

PLANNING JUSTIFICATION REPORT

RESIDENTIAL DEVELOPMENT
CREEMORE (CLEARVIEW TOWNSHIP)
163 & 164 EDWARD STREET EAST

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1.0 BACKGROUND

Robert Russell Planning Consultants Inc. has been retained by Lamb Creemore Inc. to design a Plan of Subdivision in accordance with key project objectives and the principles of good planning, and subsequently provide a Planning Opinion related to a proposed residential mixed use development at 163 and 164 Edward Street East in the community of Creemore, in Clearview Township.

The property is located on the east side end of the existing residential area of Creemore on both sides of Edward Street East. To the north, east and south are agricultural lands and to the west are existing and future residential lands.

The properties are currently vacant and have most recently been used for agricultural production related to field crops.

The parcel north of Edward Street East (North Parcel) has a municipal address of 164 Edward Street East and is approximately 9.6 hectares. It is rectangular in shape with a frontage on Edward Street East of approximately 660.5 metres and typical depth of approximately 148.8 meters. The parcel south of Edward Street East (South Parcel) has a municipal address of 163 Edward Street East and is approximately 27.8 hectares. It is generally rectangular in shape, which is interrupted in the south west corner by former Hamilton & Northwestern Railway (later Canadian National Railway). Both parcels together comprise the development lands (Subject Properties).

Aerial photographs show the remains of an agricultural building cluster on the South Parcel which appears to be mostly debris from the barn and foundations of the former dwelling.

There is little elevation difference across the subject properties, which slope from an approximate elevation of 254 metres above sea level in the northwest corner of the North Parcel to 249 metres in the southeast corner of the South Parcel.

There are a few clusters of trees associated with the old farm building cluster and laneway, along with some scattered trees along the property boundaries. Otherwise the Subject Properties are generally devoid of non-agricultural vegetation.

2.0 DEVELOPMENT CONCEPT

Lamb Creemore Inc. proposes to develop the Subject Properties as a mixed use residential community to function as a logical expansion to the existing and growing community of Creemore. The proposed Plan of Subdivision includes a total of 729 ground oriented residential units, comprised of a mix of single-detached, semi-detached, and townhouses, 5 mixed use blocks that are intended to provide commercial uses at grade with approximately 210 residential units on the second and third storeys, a block for a small boutique hotel, along with associated parkland, stormwater management and surface parking for the commercial uses as illustrated in a series of renderings included with the submission package and in the samples provided in Figure 1: Mixed Use Hub During Winter and Figure 2: Mixed Use Hub During Summer.

All of the ground oriented residential units are designed for vehicular access from a rear laneway, allowing for fully landscaped front yards and idyllic streetscapes.



Figure 1: Mixed Use Hub During Winter



Figure 2: Mixed Use Hub During Summer

The parkland strategy is focused on a main activity hub with a park of approximately 1 hectare that will have frontage on and access to Edward Street and one of the proposed local residential roads. This park is intended to be a focus for the community and will be generally encircled by the mixed use blocks and hotel. Rounding out the park strategy is another park at approximately 0.6 hectares, which may be combined with a future school site, and two smaller park blocks. The 0.6 hectare park will be sufficient to provide play

structures and other park facilities, while the smaller blocks may provide more passive open space, pathways and seating. Should the school board confirm their need for the school site, some of the adjacent townhouse blocks will be removed from the plan to accommodate the school/park block. The ultimate design and implementation of these parks will be determined prior to submission of the application for approval of a Plan of Subdivision.

Due to existing and external drainage conditions, a substantial portion of the perimeter of the Subject Properties will require ditches within dedicated blocks to convey stormwater and seasonal drainage.

The proposed unit mix as provided on the Draft Plan of Subdivision is summarized in Table 1: Proposed Unit Mix

Table 1: Proposed Unit Mix

Unit Type	# of Units	% mix
Single Detached	216	23.00%
Semi-Detached	164	17.47%
Townhouse	349	37.17%
Mixed Use Residential	210 ¹	22.36%
Total	939	100.00%

The proposed Plan of Subdivision was laid out in a modified grid system with short to medium sized blocks, to facilitate ease of pedestrian mobility, convenient active transportation, and access. The proposed road network also provides extensions to Elizabeth Street and George Street which will function as collector roads, along with a proposed collector road connection between the two provided on Street 'L'. It is intended that all public roads will be provided with sidewalks on both sides. The proposed laneways would be created within Common Element Condominium Corporations associated with the abutting residential lots which would be freehold Parcels of Tied Land (PoTLs).

