Township's Settlement Areas, rising to just over 8,500 people by 2051 (assuming a total population of 21,820 people, as projected in Amendment No. 7 to the SCOP, which as mentioned earlier has yet to be approved by the Province). The municipal services and infrastructure that would be required to support this population would place immense strain on the Township's financial resources — not to mention the severe detrimental impact it would have on agriculture, on the Township's rural landscape, and on the natural environment. This Official Plan therefore directs the majority of the projected population growth to the two Urban Settlement Areas, with much of the remaining growth being directed to the Community Settlement Areas. The specific distribution of population growth among the Township's Settlement Areas is shown in Table 2.1 (p. 38), including the share directed to each Urban Settlement Area and each Community Settlement Area. Table 2.1 directs three quarters of the growth in Urban Settlement Areas to Stayner ($52.5\% = 0.75 \times 70\%$) and the remaining quarter to Creemore, while the population growth in Community Settlement Areas has been divided with 60% occurring in Nottawa ($12\% = 0.6 \times 20\%$) and the other 40% in New Lowell.

It should be noted that the full build-out of available land in Stayner combined with potential intensification as envisioned in this Plan could result in growth that exceeds this Official Plan's population and housing forecasts. This Plan therefore provides for the consideration of additional development that might exceed these forecasts within the "Future Development" designation (see Section 4.2.3). The Township may establish new and different growth forecasts for the purposes of infrastructure planning and related studies and initiatives, based on the full build-out potential of Stayner and the other Settlement Areas. However, the expansion of the boundaries of any Settlement Area, or the conversion of any employment area to a non-employment use, shall only be permitted where it is needed to accommodate the growth forecasts presented in this section of the Plan and in accordance with all applicable policies of this Official Plan, the County of Simcoe, and the Province as may be in effect at the time.

Table 2.2 shows projected employment growth in the Township by job type, based on forecasts prepared for Simcoe County. The table does not allocate jobs to specific Settlement Areas, although it is expected that employment growth will be located according to the following:

1. *Population-related employment — that is, jobs that primarily serve the resident population, such as jobs in the service industry, retail, and education — will be predominantly located in areas designated for commercial and institutional land uses.*

Table 2.1 – Target distribution of population growth to 2031

Settlement Area	Estimated population, 2021	Target share of population growth	Projected Population	
Urban Settlement Area	6,401	70%	7,865	9,531
Stayner	5,056	52.5%	6,154	7,403
Total, Clearview Township	15,229	100%	17,321	19,700

Table 2.2 – Projected employment growth in Clearview, 2021-2031

Employment type	No. of jobs		Job growth, 2021-2031
	2021	2031	
Population-related	2,361	2,726	+365
Employment land	378	738	+359
Rural	1,552	1,636	+84

Planning Comment: The proposed development will generate population-related jobs within the Urban Settlement Area, catering to the needs of the resident population through retail, restaurant, and personal service offerings. This will contribute to the projected demand for an **additional 365 population-related employment opportunities** by 2031, supporting the local economy and aligning with growth objectives. Moreover, by utilizing existing municipal infrastructure and water allocation, the development not only ensures timely implementation but also will implement efficient land use.

1. *The objectives of this Official Plan's policies for the Township's Settlement Areas are:*
 - a) *to facilitate a rational approach to growth and development;*
 - b) *to ensure that the availability of municipal services and the ability to provide services effectively and efficiently is a primary determining factor in decisions regarding where development should be located;*
 - c) *to maintain the small-town character and the built heritage of Settlement Areas;*
 - d) *to emphasize Urban Settlement Areas as focal points for development and as centres for community activity;*

- e) *to preserve and protect natural heritage features and areas, prime agricultural areas, and the predominantly rural landscape; and*
 - f) *to monitor population growth in Settlement Areas, using the targets and distributions presented in this section as a reference point.*
2. *Wherever possible, new development shall take place on municipal water services and municipal wastewater services and in a way that optimizes the use of existing infrastructure.*
 4. *It is the intent of this Plan to direct most commercial uses and activity to Community Hubs in Urban Settlement Areas, as well as to locations along Arterial and Collector Roads, while also providing for appropriate commercial uses to serve the needs of residents of Settlement Areas that do not have such locations.*

Planning Comment: The proposed commercial uses are strategically directed along Arterial Roads within the Township's Settlement Area, ensuring convenient access for both residents and visitors. The development will utilize municipal water and wastewater services, optimizing existing infrastructure and making efficient use of lands within the built-up area. This approach helps to avoid urban sprawl, preserving rural landscaping and reinforcing sustainable growth principles. Additionally, the proposed one-storey commercial buildings have been designed in recognition of the character and scale of the surrounding area, fostering compatibility with the established neighbourhood while enhancing the overall streetscape.

2.3.2 Intensification & Density

Commercial intensification, which increases employment density (the number of jobs within a given area), includes commercial infilling and redevelopment, which may involve the adaptive re-use of existing structures. Intensification efforts will be predominantly focused on Urban Settlement Areas, specifically on Community Hubs, as the most appropriate locations for higher-density development. The Township also foresees that a significant amount of development will take place outside of existing built-up areas in order to address the needs of a growing population. It is the intent of this Plan to direct much of this new development to the designated greenfield area in Urban Settlement Areas.

Commercial Infilling

10. *Commercial infilling, defined as redevelopment on a vacant or under-developed lot within a Commercial land use designation, may be permitted in Urban Settlement Areas.*
11. *Commercial infilling may be permitted in circumstances where the Township is satisfied that:*
 - a) *the property can be provided with municipal water services and municipal wastewater services capable of accommodating the proposed use without requiring the major extension or expansion of municipal services or infrastructure;*

- b) *the proposed development will have direct primary access to and from a public road that is maintained on a year-round basis; and*
 - c) *access to the site can be provided without unduly impeding the flow of traffic along Arterial and Collector Roads or creating a traffic hazard.*
14. *Commercial infilling will generally be subject to site plan control and architectural control to ensure compatibility with the existing built character of the area.*
 15. *The Township may enter into a parking exemption agreement with the proponent of a commercial infilling project or permit other alternative parking arrangements, such as the use of public parking or shared parking facilities, especially to facilitate the adaptive re-use of existing buildings.*
 16. *Adequate off-street loading facilities shall be provided in a manner that minimizes risks to vehicular and pedestrian traffic.*

Planning Comment: The proposed development represents commercial intensification and infilling within the Urban Settlement Area. It will utilize municipal water and wastewater services without requiring significant extensions or expansions of existing infrastructure, as stated in the Servicing Feasibility Study prepared by WalterFedy.

Primary access to the site will be provided directly from County Road 42 and County Road 92, both of which are maintained year-round. The TIS prepared by Tatham Engineering confirms that access can be accommodated without unduly impeding traffic flow along these Arterial Roads. Furthermore, the recommended road improvements are anticipated to enhance existing conditions for the 2036 horizon. For example, during the AM, PM, and Saturday peak hours, the current average northbound que length on County Road 42 exceeds beyond the 40 metres available between Highway 26 and the Tim Hortons access. This situation restricts vehicle movements, particularly for southbound left-turning vehicles entering the Tim Hortons Plaza. The proposed extension of the turn lane will alleviate these issues, improving traffic flow.

The proposed development will be subject to site plan control and architectural review to ensure it aligns with the character of the surrounding neighbourhood. A parking reduction has been justified based on anticipated demand, and a parking exemption agreement may be considered by the Township. Each commercial building includes one conveniently located loading space adjacent to the structure, complying with zoning regulations, and minimizing the potential for vehicular and pedestrian conflicts.

Development and Land Use

4.3 Commercial Designations

Commercial areas play a crucial role in the Township's economic well-being, while also providing important centres for social and cultural activity. A vibrant commercial district brings life and energy to the community, enhancing quality of life and giving residents a sense of place. The

overall intent of this Official Plan is to direct major commercial growth to the two Urban Settlement Areas and to promote commercial development that will support and complement the role of Community Hubs as primary activity centres. At the same time, this Plan intends to provide for appropriate commercial development in other Settlement Areas to support the needs of residents. Outside of Settlement Areas, only very limited commercial development is meant to occur, with Rural Crossroads being the preferred location.

4.3.1 “Commercial” Designation

In accordance with the overall intent of this Plan, areas designated for Commercial uses are primarily concentrated in the Urban Settlement Areas, with some limited amounts of Commercial-designated land in the Community Settlement Areas and in some of the Rural Settlement Areas.

Permitted Uses

- 1. A full range of commercial uses, including retail stores, offices, personal and professional services, commercial entertainment, commercial recreation uses, and event venues, may be permitted in the “Commercial” designation, subject to all applicable policies in this Official Plan and to the provisions of the implementing Zoning By-law.*
- 2. Any of the following may be permitted as an accessory use to a permitted use in the “Commercial” designation:*
 - a) accessory dwelling units;*
 - b) outdoor display and sales; and*
 - c) retail sales accessory to non-retail commercial uses.*
- 5. Commercial uses that rely on high levels of vehicular traffic will generally be directed away from Community Hub areas.*
- 6. “In-between” uses shall not be permitted in the “Commercial” designation within an Urban Settlement Area or a Community Settlement Area, but such uses may be permitted in the “Commercial” designation in a Rural Settlement Area through a site-specific amendment to the implementing Zoning By-law.*

Planning Comment: The subject lands are proposed to be designated “Commercial” outside of the Community Hub, permitting a full range of commercial uses, including retail stores, offices, restaurants, and professional services. The proposed development features four commercial buildings anticipated to accommodate a mix of restaurant and retail uses. A fast-food restaurant with a drive-through is planned at the corner of County Road 92 and County Road 42, while a grocery store is currently contemplated at the intersection of Quebec Street and Sutherland Street South. However, the final tenant selection is yet to be determined.

“In-between” uses such as building supply outlets, contractor yards, landscaping businesses, garden supply stores, vehicle depots, and commercial self-storage facilities and are not included in the proposed development, ensuring compatibility with the surrounding area.

Development Principles

7. *All new commercial development in Urban Settlement Areas shall be provided with municipal water services and municipal wastewater services.*
8. *Commercial uses in Urban Settlement Areas will be encouraged to make effective and optimal use of existing parking facilities and to provide facilities for bicycle parking.*
9. *Buildings used for commercial purposes shall be designed to be sensitive to, and maintain compatibility with, the historical and architectural character of adjacent properties and of the surrounding area.*
10. *In areas where outdoor storage is permitted, the Township will ensure that all outdoor storage areas are appropriately buffered and screened from adjacent sensitive uses.*
11. *Before it approves an application for commercial development, the Township shall be satisfied that:*
 - a) *the proposed use is appropriate for the area in which it is located and will be compatible with neighbouring uses;*
 - b) *the proposed development will be adequately provided with water and wastewater services in accordance with standards established by the Township;*
 - c) *the proposed use will not have an undue impact on traffic in the area; and*
 - d) *any other matters identified as relevant during the pre-submission consultation have been adequately addressed.*
12. *Where commercial uses are situated adjacent to one another, they will be encouraged, and may be required, to incorporate shared driveways in order to minimize the number of access points onto public streets and to provide for connectivity between neighbouring uses.*
13. *New commercial development shall be subject to site plan control, which among other things will ensure that:*
 - a) *the proposed development will be provided with sufficient parking facilities appropriate to the nature of the use and to the area in which it is located;*
 - b) *the proposed development will have adequate on-site loading facilities;*
 - c) *pedestrian and vehicular traffic movements on-site will be suitable and safe;*
 - d) *adequate provisions are made for snow storage, drainage, and stormwater management; and*
 - e) *the proposed development will provide enhanced landscaping and green spaces to contribute to the overall quality of the built environment.*

Planning Comment: The proposed development will be serviced by municipal water and wastewater services. A reduction in parking supply is proposed, with 94 parking spaces planned instead of 172 spaces required under the Township's Zoning By-law. The Parking Justification Study prepared by Tatham Engineering states that the proposed parking supply will adequately

meet demand while avoiding oversupply, conforming to the Town's policy direction permitting consideration of reduced parking based on adequate justification.

Architectural review will be conducted during the SPC process to ensure the proposed building designs are compatible with the surrounding area. From a zoning perspective, the proposal meets the majority of the provisions within the proposed parent Commercial General Zone (C1), including compliance with regulations for building height, minimum front yard setback, maximum lot coverage, and gross floor area, as detailed in Section 9.6 of this PJR.

Waste management for the site will utilize on-site underground containers, offering a space-efficient and aesthetically pleasing solution that maximizes storage. These containers are designed to control odours, deter pests, and are durable and easy to maintain.

The TIS prepared by Tatham Engineering confirms that the proposed development is supportable from a transportation perspective. The project will involve removing five existing residential accesses adjacent major roadways and replacing them with two strategically located commercial accesses: one on County Road 42 and one on County Road 91, avoiding routing traffic flow through the residential area to the extent feasible, and optimizing site functionality.

Individual responses to all comments received during the pre-submission consultation process are provided in **Appendix C**. The proposed development will undergo SPC review to verify the site design is safe, functional, and well-integrated. This includes more fine-grained considerations for landscaping, stormwater management, snow storage, and drainage.

Zoning

- 15. The implementing Zoning By-law may establish separate zoning categories for areas designated "Commercial" to distinguish between Community Hub Commercial zones and other Commercial zones, to provide for varying intensities of commercial uses, or for any other reason that Council considers to be appropriate or desirable.*
- 17. In establishing standards and provisions for Commercial zones outside of Community Hub areas, the implementing Zoning By-law will prioritize the following:*
 - a) making efficient use of land and of existing infrastructure;*
 - b) maintaining and respecting the existing built character of the surrounding area; and*
 - c) ensuring compatibility with adjacent uses, especially with any adjacent sensitive uses.*

Planning Comment: The Commercial General Modified (C1-X) Zone is proposed to facilitate the proposed development. Currently, the Township of Clearview Zoning By-law does not distinguish between Community Hub Commercial zones and other Commercial zone, as the By-law has not undergone a comprehensive update to conform with the new Township OP.

The subject lands are primarily vacant, aside from one six-plex dwelling, and are surrounded by a mix of low-rise commercial and residential uses. The proposed development optimizes land use

and existing infrastructure within the built-up area, respects the built character of the surrounding area, and is compatible with adjacent uses.

Notably, the proposed drive-through is strategically located at the primary intersection, directly across from an existing Tim Hortons drive through, ensuring consistency with the area's look, function and scale of commercial activity. Additionally, all buildings are one-storey in height and are situated along the street frontages, with parking placed at the rear (with the exception of the drive through lane). This layout provides a pedestrian-scale environment and enhances the adjacent streetscapes. To further support compatibility and functionality, landscape features will be explored through the SPC process to enhance aesthetic appeal and integration with the surrounding area.

Community Health Safety & Well-Being

6.2 Natural & Human-Made Hazards

Areas that are subject to natural hazards are generally — but not exclusively — identified using the “Greenlands – Hazard Lands Area” designation on Schedule B. Human-made hazards are most often associated either with the extraction of resources (such as mineral aggregate resources) or with existing or former waste management sites. The goal of this Official Plan is to provide for the potential rehabilitation and remediation of such lands, where feasible, but above all to safeguard the safety and health of the community.

6.2.1 Natural Hazards

The policies in this section apply to all hazardous lands and hazardous sites, irrespective of how such lands and sites might be designated on Schedule B to this Plan.

- 1. Any lands that have been demonstrated or determined to be hazardous lands or hazardous sites shall be subject to the policies that apply to the “Greenlands – Hazard Lands Area” designation, regardless of the designation shown on Schedule B to this Plan.*
- 4. When considering an application proposing major development, the Township, the NVCA, and any other responsible approval authority shall establish the precise location of hazardous lands and hazardous sites in the area that is the subject of the application.*
- 5. Anyone proposing development adjacent to a watercourse where engineered flood-line mapping is not available shall be required to undertake an analysis to determine the precise extent of the flooding hazard area, to the satisfaction of the Township and the NVCA.*
- 6. Whenever more precise or more detailed mapping of hazardous lands or of hazardous sites in the Township becomes available, and where such mapping has been approved by the Township in consultation with the NVCA or any other appropriate authorities, the approved mapping shall take precedence over the existing Schedules to this Plan in the consideration of development applications.*

7. *The precise boundaries of all hazardous lands and hazardous sites, and any associated setbacks, shall be established to the satisfaction of the Township, in consultation with the NVCA or other applicable conservation authority, through appropriate studies as part of the review process for specific development applications.*
8. *The Township, in consultation with the NVCA or any other responsible authority, may require the proponent of development to submit an application to amend the Official Plan or the Zoning By-law to reflect more detailed hazard area mapping undertaken as part of a development application, where such mapping becomes available for the area that is the subject of the application.*
9. *The boundaries of hazardous lands and hazardous sites may be redefined through the completion of appropriate studies at the request of, and to the satisfaction of, the NVCA or other applicable conservation authority.*
11. *No development or site alteration shall be permitted:*
 - a) *In areas that would be rendered inaccessible to people and vehicles during a flooding event, an erosion event, or any other emergency event occurring due to natural hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the proposed development and of the natural hazard; or*
 - b) *within the defined floodplain, irrespective of whether the area of inundation contains high points of land not subject to flooding.*
12. *Notwithstanding No. 6.2.1.11 above, development and site alteration may be permitted in an area that is subject to flooding hazards in situations where:*
 - a) *the designation of a Special Policy Area has been approved by the Province; or*
 - b) *the development will be limited to uses that by their nature must be located in such an area (including flood or erosion control works or minor additions or passive non-structural uses that do not affect flood flows).*

Planning Comment: The majority of the subject lands are regulated by the Nottawasaga Valley Conservation Authority (NVCA) for flood hazards due to the presence of Lamont Creek, and existing watercourse, and the King Street Drain, which flows through the roadside ditch on the east side of the property. However, the subject lands are not designated as “Greenlands – Hazard Lands Area” on Schedule B-12 of the new Township OP.

The “Greenlands – Hazard Lands Area” designation applies only to areas within the floodplain that employ the one-zone concept, where the entire floodplain area is heavily restricted. Permitted uses in this designation include conservation uses, necessary flood and erosion control projects, passive recreation uses, wildlife and fisheries management, and existing agricultural uses. The subject lands are identified as being within Special Policy Area 13.1.1 in the Township’s Official Plan, meaning that the two-zone floodplain management concept applies.

Urban Watershed Group Ltd. was retained to prepare a Natural Hazard Assessment to evaluate the existing flood hazard and delineate the developable area in accordance with the two-zone

flood plain policy. Using background data and hydraulic analysis, it was determined that the existing condition flooding on the subject lands is less than 0.8 m in depth during all four regional storm scenarios, including the regional storm with 50% blockage. Given these flooding depths and velocities, the entire site was classified as being within the flood fringe, allowing development in accordance with the two-zone floodplain policy.

Urban Watershed Group recommended that during the detailed design process, a proposed condition flood model be prepared to assess the development's impact on upstream and downstream flooding. It must also be demonstrated that the proposed development is floodproofed and ensures safe access and egress, in compliance with the NVCA guidelines. These are issues which are not strictly tied to the principle land use, but which can be addressed through future analysis as required by the proposed holding provision, ensuring no physical development occurs until the symbol is lifted.

