



August 31, 2026

Rossalyn Workman, MURP, Dipl.MM, MCIP, RPP
 Manager of Planning
 Township of Clearview
 217 Gideon Street
 Stayner, ON L0M 1S0

Dear Ms. Workman;

**RE: Applications for Zoning By-law Amendment and Revision to Draft Plan of Subdivision
 Bridle Park Subdivision
 7535 Highway 26 & PIN 58239 - 0450, Township of Clearview
 OUR FILES 15226AH**

This letter is intended to address all Pre-Consultation comments received from the Township of Clearview and other commenting authorities on the proposed Zoning By-law Amendment and Draft Plan of Subdivision Revision for the Bridle Park Subdivision, located at 7535 Highway 26 and PIN 58239 - 0450. Please do not hesitate to contact the undersigned if you have any questions or concerns.

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1.	Schedule 'B-12' of the Township 2024 Official Plan (OP) designates the subject lands as 'Residential', 'Future Development', 'Greenland – Hazard Land Area' and 'Greenland – Natural Heritage Area'. The proposed development includes several properties described below, that are located within the Settlement Area of Stayner: • Bridle Park - 7535 and 7603 Hwy 26– Residential Designation and Greenlands – Natural Heritage Designation and existing draft plan approval, this land is also subject to Area Specific Policies 13.1.7.- all items in this policy must comply Section 4.2.1 Residential designation permits the development of lands for	MHBC	Noted. Applicable Township Official Plan policies are addressed in Section 4.4 of the submitted Planning Justification Report (PJR) and the proposed development conforms to the Township OP. An EIS accompanies this submission.

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	residential uses, which shall be the predominant area for all types of dwelling types and sizes. Various forms of townhouses (i.e., street fronting, cluster, stacked) are among the uses permitted within this designation. Section 4.9.2 Greenlands Natural Heritage Area Designation and Section 4.9.3 Hazard Lands Area are areas that have distinct environmental characteristics, any development or site alteration in or adjacent to one of the Greenlands designations will be required to submit and EIS (prepared in accordance with Section 5.4 of the OP)		
2.	Specific Policy Area – 13.1.7 • Desing of the subdivision should include: - o Connectivity and integration with the existing and planned infrastructure and development on all adjacent lands, including the establishment of a connection with Locke Avenue across the Highway 26 - o The maximizing of opportunities to navigate this stie and to reach destinations within and beyond the subject land on foot, by bicycle or any other form of active transportation - o Access to, and connectivity with adjacent trails, open spaces, and public service facilities particularly the high school, Rail Trail and existing Community Centre and Arena to the south of the subject lands - o The preservation and enhancement of the natural heritage features on the site, including the woodland habitat to the west and the Lamont Creek tributary swale to the east of the subject lands.	MHBC	Noted. Applicable planning policies are addressed in Section 4.4 of the submitted PJR and the proposed development is consistent with the Special Policy Area design considerations.
3.	Specific Policy Area – 13.1.7 Requires that prior to final approval of any development proposed on the subject lands an investigation of a multi-unit housing and of affordable housing	MHBC	Acknowledged. The proposed development does provide multi-unit housing in the form of townhouses and semi-detached dwellings. Additionally, smaller “shallow lot” single detached

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	opportunities shall be executed and integrated as appropriate		dwelling products are proposed which provide lower price point options for detached living.
4.	Specific Policy Area – 13.1.7 Requires that prior to final approval the proponent shall be required to address following items to the satisfaction of the Township, these items will be addressed in the plans listed: • A tree and environmental features protection plan • A landscaping and site enhancement plan • A water use and servicing efficiency assessment • An integrated stormwater management and rainwater capture and re-use study • A development energy efficient assessment • A construction spills plan • Architectural Control • Design of Public spaces • Pedestrian access, linkages and trails • Landscaping and fencing plan • Temporary signage • The use of any Temporary municipal services that may be required • Construction management and the storage of topsoil and construction materials • Temporary easement and conveyances necessitated by temporary works • Phase provisions of securities and servicing allocations • Inhibiting orders and other measure to ensure orderly development.	MHBC	Acknowledged. This will be included as a draft plan condition. An integrated environmental protection and sustainability plan will be prepared to the satisfaction of the Township prior to final approval. This submission is supported by an EIS, the recommendations of which will be incorporated into the future plan. An integrated urban design plan will be prepared to the satisfaction of the Township prior to final approval. A preliminary trails plan accompanies this submission for Township review and comment. A preliminary phasing plan accompanies this submission for Township review and comment. Additional details addressing the above will be included in the ultimate phasing plan prepared following draft plan approval.
5.	The polices of the OP for growth management direct future population and employment growth to the appropriate areas of the Township, the proposed development should be consistent with the following: • Section 2.3 Growth Management, should be reviewed and the proposed	MHBC	Addressed in the PJR. The proposed subdivision will direct new residents to the Stayner Urban Settlement Area, directly supporting the Township's target population distribution of 70% of population growth to Urban Settlement Areas, and 52.5% to Stayner specifically.

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	growth justified against the growth forecasts in planning justification report.		
6.	The policies of the OP generally support housing, and the proposed development should be consistent with the following: • Section 2.4 Housing, outline the target distribution and share of housing densities within Urban Settlement Area, the planning justification should discuss and justify proposed housing for both properties • 2.4.1 General Housing Policies, breaks down the ranges of densities, the planning justification should discuss and justify the ranges of densities for both properties • 2.4.3 Affordable Housing, Township encourages affordable housing, and the planning justification report should discuss how these policies are being met for both properties.	MHBC	Addressed in the PJR. With 691 total residential dwelling units across 41.68 gross hectares, the revised Draft Plan achieves an overall density of 16.58 dwelling units per gross hectare. This places the development at the low end of medium-density development as defined by the Township OP. The proposed development also supports the Township's targets of 60% low-density and 30% medium-density housing within Urban Settlement Areas, noting that Section 2.4.1.6 confirms the 60/30 split is to be measured as an average across all greenfield areas, and is not a fixed required for every individual development. The proposed development will introduce a substantial supply of market-rate housing units that will help meet demand and ease housing pressures that drive up housing costs. Additionally, a range of more attainable housing options are proposed, including townhouses, semi-detached dwellings, and various sizes of single-detached dwellings including a unique shallow lot model that offers detached living at a lower price point.
7.	The proposed development is located in the Urban Settlement Area of Stayner and will be consistent with the following policies: • Section 2.2.1. Urban Settlement Area policies should be considered and justified in the planning justification report • In Urban Settlement Area development will occur: - o on municipal and water and municipal wastewater services, this policy should be considered and justified in the planning justification report - o will be contiguous with built-up area or other areas of existing development,	MHBC	Addressed in the PJR. The proposed subdivision will direct population growth and development to the Stayner Urban Settlement Area on designated greenfield lands immediately adjacent to the existing built-up area. Additionally, the development will be provided full municipal services.

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	this policy should be considered and justified in the planning justification report.		
8.	The proposed development will be consistent with the policies of the Residential Designation: • Section 4.2 Residential	MHBC	Addressed in the PJR. The development is consistent with and conforms to the policies of the Residential designation. A full range of residential dwelling types and sizes is provided, and it is confirmed that the proposed public park and school are permitted in the Residential designation. The revised Draft Plan will direct medium-density residential development to a designated growth area within the Stayner Urban Settlement Area, on lands that were previously draft plan approved and directly abut the municipally serviced built-up area.
9.	The proposed development will be consistent with the following policies: • Section 4.9.2 Greenlands – Natural Heritage Area, the development adjacent to this designation requires that an Environmental Impact Study (EIS) be completed in accordance with Section 5.4. • Section 5.2 Natural Heritage System should be reviewed, as development is occurring adjacent to a natural heritage feature. • Section 4.9.3 Greenlands – Hazard Land Area, and Section 4.9.3.7 states establishment of any uses not identified in 4.9.3.3. or 4.9.3.4. will need an amendment to the Official Plan, and such amendment will be done in accordance with Section 4.9.3.11 • Section 5.3 Water Systems and Water Resources should be reviewed, the lands contain key hydrologic features (permanent or intermittent streams) and key hydrologic areas (significant groundwater recharge areas, highly vulnerable aquifers)	MHBC	Addressed in the PJR. The development is consistent with these policies. The Subject Land's 'Greenland - Natural Heritage Area' designation closely corresponds to the extent of the woodlands on site. The development limits of the revised Draft Plan closely follow the limits of the current draft approved plan which pre-dated the 2024 OP, with minor additional woodlot encroachment supported by an EIS. The area of woodlot encroachment to be refined will be designated as the abutting Residential designation. This mapping change within the Township OP schedule from Greenlands to the abutting Residential designation can be made through a housekeeping update to the Official Plan after construction. Accordingly, an OPA is not required. The revised Draft Plan includes two environmental protection blocks totaling 22.3 hectares of protected environmental lands currently under private ownership which would be available for dedication to the Township or Conservation Authority