The commercial element of the mixed use blocks is intended to provide neighbourhood commercial uses that would serve the daily needs of the local community.

The design elements as discussed in the preceding paragraphs are intended to build on the existing attributes and social cohesion of the community of Creemore by providing a people focused neighbourhood at a pedestrian scale. Reducing car and pedestrian interactions, by moving residential parking to rear laneways, along with the increased opportunity for front yard landscaping and short blocks will afford the residents of this new neighbourhood with an experience that will blend some of the best elements of a more urban and dense built form with a small town Ontario design aesthetic and slower pace of life.

The pre-consultation response provided by the Township of Clearview requested the provision of a School Block within the proposed Plan of Subdivision. This is shown as being combined with one of the Park Blocks.

¹ Based on average unit size of 55m²

3.0 PLANNING POLICY

3.1 PROVINCIAL POLICY STATEMENT 2014

The Province of Ontario released a new Provincial Planning Statement in 2024 which was intended to update policies from the previous 2020 Provincial Policy Statement, and incorporate new policies, including some that were previously contained within the Growth Plan for the Greater Golden Horseshoe. The overall intent of these policies appears generally consistent with the previous 2020 version of the Provincial Policy Statement. The new 2024 Provincial Planning Statement is to apply to all land use planning decisions after October 20, 2024.

Several policies in the PPS support the proposed development.

- “2.1.6 Planning authorities should support the achievement of complete communities by:*
- a) accommodating an appropriate range and mix of land uses, housing options,...recreation, parks and open space, and other uses to meet long-term needs;...”*
- “2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:...”*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities;....*
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The current vision is for an inclusive development that can accommodate any age demographic, or persons of varying physical ability level. The range of units proposed will provide a broad mix of residential types, affordability and tenure, whilst recognizing the context within rural Ontario. While Creemore is not currently serviced by public transit, the Township of Clearview approved a Transit Study report in December of 2025 which recommended the implementation of daily weekday transit services in Creemore with a connection to Stayner. The Proposed Development would provide additional ridership for this transit route improving its viability.

“2.3.1.1 Settlement areas shall be the focus of growth and development....”

The proposed development is within a settlement area in accordance with the above policy.

“2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of

land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate;...”*

The proposed density illustrated on the Plan of Subdivision makes for a more efficient use of land than the surrounding existing community of detached dwellings with the townhouses and mixed use buildings providing the greatest land use efficiency. The property is within the designated growth area. An internal sidewalk network is provided to support active transportation, and it is anticipated that external connections will be possible, however, the existing sidewalks on George Street, Elizabeth Street and Edward Street East all terminate short of the Subject Property and will need to be extended on those external lands to facilitate such connections. As previously noted, the additional density and population provided by the proposed development, as compared with the surrounding neighbourhood of predominantly single detached houses, would improve the efficiency of the approved future transit route and any future transit expansion.

“2.9.1 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;...*
- c) support energy conservation and efficiency...”*

The proposed development includes a range of densities, include higher density residential building types that will provide a compact and transit supportive community. The inclusion of neighbourhood commercial uses, parkland and open space will contribute to a complete community in accordance with the above.

“3.6.2 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....”

As described in the Functional Servicing Report prepared by Tatham Engineering and dated September 9, 2026, the proposed Plan of Subdivision will be connected to the existing municipal sewer and water services in accordance with this policy and as proposed in the Master Servicing Plan (MSP) for Creemore prepared by R.J. Burnside on behalf of the Township. Services are not currently available at the property boundary and extensions to the existing water and sanitary sewer network will be required. Furthermore, the water supply system and wastewater treatment plant do not have sufficient capacity to support all of the proposed development within the settlement boundary of Creemore and expansions to those systems will be required as identified in the MSP.

“3.6.8 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..."*

The Preliminary Stormwater Management Report prepared by Tatham Engineering, and dated September 9, 2026, identifies a number of drainage considerations for the Subject Property. Due to the existing grades, external drainage factors and presence of Edward Street East bisecting the site, among issues, it is proposed that effective Stormwater Management will require two different SWM ponds, one on the north side of Edward Street East and one on the south side. The north pond is proposed to be a dry pond, while the south pond will be a wet pond.

Both SWM ponds will require liners due to insufficient separation between the pond bottom and the high ground water, as noted in the Tatham Report. As such, the SWM ponds cannot provide an infiltration function. In addition to the anticipated infiltration from the SWM ponds, low impact design (LID) measures are proposed, including infiltration galleries where feasible within the individual lots and blocks, and will be explored in more detail as the application progresses. However, groundwater elevations under the Subject Property are high and may limit the feasibility of LID measures.