6.4 Community Design

1. *The Township will continually strive to ensure that public spaces, public service facilities, and infrastructure are designed and provided in a way that addresses the needs of all residents, regardless of age, physical ability, or financial means.*
2. *The Township will use such means as are at its disposal to ensure that any site or facility to which members of the general public will have access is designed to reflect the principles of equity, diversity, and inclusion.*
8. *Public spaces shall be designed in a way that provides a high level of visibility, promotes high activity levels for a variety of activities, and fosters positive social interactions.*

Planning Comment: The subject lands are situated at a prominent intersection in central Stayner, making them an ideal location for a development that enhances community convenience and accessibility by bringing essential services closer to residents. The project aims to improve curb appeal and neighbourhood functionality, fostering a vibrant and inviting atmosphere that attracts further investment to the area.

By incorporating accessible design features through the SPC process – such as depressed curbs, accessible parking stalls, automatic doors, and well-connected sidewalks – the development can promote inclusivity, enabling all users to access services comfortably and independently. Additionally, a restaurant patio at the northeast intersection is proposed to encourage higher activity levels, facilitate positive social intersections, and contribute to a sense of community. Lastly, the proposal includes plantings of street trees which are intended to enhance the existing streetscapes, the details of which (i.e., species and size) can be reviewed and implemented through the SPC process.

Infrastructure & Municipal Services

7.2 Water & Wastewater Services

7.2.1 Overall Servicing Strategy

1. *No development shall be approved unless the proposed method of providing water and wastewater services is acceptable to, and approved by, the Township.*
2. *Subject to the policies in this section of the Plan, all development shall be provided with municipal water services and municipal wastewater services wherever such services are available.*
3. *To clarify, for the purposes of this Official Plan:*
 - a) *the term “municipal water services” shall not refer to any services provided by private waterworks that were not established by, have not been acquired or accepted by, and are not maintained by, the Township of Clearview or its predecessor municipalities; and*
 - b) *the term “municipal wastewater services” shall not refer to any services provided by private wastewater systems that were not established by, have not been acquired or accepted by, and are not maintained by, the Township of Clearview or its predecessor municipalities.*
9. *The Township shall promote water conservation and the efficient use of water by:*
 - a) *encouraging new development applications to include measures that minimize additional demands on municipal water and wastewater systems;*
 - b) *encouraging, and possibly requiring through site plan control or other means at its disposal, the incorporation of elements designed to conserve and promote the efficient use of water;*
 - c) *considering and encouraging strategies such as rainwater harvesting, in accordance with all applicable standards and regulations;*
 - d) *considering ways to incentivize existing users of municipal systems to conserve water*

7.2.2 Servicing in Urban Settlement Areas

The policies below apply to the Urban Settlement Areas of Stayner and Creemore, where both municipal water services and municipal wastewater services are generally available.

1. *Subject to the policies in this section, all new development occurring in an Urban Settlement Area, including redevelopment and infill development, shall be provided with municipal water services and municipal wastewater services.*

Planning Comment: As noted, the proposed development will connect to existing municipal water and wastewater services in the Stayner Urban Settlement Area. The anticipated water and sanitary demands are only marginally higher than current levels, enabling the development to move forward promptly without overwhelming the capacities of the existing systems. Opportunities for additional water and energy conservation measures to minimize environmental impacts can be further during the SPC and building approval processes.

Functional Servicing Reports

21. *Any application proposing development that will use municipal water services and municipal wastewater services shall be required to include a Functional Servicing Report ("FSR") as part of a complete application.*
23. *Any FSR required as part of a complete application shall include a water balance and a hydrogeological study, and may be required to include a scoped water budget or a water conservation plan.*
24. *In addition to anything required under No. 7.2.6.23, and subject to the specific terms of reference established during the pre-submission consultation process, an FSR shall generally include:*
 - a) *a description of the subject property along with a key map showing its location;*
 - b) *a description of the proposed development, including details regarding its scale and extent, the layout of lots and proposed streets, and other relevant matters;*
 - c) *an explanation of any environmental constraints affecting the subject property and of any other limitations on the proposed development;*
 - d) *grading plans showing the existing grading of the subject property and the proposed grading of the development;*
 - e) *a water servicing plan that identifies existing systems and connections, shows the proposed water distribution concept, assesses the capacities of existing water systems, estimates the water consumption of the proposed development and addresses net impacts, and identifies any improvements or expansions that would be required to accommodate the proposed development;*
 - f) *a wastewater servicing plan that identifies existing systems and connections, shows the proposed concept for sanitary sewers, assesses the capacities of existing sanitary sewer systems, estimates discharge from the proposed development and addresses net impacts, identifies any improvements or expansions that would be required to accommodate the proposed development, and demonstrates that the proposed wastewater system conforms to or complies with all applicable policies, regulations, and guidelines;*
 - g) *a storm sewer servicing and stormwater management plan, prepared in accordance with Township standards and guidelines;*
 - h) *a discussion of the vulnerabilities and risks associated with climate-influenced hazards that could affect the proposed method of providing services and proposed infrastructure, including an explanation of how the proposed development has been designed to address such vulnerabilities and risks; and*
 - i) *measures to be implemented to accommodate on-site maintenance of proposed systems and services.*

25. Nothing in Policy No. 7.2.6.24 shall be interpreted as in any way limiting the Township's ability to require that other relevant information or site-specific details be included as part of an FSR.

Planning Comment: As part of the complete application, the Township requested a Servicing Feasibility Study. According to the policies in the new Township Official Plan, a “Functional Servicing Report” is typically required for developments utilizing municipal water and wastewater servicing, whereas a “Servicing Feasibility Study” is typically required for a development of more than five lots or dwellings using anything other than municipal water and wastewater services. Nonetheless, a Terms of Reference was prepared, reviewed, and approved during Phase II of the Pre-Submission Consultation Process. Subsequently, the Servicing Feasibility Study was aligned with the approved Terms of Reference. For further details, please refer to the report.

7.3 Stormwater Management

Effective stormwater management practices prevent flooding and erosion, help protect surface water features and maintain groundwater resources, and promote resilience in response to climate change, which has already increased the frequency and severity of significant weather events.

Overall, this Official Plan's stormwater management policies are intended to ensure that effective stormwater management is considered as early as possible in the development process, and that facilities for managing stormwater run-off and for minimizing impacts on groundwater are integrated into the design process for new development.

Low Impact Development

Low-impact development refers to a set of practices and techniques whose goal is to mitigate the impacts of increased run-off and stormwater pollution by managing stormwater as close to its source as possible (with “source” simply meaning the location where the stormwater has fallen). Low-impact development (“LID”) comprises a set of approaches to site design and small-scale stormwater management practices to promote the use of natural systems for infiltration, evaporation, and transpiration.

LID practices in Ontario are generally sized according to the 90th percentile event, which in the Township of Clearview corresponds to precipitation of approximately 28–29 mm over a 12-hour period. This means that systems are designed to capture and treat 90% of annual rainfall events (that produce run-off). Specific LID practices can include the use of permeable pavement, enhanced grass swales, dry swales, perforated pipe systems, rainwater harvesting downspout disconnection, green roofs, and infiltration trenches. The effectiveness of various techniques will generally depend on the specific characteristics of the site.

1. *All new development and redevelopment should incorporate landscape-based stormwater controls and LID best management practices wherever feasible as an important component of climate change adaptation.*
2. *The Township will encourage new development and redevelopment to incorporate innovative low-impact development strategies and techniques, in addition to the required facilities for managing the quality and quantity of stormwater run-off.*
3. *The Township may require proposed development or redevelopment to implement appropriate LID strategies to achieve a run-off volume control target of 90%, or to the maximum extent possible, especially in more sensitive areas, such as in the HVAs and SGRAs shown on Schedule D to this Official Plan.*
4. *The Township may require that a Stormwater Management Report submitted in support of a development application specifically address and consider the use of LID strategies and design elements in the proposed development and, where such strategies and elements are not used, may require that the report provide justification.*

7.3.3 Stormwater Management Reports

The purpose of a Stormwater Management Report is to identify the measures that will be taken to minimize any impacts from proposed development on drainage systems and stormwater run-off. The scope and specific terms of reference for a Stormwater Management (“SWM”) Report, which will depend on the scale, characteristics, and location of the proposed development, will be determined during the pre-submission consultation process.

1. *A Stormwater Management (“SWM”) Report shall be required for:*
 - b) *any application proposing the development of an institutional use, a commercial use, an industrial use, or an “in-between” use;*
3. *The pre-submission consultation process for any application that is required to provide a SWM Report shall be undertaken in accordance with any Memoranda of Understanding between the Township and the NVCA, and in the absence of any such Memorandum of Understanding shall involve the NVCA.*
5. *A SWM Report shall be accompanied by a SWM Plan for the proposed development.*
6. *A SWM Report and the accompanying SWM Plan shall:*
 - a) *be prepared by a qualified individual to the satisfaction of the Township and of any other responsible approval authority;*
 - b) *maintain existing subwatershed boundaries and drainage patterns to the fullest practical extent;*
 - c) *be informed by a Subwatershed Plan or the equivalent, where one exists; and*
 - d) *align with the Stormwater Master Plan, where one exists, for the Settlement Area where the proposed is located.*
7. *In terms of content, SWM Reports and SWM Plans shall:*

- a) *characterize pre-development conditions for the site, including existing drainage patterns and flow regimes;*
- b) *evaluate the effectiveness of existing stormwater management facilities in reducing impacts from existing development and identify opportunities to improve or retrofit those existing facilities;*
- c) *provide a site-specific assessment to determine whether it is possible to equalize predevelopment and post-development run-off rates;*
- d) *identify vulnerabilities and risks associated with climate-influenced hazards that could affect stormwater management facilities associated with the proposed development;*
- e) *identify measures to be implemented for:*
 - i. *controlling the quantity of stormwater so that post-development peak flow rates do not exceed corresponding pre-development rates for storm events from the one-in-two-year design storm event up to the regulatory flood standard;*
 - ii. *maintaining the quality of stormwater run-off, including measures to minimize contaminants, nutrient loads, and thermal impacts;*
 - iii. *controlling erosion, including methods to ensure minimum requirements for onsite retention are met;*
 - iv. *managing water balance in a way that maintains the ecological and hydrological functions of natural and hydrologic features; and*
 - v. *addressing the vulnerabilities and risks identified under No. 7.3.3.7(d) above;*
- f) *incorporate an integrated treatment approach, including low-impact development techniques, that minimizes stormwater flows and reliance on end-of-pipe facilities;*
- g) *include a grading and drainage plan, prepared according to guidelines and standards established by the Township;*
- h) *identify the location and physical configuration of any permanent end-of-pipe facilities and the service areas of such facilities;*
- i) *describe how the SWM Plan will provide for the protection and maintenance of natural heritage features and systems, including fish habitat;*
- j) *identify measures to be taken during construction to minimize grading and soil compaction, sediment erosion, and the removal of vegetation;*
- k) *identify and describe existing or planned programs for the regular maintenance of stormwater management facilities and works; and*
- l) *make recommendations for the landscaping of the final development, taking into consideration the role landscaping features play in effective stormwater management.*

10. Infill development:

- a) *shall, at a minimum, be required to adhere to the Township's standards and guidelines for lot grading and draining; and*
- b) *may be required, as part of the development approval process, to incorporate lot-level or end-of-pipe controls.*

Planning Comment: A Stormwater Management Report, Grading Plan, and Erosion and Sediment Control Plans are required as part of a complete SPC application, addressing the above-noted policy. The stormwater management plan will ensure the proposed development meets pre-development runoff and groundwater conditions. It will include quality and quantity controls to achieve a 80% reduction in total suspended solids while preserving existing peak flow rates and volumes. Preliminary Geotechnical Investigation findings suggest that the soils may not be suitable for low impact development (LID) systems; however, the final stormwater approach will be confirmed during the SPC process. Development on the subject lands will also require approvals from the Township of Clearview and NVCA. For the purposes of this application, the submitted Servicing Feasibility Study provides the level of analysis necessary to address the principle land use and the level of development intensity on the subject lands, while also providing a framework for the future detailed design and analysis to occur at the SPC stage.

7.4.2 D-4 Assessment Areas

The D-4 Assessment Area associated with a waste management site (either active or closed) represents the area within which landfill-related impacts are most likely to occur. The following policies apply to any lands located within the "D-4 Assessment Area" overlay shown on Schedule F to this Official Plan, irrespective of the designations shown on Schedule B.

4. *Any of the following uses may be permitted in an identified D-4 Assessment Area, irrespective of whether the waste management site with which the D-4 Assessment Area is associated is operating or non-operating, and irrespective of whether the associated waste management site is being used, or has been used, for landfilling purposes:*
 - a) *mineral aggregate operations;*
 - b) *wayside pits and quarries;*
 - c) *utilities, infrastructure, and above-grade transportation infrastructure, but not major highways; or*
 - d) *any other land use where:*
 - (ii) *public health or safety would not be threatened by hazards associated with the waste management site; and*
 - (iii) *the use would not be impaired by noise, odour, or any other nuisance effect generated by the waste management site.*
5. *Subject to No. 7.4.2.6 below, none of the following shall be permitted in an identified D-4 Assessment Area, regardless of any policies that might apply to the designation of the subject lands shown on Schedule B to this Plan:*

- a) *residential uses;*
 - b) *the use of agricultural land for pasturing livestock;*
 - c) *permanent structures used in animal husbandry; or*
 - d) *cemeteries.*
7. *Anyone proposing development in a D-4 Assessment Area shall be required to provide a D-4 Study as part of a complete application.*
8. *All D-4 Studies shall, to the satisfaction of the D-4 approval authority:*
- a) *evaluate the presence and impact of any adverse effects or risks to health and safety associated with an identified or suspected waste management site; and*
 - b) *identify all remedial measures necessary for the proposed development to comply with the MOE's Guideline D-4.*
9. *All D-4 Studies will be peer-reviewed and shall be subject to the approval of the appropriate D-4 approval authority.*
10. *Where the County of Simcoe is the D-4 approval authority, the County may require the proponent of development within a D-4 Assessment Area to undertake any studies as the County considers appropriate, including studies that address any or all of the following:*
- a) *groundwater, surface water, or other hydrological or hydrogeological matters;*
 - b) *the migration of methane gas;*
 - c) *matters relating to noise, dust, and odour;*
 - d) *traffic impacts; land use compatibility; and*
 - e) *any other matters that the County considers appropriate.*
11. *Where the Township is the D-4 approval authority, the proponent of development within a D4 Assessment Area may be required to undertake studies to assess adverse effects associated with the following factors:*
- a) *regardless of whether the waste management site is operating or non-operating:*
 - i. *the contamination of groundwater and surface water by leachate;*
 - ii. *surface runoff;*
 - iii. *landfill-generated gases, with particular attention given to the production and migration of methane gas; and*
 - iv. *visual impacts;*
 - c) *within the D-4 Assessment Area of a non-operating waste management site, in addition to those factors identified in Clause 7.4.2.11(a) above:*
 - ii. *soil contamination and hazardous waste; and*
 - iii. *ground settlement.*
12. *To clarify, nothing in Policy No. 7.4.2.11 above shall limit the Township's ability to require that a D-4 Study or a similar study address factors not identified in that policy, if the Township is of the opinion that such factors warrant assessment.*

- 13. No development shall be permitted in a D-4 Assessment Area unless Council is satisfied that all potential impacts from the waste management site have been appropriately addressed.*

Planning Comment: Schedule F of the new Township of Clearview Official Plan identifies a portion of the subject lands within the 500-metre boundary of a private waste management site. Per Schedule 1 of the new Township OP, the private waste management site located on Lots 25, 26, 27 & 28, Registered Plan 68 (William Street, Stayner), identified as Site No. 505 on Schedule 5.6.2 to the County of Simcoe Official Plan, was closed and no longer operational at the time the new Township OP was adopted. None of the prohibited uses within the D-4 assessment area are proposed on the subject lands, in contrast to those permitted under the existing residential land use permissions for a portion of the subject lands.

This former landfill site is approximately 500 metres away from the subject lands. A D-4 Study was not required as part of a complete application, likely due to the separation distance and previous studies confirming no environmental issues associated with the closed landfill. This assumption should be verified by the Township or County. Further support is provided by the presence of a range of uses between the subject lands and the former landfill site.

7.5 Transportation

Clearview Township's transportation system, shown on Schedule G to this Official Plan, is a multimodal network, meaning a system that accommodates and supports the use of several forms of transportation, including automobiles, buses, trucks, pedestrians, and cyclists. A multimodal network also facilitates the use of more than one form of transportation for a single trip. The transportation network's primary purpose is to provide for the movement of people and goods, but it also includes elements like parking and loading facilities and facilities for the storage and maintenance of vehicles.

7.5.2 General Transportation Policies

- 1. The Township will ensure that the planning and development of its overall transportation network:*
 - a) adopts a "complete streets" approach that balances the needs of all users;*
 - b) prioritizes transportation modes that are more efficient than the private automobile in higher-activity areas, such as Community Hubs and other areas with higher population and employment densities;*
 - c) is undertaken in coordination with neighbouring municipalities and with the County of Simcoe, where appropriate; and*
 - d) aligns with the Transportation Plan for the Greater Golden Horseshoe ("GGH"), in coordination with the MTO.*

4. *The Township shall ensure that transportation and infrastructure corridors, including the rights-of way for road alignments shown on Schedule G to this Plan, as well as electricity generation facilities, electricity transmission systems, and planned corridors, are protected in order to meet current and projected needs.*

7.5.3 Road Network

1. *It is the intent of this Official Plan that all new development in the Township will be served by public roads and that, in all circumstances, the public road network will take priority over private roads.*
6. *Public roads in Clearview Township shall be classified according to the following hierarchy, as shown on Schedule G:*
 - d) *Township Arterial Roads, whose purpose is to carry large volumes of vehicular traffic at relatively high speeds between major traffic-generating areas and between other Arterial Roads;*
 - f) *Local Roads, whose primary purpose is to provide access to abutting properties and to carry vehicular traffic at relatively low operating speeds to other roads;*
9. *Roads under the jurisdiction of the Township shall have the following right-of-way widths:*
 - a) *Township Arterial Roads, which generally have two to four lanes for vehicular traffic, shall have a right-of-way width from a minimum of 26 metres up to 40 metres;*
 - c) *Local Roads, which generally have two lanes for vehicular traffic, shall have a minimum right-of-way width of 20 metres;*
10. *Notwithstanding Clause 7.5.3.9(c), the Township may, at its discretion, specify a minimum right-of-way width for a Local Road that is less than 20 metres.*
11. *The upper bounds listed in Policy No. 7.5.3.9 shall be interpreted as guidelines, in accordance with Section 12.2 of this Plan, and may be exceeded in circumstances where it is deemed necessary (for instance, in the interest of public safety) without requiring an amendment to this Official Plan.*
12. *The classifications shown on Schedule G shall not be interpreted as necessarily indicating an intent to widen an existing road or to eliminate or restrict existing direct access from an existing road to any abutting property.*
13. *Within Settlement Areas, Township Arterial Roads and Collector Roads should be designed to achieve a balance between the efficient movement of vehicular traffic and pedestrian safety.*
14. *Local Roads should be designed in a way that:*
 - a) *reflects their primary function of providing access to abutting properties;*
 - b) *maintains an urban profile, particularly in Urban Settlement Areas and Community Settlement Areas;*
 - c) *discourages through traffic; and*

d) promotes a safe mix of vehicle and active transportation.