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	Section 5.6.2. Climate Change Mitigation and Adaptions Statements		through the conditions of draft plan approval. The submission is supported by a Floodplain Assessment a Stormwater Management Plan, and a Hydrogeological Assessment. Cut and fill areas are proposed in the northeast section of the site in the vicinity of the proposed SWM pond to regularize the floodplain. As a result, all residential development will remain outside of the floodplain limits. Section 4.4 of the PJR addresses the requirement for a Climate Change Mitigation and Adaptions Statement.
10.	The proposed development will be consistent with the policies in support of overall infrastructure: - Section 7.2 Water and Waste Water Services – studies will support that the proposed development can develop on appropriate services - Note that there is limited water capacity currently in Stayner - Section 7.2.6 Servicing Studies and Reports - Section 7.3 Stormwater Management - Section 7.5 Transportation - Proposed development shall demonstrate that that no undue transportation difficulties or hazards will ensue from the proposed development. - Proposed development shall demonstrate that the new road accesses will not create and/or result in traffic hazards. - Section 7.5.3 Road Network - All new development in the Township will be served by public roads, and the public road network will take priority over private road	MHBC	Addressed in the PJR. Municipal water and wastewater services are the preferred form of servicing for all development within settlements areas, and the proposed development will connect accordingly. The revised Draft Plan includes a naturalized stormwater management pond which incorporates a perimeter trail. The stormwater solution includes LID measures as detailed in the submitted Functional Servicing and Stormwater Management Report. The proposed development is transit-supportive and provides complete streets that accommodate all road users, including pedestrians. A Transportation Impact Study Accompanies this Submission.
11.	The proposed development will be consistent with the policies in support of the subdivision design:	MHBC	Addressed in the PJR. The proposed development is demonstrated to be consistent with these design policies.

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	• Section 8.2.2 Subdivision Design • Section 8.4.1 Public Park • Section 9.3 Archaeological Conservation		The revised Draft Plan meets the 5% parkland contribution with the proposed public park block which has been designed and sited in accordance with Section 8.4.1 of the Township OP. The Subject Lands do not contain any heritage buildings or structures. Completion of an archaeological assessment will be a requirement of the draft plan conditions in order to clear the Subject Lands of any archaeological potential.
Draft Plan of Subdivision			
12.	The proposed development will be consistent with the policies in support of subdivision of land: • Section 11.8.1 Plans of Subdivision and Descriptions of Condominium	MHBC	The Revised Draft Plan is in conformity with the subdivision policies of Section 11.8 of the Township OP as well as the subdivision criteria of Section 51 (24) of the Planning Act, as outlined in the submitted PJR.
Zoning Conformity/Zoning By-law Amendment			
13.	The subject lands are zoned 'Development Area (DA)', 'Development Area Exception (DA-2)', 'Environmental Protection (EP)' and 'Residential Large Lot (RS1)', the Township of Clearview Zoning By-law 06-54. The lands are also subject to the 'Hazard Land Overlay (FP)'. Any development in that area will require a permit from the Nottawasaga Valley Conservation Authority.	MHBC	Acknowledged. The ZBA and Draft Plan Revision applications are supported by a Floodplain Assessment.
14.	Note that the 2006 Township Zoning By-law is currently under review. Approval of the new Zoning By-law is anticipated in 2026. The Zoning By-law in effect at the time of the application submission will apply. Please review the proposed draft online for more information.	MHBC	Acknowledged. The proposed ZBA has been prepared relative to the most suitable zones and general provisions of the current Zoning By-law 06-54. We do believe in many instances the proposed provisions align closer to those of the Township's draft new Zoning By-law.
15.	As per Section 11.2.2 of the Township OP, Council may pass a holding by-law for the purpose of timing, controlling, limiting, or phasing development within specific areas until the development criteria contained in the policies of the various land use designations in addition	MHBC	Acknowledged. The ZBA proposes to put a zoning Hold on the three future development blocks (blocks 558-560) which have not been lotted out on the plan as they currently lack sufficient lot depths / widths.

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	to all other relevant policies and requirements of the municipality, County and Province have been satisfied. A hold symbol will be used to ensure among other items adequate services, for this proposal development. There is limited water capacity within the Town of Stayner, the Township has a water solution that is currently being constructed and will take approximately two years to become operational.		These lands are intended to merge with the Applicant's abutting lands to the north (Clearview Garden Estates) to form functional residential lots following draft plan approval once the planning of Clearview Garden Estates is further advanced. The submission is also supported by a preliminary phasing plan for the Bridle Park subdivision.
16.	It is recommended that the applicant review the General Provisions as well all applicable zone requirements of the Township ZB. All lots within the proposed Draft Plan shall meet minimum lot area and frontage requirements of their applicable Zone.	MHBC	The proposed development has been compressively reviewed relative to the general provisions of Zoning By-law 06-54 and the standards of the RS3 and RS5 Zones. We believe the ZBA addresses all areas where relief is required. Zoning rationale for reduced lot areas and frontages is provided within Appendix D to the PJR.
17.	Applicant shall ensure that all lots are sufficiently size to accommodate proposed unit types (i.e., setback, height, lot coverage, accessory building requirements, etc.).	MHBC	The proposed development has been compressively reviewed relative to the general provisions of Zoning By-law 06-54 and the standards of the RS3 and RS5 Zones. We believe the ZBA addresses all areas where relief is required. Zoning justification is provided within Appendix D to the PJR.

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<i>The following comments are related to the Draft Plan (DP) submission material, and requirements for a full Draft Plan submission:</i>			
18.	Be advised that the Township has recently updated their Engineering Standards which are now in effect. These standards have additional details on submission requirements. Designs shall adhere to these standards, which are available on the Township website. Ensure they are thoroughly reviewed and reflected in all future submissions. Refer to Section A9.00 - Requirements for Draft Plan Approval.	Crozier	Acknowledged.

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19.	The applicant has submitted two separate Draft Plans along with a “combined” Draft Plan. If these developments are to proceed as one singular Draft Plan additional comments regarding phasing/sequence of construction, as well as coordination at the boundary of the two plans will be generated. Confirm whether it is the applicant's intent to proceed as a single draft plan of subdivision. If so, PW/Engineering Staff will have additional comments.	MHBC	The Bridle Park ZBA and Revised Draft Plan is now proposed to be advanced prior to the OPA, ZBA and Draft Plan applications for Clearview Garden Estates. The revised Draft Plan for Bridle Park includes a road stub and walkway block for future connections to the Applicant's future development of Clearview Garden Estates to the north. Three future development blocks are included abutting the northern boundary of the Draft Plan and they are intended to be zoned with a Holding Provision.
20.	A detailed traffic impact study (TIS) is required to support the Draft Plan submissions, as set out in the Township's Engineering Design Criteria Standards (October 2025). The TIS is to confirm both internal and external traffic impacts and mitigation requirements. As outlined in the standards, the proponent may opt to prepare one comprehensive report to address both the external traffic requirements and the internal functional traffic analysis. Any items/issues that cannot be identified in the initial Traffic Impact Study should be further addressed in a Functional Traffic Analysis as details become available. Any external upgrades to adjacent streets to be discussed in the TIS. The connection to existing roads is to be discussed in the TIS. The road crossing of the rail trail and associated crossing details (ie PXO as applicable) is to be discussed. See the Engineering Standards for a Terms of Reference for the TIS.	Crozier	Acknowledged. Please reference both the Transportation Impact Study and Functional Traffic Design Study dated July 2026.
21.	An ongoing Transportation Study is being completed for the Township by Burnside. The preliminary investigations in that study have identified some needs on the external roads that will be impacted by the proposed subdivision developments.	Crozier	Noted. The October 2018 North Stayner Highway 26 Traffic Impact Study prepared by Burnside was reviewed, however documents for an updated study are not yet available.