The Flood Hazard Assessment prepared by Tatham Engineering and dated September 9, 2026, identifies the presence of existing flood hazards on the Subject Properties, in particular the South Parcel. Because of these flood hazards, a perimeter ditch is proposed to convey the external floodwaters around the Subject Property. A portion of the external drainage north of Edward Street East will be conveyed through a proposed box culvert under Edward Street East to a point east of the Subject Properties and eventually connect into the existing Edward Street Tributary.

Given the above examples, and a review of the remaining policies within Chapters 2, 3, 4, 5 and 6 of the 2024 PPS, we are of the opinion that the proposed development is consistent with the policies related to Building Homes, Sustaining Strong and Competitive Communities, Infrastructure and Facilities, Wise Use and Management of Resources and Protecting Public Health and Safety.

3.2 COUNTY OF SIMCOE OFFICIAL PLAN

The County of Simcoe Official Plan (CSOP) was adopted by the County Council on November 25, 2008 and was subsequently appealed to the Ontario Municipal Board (which is a predecessor to the Ontario Land Tribunal). Council endorsed an updated version on January 22, 2013, which was also referred to The Board. All County-wide appeals were resolved by 2016, and only a number of site specific appeals remain before The Tribunal. The July 2026 consolidated Official Plan as modified by the Province is utilized in the analysis below.

Schedule 5.1 – Land Use Designates shows the Subject Property within the Settlements designation and outside of the Built Boundary of Creemore.

Schedule 5.2.6 – Significant Groundwater Recharge Areas indicates that the Subject Property within a Significant Groundwater Recharge Area.

The following strategies and policies in the County of Simcoe Official Plan apply to the subject site:

- “3.1.1 Direction of a significant portion of growth and development to settlement areas where it can be effectively serviced, with a particular emphasis on primary settlement areas”*
- “3.1.4 Development of communities with diversified economic functions and opportunities and a diverse range of housing options”*
- “3.2.2 Forecasted growth to 2051 in the County of Simcoe will be accommodated based on the following:...*
b) The vast majority of the remaining growth beyond what has been allocated to Category 1 settlement areas is directed to Category 2 settlement areas that:...”

The community of Creemore is identified as a settlement area on Schedule 5.1 and further defined as a Category 2 Settlement Area per Table A – Settlement Area Categories, and as such, the proposed development is in accordance with this strategy and will make use of existing and planned municipal infrastructure and facilities. As previously noted, the existing municipal infrastructure for Creemore does not extend to the Subject Properties at this time, and furthermore does not have the capacity to adequately service of the lands within the Settlements designation. As such, those infrastructure expansions and extensions must occur prior to final approval and construction of the Proposed Development. The Proposed Development will provide for some limited economic opportunities including a boutique hotel and local commercial space. Although these will not be significant economic drivers for the County or the community, they will provide a small contribution and help diversify the economic functions and opportunities, while also providing valuable services for the future residents of the proposed plan of subdivision.

Table E – Designated Greenfield Area Density Targets for Local Municipalities indicates that Clearview’s target is 45 residents and jobs per hectare. The proposed development has a total area of 37.04 hectares. The total number of proposed units is 939. This represents a density of 25.35 units per net hectare. The 2016 Census has determined that the average household size in the Township of Clearview is 2.6 persons. Based on this figure, the proposed development would provide a total population of density of approximately 2,441 and a population density of 65.9 residents per net hectare and exceeds the minimum requirement in accordance with Table E and Policy 3.2.7(a).

- “3.2.7(d) In cases where development is proposed in a designated greenfield area, it shall be demonstrated through a secondary plan or other comprehensive planning process that:*
- i) The proposed development will generally serve as a logical extension to the existing delineated built-up area...*
 - ii) The proposal will contribute to the availability of a range of housing choices...*
 - iii) All of the other infrastructure and public service facilities required to service the development is available or to be provided...*
 - iv) Access is provided in a manner that supports the provision of essential emergency services, active transportation, efficient transportation patterns, and/or linkages with adjacent existing or planned development.”*

As previously noted the Subject Property abuts a portion of the build boundary of Creemore and will be a logical extension to the community. A range of housing options are proposed within the Proposed Development, and the MSP prepared by R.J. Burnside has identified how these lands will be serviced, as

more fully detailed in the FSR prepared by Tatham Engineering. The proposed extensions to Elizabeth and George Streets, together with the proposed accesses from Edward Street East will allow for multiple options for emergency services to service the Proposed Development, and link with existing vehicular and active transportation facilities.