Planning Comment: Planning Comment: On Schedule G of the new Township OP, County Road 91 and County Road 42 are classified as Arterial Roads, whereas Quebec Street and Sutherland Street South are classified as Local Roads. Bus stops are located within approximately 300 metres of the subject lands; however, active transportation infrastructure directly adjacent to the site is limited. New sidewalks along all municipal roads should be considered through the SPC process. To accommodate future growth along these corridors, the following road widenings have been requested by the Township through the planning process and have been incorporated into the site plan:

- County Road 91: 3.0 m
- County Road 42: 3.0 m
- Sutherland Street South: 2.5 m
- Quebec Street: 3.0 m

The proposed development will be served by public roads, with access to the subject lands from County Road 91 and County Road 92. While Local Roads primarily provide access to properties and Arterial Roads handle higher traffic volumes, the proposed access points are located on Arterial Roads due to their greater visibility for the businesses, which is essential for attracting passersby. This location also provides more convenient access for customers and minimizes traffic disruptions in a residential neighbourhood. Additionally, the proposed access points align with the existing commercial access patterns at the intersection. Lastly, the proposed development results in the removal of five residential access points from Arterial Roads, reducing the number of potential conflicts and improving overall safety. The TIS prepared by Tatham, has confirmed that the proposed access points are supportable from a transportation perspective.

Access to Abutting Properties

- 19. Access to an abutting property from any road whose classification in the hierarchy established in Policy No. 7.5.3.6 above is higher than “Local Road” shall only be permitted:
 - a) where alternate access from a road lower on that hierarchy is not possible; or*
 - b) where the Township and the appropriate road authority are satisfied that the proposed access has been fully justified through expert review and will be implemented in a manner that is consistent with Township Engineering Guidelines and all other applicable policies and by-laws.**
- 20. Notwithstanding the classification of Laneways as public roads, all properties shall have at least one access point to and from a road whose classification in No. 7.5.3.6 above is “Local Road” or higher, and no property shall be permitted to have its primary access point to and from an abutting Laneway.*
- 21. Access to an abutting property from any road shall not be permitted where such access would create a traffic hazard.*

28. Any development application proposing access from a Township Arterial Road or a Collector Road shall be required to include a Traffic Impact Study as part of a complete application.

Planning Comment: Per Policy 7.5.3.19 above, access to a higher-order road may be permitted, provided it is fully justified through expert review. The TIS reviewed the proposed access locations, offering the following insight:

- The County Road 91 access is a 9-metre-wide full movement access, located approximately 77 metres west of the Highway 26/ County Road 42/ County Road 91 intersection.
- The County Road 42 access is a 7-metre-wide full movement access, located approximately 68 metres south of the Highway 26/ County Road 42/ County Road 91 intersection.
- The TAC guidelines recommend a minimum spacing of 70 metres from a signalized intersection for roads posted at 50 km/hr, measured from the edge of the access to the edge of the road.
- The Township's Zoning By-law requires a minimum access width of 7 metres and a maximum access width of 9 metres, as proposed.
- For sight distance requirements, a minimum of 85 metres is required for roads posted at 60 km/hr, whereas a sight distance of no less than 110 metres is proposed.

Based on the above and the surrounding neighbourhood context, the proposed access locations are considered appropriate. Please refer to the TIS for further details.

7.5.4 Parking & Loading Facilities

Downtown areas rely heavily on their unique character and a pedestrian-friendly atmosphere to maintain their social and economic viability, and excessive levels of surface parking are usually a major factor in the rapid deterioration of a downtown's vitality. Moreover, the compact form of downtown areas can support the provision of parking facilities in locations that allow visitors to park once and visit multiple destinations, an approach that this Plan encourages in Community Hubs to support their role as vibrant centres for community activity.

1. *The Township's overall approach towards the provision of off-street parking facilities shall be:*

b) *in Urban Settlement Areas:*

- i. *to apply reduced parking requirements for new non-residential uses in Commercial areas;*
- ii. *to encourage alternative methods of providing required off-street parking (such as shared parking arrangements or the provision of required parking on another site) for new non-residential uses in Commercial areas;*

- iii. *to prefer the provision of cash-in-lieu through a parking exemption agreement to the creation of new surface parking facilities in Community Hubs and Commercial areas; and*
 - iv. *to require that new non-residential uses outside of Community Hubs and Commercial areas provide sufficient on-site parking facilities to accommodate normal levels of demand;*
- 4. *All commercial uses, industrial uses, “in-between” uses, and institutional uses shall be provided with adequate on-site off-street loading facilities.*
- 6. *The Township will ensure that planning for off-street parking facilities considers the provision of infrastructure needed for advanced mobility modes and emerging technologies (such as electric charging stations) and assesses the need to provide such infrastructure in appropriate locations.*
- 9. *The Township intends to use all payments of money received through parking exemption agreements to provide centralized public parking facilities, which includes the acquisition of lands to provide such facilities.*

Planning Comment: The subject lands are proposed to be designated as a Commercial area within the Urban Settlement Area, with no allowance for “in-between” or industrial uses. As noted, a reduction in parking supply is proposed, with 94 parking spaces planned instead of 172 spaces required under the Township’s Zoning By-law.

The Parking Justification Study prepared by Tatham Engineering indicates that the Township of Clearview parking requirements significantly exceed those of comparable municipalities, and in some cases by 185%. Additionally, an analysis of proxy sites in Stayner, Collingwood, and Barrie – deemed representative of the proposed land use and expected travel demands – supports the adequacy of the proposed parking supply. These findings also align with the recommendations of the comprehensive Sudbury Parking Study, confirming that the reduced parking provision will meet demand effectively while avoiding oversupply, consistent with applicable planning policy direction.

To further encourage alternative transportation methods, bicycle parking should be provided on-site, and the inclusion of EV charging stations can be explored during the SPC process.

7.5.6 Active Transportation

- 1. *The Township supports the continued development of its active transportation network to connect Settlement Areas, community services, recreational areas, regional destinations, and other points of interest.*
- 5. *The Township will use such means as are at its disposal through the development approval process to ensure:*
 - a) *that new development provides high-quality pedestrian and bicycle facilities on public rights-of-way;*

- b) that the design of new development prioritizes the safety and efficient movement of pedestrians and cyclists; and*
 - c) that all new development is well connected to the Township's active transportation network, including sidewalks and trails systems.*
9. *The implementing Zoning By-law may include provisions that require bicycle parking or facilities for bicycle storage, where appropriate.*

Planning Comment: Although the existing infrastructure surrounding the subject lands currently offers limited support for active transportation, it is recommended that this be improved through the inclusion of municipal sidewalks and well-connected pedestrian walkways on-site. Additionally, bicycle parking requirements have been incorporated into the draft Zoning By-law, as outlined in **Appendix D**, to encourage alternative methods of travel. These enhancements should be implemented through the SPC process.

Community & Culture

8.2.1 Streetscapes & Public Spaces

1. *The Township will use all means at its disposal to ensure that the public realm is designed and developed in way that promotes activity, accessibility, and aesthetic appeal.*
2. *Streetscape features located in public rights-of-way (such as lighting fixtures, street furniture, waste receptacles, bollards, and signage) should be designed in a complementary and integrated fashion.*
3. *The Township may facilitate the implementation of Policy No. 8.2.1.2 by defining specific standards and style guidelines for hard surfacing and streetscape features, with consideration given to the recommendations made in the Stayner Downtown Open Space (Amenities) Improvement Plan (May 2018).*
4. *Planned road construction and reconstruction projects will be encouraged to include improvements to existing streetscape features.*
5. *The Township will promote streetscape design in the following areas that supports their role as major and minor focal points for community activity:*
 - b) along Arterial and Collector Roads in Urban Settlement Areas and Community Settlement Areas; and*
 - c) along commercial street frontage in Urban Settlement Areas and Community Settlement Areas*
6. *Buildings with frontage on public streets in the higher-activity areas listed in Policy No. 8.2.1.5 should be designed:*
 - a) to provide continuous façades with as few interruptions as possible;*
 - b) to incorporate "deep" commercial façades that create opportunities for pedestrian engagement by providing opportunities for shelter (such as awnings and*

- overhangs) and opportunities for physical interaction (such as standing, leaning, or sitting);*
- c) to ensure that principal entrances are accessible from public sidewalks; and*
 - d) to maximize glazing and the number of street-facing ground-floor windows in order to more seamlessly integrate commercial interiors with the street.*
- 7. The implementing Zoning By-law will facilitate the achievement of pedestrian-friendly street frontages in higher-activity areas by establishing standards and requirements that:*
- a) minimize setbacks from front and side lot lines;*
 - b) limit building façades to a maximum width (generally no more than 10 metres) that suits the rhythm of pedestrian traffic by providing something “new” to see every five to ten seconds; and*
 - c) ensure that off-street surface parking does not have frontage on major streets and does not detract from the walkability of the built environment.*
- 8. The Township will ensure that streetscapes and street design support the achievement of “complete streets,” especially in higher-activity areas.*
- 9. Public spaces shall be designed to promote:*
- a) safety, by providing appropriate pedestrian-scaled lighting and maximizing opportunities for natural surveillance;*
 - b) accessibility, by integrating barrier-free access as seamlessly as possible; and*
 - c) connectivity, by emphasizing the strategic role of trails as linkages between public spaces and by providing safe, convenient, and interesting corridors for pedestrian movement.*
- 11. The Township will encourage tree retention and tree-planting along streets, on boulevards, and adjacent to parking lots to improve aesthetic appeal and to help regulate temperatures.*

Planning Comment: The subject lands are proposed to have commercial frontage along four public roads, creating a unique opportunity to contribute to the public realm on all sides. The proposed commercial buildings have been strategically located along each street frontage to enhance streetscape design and foster an inviting pedestrian environment, with setbacks ranging from approximately 0 metres to 5.5 metres. Building facades facing the public roads should incorporate features such as glazed service doors, prominent signage, and architectural elements to create visual interest and align with contemporary urban design principles. The architectural elevations are required to be included as part of the complete SPC application.

Recognizing the auto-oriented nature of the surrounding intersections, primary building accesses are proposed internally to prioritize safe and efficient movement for both vehicles and pedestrians. The site layout balances the needs of the travelling public and existing residents, ensuring integration with the surrounding area.

Six accessible parking spaces are proposed, meeting both the Township's Zoning By-law and AODA standards. Additionally, lighting and internal pedestrian circulation will be further refined through the SPC process to enhance safety, accessibility, and overall user experience. The incorporation of well-marked pedestrian crossings, inviting walkways, and energy-efficient lighting can further ensure the site is functional and appealing for all users.

8.2.3 Landscape Design

1. *New development and redevelopment shall take all reasonable steps to preserve the natural landscape and retain as much existing vegetation as is feasible.*
2. *Landscape design should aim to maintain existing topography, or to restore post-development topography to its pre-development state, as much as is consistent with sound engineering practice.*
3. *Landscaping should make use of native plant species that are appropriate for existing and future site conditions and suitable for all seasons.*
4. *Landscaping elements should be designed to:*
 - a) *work in harmony with buildings and structures to contribute to the site's visual appeal and pedestrian scale;*
 - b) *incorporate drought-resistant materials in order to reduce long-term maintenance requirements and contribute to water conservation;*
 - c) *support stormwater management functions and contribute towards maintaining predevelopment drainage patterns;*
 - d) *make use of natural construction materials for structural elements;*
 - e) *maintain unobstructed visibility for building entrances, important architectural features, and signage;*
 - f) *provide definition and structure for walkways and open spaces;*
 - g) *provide protection from sun, wind, and precipitation for areas that have higher levels of pedestrian activity or that are meant for congregations of people;*
 - h) *support the achievement of dark sky-friendly design; and*
 - i) *maintain compatibility and continuity between neighbouring properties.*
5. *Landscaping elements in Community Hubs and other higher-activity areas should complement and support the continuity of building façades and should avoid imposing barriers between buildings and pedestrian traffic.*

Planning Comment: Since the Landscape Plan was initially requested during the OPA and ZBA stage, the Province has introduced significant changes to the land use planning framework, particularly affecting the SPC process. Bill 23, the *More Homes Built Faster Act, 2022*, imposes limitations on municipalities' authority to regulate certain development aspects during earlier planning stages. Specifically, landscape design is now deferred to later stages of the development process, aligning with the Province's intent to streamline planning approvals.

As a result, the Landscape Plan will be prepared as part of the SPC process rather than during the OPA and ZBA applications. The proposed landscape design should align with the above-noted policies by ensuring plant selections are suitable for all seasons, enhancing the site's visual appeal and pedestrian scale, supporting stormwater management functions, maintaining neighborhood compatibility, and preserving unobstructed visibility of key site features.

8.3 Site Design & Architectural Control

The policies presented here concentrate on design at the individual site level, and are meant to apply both when for development or redevelopment is proposed for a single site on its own and when an individual site forms part of a larger development or redevelopment project. In either case, individual sites should be incorporated into the broader context of the area or neighbourhood in which they are located, and the design of the site should be consistent with the policies in Section 8.2 above.

8.3.1 Design Principles for New Development & Redevelopment

The purpose of this subsection is to establish the design principles that will be applied during site plan control for new development and for redevelopment, wherever Section 41 of the Planning Act provides that such development or redevelopment may be subject to site plan control.

- 1. New development and redevelopment shall be designed so that it:*
 - a) maintains and complements the existing built character of the community in which it is located;*
 - b) is compatible with existing land uses and built forms;*
 - c) provides barrier-free access for everyone;*
 - d) supports the safe and efficient movement of pedestrians and vehicles;*
 - e) contributes to walkability in Community Hubs and higher-activity areas;*
 - f) incorporates sustainable elements, including elements to support the conservation of water and of energy;*
 - g) supports the achievement of dark sky-friendly design; and*
 - h) preserves and accentuates heritage features and features of public interest, where possible.*
- 2. The Township may prepare Green Building Standards for all new building and development projects, and Council may adopt and implement those standards by passing a by-law under Section 97.1 of the Municipal Act, 2001.*
- 3. The Township may also prepare and adopt Green Development Standards and apply those standards to new development and redevelopment.*
- 4. Buildings should be designed to reflect the principle of “compatible variety” — that is, to exist in harmony with, but not be the same as, abutting properties, with some noticeable variation in architecture or design.*

5. *Building façades should be oriented towards the street, with front setbacks that are appropriate for the area and for the intended flow of pedestrian traffic to and from the building to the street as well as along the street in front of the building.*
6. *Buildings should be oriented to support energy conservation by optimizing the use of sunlight in the winter and of natural shading in the summer.*
7. *The Township will encourage the use of higher-quality, more durable materials for building exteriors in order to promote sustainable design that takes into consideration a building's entire life-cycle, and may use architectural control, where authorized under the Planning Act, to require the use of such materials, especially where doing so would contribute towards achieving other objectives of this section of the Official Plan, such as maintaining compatibility and complementing existing built character.*
8. *The design of buildings and structures should be mindful of the impacts of wind and of icing, with respect to adjacent properties and to areas for public access and parking.*
9. *Multi-tenanted non-residential buildings should present a unified exterior appearance by providing a uniform location and height for fascia signage.*

Planning Comment: The proposed development is designed to maintain and complement the existing character of the surrounding neighbourhood, which includes low-density residential dwellings and commercial plazas, such as a Tim Hortons drive-through restaurant across the street. The proposed development features one-storey buildings strategically positioned along the street frontages to foster a sense of place and establish a vibrant community atmosphere.

To minimize potential conflicts with nearby residential areas while maintaining commercial viability, the drive-through is located at the main intersection, directly across from an existing drive-through. This placement ensures it is situated away from residential properties and along the main arterial road, optimizing accessibility for the travelling public.

The commercial buildings have been located along street frontages with setbacks ranging from 0 to 5.5 metres, enhancing the streetscape and supporting an inviting pedestrian environment. Building facades facing public roads will include features such as glazed service doors, prominent signage, and architectural elements to add visual interest and align with contemporary urban design principles. Architectural elevations and landscape plans will be included in the complete SPC application.

Features such as depressed curbs, designated accessible parking stalls, automatic doors, and continuous sidewalks will also be further explored through the SPC process to ensure seamless access for all users, including individuals with mobility challenges. Universal design principles should also be prioritized, incorporating wide doorways, ramps, tactile walking surface indicators, and wayfinding signage to support seniors, individuals with disabilities, and parents with strollers. The drive-through should include accessible elements like clear signage, accessible order points,

and curbside pick-up options for users with mobility devices. The development will meet or exceed all accessibility standards, including the AODA standards.

Although the Township of Clearview does not currently have Green Development Standards, the proposed development aims to effectively balance sustainability goals with practical needs, taking the neighbourhood context into consideration. While a drive-through is still included for economic feasibility and to serve the travelling public, the site is also conveniently located near three transit stops operating seven days a week, connecting Stayner and Wasaga Beach. A reduced parking supply is proposed, reflecting actual demand rather than the Township's Zoning By-law requirements. Bicycle parking spaces have been required through the implementing Zoning By-law and will be further addressed during the SPC process to encourage alternative transportation.

To further support GHG emissions reduction, additional measures can be explored during the SPC and building processes. These may include a no-idling policy for the drive-through, installing electric vehicle (EV) charging stations, using energy-efficient equipment such as LED lighting and HVAC systems, and incorporating vegetative buffers with tree plantings. These initiatives would help absorb emissions, improve air quality, and enhance the site's overall environmental performance.

Site Access and Circulation

- 11. Site access shall be designed so that it does not interfere with or hinder the normal circulation of vehicular or pedestrian traffic.*
- 12. New development and redevelopment shall be designed:*
 - a) to minimize the number of access points to the site from public roads; and*
 - b) to provide off-street connectivity with adjacent sites to the fullest extent possible.*
- 13. Each site shall be designed to provide barrier-free access throughout the site, with barrier-free features incorporated into functional and design components.*
- 14. Barrier-free access shall be provided to building entrances from public streets and from parking areas.*
- 15. On-site routes for vehicular traffic and for pedestrians shall be clearly indicated and separated to the fullest practical extent.*
- 16. On-site circulation should be designed to minimize dead ends and to avoid the need for reversing or complex maneuvering.*
- 17. On-site loading facilities shall be designed to eliminate any conflicts with the movement of other vehicles or pedestrians.*
- 18. Parking facilities should be designed to make efficient use of space while facilitating access to building entrances.*

Planning Comment: As noted, the access locations on County Road 42 and County Road 91 were chosen for their greater visibility, which is essential for attracting passersby to the businesses. This location also provides more convenient access for customers while minimizing

traffic disruptions in the adjacent residential neighbourhood. Additionally, facilitate the removal of five residential access points from Arterial Roads, reducing potential conflicts and enhancing overall safety. The TIS prepared by Tatham Engineering has confirmed that the proposed access points are supportable from a transportation perspective.