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	The Transportation and Traffic Impact Studies for the subject developments should be coordinated / consistent with the results of the Township's ongoing Transportation Study, where required. Per the Study, operational issues at the intersections of Highway 26 at Locke Avenue and Highway 26 at North Street are anticipated. Proponent needs to confirm extent to which these operational issues are attributed to their sites and provide recommendations.		The future background conditions the intersections of Highway 26 & Locke Avenue and Highway 26 & North Street demonstrate that the intersections are constrained with background developments, prior to the development of the site. Recommendations are provided as appropriate.
22.	Trails, 'active transportation' and pedestrian connectivity shall be demonstrated with the DP submission. Provide trail details and pedestrian connectivity within the development and to external areas. The Draft Plans should be reviewed for their connectivity to existing trails, connectivity for crossing of Highway 26 to the high school or elementary school (i.e., since no school site is proposed within the Draft Plans), connectivity to the arena and connectivity to facilitate existing/future transit. Note that there is an existing trail that currently dead ends at the south west corner of the south lands which will require extension.	MHBC	The revised Draft Plan provides a walkable grid street network with a future a road connection and walkway block to the Applicant's adjacent future development lands to the north, a walkway connection to the rail trail to the east, and street connections to Red Oak Trail, East Street, and the adjacent approved development to the south. A direct road connection to Locke Avenue was considered; however, it was determined to be preferable to locate the entrance to Highway 26 further south to avoid crossing over the rail trail which the County of Simcoe does not support.
23.	The subdivision and a primary access are within the area of Permit Control from the MTO and comments should be provided from the MTO. Obtain comments from MTO.	MHBC	The Terms of Reference for the TIS was circulated to the Ministry of Transportation (MTO). MTO staff confirmed that the site is not within their permit control area; however, they requested to remain circulated on the report.
24.	Three accesses are proposed for the combined subdivisions, including access to Highway 26 (MTO jurisdiction), one access to 27/28 Nottawasaga Sideroad (Township road) and one access to Red Oak Trail (Township local road). Previous concept plans and Schedule G-2 of the Official Plan show planned road connections for the Bridle Park	MHBC	A collector road is no longer proposed within the subdivision. The Revised Draft Plan now proposes a street connection to the Applicant's adjacent future development lands to the north, and street connections to Red Oak Trail, East Street, and the adjacent approved development to the south.

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	Subdivision to North Street, which appear to have been replaced by the proposed connection to Red Oak Trail. It is also noted that the Highway 26 access is now proposed opposite to Locke Avenue, which appears to respond to a Special Provision within the OP, however which also results in a collector road crossing the rail trail. The Draft Plan submissions should provide thorough review of the proposed access locations, including connectivity to adjacent existing/proposed development and broader road network. Two additional road connections to North Street will be required. One through the existing Legion Park to form a “cross” intersection with North Street and East Street. The second to be located east of Stayner Street and to coordinate with the draft plan for 211 North Street. Review the needs for the rail trail crossing a collector road (PXO, etc.).		A direct road connection to Locke Avenue was considered; however, it was determined to be preferable to relocate the entrance to Highway 26 further south to avoid crossing over the rail trail. A TIS and a Functional Traffic Design Study accompany the submission.
25.	A collector road is proposed to connect between the east access at Highway 26 and the north access at 27/28 Nottawasaga Sideroad. Schedule G-2 of the OP shows Highway 26 as an arterial road, 27/28 Nottawasaga Sideroad as a proposed 30.5 m ROW, North St and Regina St to the south as an east-west collector road and an extension of Industrial Road as a planned north-south collector road. This proposed connection to Highway 26 appears to be through lands that are not part of the development lands. Are these lands owned by the developer? If not how will this connection proceed? We assume that the proposed collector road has not been identified in a Secondary Plan or a Transportation Master Plan for this area and therefore will require a Class EA to confirm its preferred location/configuration relative to the road network in this area, with	MHBC	A collector road is no longer proposed within the subdivision. A direct road connection to Locke Avenue was considered; however, it was determined to be preferable to relocate the entrance (now a local street) to Highway 26 further south to avoid crossing over the rail trail which the County of Simcoe does not support.

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	consideration of environmental constraints/requirements. The screening process within the MCEA (February 2024) should be undertaken to confirm that the proposed collector road can proceed under the Integrated Process with the Planning Act as set out in the MCEA.		
26.	The functionality of the collector road will need to be further assessed in the EA process and in the subsequent Draft Plan Approval process. The concept plan proposes a 26 m ROW for the collector Road, which is consistent with the Township's Major Collector 11.5 m Urban Road cross section. There are a number of direct driveway accesses proposed along this road, including proposed semi-detached units. Public Works Staff are not supportive of the inclusion of semi-detached units fronting this collector road and recommend that only singles be located on this roadway. The potential parking, active transportation infrastructure, pedestrian crossings, traffic calming etc. should be confirmed in the functional review of the collector road. Appropriate traffic control devices, including roundabouts, may be assessed at strategic locations on the collector road as a method of traffic calming within the plan. Public Works recommends that a roundabout be utilized for the connection with Highway 26.	MHBC	A collector road is no longer proposed within the subdivision.
27.	The provision of two emergency access points is required during all phases of development and therefore a phasing strategy is required to confirm this availability. Provide a Phasing Plan that includes at least two access points for every phase.	MHBC	Noted. A preliminary phasing plan accompanies the submission.
28.	Details of the road network configuration, internal road alignments, cross sections, daylighting triangles, intersection spacing, tangents, sight distances, traffic control requirements etc should be provided to confirm that they meet the	MHBC	The revised Draft Plan has been designed in accordance with the Township's engineering design criteria and is supported by a TIS and a Functional Traffic Design Study.

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	criteria specified in the Township's Engineering Design Criteria Standards (October 2025), TAC Geometric Design Guide for Canadian Roads (June 2017) and MTO's Ontario Traffic Manual (OTM). Include information in TIS as well as drawings. Visitor parking areas are to be provided for the areas within the proposed Draft Plan where the townhouse units are being proposed. Larger (7.5m) daylight triangles at intersections with collector roads are required. MTO may have additional comments on Highway 26 intersection. Again, Public Works Staff recommend a roundabout be considered for the Highway 26 intersection. Ensure that the ROW can accommodate the Townships standard for 90 deg road bends as well as standard cross section, associated infrastructure, etc. at the 90 degree bend near the SWM pond. A proper 90 degree bend, complete with radius should be shown at this location. Per TAC, collector road centreline radius to be minimum of 130m (this requirement does not appear to be met on the current DP). Per TAC, 25 to 30m tangents from an intersection are required (this requirement does not appear to be met on the current DP in many instances).		
29.	The Bridle Park subdivision is subject to Special Policy Area 13.1.7 of the OP, which includes a number of provisions with respect to transportation requirements, and which should be confirmed in the revised Draft Plan. Review and confirm this is reflected in the revised Draft Plan.	MHBC	Addressed in Section 4.4 of the PJR.
30.	Servicing drawings and calculations are to be provided. This is to include the requirements for external upgrades. The sanitary outlet was planned to connect to the stub at the public works site, through the Emerald Creek lands. Draft Plan to	Crozier	The external servicing route is described in Section 5.2 and 6.2 with the external servicing plan shown in Figure 13A and plan & profiles presented in Figures 13B-H of the Functional Servicing & SWM Report (Crozier, July 2026).