Further, the proposed access and aisle widths comply with the minimum and maximum requirements outlined in the Township's Zoning By-law. The site also includes six barrier-free parking stalls, meeting both the Township's Zoning By-law and AODA standards. On-site vehicular circulation is designed to minimize dead ends. Pedestrian circulation should be further refined through the SPC process, potentially incorporating additional crosswalks and appropriate surface materials. Each commercial building includes a loading space conveniently located adjacent to the structure, adhering to zoning regulations and minimizing potential conflicts between vehicles and pedestrians. For further details on access points and site circulation, please refer to the TIS prepared by Tatham Engineering.

Screening & Lighting

- 19. Off-street parking and loading facilities should be situated away from public streets and appropriately screened.*
- 20. In areas where outdoor storage is permitted, outdoor storage areas should be appropriately screened from public streets and from adjacent residential uses.*
- 21. Parking areas should be screened to prevent headlights from illuminating adjacent properties, especially adjacent residential properties and other sensitive uses.*
- 22. Site lighting should be designed:*
 - a) to prevent or mitigate light pollution by using appropriately directed lighting sources and shielding;*
 - b) to prevent illumination from spilling over onto adjacent residential properties; and*
 - c) to ensure that lighting enhances public safety and site security.*
- 23. To clarify, Policy No. 8.3.1.22 applies to all forms of exterior illumination, including outdoor signs and illuminated display boards.*

Planning Comment: The proposed loading spaces are located behind the main building wall along each frontage and should be further screened with appropriate landscaping techniques. Waste will be managed on-site in underground containers, which are space-efficient, aesthetically pleasing, and maximize storage. These containers control odours, deter pests, are durable, and easy to maintain. Additionally, a Photometric Plan will be included as part of the SPC submission to ensure that site illumination does not impact surrounding properties while providing adequate lighting on-site for public health and safety.

8.3.2 Design Principles for Residential & Commercial Infilling

The principles established in this subsection are meant to guide the design of infilling projects in the Urban and Community Settlement Areas. With respect to residential infilling, one important goal is to ensure that architectural control and design guidelines are applied fairly and consistently for all residential development and redevelopment, regardless of whether it proceeds by plan of subdivision or takes place by infilling on individual lots.

- 1. For the purposes of this section of the Official Plan:
 - b) “commercial infilling” shall refer to the development or redevelopment of a building or structure for commercial purposes on an existing lot of record within the delineated built-up area in an Urban Settlement Area.**
- 3. All commercial infilling projects and all residential infilling projects shall be subject to site plan control, where authorized under the Planning Act and where required by the Township’s Site Plan Control By-law.*
- 4. The implementing Zoning By-law may establish standards and provisions that regulate the height, size, bulk, location, spacing, or character of buildings, or any other matters contemplated in Paragraph 4 of Subsection 34 (1) of the Planning Act.*
- 5. For the purposes of No. 8.3.2.4, the character of a building may include the orientation of building faces or of doors, windows, and other openings with respect to the public street, and the implementing Zoning By-law may define the character of a building with reference to the physical characteristics (such as heights or setbacks) of buildings and structures on adjacent properties.*
- 6. Where the standards and provisions referred to in No. 8.3.2.4 apply in a zone in which residential or commercial infilling is permitted, the implementing Zoning By-law should regulate such matters according to the following principles:
 - a) There should be no abrupt changes in the heights of adjacent dwellings (such as the abrupt change in height from a single-storey dwelling to a three-storey dwelling).*
 - b) The bulk and size of a dwelling should be proportional to, and appropriate for, the size of the lot on which it is situated.*
 - e) The front faces of buildings should be oriented towards the street and should incorporate doors, windows, and other openings so as to avoid the exposure of large areas of flat façade.*
 - f) A building situated on a corner lot should incorporate doors, windows, or other openings on both street-facing façades.*
 - g) Where possible, gas and other utility meters should be placed or screened so as not to be visible from the street.**

Planning Comment: The proposed development represents a form of commercial infill within the Urban Settlement Area and will therefore be subject to the SPC process. The implementing Zoning By-law, provided in **Appendix D**, governs aspects such as building height, size, and

location. The development is designed to complement the surrounding neighbourhood character, which includes low-density residential dwellings and commercial plazas, such as a Tim Hortons drive-through restaurant across the street. Featuring one-storey buildings, the development places the drive-through at the main intersection, directly across from an existing drive-through. This strategic placement ensures the drive-through is situated away from residential properties and along the main arterial road, enhancing compatibility and accessibility for the travelling public. Detailed elements such as windows and doors will be addressed during the SPC process, in alignment with the aforementioned policies.

Cultural Heritage

9.3 Archaeological Conservation

9.3.1 Archaeological Sensitive Areas & Areas with Archaeological Potential

The County of Simcoe has developed a detailed archaeological potential model that identifies potential pre-Contact Indigenous sites, as well as more recent sites with archaeological potential through detailed historical research. The County makes its Composite Archaeological Potential Layer, derived from this model, available to the public. The County has also identified “Archaeologically Sensitive Areas” (ASAs) in order to assess development proposals that could impact sensitive archaeological sites and resources.

3. *An archaeological assessment shall be required as part of a complete application for any proposed development or site alteration with respect to lands that:*
 - a) *are located in an ASA;*
 - b) *abut an ASA; or*
 - c) *have been identified as lands with archaeological potential.*
4. *The Township may require an archaeological assessment in connection with a development application where the proposed development or site alteration, or any associated activities, could alter natural processes (such as surface water run-off) in a way that might affect an ASA.*
6. *All archaeological assessments shall be carried out by qualified and licensed individuals.*
7. *Where an archaeological assessment has been required as part of a complete application, the Township shall provide the following to the County of Simcoe for the purpose of updating the County’s GIS-based Archaeological Potential Layer:*
 - a) *a digital copy of the completed archaeological assessment report; and*
 - b) *a copy of all Ministry acceptance or compliance letters related to the report (where “Ministry” refers to the ministry presided over by the Minister, as that term is defined in the Ontario Heritage Act).*

Planning Comment: AS&G Archaeological Consulting conducted Stage 1 and 2 Archaeological Assessments to support the proposed development on the subject lands. The Stage 1

background study identified portions of the property with archaeological potential for pre-contact and post-contact Euro-Canadian resources. It also documented previously disturbed areas where the integrity of archaeological resources had been significantly compromised, eliminating potential for recovery. The subsequent Stage 2 field investigation found no archaeological resources or sites warranting further assessment or mitigation impacts. Consequently, no further archaeological assessment of the property was recommended. The reports were submitted to the MTCS as a condition of licensing in accordance with Part IV of the Ontario Heritage Act, R.S.O. 1990, c.0.18, and entered into the Ontario Public Register of Archaeological Reports.

Economic Development

10.2.1 General Policies

- 1. Clearview Township shall maintain and ensure the availability of a sufficient supply of lands to accommodate projected growth in population-based employment, employment land-based employment, and rural-based employment.*
- 2. The Township shall maintain a designated supply of commercial and employment lands provided with appropriate levels of municipal services and shall direct new commercial, employment, and “in-between” uses to appropriately serviced sites.*
- 3. The Township will foster the development of complete communities that provide a high quality of life to attract residents and investment to Clearview and that provide for a range and mix of diverse housing options to serve both employers and employees.*

Planning Comment: The proposed development will contribute to accommodating forecasted growth in population-based employment. The proposed Commercial area will exclude “in-between” uses, such as building supply outlets, contractor yards, landscaping businesses, garden supply stores, vehicle depots, and commercial self-storage facilities. The proposed development will contribute to the achievement to a complete community promoting connectivity and access to commercial uses and personal services to meet the needs of residents.

Area-Specific Policies & Secondary Plans

13.1 Area 1: Stayner

“Area 1,” as shown on Schedule SP-1 to this Official Plan, comprises those lands bounded to the north by 27/28 Sideroad (Nottawasaga), to the south by 21/22 Sideroad (Nottawasaga), to the west by Fairgrounds Road North/South, and to the east by Simcoe County Road 7 north of Highway 26 and by Centre Line Road south of Highway 26. This area includes the entirety of the Urban Settlement Area of Stayner.

13.1.1 Lamont Creek Hazard Lands

The lands designated as “Specific Policy Area 13.1.1” on Schedule SP-1 to this Official Plan, being those lands within the flooding hazard limit of Lamont Creek located within the Urban

Settlement Area of Stayner and to the west of the former Barrie–Collingwood Railway (now the Clearview Train Trail), referred to in this section as the “subject lands”, shall be subject to the following special provisions, in addition to all other applicable policies of this Official Plan:

- 1. Notwithstanding anything to the contrary in this Official Plan, a two-zone floodplain management concept shall be used for the subject lands, according to which the floodplain shall consist of:*
 - a) the floodway, which shall refer to the contiguous inner portion of the floodplain, representing the area required for the safe passage of flood flow or the area where flood depths or velocities are considered to be such that they pose a potential threat to life or risk of property damage, and which shall be defined as any area within which one of the following criteria is exceeded:*
 - i. a maximum flooding depth of 0.3 metres;*
 - ii. a maximum flooding velocity of 1.7 m/s; or*
 - iii. a maximum combined depth–velocity product of 0.4 m² /s; and*
 - b) the flood fringe, which shall refer to the outer portion of the floodplain, being the area situated between the floodway and the flooding hazard limit, and which shall be defined as the portion of the floodplain in which none of the maximum values specified in Clause 13.1.1.1(a) is exceeded.*
- 2. Development within the floodway, as defined in No. 13.1.1.1(a), shall be limited to those uses identified as permitted or permissible in the “Greenlands – Hazard Lands Area” designation in Section 4.9.3 of this Official Plan and shall only be permitted in accordance with the policies in that section of this Plan.*
- 3. No land uses, except for the following, shall be permitted within the flood fringe, as defined in No. 13.1.1.1(b):*
 - a) lawfully existing uses on existing lots of record; and*
 - b) within the delineated built-up area, land uses permitted by the land use designations shown on Schedule B.*
- 4. Further to No. 13.1.1.3 above, and to clarify:*
 - a) the improvement or expansion of a lawfully existing use on the subject lands shall not require an amendment to this Official Plan but shall be subject to all other requirements set out in this section of the Plan;*
 - b) the establishment of a new land use within the delineated built-up area may be permitted without an amendment to this Official Plan but shall require an amendment to the Zoning By-law in accordance with the policies in this section of the Plan; and*
 - c) Policy No. 13.1.1.33 above may be amended to identify specific land uses on specific properties (including properties outside the delineated built-up area), subject to the policies in this section of the Official Plan.*

5. *Development may be permitted on an existing lot of record in Specific Policy Area 13.1.1, provided that:*
 - a) *the proposed use is identified as permitted or permissible on the property in accordance with the land use designations shown on Schedule B;*
 - b) *the proposed development takes place in accordance with the policies that apply within the designations shown on Schedule B;*
 - c) *the development is limited to that portion of the lot that is located within the flood fringe, as defined in No. 13.1.1.1(b); and*
 - d) *Council has approved an amendment to the Zoning By-law that permits the proposed use on the subject property.*
6. *Notwithstanding No. 13.1.1.5 or anything else in this Plan, no by-law shall be passed that has the effect of permitting any of the uses identified or described in Policy No. 4.9.3.11(f) on the subject lands.*
7. *No development or site alteration, including any development described in No. 13.1.1.5, shall be permitted in Specific Policy Area 13.1.1 unless the proponent has demonstrated, to the satisfaction of the Township and the NVCA, that there will be no adverse impacts on lands upstream or downstream of the proposed development.*
8. *Further to No. 13.1.1.778, any application proposing development on the subject lands shall be required to provide the following, to the satisfaction of the Township and the NVCA, in order to be considered a complete application:*
 - a) *a Floodplain Analysis that assesses the impacts of the proposed development on the function of the Lamont Creek floodplain;*
 - b) *a Cumulative Impacts Assessment that addresses the combined impacts of development in the flood fringe, which among other things should:*
 - i. *identify any other properties in the surrounding area or in areas designated by the NVCA as being of interest that might have a similar opportunity for development; and*
 - ii. *model the cumulative impacts of development in the flood fringe on the properties so identified to confirm that there will be no negative flooding impacts on surrounding properties;*
 - c) *a Stream Corridor Management Plan; and*
 - d) *a detailed Stormwater Management Report that includes grading and drainage plans.*
9. *To clarify, nothing in Policy No. 13.1.1.889 shall in any way limit the Township's ability to require any other reports, plans, or other information or material as part of a complete application.*
10. *No development or site alteration, including the improvement or expansion of a lawfully existing use, shall occur on the subject lands until and unless a permit has been obtained from the NVCA.*

- 11. Any amendment to the Zoning By-law that permits development in Specific Policy Area 13.1.1 shall append an “(F)” suffix to the zoning symbol to indicate that the subject property is located within the flood fringe.*

Planning Comment: The subject lands are designated as “Special Policy Area 13.1.1” on Schedule SP-1 of the new Township OP, being those lands within the flooding hazard limit of Lamont Creek within the Stayner Urban Settlement Area where the two-zone floodplain management concept applies.

Urban Watershed Group Ltd. was retained to prepare a Natural Hazard Assessment to evaluate the existing flood hazard and delineate the developable area in accordance with the two-zone flood plain policy.

Through background data and hydraulic analysis, it was determined that flooding depths on the subject lands under existing conditions are less than 0.8 m during all four regional storm scenarios, including the regional storm with 50% blockage. Additionally, velocity and depth-velocity values on-site were below the maximum thresholds of 1.07 m/s and 0.4 m²/s, respectively, confirming the lands as being within the flood fringe.

Urban Watershed Group recommended preparing a proposed condition flood model during the detailed design process to evaluate the proposed development’s impact on upstream and downstream flooding. Additionally, it must be demonstrated that the proposed development is floodproofed and allows for safe access and egress in compliance with the NVCA guidelines.

To reflect these findings, the draft Zoning By-law, provided in **Appendix D**, incorporates the “(F)” suffix to signify the site’s location within the flood fringe. A holding (H) symbol is also included to ensure the recommendations are met prior to development, safeguarding public health and safety.

New Township of Clearview Official Plan, 2024 Planning Conclusion: The proposed OPA and ZBA applications conform to the intent of the new Township OP, as they:

- Provide an appropriate location for growth and development by being situated in the built-up area, allowing for efficient use of existing municipal services, such as storm, sanitary, and water. By utilizing these existing services, the proposed development will contribute to reducing urban sprawl, promoting more sustainable growth, and ensuring the prompt delivery of needed services, thereby facilitating timely development.
- Support the achievement of a complete community by facilitating convenient access to services for the surrounding neighbourhood and supporting local economic activity.
- Accommodate commercial growth and development respectfully through site planning and proposed zoning provisions, including appropriate setbacks, building scale, access points, and strategically locating the drive-through at the main intersection. These approaches seek to reduce potential conflicts and preserve the overall character of the neighbourhood.

- Have adequate regard for the transportation network by taking into account existing infrastructure and ensuring safe and convenient access for customers and residents.
- Have adequate regard for archaeological considerations by considering potential archaeological resources and confirming none exist on-site.
- Have adequate regard for natural hazards by confirming the subject lands lie within the flood fringe, where flooding depths are relatively shallow and manageable.

9.6 Township of Clearview Zoning By-law 06-54

The Township of Clearview Zoning By-law 06-54 (the “Zoning By-law”) governs land uses within the Township (i.e., lot sizes and dimensions, parking requirements, the location, height, and setback of buildings and structures, how buildings and land can be used, among other related matters) was originally adopted by Council in 2006. Since its adoption, several housekeeping and site-specific amendments have been made.

The subject lands are currently zoned Commercial General (C1(H3)), Residential Low Density (RS2), and residential Multiple Medium Density (RS5) on Schedule B8 of the Zoning By-law. Currently, only 7391, 7395, and 7399 County Road 91 are zoned for commercial use, while the remaining lots are zoned for residential use. To permit the proposed commercial development, the Commercial General (C1) zone is proposed for the entirety of the subject lands with a site-specific modification, as outlined in **Table 6** below. Additionally, site-specific modifications are proposed to address two general provisions, as outlined in **Table 7** below. Subsections 9.6.1 – 9.6.3 outline associated justification for said modifications.

Zoning Data Chart – C1 Zone			
Permitted Uses: Art gallery; commercial parking lot; commercial training school; data processing centre; farmer’s market; financial service establishment; fitness centre; funeral home or crematorium; medical clinic; government, business or professional offices; hotel or inn, but not a motel; laundromats and dry cleaning establishment; medical clinic; meeting hall and assembly hall; personal service shop; place of entertainment, but not an adult entertainment business; restaurant other than a drive-through or drive-in restaurant; retail store; service shop; and veterinary clinic.		Proposed Uses: Drive-through restaurant and other general commercial uses with tenants to be determined.	
Regulation	Required	Proposed	Comply?
3.20.2 a) Minimum Lot Area	450 m ²	10,041 m ²	Yes
3.20.2 b) Minimum Lot Frontage	10 m	82 m	Yes
3.20.2 c) Minimum Front Yard	0 m	0.50 m	Yes
3.20.2 d) Maximum Front Yard	2 m (applies to buildings, not structures)	5.74 m	No
3.20.2 e) Minimum Rear Yard	0 m unless adjoining a Residential Zone where the minimum shall be 5 m	N/A	Yes

3.20.2 f) Minimum Interior Side Yard	0 m unless adjoining a Residential Zone where the minimum shall be 5 m	N/A	Yes
3.20.2 g) Minimum Number of Stories	2, of which the second storey gross floor area shall be no less than 50% of the gross floor area of the first storey	1 storey	No
3.20.2 h) Minimum Exterior Side Yard	0 m	0 m	Yes
3.20.2 i) Maximum Lot Coverage	65%	27%	Yes
3.20.2 j) Maximum Height of Principal Buildings and Structures	14 m	1 storey (7.5 m)	Yes
3.20.2 s) Parking for customers shall be located no closer than 3 metres to an adjacent property and shall be screened from any adjacent primary residential use. Parking shall be provided to the rear or side of the building.		Provided	Yes