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	review the feasibility and routing of the proposed sanitary outlet, including plan and profile drawings. Coordination with MTO, as well as the owner of Emerald Creek Development will be required. While exact sizing can be confirmed during the detailed design phase, external contributing areas to this sewer will need to be accommodated in the sizing and the depth.		Coordination with MTO and owners of Emerald Creek will occur during detailed design.
31.	Water demand and fire flow calculations are required. Ensure that the 'SDE' calculation is provided, as outlined in the Engineering Standards.	Crozier	SDE values are summarized in Section 5.2 and 6.2 with calculations provided in Appendix A & B of the Functional Servicing & SWM Report (Crozier, July 2026).
32.	Stormwater quality and quantity controls are required to control to pre-development conditions. The SWM design shall include consideration of external areas and convey drainage to an adequate legal outlet. Blocking external drainage causing ponding on adjacent properties is not permitted. Water balance calculations to be provided.	Crozier	Stormwater management solutions have been provided for the development in order to match pre-development flows at the Rail Trail culvert, provide quality control for site drainage, and safely convey external flows. Stormwater Management design has been included in the FSRSWM. Preliminary water balance calculations have been provided in the Hydrogeological Report.
33.	The current SWM pond location has no substantial frontage on a public road. The location of the small area of the SWM block fronting the ROW may be difficult for the turning radius of the access road, for large construction vehicles required for maintenance. It appears that there is a proposed access off the local street south of the pond block. Confirmation is necessary to confirm that that there will be a second direct access from the ROW to the SWM block. Per Township standards, the minimum inside turning radius for the access road is 14m.	Crozier	SWM pond has a 10m access block from Street H. The SWM Facility has been oversized such that additional refinement to the access road can take place at the detailed design stage. A secondary access to the block will be provided via the future Cleaview Garden Estates development.
34.	Erosion and Sediment Controls are to be detailed in the SWM report and on drawings to ensure the surrounding properties and ditches/storm sewer are not contaminated by sediment during and after site construction. Controls to	Crozier	ESC measures have been indicated in Section 9 of Functional Servicing & SWM Report (Crozier, July 2026). ESC measures will be shown on drawings during detailed design.

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	include (but not limited to) temporary sediment ponds, silt fence, mud mat, rock check dams, erosion protection, etc. Include phasing details and Township's standard notes for ESC. Include any detail drawings as required.		
35.	Geotechnical and hydrogeological investigations are required to determine recommendations on seasonal high groundwater levels including recommendations of separation from underside of slab, servicing/construction practices, infiltration, road base and asphalt recommendations, heavy duty and light duty pavement (where required), etc. Hydrogeological investigations to include comment on groundwater recharge areas and areas that are within a highly vulnerable aquifer area.	Crozier	Geotechnical Report (Allrock, August 2022) and Hydrogeological Assessment Report (Crozier, July 2026) have been completed. Seasonally high groundwater levels have been included within the Hydrogeological Assessment Report. A figure has been included to display Significant Groundwater Recharge Area and Highly Vulnerable Aquifer areas.
36.	A Functional Servicing Report (FSR) demonstrating appropriate services to support the proposed development is required in support of a complete Draft Plan Approval application. It is anticipated that significant external network upgrades are required for water and sanitary servicing. These may include: -sanitary trunk sewer on Highway 26, to connect through Emerald Creek lands -watermain on Highway 26 -watermain on CR96 and 27/28 Sideroad, an extension of the 600mm watermain currently under construction. -sanitary sewer on 27/28 Sideroad and County Road 96 (dependant on servicing strategy) -Urbanization of 27/28 Sideroad fronting the property, including the dedication of a 5.0 m widening along the frontage of the development lands. Prior to detailed design, the Township will confirm responsibility of urbanization of the remaining portion of road to Highway 26.	Crozier	Acknowledged that the Township will lead design of external improvements. SDE calculations have been provided in the Functional Servicing & SWM Report (Crozier, July 2026) Please refer to Sections 5.2 & 6.2 as well as Appendix A & B. SWM Calculations, Figures, and modeling results supporting the proposed SWM strategy for the site have been included in Section 7 of the Functional Servicing & SWM Report (Crozier, July 2026). The pond is proposed to outlet to the existing draw located west of the rail trail culvert, ultimately leaving the site through the rail trail culvert.

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	-Intersection (roundabout) at Highway 26. It is noted that the Township will lead the completion of detailed design, tendering and construction of any external upgrades required, at the Developer's cost and/or Development Charges as applicable. Water & Sanitary calculations including water and sanitary usage calculations and Fire flows calculations using FUS for the Worst-case scenario will be required as part of this report. Calculations for single detached equivalents (SDEs), see Township standards for details. A Stormwater Management (SWR) Report and Plans are required in support of the proposed development as part of a complete Draft Plan Approval Application to confirm that the proposed SWM Block is adequately sized. Refer to Section C2.06 of the Township's Engineering Standards for SWM facility design requirements. It is not evident based on the Draft Plan submitted what the planned outlet for the SWM pond is. The pond cannot discharge to private lands and must have an adequate, legal outlet. This shall be addressed in the SWM Report.		
37.	Design to meet applicable accessibility standards. This includes pedestrian access such as sidewalks to be a minimum of 1.5m wide to conform to AODA. Conformance to AODA including sidewalk widths, sidewalk ramps with drop curb and plates (as applicable), grades appropriate for mobility devices, etc. shall be shown on the Civil drawings. Reference AODA, Townships Facility Accessibility Design Standards and Township Engineering Standards for design.	Crozier	Details regarding sidewalks and AODA conformance will be completed during detailed design.
38.	A natural hazard assessment of the watercourse and permission to cut/fill	MHBC	A Floodplain Assessment with floodplain mapping accompanies this submission.

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	within the floodplain may be required by the NVCA. As the development encroaches upon the NVCA regulated area, setbacks from the regulated area are to be shown on future submissions. An application for an NVCA permit is required. Comments from the NVCA are to be provided to the Township. The NVCA permit is to be provided to the Township when available. A permit from the DFO is required for any loss of watercourse.		
39.	An updated EIS is to be provided and shall speak to the buffer to the Environmental Protection area and whether the NVCA will permit grading in the buffer lands. There is a ROW along the westmost property line that directly adjacent to the buffer lands. If clearing/grading is not permitted in the buffer then it may be difficult to construct this ROW. Provide an updated EIS.	Azimuth	An EIS has been prepared that speaks to key natural heritage features and functions throughout the subject property, including the Environmental Protection area. Minor wetland encroachments are discussed with regard for NVCA's Ecological Offsetting guidelines, including the mitigation hierarchy outlined in those guidelines.
40.	We are unclear on what the area within the environmental protection lands delineated with dark lines is representing. Based on the pre-consultation application letter by MHBC dated September 19, 2025, this area appears to be referenced as a 'SWM channel', however is designated on the concept plan as EP. We note that if it is being used for stormwater conveyance then it shall be designed and designated on the plans as stormwater management, not EP. Review and update DP accordingly.	MHBC	A stormwater drainage channel continues to be proposed along the western development limit adjacent to the western woodlot. This drainage block is proposed to be rezoned to the Stormwater Management Facilities (SM) Zone.
41.	There is an existing culvert within the rail trail corridor that serves as conveyance for a large external area. This culvert is to be evaluated for capacity as well as structural integrity, need for replacement, etc. Include the culvert in required SWM modelling. The culvert is under the jurisdiction of the County of Simcoe (previously under jurisdiction of the Barrie Collingwood Railway).	Crozier	The existing culvert has been evaluated in the Floodplain Assessment Report (Crozier, July 2026) for its impact on the floodplain affecting the developable area. The culvert will be further evaluated during detailed design.

	Public Works & R.J. Burnside Engineering		
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	Coordinate with County of Simcoe for review of culvert.		
42.	Given the developments proximity to existing and future high traffic roads, noise barriers may be required. Complete a Noise Study to confirm the need for acoustic barriers or alternative noise mitigating measures, particularly along 27/28 Sideroad and Highway 26.	MHBC	As confirmed by Township planning staff, a Noise Impact Study will be completed as a condition of Draft Plan Approval.
43.	Staff notes that there is no school block proposed. Confirmation from both School Boards should be received prior to finalization of the draft plan.	MHBC	The revised Draft Plan for Bridle Park now includes a 2.12-ha elementary school block at the request of the SCDSB.
44.	Staff has concerns that the proposed Townhouse units at 6 and 7.6 m frontages, may not be a sufficient size to accommodate the required services, utilities and street trees. Prior to finalization of the draft plan, proposed lot layouts for both a 6 m and 7.6 m Townhouse unit are to be provided to demonstrate that these reduced frontages can accommodate all required services, utilities and street trees, while maintaining the required separations. This includes demonstrating that the curb stop will not be located within the driveway, as per Township Standards.	MHBC	A 7.6 metre townhouse product is no longer proposed. All townhouse units are now proposed with 6.0 metre frontages. Conceptual lot layouts for the proposed townhomes are included in Appendix D to the PJR.
45.	It is acknowledged that the proposed Conceptual Draft Plan provided has been submitted in support of an application for Draft Plan Approval. All future submissions in support of a Draft Plan Application will be required to include at a minimum the following Drawings: • Draft Plan • Cover Sheet, complete with the following information: • Development name • Key plan showing site location • Developer & Consultant's information • Drawing index • Submission number • Phasing Plan	MHBC	Included with submission.

	Public Works & R.J. Burnside Engineering		
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	• External Sanitary Drainage Drawing • Storm Drainage Drawings (Pre-Development & Post-Development) & Design Sheets • General Site Servicing Drawing • Preliminary Plan and Profile drawings for sanitary outlet, from development boundary to outlet at the public works stub. • Stormwater Facility Design Drawing & Details • Overall Grading Drawing • Sidewalk and Trails Drawing Refer to Township Engineering Standards for details required for the applicable Plans/drawings.		
46.	It is acknowledged that the Draft Plans provided are to demonstrate the proposed concept. Please provide comprehensive reports with the next submission, stamped by a Professional Engineer in good standing and registered in Ontario The following reports are required as part of the next submission: • Functional Servicing Report (FSR) • Stormwater Management Report (SWR) • Traffic Impact Study (TIS) • Geotechnical Report including Excess Soils • Hydro-geological Report • Environmental Site Assessment • Environmental Impact Statement • Archaeological Report • Air and Noise Study • Water Balance Report • Significant Drinking Water Threat Report • Tree Inventory and Preservation Plan Refer to Township Engineering Standards for details required for the applicable Reports.	MHBC	Included with submission. TIPP, archaeology, air and noise studies will be a condition of Draft Plan Approval as confirmed by Township Staff.
47.	Fees for the review of Engineering-related matters are to be paid for in accordance with the Township's	MHBC	Noted. Included with submission.

	Public Works & R.J. Burnside Engineering		
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	Development Engineering Review Fee Policy. Application Fees/Deposits are required to be provided to the Township as part of each application submission. The total engineering review fee will be based on 5 percent (5%) of the Estimated Construction Cost provided by the Developer's Engineer (including HST) and accepted by the Township		
48.	Design and construction shall be in accordance with the most current version of the Township of Clearview Engineering Standards, MECP Guidelines, OPSS, and all other standards as applicable. Reference applicable standards for design.	Crozier	Acknowledged.
49.	Public Works/Engineering Staff reserve the right to provide further comments as the Application proceeds through the Planning Approval process. We note that without a fulsome engineering package to review, there may be additional technical items or information required for a complete design submission in line with all technical standards and requirements. Provide any additional reports or drawings as required from the Applicant's engineers and specialists to support a complete submission.	MHBC	Noted.

	Nottawasaga Valley Conservation Authority Risk Management Official/Inspector		
#	Comment	Responder	Comment Response
50.	The following properties have been reviewed, 7535 & 7603 Highway 26 and 6237 27/28 Sideroad, Clearview (File 2025-071-PC) against the policies of Source Water Protection under the Clean Water Act. There are no policies that apply; therefore, there are no concerns.	MHBC	Noted.

	Enbridge Gas		
#	Comment	Responder	Comment Response
51.	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 signify an approval for the site/development.	MHBC	Noted.
52.	The Owner agrees to provide Enbridge Gas Inc. (Enbridge Gas) the necessary easements at no cost and/or agreements required by Enbridge Gas for the provision of local gas services for this project, in a form satisfactory to Enbridge Gas.	MHBC	Condition of Draft Plan Approval.

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53.	The subject lands are designated 'Settlements' on Schedule 5.1 – Land Use Designations of the County of Simcoe Official Plan. As per the objectives of the 'Settlements' designation, settlements, are to be the focus of population and employment growth and development throughout the County. The subject lands are designated 'Residential', 'Greenland – Natural Heritage Area', 'Greenland – Natural Hazard Area', and 'Future Development' in the Township of Clearview Official Plan. The lands are zoned 'Development Area' (DA), 'Development Area 2' (DA-2), and 'Residential Large Lot' (RS1) in the Township of Clearview Zoning By-law.	MHBC	Noted.
54.	Policy 3.5.16 of the County Official Plan provides guidance as it relates to the phasing of development within settlement areas. This policy specifically advises that consideration be given to certain matters when determining the phasing of development, including but not limited to: • The required infrastructure and public service facilities are approved and implementable in a timely and cost-effective manner;	MHBC	The applications conform to this policy as outlined in Section 3 of the PJR.

	County of Simcoe Planning Comments		
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	• Priority given to infill and intensification proposals that utilize existing infrastructure and public service facilities; and • Local municipalities may place lands within a Holding Zone provision to ensure timing of release of subsequent phases is justified and satisfies other policies of the County Official Plan and the local municipal official plan.		
55.	On a similar note, County Planning staff understand that it is the applicant's intention to connect the proposed development to municipal sewer and water services. This is the preferred approach for development within settlement areas according to Policy 3.6.2 of the Provincial Planning Statement (PPS) and Policy 4.7.4 of the County of Simcoe Official Plan. It is understood that there are currently servicing restrictions for new development within the settlement area of Stayner. The applicant should demonstrate that Clearview Garden Estates can be serviced by municipal water and sewage services through a Functional Servicing Report and that a phasing plan for both of the proposed developments be developed with Township staff to ensure that sufficient servicing capacity is available for the development to proceed.	Crozier	Details regarding Clearview Garden Estates are to be presented in future Planning Act Applications for that site.
56.	County Planning staff will also note that a significant area of both the Bridle Park subdivision lands and Clearview Garden Estates subdivision lands are mapped as having archaeological potential. County Planning staff require a Stage 1-2 Archaeological Assessment be completed for the Official Plan Amendment and draft plan of subdivision associated with Clearview Garden Estates. Stage 1-2 Archaeological Assessment	MHBC	Completion of an archaeological assessment will be a requirement of the draft plan conditions to clear the Subject Lands of any archaeological potential. The archaeological assessment will need to be accepted by the Ministry of Citizenship and Multiculturalism and entered into the public register.
57.	Based on a review of available mapping, County Planning staff note that there are	MHBC	Planning Applications for Clearview Garden Estates will not be submitted

	County of Simcoe Planning Comments		
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	multiple tributaries of Lamont Creek in the Clearview Garden Estates subdivision lands. The lands adjacent to these features are within an area regulated by the Nottawasaga Valley Conservation Authority (NVCA). Policy 4.5.9 of the County Official Plan states that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards. Further to the above, Policy 4.5.10 states that development and site alteration shall not be permitted within 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. Comments should be sought from the NVCA related to natural hazards.		until Bridle Park is advanced. This submission is supported by a Floodplain Assessment and stormwater management plan. The revised Draft Plan conforms to these policies.

	County of Simcoe Transportation and Engineering Comments		
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58.	Barrie Collingwood Railway (BCRY) 1. An Engineering Review Application and corresponding fee will be required with each submission. 2. In accordance with the Federation of Canadian Municipalities and The Railway Association of Canada's 'Guidelines for New Development in Proximity to Railway Operations', the County will require a 30 metre setback from the railway corridor to any new residential building, measured from the lot line of the rail corridor. Where the 30 metre setback is not viable based on site constraints, a reduced setback may be considered where a Development Viability Assessment has been undertaken to assess the viability of	MHBC	Noted. Fee accompanies this submission. The revised Draft Plan maintains a 30-metre setback between buildings and the rail trail right-of-way. Noise and vibration assessments related to the railway corridor will be completed as conditions of Draft Plan Approval. Acknowledged. While a direct road connection to Locke Avenue was originally considered to cross the rail trail; the street connection to Highway 26 has now been relocated further south to avoid crossing over the rail trail.