Table 6: General Commercial (C1) Zone Provisions

Zoning Data Chart – General Provisions			
Regulation	Required	Proposed	Comply?
2.2 Frontage on a Public Street: Unless otherwise specified by this By-law, no person shall erect any building or structure and no person shall use any building or structure unless: a) The lot or parcel to be used, or upon which the building or structure is situated, erected, or proposed to be erected, abuts, or fronts on a public street, which is assumed by the Township or Responsible Road Authority for maintenance purposes and is maintained by, and intended by, the Township or the Responsible Road Authority for year-round travel; Where a zone provision establishes a minimum frontage requirement, the primary access to the use must be to a public street as set out above, but need not be in the frontage.		Frontage on four public streets	Yes
2.7.1 General Encroachments – Architectural elements (i.e., cornices, sills, cantilevered window bays)	0.6 m projection in the required yard (permitted in all yards)	To comply	Yes
2.7.1 General Encroachments - Overhead utilities, wires or other aerial appurtenances; fences, hedges, landscaping materials; uncovered open terraces or patios;	No setback required (permitted in all yards)	To comply	Yes

and, ponds, ornaments, flagpoles, children's play equipment, permitted signs or like landscaping amenities			
2.7.6 Utility Roof Structures: A utility roof structure is for the primary purpose of containing elevators, stairs, tanks, ventilation, window washing equipment, or equipment required to service, maintain, or ventilate the building. The following provisions apply to utility roof structures: a) A utility roof structure may extend above the height limits of the pertinent zone unless otherwise specifically addressed in this By-law. b) A utility roof structure may not extend above the height limits of the pertinent zone where such height extension may be deemed to interfere with aerial flight/navigation. c) A utility roof structure shall not be permitted to provide habitable or additional usable floor space, other than for mechanical equipment that must be located in such a manner. d) A utility roof structure shall not occupy more than 30 percent of total roof area. e) A utility roof structure shall not extend more than 5 m above the main roof elevation of the building. Nothing in this By-law shall apply to restrict the height of a place-of-worship spire or steeple, or a flag pole provided that such buildings and structures otherwise conform with this By-law.		To comply	Yes
2.13.1 Landscaping Requirements	Where a parking area contains 9 or more parking spaces, 1 tree shall be planted for every 3 parking spaces provided (32 trees).	To comply, provided trees can be located off-site, if necessary	No
2.13.2 Landscaping Screen Required	A 3.0 m wide landscape screen, with a mature height of at least 2.0 m, is required along a lot line that meets any of the following criteria: a) Where a commercial or industrial zone abuts a residential use or zone. b) Where a parking area contains 4 or more required spaces and abuts a residential use or zone. Notwithstanding the above, where the requirement to install a landscape screen is triggered by a	To comply with boulevard plantings	Yes

	residential use in the AG or RU zone, a landscape screen is not required unless the dwelling is located within 30 m of the building, structure, parking/loading/waste collection area, or outdoor storage area triggering the need for the landscape screen. A 2.0 m high solid board or masonry fence may be used instead of or in addition to a landscape screen where required. A 3.0 m wide landscape buffer must accompany the fence, where a fence is used instead of a landscape screen.		
2.13.3 Screening of Dumpsters	Garbage and recycling dumpsters shall be screened from view by a solid board or masonry fence enclosure and gate. The height of the enclosure shall be a minimum of 2.0 m.	To comply. Additionally, all waste bins will be enclosed and underground (i.e., Earthbin), provided the groundwater table is favourable	Yes
2.14.2.2 Number of Regular Spaces Required – Restaurant, Take Out and Drive Through	5 parking spaces per 20 m ² of gross floor area (44.1 spaces)	94 spaces	No
2.14.2.2 Number of Regular Spaces Required – Supermarket	1 parking space per 20 m ² of gross floor area (77 spaces)		
2.14.2.2 Number of Regular Spaces Required – General Retail Stores	1 parking space per 20 m ² of gross floor area + 1 space (50.1)		
2.14.3 Number of Barrier-free Spaces Required	6 spaces required for 151-200 required parking spaces	8 spaces	Yes
2.14.4 Number of Loading Spaces Required for Commercial Uses Sized 2300 m ² GFA or greater	3 spaces + 1 additional space for every 1000 m ² above 2300 m ²	4 spaces	Yes
2.15.1 Minimum Parking Space Size	3 m wide and 6 m long	3 m wide and 6 m long	Yes

2.15.1 Minimum Barrier-free Parking Space Size	4.6 m wide and 6 m long	3.9 m wide and 6 m long	No
2.15.1 Minimum Loading Space Size	3.5 m wide and 9 m long and 4 m high	4.0 m wide and 13 m long and unenclosed	Yes
2.15.1 Minimum Aisle Width	7 m	7 m	Yes
2.15.1 Maximum Driveway Width	9 m	8.524	Yes
2.15.3 Permitted Locations of Driveways	No driveway shall be located within 9.0 m of the intersection of the front lot line and the exterior side lot line on a corner lot. No driveway shall be located closer than 1.0 m to any lot line except for a shared driveway, and with the exception that the access to the parking area may cross the lot line.	77 m	Yes
2.15.5 Permitted Locations for Loading Spaces	Loading spaces must be located to the rear of the front wall of the main building and on the same lot as the use, or combination of uses, requiring the loading spaces. Loading spaces shall be setback a minimum distance of 10.0 metres from any residential zone boundary or a residential use lot line, other than residential uses that are located within a commercial or industrial building or that require the provision of a loading space. Loading spaces shall be located no closer than 1.0 m to any lot line in non residential zones with the exception that the access to the loading space may cross a lot line.	Located behind the rear of the front wall of the principal building(s) and setback a minimum distance of 10.0 metres from any residential zone. Loading spaces are located no closer than 1.0 m to any lot line.	Yes
2.15.6 Requirement for Parking Area Finishing	Parking areas shall be fully equipped with curbing, wheel stops, or other devices, to prevent vehicles from being parked or driven into required yards, into	To comply	Yes

	adjacent buildings or structures, or onto landscaped open space. Individual parking and loading spaces shall be appropriately marked, using high contrast line painting or masonry delineation. Parking and loading spaces not provided on a hard surface must be delineated by individual curb stops, barriers, or another similar device.		
2.15.6.1 Parking Areas within Settlement Areas	Within a settlement area, all parking areas must be constructed with a hard surface.	To comply	Yes
2.15.7 Parking Area Snow Storage	An area equal to twenty percent (20%) of a parking area for four (4) or more vehicles shall be identified on site and used for snow storage. The snow storage area must be located in a landscaped open space area or other area not dedicated to another use or feature. Notwithstanding this requirement, where sufficient lot area cannot be allocated on site for snow storage, a development agreement can be used to account for a snow storage area deficiency of up to twenty-five percent (25%) by establishing the requirement that surplus snow be trucked offsite, without the need to amend this By-law. A development agreement alone cannot be used to account for a snow storage area deficiency of greater than twenty-five percent (25%).	Parking area: ~5,500 m² 20% of parking area: ~1100 m² No identified snow storage locations	No
2.15.8 Illumination of Parking Areas	All parking areas shall be adequately illuminated during the hours of use. Lighting fixtures shall be arranged so that no part of any fixture shall be more than 8 metres above the finished grade. Fixtures shall be dark-sky compliant, and shall be directed away from adjacent residential uses.	To comply	Yes

2.20 Sight Triangles	The following items are prohibited within a designated sight triangle: • A building or structure • A fence or tree, hedge, bush, or other vegetation, the top of which exceeds 0.5 metres in height about the elevation of the centerline of the adjacent street • A parking area	To comply	Yes
2.21 Queuing Requirements – Number of On-Site Stacking Spaces Required	Drive-thru restaurant: Minimum 10 spaces	10 spaces	Yes
2.21 Queuing Requirements – Stacking Space Size	2.5 m wide by 5.5 m long	3 m wide by 6 m long	Yes
2.21 Queuing Requirements – Use Separations	A stacking lane shall be setback: • 5.0 m from adjacent residential use lot lines or zone boundaries. • 3.0 m from adjacent street lines and lot lines or zone boundaries for all other uses.	0.4 m from adjacent lot line	No
2.26 Restaurant Patio Provisions	A restaurant patio shall be temporary or seasonal and shall be permitted as an accessory to a primary commercial use. a) A restaurant patio shall not exceed thirty five percent (35%) of the gross floor area of the restaurant to which it is accessory. b) A restaurant patio abutting or within 3.0 m of a public right-of-way shall have a floor or deck area no greater than 1.0 m above ground level. c) No additional parking is required for a temporary or seasonal patio with 12 seats or less. d) A restaurant patio shall be setback 10 m from a residential zone and any ground floor residential use.	Comply	Yes

Table 7: General Provisions

9.6.1 Drive-Through Use & Maximum Front Yard

A maximum front yard setback of 2 metres is required, whereas 5.52 metres is proposed. The proposed 5.52 metres only applies to one of the three buildings to accommodate the accessory drive-through. The drive-through is proposed to provide quick and convenient options for customers, allowing them to make purchases or access services without leaving their vehicles. The drive-through is proposed to help manage higher volumes of customer traffic, serve the traveling public, operate the business more efficiently, increase sales, and ensure competitiveness in a market where such services are increasingly in demand. Additionally, the drive-through provides an alternative for customers who need or prefer it, minimizing congestion inside the building and streamlining service. Despite the increase in setback, the building has been positioned as close to the road as possible to maintain the intent of the provision, preserving the streetscape and ensuring a pedestrian-friendly environment while accommodating the functional needs of the development. Additionally, landscape treatments should be considered in the ROW for additional screening.

9.6.2 Minimum Number of Stories

A minimum of two storeys is required, with the second storey comprising at least 50% of the first storey's gross floor area; however, a minimum of one storey is proposed. The surrounding built form primarily consists of one- and two-storey buildings, making a one-storey option compatible with existing development patterns.

Certain uses, such as commercial plazas, drive-through facilities, and industrial buildings, often do not require a second storey. Mandating one could introduce unnecessary construction costs without adding functional value. Additionally, single-storey buildings enhance accessibility, particularly for businesses and services catering to seniors and individuals with mobility challenges, fostering a more inclusive built environment.

While the intent of the two-storey requirement may be to promote density and a defined streetscape, this can also be achieved through alternative design approaches. Architectural features such as enhanced facades, higher ceilings, and landscaping can contribute to a pedestrian-friendly streetscape while allowing greater flexibility for different building typologies. These details can be controlled through the Site Plan Control (SPC) process.

9.6.3 Landscaping Requirements

Where a parking area contains 9 or more parking spaces, the Zoning By-law notes 1 tree shall be planted for every 3 parking spaces provided (32 trees). Due to site constraints, accommodating the full complement of trees while maintaining functional requirements—such as parking, pedestrian circulation, accessibility, and emergency vehicle access—is not feasible. To address this, the draft Zoning By-law proposes that the required trees can be

planted on public lands or, where appropriate, a compensation fee be provided. This alternative maintains the intent of the Zoning By-law by enhancing urban greenery, mitigating heat island effects, and delivering environmental benefits.

9.6.4 Minimum Number of Parking Stalls

Tatham Engineering Ltd. was retained to complete a Parking Study to evaluate the parking needs of the proposed development. The analysis considered the Township of Clearview's current parking requirements, parking survey results from proxy sites in Stayner, Collingwood, and Barrie, parking standards adopted by other municipalities, findings from comparable parking studies, and methodologies commonly used to establish parking demand.

The Township of Clearview Zoning By-law requires a total of 172 parking spaces for the proposed uses, whereas 94 parking spaces are proposed. The proposed parking supply is supported by the parking survey data collected at the proxy sites (both the average and maximum parking rates), which are considered representative of the proposed land use and reflective of anticipated local travel demands. Moreover, the findings and recommendations of the Sudbury parking study further support the proposed supply, which considered parking requirements in peer jurisdictions, better capture the need of various uses, and promote a more compact development form. Overall, the proposed parking supply is deemed appropriate and more reflective of actual demand, which aligns with applicable policy.

9.6.5 Minimum Barrier-free Parking Space Size

The Zoning By-law requires a minimum barrier-free parking stall size of 4.6 m wide and 6 m long, whereas a minimum stall size of 2.4 m wide + 1.5 m wide shared access aisle is proposed. This reduction is appropriate as it aligns with Ontario's AODA standards for Type B parking stalls, ensuring compliance with provincial accessibility requirements.

Furthermore, the proposed layout provides a mix of both Type A (3.4 m wide + 1.5 m access aisle) and Type B (2.4 m wide + 1.5 m access aisle) stalls, which is consistent with modern best practices in accessible parking design. This configuration allows for greater efficiency in site planning while maintaining accessibility. Importantly, the total number of accessible parking spaces exceeds the minimum requirement, enhancing overall site accessibility and ensuring sufficient accommodation for individuals with diverse mobility needs.

9.6.6 Parking Area Snow Storage

A minimum snow storage area of 1,100 m² is required, which cannot all be accommodated on-site due to space constraints. However, snow storage will be available on-site, where feasible, by designating areas that can be used during the winter months for accumulation. These areas will be carefully chosen to ensure they do not interfere with pedestrian circulation, parking, or landscaping features. Snow will be managed by a private contractor to ensure

efficient and timely removal. When there is excess snow that cannot be accommodated on-site, it will be trucked off-site to designated locations that comply with municipal regulations. This approach ensures that the site remains safe and accessible throughout the winter while minimizing potential impacts on the surrounding area. Additionally, snow management practices will be regularly reviewed to optimize the storage and removal process in line with operational needs and environmental considerations.

9.6.7 Queuing Requirements – Use Separations

The Township's Zoning By-law requires a stacking zone to be setback a minimum of 3.0 metres from a lot line abutting any other use than a residential zone, whereas a 0.4 metre setback is proposed. This reduced setback is considered appropriate as it allows a more efficient use of land, maximizing the developable area while still maintaining a buffer. Further, a stacking lane closer to the road can help improve traffic flow and on-site circulation by minimizing conflicts and ensuring queued vehicles do not interfere with parking or pedestrian movement. Landscape treatments should be considered in the ROW for screening purposes.

10.0 Public Consultation Strategy

Bill 73, Smart Growth for Our Communities Act, 2015, introduced a requirement for certain planning applications (i.e., OPA, ZBA, Plans of Subdivision, and Consents) to include a public consultation strategy prior to the application being deemed “complete” as defined in the *Planning Act*. As such, the following outlines the consultation strategy for the OPA and ZBA application respecting the subject lands:

- Notifications in accordance with the *Planning Act*
 - Installation of a public notice sign along County Road 91, County Road 42, Quebec Street, and Sutherland Street South by the applicant.
 - Circulation of a notification letter to property owners within 120 metres of the subject lands by the Township of Clearview.
- Statutory Public Meeting in accordance with the *Planning Act*
 - A public meeting will be scheduled by municipal staff based on application and reporting timelines. This statutory public meeting will be held before Council. Notification of the public meeting will be coordinated by municipal staff.

11.0 Summary & Conclusions

Lilacpark Inc. is the owner of lands municipally known as 7391, 7395, 7399, 7403, 7407, and 7411 County Road 91, 1018 County Road 92, 207 and 209 Quebec Street, and 200 Sutherland Street South in the Township of Clearview, County of Simcoe (the “subject lands”). The subject lands are primarily vacant, notwithstanding a six-plex dwelling located on County Road 91.

The owner is proposing to redevelop the subject lands with a commercial plaza consisting of four stand-alone commercial buildings, including a drive-through restaurant, 94 parking spaces, and two site accesses. To permit the proposed development, Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Site Plan Control (SPC) applications are required.

Based on a review of the subject lands, surrounding context, proposed development, supporting studies, and applicable planning policy, it is our professional opinion that the proposed OPA and ZBA are appropriate, represent good land use planning, and are in the public interest, as they:

- Have regard for Section 2 of the Planning Act, R.S.O. 1990, c.P.13
- Are consistent with the Planning Policy Statement, 2024
- Conform to the County of Simcoe Official Plan
- Conform to the intent of the new Township of Clearview Official Plan, 2024
- Comply with the intent and/or implement provisions of the Township of Clearview Zoning By-law 06-54, except as amended.

Respectfully submitted this 7th day of February 2025.

Regards,

Ventawood Management Inc.



Julia Redfearn, BES, MEB, MCIP, RPP
Land Use Planner, Project Manager



I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

Arcadis



Mike Crough, MCIP, RPP
Principal – Planning at Arcadis

I hereby certify that this Planning Justification Report was peer reviewed by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

Appendix A – Topographical Survey

COUNTY ROAD 91
(BOWMORE ROAD BY REGISTERED PLAN 103)
(ORIGINAL ROAD ALLOWANCE BETWEEN LOTS 24 & 25)
PIN 58239 - 0278 (LT)

PLAN OF SURVEY SHOWING TOPOGRAPHIC FEATURES
OF PART OF
LOT 1
AND OF ALL OF
LOTS 2 TO 6
SOUTH SIDE OF BOWMORE ROAD
AND ALL OF
LOTS 1 TO 3
NORTH SIDE OF QUEBEC STREET
AND ALL OF
LOTS 14 & 15
WEST SIDE OF CONCESSION LINE
REGISTERED PLAN 103
(GEOGRAPHIC TOWNSHIP OF NOTTAWASAGA)
TOWNSHIP OF CLEARVIEW
COUNTY OF SIMCOE

SCALE 1 : 250
5 4 3 2 1 0 5 10 15 Metres

RAIKES GEOMATICS INC.
2025

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING NOTE
BEARINGS HEREON ARE UTM GRID BEARINGS AND ARE DERIVED FROM OBSERVED REFERENCE POINTS (ORPs), A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN 81°W IN ZONE 17 BASED ON NAD83 (CSRS) (2010 EPOCH).

BEARING ROTATION
FOR BEARING COMPARISONS, A ROTATION OF 0°38'00" COUNTERCLOCKWISE WAS APPLIED TO SURVEYORS REAL PROPERTY REPORT BY M.W. KNISLEY DATED OCTOBER 11 1994 (P2), AND PLAN 51R-40 (P3).

DISTANCE NOTE
DISTANCES SHOWN ON THIS PLAN ARE HORIZONTAL GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.9999635.

ELEVATION NOTE
ELEVATIONS ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM GNSS OBSERVATIONS AND THE PRECISE POINT POSITIONING (PPP) SERVICE AND ARE REFERRED TO THE CGVD28 (HTV2.0) DATUM.

SITE BENCHMARK
TOP OF NAIL IN UTILITY POLE AS ILLUSTRATED HEREON HAVING AN ELEVATION OF 218.64 METERS.