	County of Simcoe Transportation and Engineering Comments		
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	the site for development and implement appropriate mitigation measures to address the potential impacts of building near a railway operation. If an assessment indicates that a reduced setback is acceptable with any recommended mitigation measures to account for potential noise, vibration and safety impacts to the satisfaction of the County, then the County would consider a reduced setback based off of that evaluation and implementation of recommended mitigation. 3. Plans currently depict a local road crossing the rail corridor, which ultimately intersects with Highway 26. The County of Simcoe Transportation and Engineering Department do not support a rail crossing in such close proximity to the proposed Highway 26 intersection for the Bridle Park redline revision.		
59.	27/28 Sideroad The County of Simcoe and the Township of Clearview currently have a Best-Efforts Agreement for the possible future transfer of jurisdiction over 27/28 Sideroad between Highway 26 and County Road 124. The Township is to make their best efforts to ensure that the County's Official Plan, By-laws and County of Simcoe Transportation Master Plan (with regards to road widenings, setbacks and entrance permits, among other things) are enforced by the Township wherever legally possible for all new developments adjacent to this section of roadway. Since the section of 27/28 Sideroad, adjacent to the subject property, is currently under the Township's jurisdiction, the Township has the right-of-way approvals authority. The County of Simcoe is only providing the following supplementary recommendations/comments to the	MHBC	Noted. Planning Applications for Clearview Garden Estates will not be submitted until Bridle Park is advanced.

	County of Simcoe Transportation and Engineering Comments		
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	Township in support of our Best-Efforts Agreement. 1) The existing right-of-way on 27/28 Sideroad adjacent to the subject property is approximately 20.0 metres wide. In accordance with Table 5.4 of the Simcoe County Official Plan, the required basic right-of-way width for 27/28 Sideroad is 30.5 metres. County staff has reviewed this requirement and feel that the full right-of-way width is necessary for future road maintenance, road improvements and stormwater flow from Industrial Parkway. The County of Simcoe Official Plan also states the requirement for daylight (sight) triangles. The County standard for daylight (sight) triangles is 15 X 15 metres. These dimensions are applied to the new limit of the right-of-way and located on either side of the proposed local road. Additionally, the County requires a 0.3 metre strip to be transferred to the County along the property's entire frontage adjacent to the County Road to prevent access from individual lots. The 0.3 metre reserve is to be applied to the hypotenuses of the adjacent daylight triangles. The applicant will be required to submit to the satisfaction of the County's Transportation and Engineering Department a paper and electronic copy of the proposed final M-Plan which sets out the road widening to be transferred to the County for review and approval. The Developer/Owner shall transfer to the Corporation of the County of Simcoe ("County"), at no cost, a fee simple, unencumbered interest in the following: • A road allowance widening along the frontage of the subject property adjacent to Industrial Parkway to provide a 15.25		

	County of Simcoe Transportation and Engineering Comments		
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	metre right-of-way from the centre line of 27/28 Sideroad. • A 0.3 metre reserve across the entire frontage of the property adjacent to 27/28 Sideroad, adjacent to the road widening identified above. • 15 x 15 metre daylight (sight) triangles located on the south-west and south-east of where the proposed Local Road intersects with 27/28 Sideroad. All costs associated with the land transfer, including costs relating to surveying, legal fees, and disbursements, agreements, HST, etc. shall be fully borne by the applicant. All legal documentation is to be negotiated, prepared and registered by the Legal Services Department of the County and to be executed where required by the Applicant. The Applicant shall submit to the Legal Services Department of the County a deposit in the amount of \$3000.00 prior to the services being rendered. Invoices will be submitted on a cost recovery basis and applied against the deposit. Additional deposits may be required, and any excess over the total invoices will be refunded.		
60.	2) The County of Simcoe Entrance By-law No. 5544 regulates the construction, alteration or change in the use of any private or public entranceway, gate or other structure or facility that permits access to a County Road. An Entrance Permit will be required for any proposed Local Road.	MHBC	Noted. Planning Applications for Clearview Garden Estates will not be submitted until Bridle Park is advanced.
61.	3) The County of Simcoe Road Setback By-law No. 5604 regulates the location of buildings and other structures within 45 metres of lands adjacent to County Roads. Any new buildings and other structures (including but not limited to earth berms, decks, ponds, septic systems, storage tanks, stormwater facilities and wells), must be located 10	MHBC	Noted. Planning Applications for Clearview Garden Estates will not be submitted until Bridle Park is advanced.

	County of Simcoe Transportation and Engineering Comments		
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	metres from the property line abutting the County Road. If the 10 metre setback cannot be met, the Owner may apply to the County of Simcoe for a Variance to reduce the setback. Please note the setback is applied to the hypotenuse of the daylight triangle.		
62.	4) The County requests that it is circulated all applicable reports and drawings related to this development and that they are to the satisfaction of the County of Simcoe. These may include: • Stormwater Management Brief • Grading Plans • Traffic Impact Study • Erosion & Sediment Control Plans • Servicing Plans If you have any questions regarding the above Transportation and Engineering comments, please direct them to Corey Rice, Engineering Technician II at (705) 726-9300 ext. 1076 or corey.rice@simcoe.ca.	MHBC	Noted.
63.	Solid Waste Management Comments The County of Simcoe is responsible for providing curbside waste collection services to all residential lots and units with frontage on a publicly owned and maintained road. All municipal roads must be designed to accommodate County waste collection vehicles as outlined in the County's Waste Design Policy and Design Standards. All roads must be designed with a minimum 6 metres (curb-to-curb) paved road width. Failure to construct private roads in accordance with the County's standards may result in waste collection services being withheld or suspended and may require reconstruction to accommodate waste collection vehicles. Carts must be able to be placed 0.6 metres (2 feet) away from each other and 0.6 metres (2 feet) from any other objects or obstructions (e.g. mailboxes,	MHBC	Acknowledged. All local municipal streets within the subdivision have been designed to County standards. The subdivision will be serviced by County waste collection.

	County of Simcoe Transportation and Engineering Comments		
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	fire hydrants, parked vehicles). The carts must also be placed within 2.4 metres (8 feet) of the travelled portion of the roadway for collections service.		
64.	All dead-ends (including temporary) within a development must have a “P” or “T” style turnaround area that allows functional maneuvering and travel for County vehicles. Collection vehicles are not to reverse more than 20 metres (from front wheel to front wheel). All turns shall have a minimum 13 metre curb radius and the head of the T shall be a minimum of 35 metres long, from paved edge to paved edge of the road or curb to curb. Snow must not be stored at either end of the T. Please consult the County for both permanent and temporary turnaround design.	MHBC	Noted. No dead-end streets proposed within the subdivision.
65.	It is noted that the terminus of Streets ‘A’ and ‘C’ in Bridle Park will require temporary turnaround to be shown on the redlined plans. Proposed lots on either side of temporary turnaround may be affected and require restrictions for development (i.e. no dealing clauses, holding symbols) until such time as full movement is available through the lands to the north.	MHBC	Temporary turning circles, if required, can be addressed at the detailed design stage.
66.	- Roads should be designed with minimum 6 metres (curb-to-curb) paved road width - All dead-ends (including temporary) within a development must have a “P” or “T” style turnaround area that allows functional maneuvering and travel for County vehicles. - terminus of Streets ‘A’ and ‘C’ in Bridle Park will require temporary turnaround to be shown on the redlined plans.	MHBC	All proposed streets are local streets with 20-metre municipal rights-of-way with paved widths exceeding 6 metres. No dead-end streets proposed within the subdivision. Temporary turning circles, if required, can be addressed at the detailed design stage.
67.	The County is not mandated to service vacant land, such as the two park blocks, and are not eligible for collection. In addition, parks and public spaces may not be covered through the Blue Box	MHBC	Noted.

	County of Simcoe Transportation and Engineering Comments		
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	Regulation https://ero.ontario.ca/notice/025-0009 . If the applicant has any questions or comments regarding the waste collection comments above, please direct them to solidwaste@simcoe.ca .		
68.	Summary The subject lands are within the settlement area of Stayner and are designated 'Settlements' in the County Official Plan. The applicant is proposing to connect the development to municipal services, but there are currently servicing restrictions for new development within the settlement area. These servicing restrictions would need to be addressed to the satisfaction of Township staff before prior to development activity taking place on the subject lands, but especially on the Clearview Garden Estates lands which have no development approvals in place. County Planning staff are requesting that studies, including a phasing plan be undertaken to ensure that sufficient servicing capacity is available for the proposed development.	MHBC	Noted. A preliminary phasing plan is included with the submission.
69.	Clearview Garden Estates The County requests that the following studies and reports are required as part of a complete application for the official plan amendment along with any other studies or reports required by the Township or other agencies: • Planning Justification Report; • Environmental Impact Statement including a Species at Risk Assessment; • Natural Hazards Study; • Stage 1-2 Archaeological Assessment • Functional Servicing Report, which includes an assessment of available municipal water and wastewater capacity and confirmation of how the proposed development will be serviced • Traffic Impact Study; and • Noise and Vibration Study related to the railway corridor	MHBC	N/A. Planning Applications for Clearview Garden Estates will not be submitted until Bridle Park is advanced.

	County of Simcoe Transportation and Engineering Comments		
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	It should be noted to the applicant that the County is the approval authority for local official plan amendments with an associated fee of \$3,000.00 (site specific) to be paid when the adoption record is submitted to the County. <i>Draft Plan</i> As it pertains to the associated draft plan of subdivision application, the County Transportation and Engineering Department has requested to be circulated on all applicable reports related to 27/28 Sideroad. These reports have been identified in their comments above. County staff will provide detailed comments and conditions related to the future County Road, the Barrie-Collingwood Railway and waste collection at the time of formal application.		
70.	Bridle Park County staff will provide detailed comments and subdivision conditions related to the Barrie-Collingwood Railway and waste collection at the time of formal application. Specifically, County staff will request a revision to Condition K1 in the current conditions of draft approval as it relates to waste collection and provide updates to Conditions R1 to R3 as it relates to the BCRY if required.	MHBC	Noted.
71.	Please be aware that 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(s). County Planning staff request that the County be circulated on all future notices related to this proposal, and that these be directed to planning.notices@simcoe.ca. If you have any questions or require any further information, please feel free to contact the undersigned at (705) 726-	MHBC	Noted.

	County of Simcoe Transportation and Engineering Comments		
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	9300 ext. 1114 or calvin.dempster@simcoe.ca .		

	Nottawasaga Valley Conservation Authority Conservation Authority (NVCA)		
#	Comment	Responder	Comment Response
72.	Nottawasaga Valley Conservation Authority [NVCA] staff has reviewed the above noted pre-consultation application for a proposed redevelopment of the site for residential purposes. It is anticipated that various Planning Act applications, including and will be required to facilitate the proposed residential developments.	MHBC	Acknowledged.
73.	NVCA staff acknowledge that existing approvals are in place; however, based on the current concept plans, changes in development density and potential encroachment into regulated areas necessitate additional supporting information. The studies outlined below are required to confirm natural hazard limits, including wetlands and to evaluate potential impacts to the stormwater management scheme.	MHBC	Noted.
74.	NVCA staff have received and reviewed the following documents submitted with this application: • Concept Plan, Combined Plan, Clearview Garden Estates & Bridle Park; Prepared by: MHBC; Dated: August 13, 2025 Staff has reviewed this application as per our delegated responsibility from the Province to represent provincial interests regarding Natural Hazards identified in Section 5.2 of the Provincial Planning Statement (PPS, 2024) and as a regulatory authority under Ontario Regulation 41/24. The application has also been reviewed through our role as a public body under the Planning Act as per our CA Board approved policies. Finally, NVCA has provided comments as per our Municipal Partnership and Service	MHBC	Noted.

	Nottawasaga Valley Conservation Authority Conservation Authority (NVCA)		
#	Comment	Responder	Comment Response
	Agreement with the Township of Clearview.		
75.	Ontario Regulation 41/24 The subject property falls partially within an area affected by Ontario Regulation 41/24 (Prohibited Activities, Exemptions and Permits Regulation) where a permit is required from the NVCA under the <i>Conservation Authorities Act</i> prior to development. Regulated portions of the lands are regulated for wetlands, flood hazards, meander erosion hazards and the associated buffers.	MHBC	Noted.
76.	Natural Hazard - Regulatory Comments Engineering Policies contained within the PPS restrict development to areas outside of hazardous lands adjacent to shorelines and large inland lakes as well as river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards. • A Natural Hazard Assessment will be required to characterize the applicable hazards associated to Emerald Creek on the subject property. This assessment should confirm the limits of the regulated features and associated hazard lands in accordance with the applicable policies of the PPS and the Authority's Regulation. The assessment must be prepared by a qualified professional and include supporting technical analyses (e.g., topographic survey, hydrologic/hydraulic modelling, erosion hazard assessment) sufficient to determine the appropriate limits of development and to ensure public safety and the protection of property. • A geotechnical study will be required in support of the development application which outlines the following;	Crozier	Floodplain Assessment Report (Crozier, July 2026) has been completed to assess the hazards associated with Emerald Creek. The report includes a proposed floodplain regularization evaluation showing floodplain storage offsetting, as well as a sensitivity analysis. Geotechnical recommendations have been provided in the Geotechnical Report (Allrock, August 2022) and will be updated in subsequent submissions.

	Nottawasaga Valley Conservation Authority Conservation Authority (NVCA)		
#	Comment	Responder	Comment Response
	a. On-Site Soils; b. The feasibility of the use of low impact development measures; c. The feasibility of the stormwater detention design as per Section 2.3 of the NVCA SWM standards; d. Confirmation as to whether there are any hazardous soils on site and any mitigation measures that may be required; e. Identify the stable top-of-bank and confirmation of stable slopes (if applicable) • In general, NVCA's Planning and Regulations Guidelines requires a 6 metre access allowance from natural hazard limits and valleylands top of bank.		
77.	Stormwater Management • A stormwater management report and associated plans will be required to current standards. More information can be found in the NVCA Stormwater Technical Guide on our website here. • If a new stormwater outlet is proposed to discharge into a watercourse as part of the development, detailed design information must be provided in accordance with NVCA's <i>Stormwater Technical Guide</i>. Please note that NVCA regulates for quantity control; therefore, supporting calculations and design details demonstrating compliance with quantity control requirements will be required. • A hydrogeological assessment will be required in support of the development and should be submitted as part of the formal application. The report must include an overall site water balance, evaluate potential impacts to groundwater, and assess the suitability of the proposed stormwater management scheme. It should also identify any proposed temporary or permanent dewatering requirements during construction and determine whether a prescribed instrument for water taking	Crozier	Functional Servicing & Stormwater Management Report (Crozier, July 2026) has been prepared to support the development including stormwater quantity control analyses, outlet design considerations, site water balance assessments. A Hydrogeological Assessment (Crozier, July 2026) has also been prepared and included in the submission package.

	Nottawasaga Valley Conservation Authority Conservation Authority (NVCA)		
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	will be required. If there is potential to impact wetland hydrology, a feature-based water balance may also be necessary.		
78.	Source Protection A portion of the property falls within a Significant Groundwater Recharge Area as per the South Georgian Bay Lake Simcoe Source Protection Plan. Please consider this information with respect to the preparation of a water balance assessments associated with the proposed development.	Crozier	Noted. Site Wide Water balance is included within the Hydrogeological Assessment Report (Crozier, 2026)
79.	Ecology - Various unevaluated wetland features are located on the property. Please note that NVCA's Planning and Regulations Guidelines stipulate a 30m setback to wetlands from development activities. Due to the presence of confirmed wetland features within proximity to the proposed development, a Regulated Area Assessment (RAA) will be required to assess potential impacts of development on a such features and to confirm the NVCA regulation limits to apply appropriate setbacks to development. - The applicant will be required to retain a qualified ecologist to prepare the above submission, at which point the consultant shall contact the NVCA planning staff to discuss the appropriate scope of required studies. - Additional details of the pre-and post-development groundwater and wetland surface water conditions must be documented in order to support the proposed development. A hydrogeologic report should be provided to inform a feature-based water balance exercise for the wetland to quantify and assess the risk to the wetland feature. A water balance risk assessment should be completed to assess the risk of negative impact to the wetland features. Direct surface and groundwater measurements	Azimuth / Crozier	An EIS has been prepared that speaks to key natural heritage features and functions throughout the subject property, including the Environmental Protection area. Minor wetland encroachments are discussed with regard for NVCA's Ecological Offsetting guidelines, including the mitigation hierarchy outlined in those guidelines. The EIS includes wetland mapping (staked with NVCA September 2025) and flood hazard mapping provided by Crozier, addressing the request to provide a Regulated Area Assessment (RAA).