LEGEND

■	DENOTES FOUND MONUMENT
□	DENOTES PLANTED MONUMENT
IB	DENOTES IRON BAR
SIB	DENOTES STANDARD IRON BAR
PB	DENOTES PLASTIC BAR
CP	DENOTES CONCRETE PIN
DIST	DENOTES DISTURBED
FD	DENOTES FOUND
PROP	DENOTES PROPORTIONED
WIT	DENOTES WITNESS
MEAS	DENOTES MEASURED
MTO	DENOTES MINISTRY OF TRANSPORTATION
ZUMO	DENOTES ZUBEK, EMO, PATTEN & THOMSEN LTD.
615	DENOTES J.H. DIAMOND, OLS
738	DENOTES R.C. KIRKPATRICK, OLS
824	DENOTES A.T. MCLAREN, OLS
1390	DENOTES P.R. KITCHEN, OLS
1403	DENOTES W. DOUGLAS SMITH SURVEYING LTD.
1649	DENOTES M.W. KNISLEY, OLS
1841	DENOTES RAIKES GEOMATICS INC.
1115	DENOTES R.J. EMO, OLS
P1	DENOTES PLAN 51R-41424
P2	DENOTES SURVEYORS REAL PROPERTY REPORT BY M.W. KNISLEY, OLS DATED OCTOBER 11 1994
P3	DENOTES PLAN 51R-40
P4	DENOTES PLAN OF SURVEY BY R.J. EMO, OLS DATED JANUARY 20 1974
P5	DENOTES REGISTERED PLAN 103
P6	DENOTES PLAN OF SURVEY BY R.C. KIRKPATRICK, OLS DATED SEPTEMBER 27 1980
UP	DENOTES UTILITY POLE
UPLS	DENOTES UTILITY POLE & LIGHT STANDARD
OH	DENOTES OVERHEAD HYDRO
GUY	DENOTES GUY WIRE
BB	DENOTES BELL BOX
LS	DENOTES LIGHT STANDARD
CB	DENOTES CATCH BASIN
SAN MH	DENOTES SANITARY MANHOLE
STM MH	DENOTES STORM MANHOLE
BOL	DENOTES BOLLARD
HM	DENOTES HYDROMETER
FH	DENOTES FIRE HYDRANT
TOH	DENOTES TOP OF HYDRANT
WV	DENOTES WATER VALVE
218.15	DENOTES EXISTING ELEVATION
EOF	DENOTES END OF FENCE
FC	DENOTES FENCE CORNER

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 6th DAY OF FEBRUARY 2025

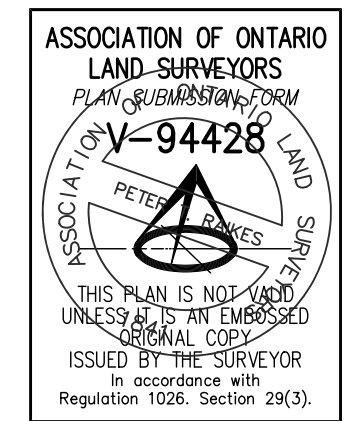
FEBRUARY 6, 2025

DATE PETER T. RAIKES, BSC., CLS., MRICS, P.Surv
ONTARIO LAND SURVEYOR

NOTE:
THIS PLAN IS AN UPDATE OF PLAN OF SURVEY SHOWING TOPOGRAPHIC FEATURES, PROJECT 226292, SIGNED JUNE 3, 2022 TO ADD LOTS 2 & 3, NORTH SIDE OF QUEBEC STREET, LOTS 14 & 15, WEST SIDE OF CONCESSION LINE, AND LOTS 5 & 6 SOUTH SIDE OF BOWMORE ROAD.

ADDITIONAL COPIES AVAILABLE AT "www.landsurveyrecords.com"
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W:\PROJECTS\PROJECTS_2022\226292\MISCAD\226292_2023.DWG

DRAWN BY: MGK & RJP
CHECKED BY: RAF & TSD
PROJECT No. **226292**



RAIKES
GEOMATICS INC.

BARRIE: 705.722.6222 • 642 Welham Road, Suite 102, Barrie, ON L4N 9A1
MIDLAND: 705.526.7552 • 529 Elizabeth Street, Midland, ON L4R 2A2
BRACEBRIDGE: 705.645.1732 • 205 Manitoba Street, Unit 2 Bracebridge, ON P1L 1S3
MUSKOKA/PARRY SOUND: 705.640.7552 GREY/BRUCE: 519.534.1150
INFO@SURVEY4U.COM SURVEY4U.COM

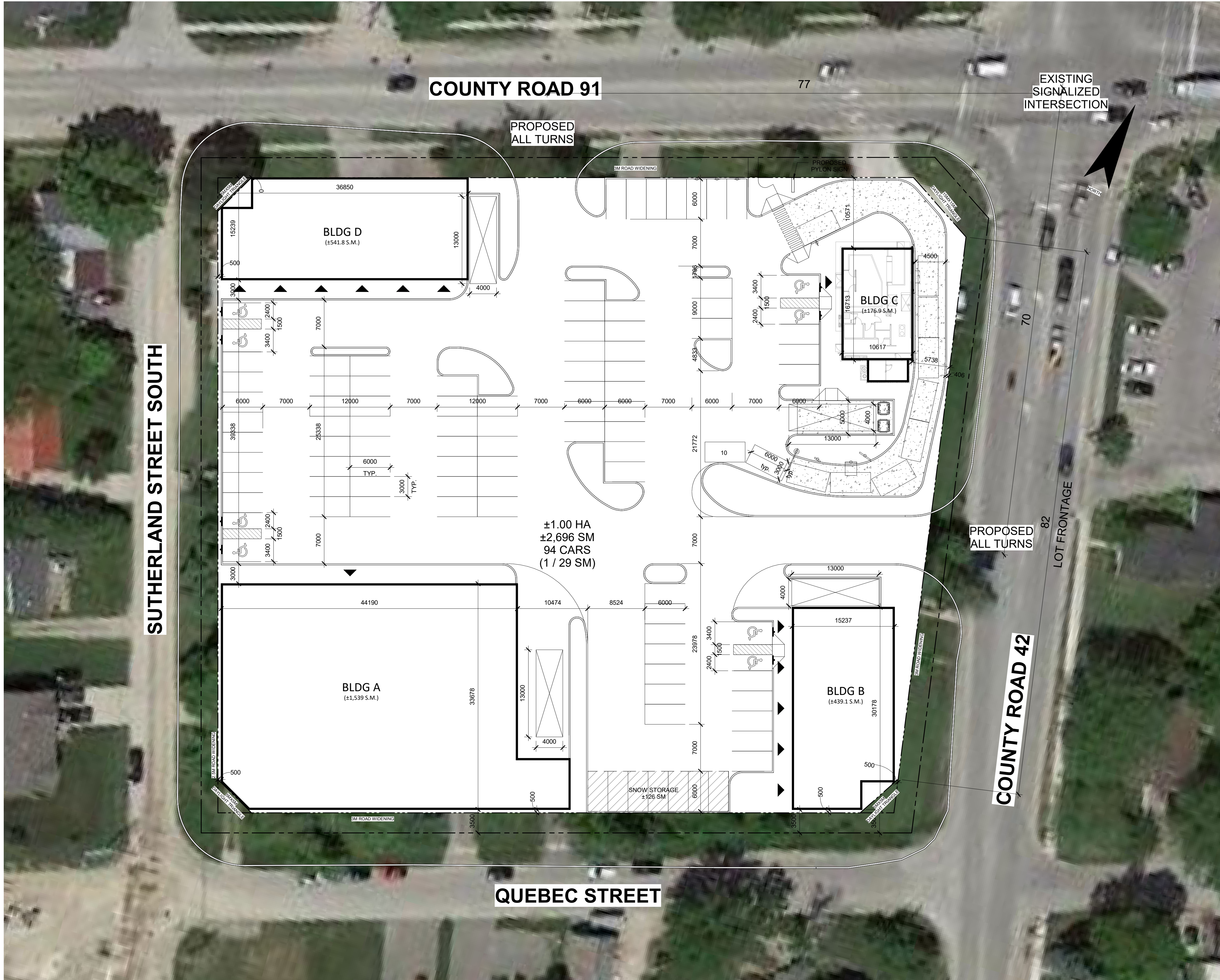
QUEBEC STREET
(BY REGISTERED PLAN 103)
PIN 58235-0082 (LT)

SUTHERLAND STREET SOUTH
(SUTHERLAND STREET, BY REGISTERED PLAN 103)
PIN 58235-0124 (LT)

COUNTY ROAD 42
(CONCESSION LINE BY REGISTERED PLAN 103)
(ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 2 & 3)
PIN 74028-0001 (LT)

OBSERVED REFERENCE POINTS (ORPs) ARE DERIVED FROM GNSS OBSERVATIONS USING THE CAN-NET VRS NETWORK, UTM ZONE 17 (81° LONGITUDE)		
NAD83 CSRS (2010 EPOCH)		
COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF OREG 216/10		
UTM NAD83 CSRS COORDINATE TABLE		
POINT ID	NORTHING	EASTING
ORP A	4918688.26	571847.11
ORP B	4918662.96	571970.74
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN		

Appendix B – Conceptual Site Plan



PROPOSED ZONING	
LOT AREA	±11,274 SM
POST ROAD WIDENING	±108,487 SM
LOT FRONTAGE	82 M
FRONT YARD	3M / (0M ROAD WIDENING)
EXT SIDE YARD	3M / (0M ROAD WIDENING)
REAR YARD	3M / (0M ROAD WIDENING)
GROSS FLOOR AREA	GROSS FLOOR AREA
PARKING	1 PER 26SM
ACCESSIBLE SPACES	8 SPACES
LOADING	4 SPACES
DRIVE AISLE	7M

SITE STATISTICS	
TOTAL SITE AREA	±1.00 HA
BUILDING A	±1539.0 SM
BUILDING B	±439.1 SM
BUILDING C	±176.9 SM
BUILDING D	±541.7 SM
GROSS FLOOR AREA	±2696 SM
PARKING PROVIDED	94 CARS
	1 PER 28.68 SM
COVERAGE	23%

#	DATE	DESCRIPTION	BY
---	------	-------------	----

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK
DO NOT SCALE THE DRAWING
THIS DRAWING CONTAINS COPYRIGHT MATERIAL BELONGING TO THE ARCHITECT
THIS DRAWING WAS DEVELOPED FOR A SPECIFIC PURPOSE. USE FOR ANY OTHER PURPOSE IS NOT PERMITTED
THIS DRAWING SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN APPROVAL OF THE ARCHITECT
THIS DRAWING MUST BE READ IN THE CONTEXT OF ALL THE OTHER DRAWINGS WHICH CONSTITUTE THE DOCUMENT

SITE PLAN

Scale: 1: 300

STAYNER COMMERCIAL DEVELOPMENT

ADDRESS: COUNTY ROAD 91 + COUNTY ROAD 42

CLIENT: VENTAWOOD MANAGEMENT

PETROFF PARTNERSHIP ARCHITECTS

PETROFF

260 TOWN CENTRE BLVD. SUITE 300
MARKHAM ONTARIO CANADA L3R 8H8
TEL. 905. 470. 7000 FAX. 905. 470. 2500

Drawn:	JK	PROJECT Number	23074
Check:	JK	Drawing No.	SP19
Date:	2024-10-03		
Issued Date:	2024-10-03		

Appendix C – Pre-Consultation Comment Response Matrix

Comment Response Matrix: Issues Summary & Completeness Requirements			
Issue		Studies/Plans Required for Completeness	Applicant's Response
A	Township of Clearview Official Plan (2001)		
1	The lands subject to the current pre-consultation inquiry applications are comprised of a total of ten (10) individual parcels of land (7391, 7395, 7399, 7403, 7407 & 7411 County Road 91, 200 Southerland Street South, 207 & 209 Quebec Street and 1018 County Road 42), supporting a total of five (5) existing dwellings and several accessory building. The lands are also subject to a combination of different Official Plan designations as well as multiple Zones and Overlays within the Township Zoning By-law. Be advised that the ten (10) existing individual parcels of lands will be referred to as the 'subject lands' throughout the remainder of this schedule, unless otherwise individually identified.	The provisions of the Township's Official Plan are intended to be read in their entirety.	Noted.
2	The intent of the 'Commercial' designation is to permit the development of lands for commercial uses, including a full range and various forms of retail commercial uses and services to the general public.	To permit the proposed 'Commercial' use of the subject lands an Official Plan Amendment (OPA) application is required to redesignate the portions of the subject lands currently designated as 'Residential' to a 'Commercial' designation. Should the applicant proceed with an Official Plan Amendment (OPA) application for the subject lands, the following supporting documents are required as part of a complete submission: The applicant will be responsible to provided adequate planning justification in the form of a Planning Justification Report	An Official Plan Amendment application has been filed and a Planning Justification Report (PJR), Concept Plan, and Draft Official Plan Amendment have been included as part of the supporting documents.

		(PJR) confirming and demonstrating compliance with all applicable policies of the PPS, Growth Plan, County and the Township OP. • Draft Official Plan Amendment (OPA) • Concept Plan (Site Plan)	
3	As per Section 4.2.2.4 & 11.5 of the Township OP, commercial development within the Township is subject to Parkland dedication requirements.	Parkland dedication will apply to the development of the subject lands. Calculation and payment of Parkland dedication requirements will occur as part of Site Plan Approval and registration.	Noted. Parkland dedication will be addressed at the Site Plan Approval stage of the planning process.
4	The subject lands are located outside Historic Downtown Core Areas overlay. However, the description of proposed development and uses is most consistent with the Downtown Commercial policies as specified under Section 4.7.2.1 of the Township OP.	Downtown Commercial policies apply to the subject lands and should be considered as part of the Planning Justification Report (PJR).	The proposed development has been analyzed in accordance with the 2024 Township Official Plan Commercial Designation policies, as the subject lands are identified as being located outside of the 'Community Hub.'
5	As per Section 4.7.2.1 of the Township OP, drive-thru /vehicle-oriented development is not supported by Downtown Commercial policies on the subject lands.	Applicant shall provide specific justification for proposed drive-thru / vehicle-oriented development on the subject lands. Required justification shall be addressed and	Justification for the proposed drive-through is included throughout the PJR, including,

		form part of the Planning Justification Report (PJR).	but not limited to, Section 9.6.1.
6	Access onto arterial roads (i.e., County Road 91 & County Road 42) shall be discouraged (as per Section 6.1.2 & 6.1.3 of the Township OP).	The total number of proposed entrances shall be reduced and removed from County Road 42 & County Road 91 and shifted to local roads (i.e., Quebec Street & Sutherland Street South). Redesign of Site Plan will be required.	Policy 7.5.3.19 of the 2024 Official Plan acknowledges that access to an abutting property from any road whose classification is higher than "Local Road" may be permitted if it has been fully justified through expert review and implemented in a manner that is consistent applicable guidelines and policies. Please refer to the Traffic Impact Study (TIS) and PJR for justification respecting the proposed access locations.
7	As per Section 6.2 of the Township OP, new and/or existing vehicle entrances onto County roads and/or local roads will require entrance permits from applicable municipal departments and/or external agencies.	The Applicant will be responsible to apply for and receive all required entrance permits associated with the proposed development and be responsible for associated costs.	Acknowledged. Entrance permits will be obtained at a future stage of the development

			process, as required.										
8	As per Section 8.5.5 of the Township OP, a landowner maybe be required to dedicate land for the purposes of road widening or improvement.	The following road widenings are required along the following roadway frontages: <table><tr><td>Roadway Frontage</td><td>Road Widening Width</td></tr><tr><td>County Road 91</td><td>3.0 m</td></tr><tr><td>County Road 42</td><td>3.0 m</td></tr><tr><td>Sutherland Street South</td><td>2.5 m</td></tr><tr><td>Quebec Street</td><td>3.0 m</td></tr></table> Site Plan shall be updated to reflect revised property limits and setbacks.	Roadway Frontage	Road Widening Width	County Road 91	3.0 m	County Road 42	3.0 m	Sutherland Street South	2.5 m	Quebec Street	3.0 m	Noted. The required road widenings are shown on the Conceptual Site Plan.
Roadway Frontage	Road Widening Width												
County Road 91	3.0 m												
County Road 42	3.0 m												
Sutherland Street South	2.5 m												
Quebec Street	3.0 m												
9	As per Section 8.11 of the Township OP, construction of new buildings, structures and/or facilities within the municipality shall occur in a manner that is consistent with the needs of the physically challenged.	All parking & pedestrian facilities (including internal sidewalk and walkways) shall be designed in accordance with current and applicable AODA Integrated Accessibility Standards. Please ensure that submitted Site Plan is in compliance with all AODA specification and requirements.	Noted. Please refer to the Conceptual Site Plan. Additional details can be provided during the Site Plan Control (SPC) application phase.										
10	Any amendments to Township OP and/or ZB will require an impact analysis of the proposal in accordance with the policies of Section 8.18 of the Township OP.	As part of the required Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application(s) an Impact Analysis of the proposal in accordance with the policies of Section 8.18 of the	The PJR speaks to the proposed development with respect to applicable traffic, stormwater,										

		Township OP shall be undertaken and form part of the required Planning Justification Report.	hazards, environmental, and servicing matters.
11	The policies of the Section 4.7.6 Site Plan Control, state that all lands designated Commercial are subject to Site Plan control area.	A Site Plan Approval Application and Fee are required prior to development of the lands. As part of the Site Plan Approval Application the following supporting documents are required as part of a complete submission: • Security Estimates will be provided for all the works proposed on the site. • A detailed Site plan showing all buildings and structures, entrances, parking layout, and the distances from property lines and associated sensitive lands uses. The Site Plan shall be in metric units and will have a table showing the site statistics for site and all proposed buildings. • Site Plan Approval will include a Site Plan Agreement that will serve to implement ongoing operational matters, and customary Site Plan Approval matters. The Agreement will be entered into by the owner/developer and the Township and will be registered on title of the lands.	Noted. A SPC application will be submitted once there is a level of confidence in the permitted uses for the subject lands.

12	As per Section 8.12 of the Township OP, a primary objective of the Township's OP is to ensure a safe, functional and attractive built environment, sympathetic with the historical form and function of the Township's designated settlement areas and natural landscapes. The site plan submission will follow Section 8 General Development Policies. In particular, Section 8.12 Design Guidelines and 8.12.3 Single Site Design & 8.12.4 Landscape Design.	The following should be shown on the to scale Site Plan: - Pedestrian Movements - o Locate buildings in downtown commercial areas close to or at the property line to facilitate pedestrian access. Minimize walking distances between parking and primary activities. - o Provide attractive barrier free sidewalks leading directly from the public street and parking areas to principal building entrances. - o Accessibility for Ontarians with Disabilities Act (AODA) conformity. - o Minimize pedestrian and vehicular crossing on site. - o Identify pedestrian routes using signage, pavement markings, trees, appropriate scaled lighting and continuous hardscapes. - Vehicular Movement - o Link parking areas on the site to ensure safe movement on the site. - o Provide sufficient vehicle waiting spaces in commercial drive-through facilities.	Noted. These matters will be further addressed through the SPC process.
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		○ Locate waiting lanes to avoid disruption of internal traffic flows, site access and pedestrian routes. ○ Define primary vehicle routes on the site using signage, curbing and line painting. ○ Maximize the distance between site access driveways as well as the distance between site access driveways and street intersections. ○ Provide mutual driveways where appropriate, especially along major collector and arterial roads, to minimize the number of driveways. ○ Eliminate conflict between storage/loading areas and vehicle/pedestrian routes. ○ Design on-site circulation to eliminate reversing or maneuvering on public streets. ○ Ensure emergency vehicles can gain access to and from the site. - Parking ○ Provide conveniently and easily visible locations for motorcycle and bicycle parking, bicycle stand is required.	
--	--	---	--

		○ Provide well drained areas, separated from parking spaces to accommodate winter snow. - Screening ○ Provide landscaping around the perimeter for the parking areas. Landscaping Plan required, use native species. ○ Ensure loading bays and garbage enclosures are located away from public streets or screened through landscaping or walls and buildings. ○ Screen parking areas to avoid illumination of adjacent properties by car headlights. ○ Orient continuous sources of noise, vibration, odour and other emissions away from sensitive adjacent land uses. - Lighting ○ Provide adequate lighting materials and uniform coverage to parking areas. ○ Ensure that lighting is not directed to adjacent properties or create a nuisance for adjacent landowners.	
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		○ Illumination Study & Photometric Plan required. - Aesthetics ○ Locate utilities underground to improve the appearance of the development. Where above ground utilities are necessary, ensure compatibility with other site features. ○ Provide a uniform height and location of fascia signs on multiple-tenancy buildings in order to portray a unified image. ○ Use signage to promote a particular image in neighborhoods with a distinctive character. Ensure that mature landscaping and signage work in harmony with each other. All on-site signage shall be provided as per the requirements of the Sign By-law. ○ Elevations & Architectural Plans shall be provided a part of Site Plan submission.	
B	Zoning Conformity		
1	The subject lands are zoned 'Residential Low Density' (RS2), Residential Multiple Medium Density (RS5) and 'General Commercial Hold 3' (C1(H3)). The subject lands are also subject	To permit the use of the subject lands for the proposed commercial uses (i.e., Restaurants (drive-thru) & Retail) a Zoning By-law	A Zoning By-law Amendment (ZBA) is proposed to rezone the subject

	to the Hazard Land Overlay (FP) and Hazard Land Special Policy Overlay (FPSP). It is understood tat the applicant seeks to establish a total of three (3) commercial building on the subject lands for the following lands uses: • Building A (1873 m2) – Two (2) Retail Units • Building B (226 m2) – Restaurant (drive-thru) • Building C (376.5 m2) – Restaurant (drive thru) & One (1) Retail Unit	Amendment (ZBA) application is required to rezone the subject lands to a site-specific “General Commercial” Exception (C1-X) Zone Should the applicant proceed with a Zoning By-law Amendment (ZBA) application for the subject lands, the applicant will be responsible to provided adequate planning justification in the form of a Planning Justification Report (PJR) confirming and demonstrating compliance with all applicable policies of the PPS, Growth Plan, County and the Township OP. The applicant shall also be responsible to provide a Draft Zoning By-law.	lands to a site-specific “General Commercial Zone. A PJR and draft Zoning By-law have been submitted alongside the application.
2	Planning Staff have undertaken a cursory review of the submitted Conceptual Site Plan and provide the following initial comments. A formal zoning conformity check will be completed upon submission of a formal Site Plan Approval Application.	A fully dimensioned set of plans with complete site statistics including a survey and complete details are required. Submitted plans shall be in metric. Please check Zoning By-law General Provisions and (C1) Zone provisions, the site plan must comply with these provisions, or will need to be addressed in an additional Planning Act application (i.e., Zoning By-law Amendment application) as required.	Noted. Please refer to the Conceptual Site Plan and implemented By-law for details.

3	The Hazard Land Special Policy (FPSP) Overlay specified under Section 3.37 of the Township Zoning By-law are applicable to the subject lands and proposed development.	Development and/or alteration of the subject lands located within the (FPSP) Overlay shall only be permitted upon approval from the Township of Clearview and NVCA. Development and site alteration are not permitted within the floodway although development may be permitted in the flood fringe.	Noted. The subject lands have been identified as being within the flood fringe. Please refer to the PJR and Natural Hazard Assessment for further details.
4	As per Section 3.20.2 d), the maximum front yard setback for the General Commercial (C1) zone is 2 m.	Buildings 'A', 'B' & 'C' as depicted on the conceptual site plan all exceed the maximum front yard setback requirement. The Site Plan shall be redesigned to comply within Section 3.20.2. d) of the Township ZB, with all commercial buildings being relocated to the primary frontage of the property along County Road 42, with any walls within the exterior side recommended along the frontage of County Road 91.	The proposed site plan configuration has been justified throughout the supporting technical studies. Building frontage is proposed along all public roadways. Please refer to the PJR for details.
5	As per Section 3.20.2 g), the Township Zoning By-law requires that all commercial building within the (C1) zone be a minimum of 2 storeys, of which the second storey gross floor area shall be no less than 50% of the gross floor area of the first storey.	Applicant to confirm number of storeys of all commercial buildings as part of Site Plan.	Each building is proposed to be one storey.
6	As per Section 3.20.2 g), the maximum heights of Principal Buildings and Structures is 14 m.	Applicant to confirm height of all commercial buildings as part of Site Plan.	Noted. The building heights will be confirmed as part of the SPC process.

7	As per Section 3.20.2 q), commercial uses which are located in the Historic Downtown Cores as shown on schedules to this By-law, and which are exempt from the parking requirements of this By-law shall also be entitled to 100% lot coverage.	The subject lands are located outside of the Historic Downtown Cores as depicted within Schedule 'C1' of the Township Zoning By-law. Parking and loading facilities for the subject land shall be provided in accordance with Section 2.14 of the Township Zoning By-law.	A reduction to parking supply is proposed to better reflect demand. Please refer to the Parking Justification Report for details.
8	Section 2.7.6 speaks to requirements for Utility Roof Structures.	If applicable, utility roof structures for all proposed commercial buildings are to be shown on Site Plan in compliance with Section 2.7.6.	Noted. Utility roof structures will be detailed through the SPC process.
9	As per Section 2.13.1, where a parking area contains 9 or more spaces, 1 tree shall be planted for every 3 parking spaces provided.	Landscaping Plan required. The Applicant shall provide 1 tree for every 3 spaces provided. Based on current conceptual Site Plan a total of 35 individual tree plantings are required on-site.	Bill 23, the <i>More Homes Built Faster Act, 2022</i> , imposes limitations on municipalities' authority to regulate certain development aspects during earlier planning stages. Specifically, landscape design is now deferred to later stages of the development process, aligning with the Province's intent to streamline

			planning approvals. If required planting cannot be provided off-site plantings or a compensation fee will be proposed through the SPC process.
10	As per Section 13.3, garbage and recycling dumpsters shall be screened from view by a solid board or masonry fence enclosure and gate. The height of the enclosure shall be a minimum of 2.0 m	A deep collection waste system (e.g., Molok, EarthBin) is proposed. However, screening is not shown on Site Plan. Screening required. Further, the following garbage locations are not ideal for following reasons: • separate location preferred for Building 'A' due to potential for visual and proximity to property line (i.e., 0 m setback). • separate location preferred for Building 'C' due to potential for visual and possible traffic impacts. • separate location preferred for Building 'C' due to potential for visual and possible traffic impacts. Additionally, be advised that the Stayner Settlement Area is traditionally an area of high groundwater, as such review	Noted. Screening will be provided on the detailed Site Plan and Landscape Plan through the SPC process.

		impacts to any proposed inground system shall from part of any proposed development of the lands.	
11	Off-street parking and loading are required in accordance with Section 2.14.2.2, 2.14.3 & 2.14.4 of the Township Zoning By-law and are to be shown on the site. Parking will also have to follow AODA requirements. Parking and loading spaces should be set back from property lines.	Off-street parking, loading spaces, barrier free spaces as well as the traffic flow of the site will be shown on the Site Plan. All driveways and entrances are to be sized adequately. The site is to comply with AODA requirements and to contain a van accessible (Type 'A' & 'B') barrier-free stalls. Please note that the conceptual Site Plan currently depicts a total of 103 parking spaces whereas the Site Data table indicates 113 spaces have been provided. Applicant to address discrepancy. The proposed development requires a total of 7 accessible parking spaces, whereas 5 are currently shown. Applicant to address discrepancy. The proposed development requires a total of 5 loading spaces, whereas 3 are current shown. Applicant to address discrepancy. Parking & loading spaces shall be provided in accordance with the Township of Clearview Zoning By-law parking requirements, any proposed deficiency in total number	Off-street parking, loading spaces, barrier free spaces, and traffic flow is shown on the Conceptual Site Plan. Please refer to the Parking Study and PJR for justification respecting any deviation from the Zoning By-law.

		of required parking spaces and/or loading spaces shall be addresses in a Parking Justification Study.	
12	As per Section 2.15.1, it does not appear that all proposed accessible parking spaces identified on the conceptual Site Plan are in compliance with AODA requirements.	All accessible parking spaces to be shown (including measurements on Site Plan and shall be in compliance with AODA requirements.	Noted. Please refer to the Conceptual Site Plan.
13	As per Section 2.15.1, the minimum loading space dimension requirement is 3.5 m x 9 m	Loading space measurements to be shown on Site Plan.	Noted. Please refer to the Conceptual Site Plan.
14	As per Section 2.15.1, the minimum aisle width residential is 7 m.	A portion of the aisle in proximity to Building 'C' does not meet the minimum width requirement. Applicant to address deficiency in formal Site Plan application submission.	Noted. The proposed aisles now meet the minimum width requirement. Please refer to the Conceptual Site Plan.
15	As per Section 2.15.5, all loading spaces must be located to the rear of the front wall of the main building.	Due to the total number and location of proposed commercial buildings on the site, the proposed development does not comply with Section 2.15.2 of the Township Zoning By-law. The applicant will be responsible to address any deficiency. The site is required to be redesigned, with all commercial buildings being relocated to the primary frontage of the property along County Road 42. It is also suggested that the total number of	The proposed site configuration has been justified in the PJR. Loading spaces are located behind the front walls of the commercial buildings, as required in the Townships Zoning By-law.

		proposed commercial buildings be reduced/ consolidated on the site. Notwithstanding any of the requirements discussed herein, the absence of adequate and sufficient planning justification in support for non-compliance with Section 2.15.5 will prohibit municipal staff support for the request.							
16	As per Section 2.15.7, on-site snow storage equal to 20% of all parking areas is required.	Conceptual Site Plan Site Data table indicates that that 764 m2 of snow storage has been provided. All snow storage area shall clearly be shown on Site Plan.	Noted. Please refer to the Conceptual Site Plan.						
17	As per Section 2.15.8, all parking areas shall be adequately illuminated during the hours of use. Lighting fixtures shall be arranged so that no part of any fixture shall be more than 8 metres above the finished grade. Fixtures shall be dark-sky compliant, and shall be directed away from adjacent residential uses.	An Illumination & Photometric Plan required.	An Illumination and Photometric Plan will be provided as part of the SPC process.						
18	As per Section 2.20, the following items are prohibited within a designated sight triangle: • A building or structure. • A fence or tree, hedge, bush, or other vegetation, the top of which exceeds 0.5 metres in height above the elevation of the centerline of the adjacent street. • A parking area. Where a building, structure, parking area, vegetation or other appurtenance is existing and the requirement for a sight triangle is subsequently established, arrangements must be made to the satisfaction of the Responsible Road Authority regarding the requirement to remove or ability to retain items not in compliance	The following sight triangles are required at the following road intersections: <table><tr><th>Roadways/ Intersection</th><th>Measurements</th></tr><tr><td>County Road 91 & County Road 42</td><td>15 m x 15 m</td></tr><tr><td>County Road 91 & Sutherland Street South</td><td>5 m x 5 m</td></tr></table>	Roadways/ Intersection	Measurements	County Road 91 & County Road 42	15 m x 15 m	County Road 91 & Sutherland Street South	5 m x 5 m	The required sight triangle are shown on the Conceptual Site Plan and will be void of buildings, structures, fences, vegetation, and parking.
Roadways/ Intersection	Measurements								
County Road 91 & County Road 42	15 m x 15 m								
County Road 91 & Sutherland Street South	5 m x 5 m								

	with the sight triangle requirements of this By-law and/or said authority.	<table><tr><td>Sutherland Street South & Quebec Street</td><td>5 m x 5 m</td></tr><tr><td>County Road 42 & Quebec Street</td><td>5 m x 5 m</td></tr></table> Site Plan shall be updated to reflect revised property limits and sight triangles.	Sutherland Street South & Quebec Street	5 m x 5 m	County Road 42 & Quebec Street	5 m x 5 m	
Sutherland Street South & Quebec Street	5 m x 5 m						
County Road 42 & Quebec Street	5 m x 5 m						
19	As per Section 2.21, a minimum of ten (10) Drive-thru queue/stacking spaces measuring a minimum of 2.5 m x 5.5 m is required. The Township Zoning By-law defines 'Stacking Lane' as meaning "a portion of a parking area or a parking lot, other than a parking aisle or a parking space that is physically separated from other traffic and pedestrian circulation on the site which provides standing room for vehicles in a queue for the transaction window and/or order board. The minimum width of a stacking lane shall be 2.5 metres, but shall be increased to accommodate turning radii."	Building 'B' shown on the conceptual Site Plan only identifies a total of four (4) queuing/stacking spaces before the transaction windows and/or order board. Deficiency shall be addressed in Site Plan. The drive thru configuration for Building 'B' shall be revised to consider safe pedestrian movement. A barrier free pedestrian path shall be provided that does not cross the drive thru queue.	This has been revised in the new Conceptual Site Plan. There are a total of 10 stacking spaces proposed, as required by the Township's Zoning By-law.				
20	As per Section 2.21, stacking lanes shall be setback: • 5.0 m from adjacent residential use lot lines or zone boundaries. • 3.0 m from adjacent street lines and lot lines or zone boundaries for all other uses	Building 'B' on the conceptual Site Plan does not meet the minimum setback requirements for adjacent lot lines. Deficiency shall be addressed in Site Plan.	Please refer to Conceptual Site Plan and Section 9.6 of the PJR for details.				
C	Site Plan Approval						
1	In accordance with the Township of Clearview Site Plan Control By-law the proposed development is classified as development requiring Site Plan Approval.	A Site Plan Approval Application and Fee are required prior to development of the lands.	Noted. A SPC application and fee will be provided at a				

		The applicant shall be responsible to review and adhere to all applicable requirements of the Township of Clearview Site Plan Control By-law.	future date in the planning process.
2	Staff recommend providing an estimate for the proposed works. As outlined in the Application Guideline security deposits and letters of credit are taken to ensure that the works are completed. As a normal practise an estimate of the proposed works is submitted for review.	A Preliminary Cost Estimate shall be submitted with the Site Plan Approval application.	Noted. A Preliminary Cost Estimate will be provide at the time of SPC.
D Public Works and R.J. Burnsidess Engineering Comments			
1	A Transportation Impact Study (TIS) is required to assess the potential effects of traffic (all modes) caused by the proposed development on the transportation network and to identify the total transportation network improvements needed to ensure that the transportation system will operate at an acceptable level of service. The TIS should include functional plans for any offsite improvements identified as being required. A terms of reference (TOR) is to be developed by the consultant and submitted to the Township, County and Ministry of Transportation (MTO) for review and approval before commencing this study.	A Traffic Impact Study (TIS) & Parking Justification Study (PJS) shall be required. The scope and terms of reference for any study must be completed to the satisfaction of the Township, County of Simcoe and MTO prior to initiation of the study. This work shall form part of Phase II of this Pre-consultation Application process.	A TIS and Parking Study have been completed as part of the OPA and ZBA applications in accordance with the approved Terms of References.
2	The concept plan shows a deficit of 47% in the required parking supply compared to the Zoning By-Law requirements. A Parking Justification Study (PJS) is required to assess the parking requirements and parking impacts from the proposed development.		
3	The TIS and the PJS are to follow industry best practices and guidelines set out by the County of Simcoe and the MTO, as well as requirements set out in the review of the TOR by the road authorities.		

4	The TIS must demonstrate that the accesses to the development represent the preferred access alternative, minimizing the impacts to the transportation network. The TIS should identify any required modifications and improvement to the surrounding road network that will address potential safety or operational issues associated with the development proposal.	A Traffic Impact Study (TIS) shall be required.	Please refer to the TIS for details.
5	The TIS must consider on-site circulation requirements (cars, delivery trucks, garbage trucks, fire trucks and pedestrian movements).	Requirements to be addressed in Site Plan and required TIS.	Please refer to the TIS for details.
6	The TIS must confirm the queuing requirements associated with the drive-thru restaurants. Queuing should be provided behind the pick-up window (Building B currently shows queuing beyond the window). If restaurant tenants are known the analysis should be based on tenant-specific operational data.	Requirements to be addressed in required TIS.	Please refer to the TIS for details.
7	Provide water and sanitary flow calculations including fire flows calculated using FUS for the worst case scenario. There is an external sanitary bottle neck along the downstream sanitary conveyance route which cannot accommodate substantial additional flows.	Water & Sanitary calculations including Fire flows calculations using FUS for the Worst-case scenario will be required as part of Site Plan.	Please refer to the Servicing Feasibility Study for details.
8	The Township does not currently have additional water capacity to service new developments.	A Servicing Feasibility Study (SFS) demonstrating appropriate service to support the proposed development is required in support of a complete Site Plan Approval application. The SFS should be based on and consider the most intensive uses permitted by zoning of the subject lands. The Township may consider providing water allocation based on the past/current water usage of the combined properties, the SFS shall	Noted. Please refer to the Servicing Feasibility Study for details.

		provide supporting calculations for this purpose.	
9	Stormwater quality and quantity controls are required to control to pre-development conditions.	A Stormwater Management (SWM) Report and Plan are required in support of the proposed development as part of a complete Site Plan Approval Application. The following studies and plan shall also be provided in support of the SWM Report and Site Plan application: • Grading & Drainage Study/Plans • Sediment and Erosion Control Study/Plans • Geotechnical Investigation (including Groundwater Level Assessment).	Noted. A SWM Plan and Report will be provided as part of the SPC process. Please refer to the Servicing Feasibility Study for details.
10	Snow storage areas required.	Snow storage shall be shown on the Site Plan and must drain to the internal SWM system. Snow storage areas cannot occupy parking areas required for zoning compliance.	Noted. This approach will be fine-tuned through the SPC process.
11	All above and below grade infrastructure associated with proposed development shall be identified.	A Composite Utility Plan is required as part of Site Plan application.	Noted. A CUP will be provided as part of the SPC process.
12	Cost for the Township review of Engineering-related matters will be paid for in full by the applicant.	Application Deposits are required to be provided to the Township as part of each application submission. Payment of peer review invoices	Noted. Application deposits will be provided as part of the submission.

		remitted from the Township shall be paid by the applicant throughout the process.	
E	Township of Clearview Building Division		
1	The proposed structures will be subject to a building permit applications and the building design will be required to be undertaken by a suitably qualified designer(s). (Architect and Engineer design and review).		Noted.
2	The development will be subject to applicable Municipal, County of Simcoe, and Educational development charges.	The payment of permit fees, Township, County, and Education Development Charges will be due upon the issuance of a Building Permit. Please refer to the Fees & Charges Estimate in Schedule 'B' for 2023 permit and development charges fees.	Noted.
3	The property will be serviced by full municipal services.	A Servicing Feasibility Study demonstrating appropriate service to support the proposed development is required in support of a complete Site Plan Approval application.	Noted. Please refer to the Servicing Feasibility Study for details.
4	The Applicant is responsible to receive the following additional approvals: • Application for Water /Sewer Service & Meter approval from Clearview Water Sewer Department. • Nottawasaga Valley Conservation Authority (NVCA) • Entrance Permit (Municipal) • Planning Approval		Noted. The applicant will seek to obtain these approvals, as required.