	Nottawasaga Valley Conservation Authority Conservation Authority (NVCA)		
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	(i.e. piezometers) should be taken within the feature for a minimum of three seasons (spring, summer, fall) in order to obtain baseline hydroperiod data of the wetland in existing conditions.		
80.	Land Use Planning - In order to accurately determine the NVCA regulation limits on the subject site, NVCA staff require that a scaleable drawing provided which illustrates the following items (as applicable): - The wetland boundaries and associated 30 m buffer; - All applicable hazard limits (shoreline, erosion, floodplain etc.) plus the 6 m access allowance; - The proposed site plan fabric. This information should be accompanied by an appropriate and complete legend. Constraint lines, access allowances, and buffer setbacks should be labelled. Please confirm that all works are outside of the limits of development (i.e. all natural hazards, access allowances, wetlands and associated buffers and setbacks). The limits to development will be determined by the furthest extent of the hazard plus the required access allowance or the wetland feature and appropriate buffer; whichever is the greatest constraint. The boundaries of the natural hazards and wetlands should be placed under restrictive zoning.	MHBC	A Floodplain Assessment with floodplain mapping is included with this submission.
81.	Conclusion NVCA staff appreciates the opportunity to comment at this stage in the process. These comments should be considered valid at the time of issuance and preliminary in nature. The information presented herein is based on a preliminary concept plan and should not be considered NVCA final comments at this time. We will require additional information (full application submission) in order to	MHBC	Acknowledged.

	Nottawasaga Valley Conservation Authority Conservation Authority (NVCA)		
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	complete our review and additional comments maybe provided in the future. All requested assessments should be demonstrate how the proposed development is in conformity with all applicable NVCA policies and guidelines. The NVCA may at any point change our comments should new information become available which raises concerns pertaining to the NVCA core mandate. Should you have any questions, please contact the undersigned at dmetheral@nvca.on.ca or ext 278.		

	Hydro One		
#	Comment	Responder	Comment Response
82.	We are in receipt of your Application for Subdivision, 2025-071-PC dated 2025-10-01. We have reviewed the documents concerning the noted Plan 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' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@hydroone.com or 1-866-272-3330. To confirm if Hydro One is your local distributor please follow the following link: Stormcentre (hydroone.com)	MHBC	Noted.

	Simcoe County District School Board		
#	Comment	Responder	Comment Response
83.	Simcoe County District School Board (SCDSB) planning staff have reviewed all materials pertaining to the Pre-consultation Application for the proposed development and would like to offer the following comments. As shown on the combined concept plan (dated August	MHBC	Noted. The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.

Simcoe County District School Board			
#	Comment	Responder	Comment Response
	23rd, 2025, prepared by MHBC), a total of 1,254 residential units are proposed, placing significant pressures on the SCDSB's ability to provide pupil accommodation within Stayner. The existing public elementary school in Stayner, Clearview Meadows Elementary School, has a capacity for 366 students and as of September 2025, 426 students are enrolled, resulting in a utilization rate of 116% for the school. These pressures at the elementary school do not take into account the additional elementary grades (7 and 8) which are currently directed towards Stayner Collegiate Institute. Additionally, there are site limitations for the Clearview Meadows school property which limit accommodation options on site. Across the community of Stayner, the board is actively tracking approximately 3,500 units across various stages of planning approvals including this pre-consultation proposal. Approximately 2,000 of these tracked units have received approvals. These units are evenly dispersed throughout the four quadrants of Stayner resulting in the need to plan for the accommodation of future pupil growth in a cohesive and comprehensive manner across the community, which SCDSB planning staff are currently involved in alongside municipal planning staff. At this time, there is no accommodation solution for the projected pupils that will need to be serviced from the northwest quadrant of the community. In addition, the board is aware of the proposed Stayner Secondary Plan, which does not have confirmed residential unit totals; however, the Klondike Park Road Wellfield Facility and Watermain project will create capacity to provide water for approximately 4,250 homes with the possibility for additional drilled wells to be added for an increased capacity for over 2,000 - 3,000 homes over and above the 4,250 planned from the		

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#	Comment	Responder	Comment Response
	existing project (Report #CAO-007-2024). The report also noted those 4,250 homes are anticipated to be built in the next 10 years. The board must practice due diligence in planning for the future accommodation of the pupils from the anticipated future growth from the Secondary Plan Area as well as the proposed development that is the subject of this letter.		
84.	Section 51 (24) (j) of the Planning Act states that the adequacy of school sites must be addressed in considering a draft plan of subdivision and section 2.3.1.3 of the Provincial Planning Statement, 2024 (PPS) states that, "Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities". Schools are identified as public service facilities within the PPS and planning authorities should support the achievement of complete communities by not only optimizing the use of existing public service facilities but in the coordinated planning of future public service facilities to meet long-term community needs through integrated land use planning and cohesive growth management.	MHBC	The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.
85.	To ensure the adequate provision of school sites in the community of Stayner, the board is respectfully requesting that an urban serviced public elementary school site a minimum 5-6 acres in size, that aligns with the SCDSB's school site standards, as attached to this letter, be located within the first phase of servicing, to the satisfaction of the SCDSB. Ideally, locating the school adjacent to a park allows for shared greenspace to maximize play areas.	MHBC	The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.

	Simcoe County District School Board		
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86.	We look forward to receiving and reviewing the future complete applications. Once a suitable school site has been identified, SCDSB will apply the appropriate draft plan conditions.	MHBC	Noted. The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.

	Simcoe Muskoka Catholic District School Board		
#	Comment	Responder	Comment Response
87.	The local elementary and secondary schools are operating above built capacity and may not accommodate additional students from new development. As the proposed development is expected to have a significant impact on elementary and secondary schools, students from this development may not be accommodated at these locations. Interim accommodation measures such as portables are being utilized to accommodate existing students and additional accommodation measures are required until long-term student accommodation is available.	MHBC	The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.
88.	Please note, student transportation providers may not travel on privately owned or maintained roads not yet assumed by the municipality to pick-up/drop-off students. A congregated bus stop may be located outside of the development area until the municipality assumes public roadways within the subdivision. As such, pedestrian pathways should be prioritized as part of the residential development to facilitate safe access to school bus stops.	MHBC	The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.
89.	In reviewing the proposed development, the Simcoe Muskoka Catholic District School Board has identified potential implications for local school capacity and infrastructure. To ensure that future residents are fully informed of these potential impacts and that adequate arrangements are made for the accommodation of students, the following wording must be included in any agreement with the municipality to facilitate the proposed development that	MHBC	The revised Draft Plan for Bridle Park now includes a 2.12-ha (5.24-acre) school block.

	Simcoe Muskoka Catholic District School Board		
#	Comment	Responder	Comment Response
	the owner include in all offers of purchase and sale the following clause advising prospective purchasers: 1. "Pupils from this development attending educational facilities operated by the Simcoe Muskoka Catholic District School Board may be transported to/accommodated in temporary facilities out of the neighbourhood school's area. Please contact the designated school for more details."		
90.	We will continue to monitor development growth in the municipality on behalf of the SMCDSB as it relates to the cumulative impact on local schools. The SMCDSB also request notification of any modifications, community consultations, appeals, or notices of decision related to this application. Please note that further to the comments provided, the SMCDSB reserve the right to revise their position as needed without further notice. Should you require additional information regarding these comments, please contact planningdept@smcgsb.on.ca .	MHBC	Noted.

	Rogers		
#	Comment	Responder	Comment Response
91.	Rogers Communications Canada Inc. (" Rogers ") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions: (1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the " Communications Service Providers ") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.	MHBC	Noted. To be included as Draft Plan conditions.

	Rogers		
#	Comment	Responder	Comment Response
	(2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision and will cause the registration of all such easements on title to the property. (3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation. (4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.		
92.	In addition, we kindly request to, where possible, receive copies of the following documents: (1) the comments received from any of the Communications Service Providers during circulation; (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.	MHBC	Noted.

	Enbridge		
#	Comment	Responder	Comment Response
93.	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 signify an approval for the site/development. The Owner agrees to provide Enbridge Gas Inc. (Enbridge Gas) the necessary	MHBC	Noted.

	Enbridge		
#	Comment	Responder	Comment Response
	easements at no cost and/or agreements required by Enbridge Gas for the provision of local gas services for this project, in a form satisfactory to Enbridge Gas.		