	Based on our review and comments the Building Department has no objection to proposed development as presented.		
F	Township of Clearview Fire Prevention Division		
1	Fire routes	Proposed fire routes are acceptable.	Noted. Please refer to the Conceptual Site Plan for updates.
2	Fire hydrant	Fire hydrant locations and accessibility area acceptable.	Noted. Please refer to the Servicing Feasibility Study for updates.
3	Adequate fire hydrant flows	Water & sanitary calculations including fire flows calculations using FUS for the worst-case scenario will be required as part of Site Plan.	Noted. Please refer to the Servicing Feasibility Study for updates.
G	County of Simcoe – Planning Comments		
1	The subject lands are designated Settlements on Schedule 5.1 to the County of Simcoe Official Plan. As per the objectives of the 'Settlements' designation, settlements, particularly primary settlement areas, are to be the focus of population and employment growth and development throughout the County.	The provisions of the County's Official Plan are intended to be read in their entirety.	Noted.
2	As part of a complete application for the Official Plan Amendment application, County Planning staff would expect that a Planning Justification Report and a Stage 1-2 Archaeological Assessment be submitted.	A Planning Justification Report and Stage 1 & 2 Archaeological Assessment shall be required in support of any formal Official Plan Amendment (OPA) application.	Noted. Please find enclosed the PJR and Stage 1 & 2 Archaeological Assessments for your review.
3	It should also be noted that the County is not obligated to provide waste collection services for commercial properties. It will be the	Private waste collection is required. The Applicant shall confirm how private waste collection is to be	Noted. To be addressed

	responsibility of the property owner(s) or property manager to arrange and pay for private waste collection services.	addressed as part of Site Plan. Specific requirements for on-site water collection may be addressed in pending Site Plan Agreement.	through the SPC process.
4	Additionally, the applicant is advised that the County is the approval authority for local official plan amendments with an associated fee of \$3,000.00 (privately initiated) to be paid when the adoption package is submitted to the County.	A \$3,000.00 County of Simcoe review fee is required as part of at the time of any formal to Official Plan Amendment application.	Noted.
5	All future applications and development on the property will be subject to all applicable provincial, County and Township planning policies, by-laws, standards and fees at the time of application.	Development of subject lands will be subject to all applicable provincial, County and Township planning policies, by-laws, standards and fees at the time of application.	Noted.
H	Nottawasaga Valley Conservation Authority (NVCA)		
1	Nottawasaga Valley Conservation Authority [NVCA] staff is in receipt of a pre-consultation application seeking to merge and develop several existing properties for commercial use. Three (3) commercial buildings are proposed, comprised of retail units, restaurants and drive thrus. NVCA staff have reviewed this submission as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 172/06. The submission has also been reviewed through our role as a public body under the Planning Act as per our CA Board approved policies and per our Municipal Partnership and Service Agreement with the Township.	The subject lands are wholly regulated by Nottawasaga Valley Conservation Authority (NVCA). Payment of NVCA Review Fees are required as part of a complete application.	Noted. Payment will be provided once amounts are confirmed by the NVCA following submission.
	Ontario Regulation 172/06		
2	The noted properties are entirely regulated for flood hazards due to an existing watercourse (Lamont Creek) and the King Street Drain which flows in the roadside ditch (or culvert) on the east side of the property. A permit(s) will be required from NVCA prior to construction or grading on regulated portions of this property in	NVCA permit is required for any development (construction and/or grading) on the subject lands within the NVCA regulatory area.	Noted.

	accordance with Ontario Regulation 172/06 (the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation).		
3	The subject properties are located within a two-zone floodplain policy area.	Two-zone floodplain policies shall apply to the subject lands.	Noted. Please refer to the Natural Hazard Assessment for details.
Provincial Policy Statement			
4	Section 3.1.6 of the PPS states that where the two-zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry. Section 3.1.7 of the PPS also states that development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor so as to be managed or mitigated in accordance with provincial standards, as determined by the demonstration of the following: a) Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards; b) Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies; c) New hazards are not created and existing hazards are not aggravated; and d) No adverse environmental impacts will result	Development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry. The applicant is responsible to address provide adequate planning rationale for all available policies of the PPS, including Sections 3.1.6 & 3.1.7. The required justification shall form part of a Planning Justification Report (PJR).	Noted. Please refer to the Natural Hazard Assessment and PJR for details.
The Two-Zone Policy and Planning Context			
5	A two-zone approach to floodplain management has been established within the Regional Storm floodplain of the Lamont Creek within the Village of Stayner. The two-zone flood fringe criteria for the Village of Stayner is:	Development and site alteration is not permitted within a floodway.	Noted. Development is not proposed within a floodway.

	• Maximum depth of flooding of 0.3 m • Maximum velocity of flooding of 1.7 m/s • Combined depth velocity product of 0.4 m²/s. In accordance with two-zone policies of the Provincial Policy Statement, development and site alteration may be permitted within the flood fringe where flood depths and velocities can be managed or mitigated, however development and site alteration is not permitted in the floodway. It is our understanding the Zoning By-law for the Township of Clearview reflects provincial policy whereby development and site alteration is not permitted within the floodway however may be considered within the flood fringe in an approved two-zone floodplain management area.		
Determination of Development Limits			
6	The limits of the floodway and flood fringe are determined through technical study. For the NVCA to provide any further comments, we would need to review a Natural Hazards Assessment to ascertain a development envelope which will meet the above criteria. In addition to determining limits of development, the Natural Hazards Assessment will also need to determine floodproofing elevations on the property (0.3 metres above the regulatory flood elevation) and demonstrate development will not aggravate existing flooding patterns. The NVCA may consider reconfiguring the area of flood fringe on the property to help facilitate re-development however, there can be no increase in flood fringe area beyond what currently exists. Development or site alteration is not permitted within the floodway where flood depths and velocities would cause danger to public health and safety. Safe access for vehicles and people during a flood event will need to be established, as noted above.	A Natural Hazards Assessment carried out by a qualified professional is required to determine a development envelope in accordance with the listed criteria. A scoping exercise for the Natural Hazards Assessment must be completed to the satisfaction of the Township and NVCA prior to initiation of the study. This work shall form part of Phase II of this Pre-consultation Application process, and only if support is obtained from the Township and NVCA. Notwithstanding the completion of this a Natural Hazard Assessment,	Noted. Please refer to the Natural Hazard Assessment for details, prepared in accordance with the approved Terms of Reference.

	As part of the NVCA's permit process, a stormwater management/drainage plan and a sediment and erosion control plan will be required.	this will not necessarily guarantee a favourable outcome.	
I	Hydro One		
1	We are in receipt of your Application for Pre-Consultation, I23-034 dated June 28th, 2023. We have reviewed the documents concerning the noted Application and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only. For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier. To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/ Please select " Search" and locate address in question by entering the address or by zooming in and out of the map If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre.		Noted.
J	EPCOR		
1	The following are EPCOR comments: As of Jan, 01 2023 Standing Comments: Electrically engineered and stamped site servicing drawings using the most recent USF standards and non-linear analysis need to be supplied to EPCOR for approval prior to any construction.		Noted. Utility coordination will be completed as part of the SPC process.

	• Electrical engineered drawings must include required transformation based on developer's estimate of building loads. • Where possible all electrical distribution within the proposed site will be of an "Underground" design / construction. • Developer needs to coordinate with EPCOR ASAP the scope works that EPCOR will be providing and any associated fees required. • All electrical site servicing must comply with the most recent and approved version of EPCOR Conditions of Service and Electrical Safety Authority (ESA) regulations before system is energized. • All electrical site servicing must comply with the minimum clearances as specified in the most recent USF standards. The USF standards can be obtained from EPCOR through a non-disclosure agreement. • Developer is required to provide an access agreement for operation and maintenance of the electrical distribution infrastructure to the satisfaction of EPCOR prior to the system being energized. • Early consultation with EPCOR metering department regarding possible suite metering is a must to avoid delays and installation issues. I.e. provide access key for metering room, demand load, number of suites/units. • Note that currently there is a minimum lead time of 40 to 80 weeks for transformers from suppliers. • Once the facilities are energized and all payments for such have been completed by the Developer EPCOR will assume full ownership and responsibility for the electrical distribution system up to: ○ The secondary line side of any residential meter base (Max 200amp) ○ The secondary connection on the distribution transformer (Above 200amp) ○ The primary disconnect ahead of any "Customer" owned 44kV		
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	Substation Note: As background, the Economic Expansion calculation is made to determine the amount of investment in any expansion project that may be applicable to EPCOR. - In most cases there will be a requirement to complete an Economic Evaluation of the Electrical portion of the project to insure compliance with the Ontario Energy Board Expansion Guidelines. In order to meet this requirement a developer must provide during the coordination process the following: - The estimated cost of the required electrical site servicing work to expand the current primary electrical system to service the proposed development for any expansion over (5) five years after electrical service has been energized. - The estimated number of connections to the expanded system in each of the (5) five years after electrical service has been energized. - The type of connection (residential, commercial or Industrial) and the expected amount electrical load use on an annual basis if applicable. The following supporting documents are located online for the developer's reference: EPCOR Utilities Inc. - Conditions of Service Document https://www.epcor.com/products-services/power/Pages/terms-and-conditions.aspx		
K	Enbridge Gas		
1	Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not constitute a pipe locate, clearance for construction or availability of gas.		Noted. Utility coordination will be completed as part of the SPC process.

	The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving. (https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F) If the gas main(s) needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant. In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost. The applicant will contact Enbridge Gas Customer Service at 1-877-362-7434 prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.		
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Appendix D – Draft OPA and ZBA

By-law Number 25-XX

The Corporation of the Township of Clearview

Being a By-law to adopt Amendment No. XX to the 2001 Official Plan and Amendment No. X 2024 Official Plan of the Township of Clearview

(Official Plan Amendment No. XX and No. X)

Whereas Section 21 of the Planning Act R.S.O., 1990 c. P.13. as amended, provides that Council may amend its Official Plan;

And Whereas Council of the Corporation of the Township of Clearview has considered the appropriateness of amending the Official Plan in regard to various lands and land use policies located within the Township of Clearview, County of Simcoe;

And Whereas Council of the Corporation of the Township of Clearview adopted the 2024 Official Plan at its meeting held on May 27, 2024, with the County of Simcoe providing approval on November 12, 2024;

And Whereas with the approval of the County of Simcoe, the policies in Clearview's 2024 Official Plan are mostly in effect, notwithstanding sections currently under appeal, therefore requiring that both the 2001 and 2024 Official Plans be amended;

And Whereas Council deems it necessary and desirable to adopt an amendment to the Official Plans of the Township of Clearview;

Now Therefore Council of the Corporation of the Township of Clearview hereby enacts as follows:

1. That the attached explanatory text, policies and schedules that constitute Amendment Number XX and Amendment Number X to the 2001 and 2024 Official Plans of the Township of Clearview, is hereby adopted.
2. That the Clerk is hereby authorized and directed to make an application to the County of Simcoe for approval of the aforementioned Amendment Number XX and Amendment Number X to the 2001 and 2024 Official Plans of the Township of Clearview.
3. This By-law shall come into force and take effect on the date of its final passing subject to approval of the County of Simcoe and in accordance with the provisions of the Planning Act R.S.O., 1990 c. P.13.

By-law Number 25-XX read a first, second and third time and finally passed this ____ day of _____, 2025.

Douglas Measures, Mayor

Sasha Helmkey, Director of Legislative Services/Municipal Clerk

Official Plan Amendment No. XX

To the 2001 Township of Clearview Official Plan

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Official Plan Amendment No. XX

To the 2024 Township of Clearview Official Plan

Applicant: Ventawood Management Inc.

Owner: Lilacpark Inc.

Municipal Address: 7391, 7395, 7399, 7403, 7407, and 7411 County Road 91, 1018 County Road 42, 207 and 209 Quebec Street, and 200 Sutherland Street South

Legal Description: Part of Lot 1 and all of Lots 2 to 6, south side of Bowmore Road, and all of Lots 1 to 3, north side of Quebec Street, and all of Lots 14 & 15, west side of Concession Line, Registered Plan 103, Geographic Township of Nottawasaga, Township of Clearview, County of Simcoe.

ARN:

File No.:

Staff Report No.:

Completeness Date:

Public Meeting Date:

Township Adoption Date:

Adopting By-law:

Basis of the Amendment

The 2024 Township of Clearview Official Plan was adopted by the Township of Clearview on May 27, 2024, and approved by the County of Simcoe on November 12, 2024. While portions of the plan are currently under appeal, the majority of its policies are in effect. Notably, the land use designation respecting the subject lands on Schedule "B-12 Land Use Plan Stayner," is under appeal.

To address the current planning status, this Official Plan Amendment is deemed applicable to both the Township of Clearview 2001 Official Plan as OPA No. XX and the 2024 Township of Clearview Official Plan as OPA No X.

The applicant, Lilacpark Inc., submitted Official Plan Amendment and Zoning By-law Amendment applications, supported by various technical studies. Under the Township of Clearview 2001 Official Plan, the subject lands are currently designated "Residential." The proposed amendment to the 2001 Township of Clearview Official Plan seeks to permit a range of general commercial uses to facilitate the development of a new commercial plaza on the subject lands.

Additionally, the requested amendment to the 2024 Township of Clearview Official Plan proposes flexibility regarding the requirement for a D-4 Study as part of a complete application for lands located within the D-4 Assessment Area on Schedule 'F' of the Official Plan. The subject lands are approximately 500 metres away from a former landfill site, and a D-4 Study was not explicitly requested as part of a complete application.

The subject lands are located within the built boundary of the Urban Settlement Area of Stayner. The lands are bound by County Road 91 to the north, County Road 42 to the east, Quebec Street to the south, and Sutherland Street South to the west.

The application and supporting documentation have been reviewed and the amendment is consistent with the 2024 Provincial Planning Statement and conforms to the County of Simcoe Official Plan and intent of the 2024 Township of Clearview Official Plan. The applications have been circulated to the public, internal departments, and prescribed agencies. A public meeting pursuant to the Planning Act was held on .

The Official Plan Amendment shall be deemed to have come into force on the day it was passed, if no notice of appeal is filed pursuant to the provisions of the Planning Act. Notwithstanding this adoption, the County of Simcoe is the approval authority for this amendment.

The Amendment

Purpose & Effect

The purpose of the Official Plan Amendment (OPA) is to facilitate the development of a new commercial plaza by redesignating the subject lands from “Residential” to permit a range of commercial uses in the Township of Clearview 2001 Official Plan. Additionally, to provide flexibility in the 2024 Township of Clearview Official Plan by modifying the requirement for a D-4 Study as part of a complete application for lands within the D-4 Assessment Area.

The effect of the amendment is to allow for the establishment of a new commercial plaza on the subject lands and streamline the development application process by addressing D-4 Study requirements, enabling the proposed development to proceed efficiently while aligning with updated policy frameworks.

OPA No. XX to the Clearview 2001 Official Plan

Item 1: Land Use Designation

- a) The subject lands as shown on Appendix ‘A’, which is attached hereto and forms part of this amendment, are re-designated from ‘Residential’ to ‘Commercial’.

OPA No. XX to the Clearview 2024 Official Plan

Item 1: Altered Policy Wording

- a) That s. 7.4.7.2 of the Official Plan pertaining to ‘D-4 Assessment Areas’ is deleted and replaced with the following:

Anyone proposing development in a D-4 Assessment Area shall be required to provide a D-4 Study as part of a complete application, unless it has been determined through the pre-submission application process that a D-4 Study is not required.

Attachments

Appendix A: Map illustrating amended land use designation for Official Plan Amendment No. XX to the Township of Clearview 2001 Official Plan

Township of Clearview

OFFICIAL PLAN AMENDMENT APPENDIX 'A' TO OPA NO. ____ to the Township of Clearview 2001 Official Plan

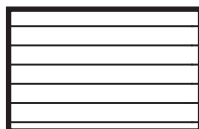
passed this _____ day of _____, 2025.

Douglas Measures,
Mayor

Sasha Helmkey,
Director of Legislative Services/Municipal Clerk



N.T.S.



Lands to be redesignated from Residential
to Commercial

THE CORPORATION OF THE TOWNSHIP OF CLEARVIEW

BY-LAW NUMBER

A by-law to amend By-law Number 06-54, as amended.

WHEREAS pursuant to Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

WHEREAS an application to amend By-law No. 06-54 has been received with respect to Part of Lot 1 and all of Lots 2 to 6, south side of Bowmore Road, and all of Lots 1 to 3, north side of Quebec Street, and all of Lots 14 & 15, west side of Concession Line, Registered Plan 103, Geographic Township of Nottawasaga, Township of Clearview, County of Simcoe.

AND WHEREAS Council deems it advisable and expedient to amend Zoning By-law 06-54;

NOW THEREFORE the Council of The Corporation of the Township of Clearview ENACTS as follows:

1. THAT Zoning By-law Number 06-54, as amended, being a Township of Clearview Zoning By-law, is amended as follows:

THAT Schedule "B8 Central Stayner" to By-law 06-54 as amended, is hereby further amended by rezoning the lands to as depicted on Schedule '1' attached to this By-law.

2. THAT Zoning By-law Number 06-54, as amended, being a Township of Clearview Zoning By-law, is amended as follows:

THAT Section 3.20.3 General Commercial Zone Exceptions be amended by adding the following site-specific exception:

C1-XX(H)

Part of Lot 1 and all of Lots 2 to 6, south side of Bowmore Road, and all of Lots 1 to 3, north side of Quebec Street, and all of Lots 14 & 15, west side of Concession Line, Registered Plan 103, Geographic Township of Nottawasaga, Township of Clearview, County of Simcoe.

Additional Permitted Uses:

- Restaurant including a drive-through restaurant

Altered Zone Provisions:

- Maximum Front Yard Setback: 6 m
- Minimum Number of Storeys: 1
- Landscape Requirements: Where a parking area contains nine or more spaces, one tree shall be planted for every three parking spaces. If on-site planting is not feasible, required trees may be planted on public lands or addressed through cash-in-lieu.
- Minimum Number of Parking Spaces: 1 per 26 sq. metres of gross floor area
- Minimum Barrier-free Parking Space Size: 2.4 m wide + 1.5 m wide shared access aisle
- No on-site snow storage is required
- A stacking lane shall be setback a minimum of 0.4 m from lot lines that do not abut a residential zone.
- Bicycle parking requirement: 1.0 spaces per 300 sq. metres of gross floor area

Holding Symbol

The Holding Symbol (H) shall only be removed from the lands when the Town is satisfied that:

- 1) Safe access and egress are provided.
- 2) Appropriate floodproofing measures, if required, are implemented.

**BY-LAW READ A FIRST, SECOND AND THIRD TIME AND FINALLY
PASSED THIS [REDACTED] DAY OF [REDACTED], 2025.**

Douglas Measures, Mayor

Sasha, Director of Legislative Services/Municipal Clerk

Township of Clearview

Schedule '1'

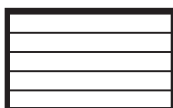
This is Schedule '1' to Zoning By-law No. 25-____,
passed this ____ day of _____, 2025.

Douglas Measures,
Mayor

Sasha HelmKay,
Director of Legislative Services/Municipal Clerk



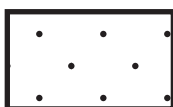
N.T.S.



Area to be rezoned from Residential Low Density (RS2)
to General Commercial Modified Holding (C1-XX(H))



Area to be rezoned from Residential Multiple Medium Density
(RS5) to General Commercial Modified Holding (C1-XX(H))



Area to be rezoned from General Commercial Holding (C1(H))
to General Commercial Modified Holding (C1-XX(H))