“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...”

Tatham Engineering has undertaken a Transportation Impact Study which has included a review of the nearby County Roads, specifically County Road 9 and Country Road 42 (Airport Road), and has determined that these roads and intersections will continue to provide acceptable levels of service upon full build out of the Proposed Development, including consideration of the other developments within Creemore.

Section 3.5 provides a number of policies to guide land use within Settlements based on the following five objectives.

- “3.5.1 To focus population and employment growth and development within settlement areas...”*
- “3.5.2 To develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services.”*
- “3.5.3 To develop mixed use settlement areas as strong and vibrant central places and to create healthy settlements and communities that are sustainable.”*
- “3.5.4 To promote development forms and patterns which minimize land consumption and servicing costs.*
- “3.5.5 To promote healthy, complete, and accessible urban and rural communities that are in proximity to amenities, support services, and transit.”*

The subject property and proposed development are located within a settlement in accordance with these policies. The proposed townhouse and mixed use built forms are substantially more compact than the existing community of Creemore and due to the compactness and planned servicing expansions will make efficient use of existing municipal infrastructure and services. The provision of the activity hub with local commercial, park/recreation, and hotel uses will help strengthen the existing mixed use settlement and complete community of Creemore.

“3.5.10 Within settlements, local municipal official plans should direct that development on designated Greenfield areas occur contiguous to or abutting the existing built boundary and progressing out from there...”

The existing and developed lots on Edward Street East immediately west of the Subject Property appear to be within the Built Boundary as depicted on Schedule 5.1 and as such, the subject property abuts the built boundary and conforms to this policy. Furthermore, there are lands to the south and southeast of the

Subject Properties that will be reliant on the Subject Properties advancing through the development approvals process before they can be developed in accordance with this policy. As such, the approval of development applications for the Subject Properties is a necessary part of the logical expansion of the community of Creemore in accordance with the above policy and policy 3.5.11 of the CSOP.

“3.5.16 Settlement form and building design shall consider...the integration of paths and trails, bicycle routes, a compact and convenient design which encourages walking...”

As noted above, there is an internal sidewalk network and lack of driveways on local residential roads, which will provide a safer pedestrian environment with fewer points of conflict with vehicles turning entering and exiting driveways. There will also be external connections to potential future sidewalks and paths that will encourage walking throughout the settlement of Creemore.

“3.5.18 It is a policy of this Plan that in the development of settlements that a range of types of housing, including detached, semi-detached, townhouse, and apartment units, be provided,...”

The proposed development provides a range of housing options that are generally consistent with existing residential typologies in Creemore, in addition to the proposed mixed use area that is intended to reflect a small town commercial core with ground related local commercial and residential apartments above.

Policies 3.8.5 requires the “*protection, improvement, and restoration*” of sensitive ground water features. The definition of sensitive ground water features provided in Section 5.8 Definition, indicates that ground water features are sensitive if they are susceptible to impacts from activities or events.

In accordance with policy 3.15.4 the Subject Properties are considered to be in a vulnerable area in terms of Source Water Protection due to their function as a significant groundwater recharge area.

Policy 3.15.10 requires impervious areas to be designed to minimize the application of road salt and reduce run-off. As previously noted, the SWM Report contemplates the incorporation of LID measures, to the extent possible, which will be explored during the detailed design process.

The SWM report and FSR report are being submitted with this application in accordance with the requirements of Policy 3.15.12.

“3.15.19 Significant Groundwater Recharge Areas may be considered when evaluating major development applications to ensure groundwater recharge is not detrimentally affected through impervious surfaces....”

A Hydrogeological Assessment was prepared by Grounded Engineering, dated May 31, 2023 to inform the design of the Proposed Development and has determined that LID measure will be necessary to maintain overall groundwater recharge across the site. Such measures may include:

- Roof leaders directed to cisterns
- Rain gardens
- Green roofs
- Vegetated filter strips

- Dry and bio swales
- Perforated pipe
- Infiltration trenches
- Permeable pavement

However, as noted during the discussion of the Preliminary Stormwater Management Report earlier in this document, the opportunities for some of these LID measures may be limited due to the seasonally high ground water. The feasibility of the above list of options will be investigated in greater detail at the time of detailed design.

“4.1.3 The County encourages the provision of a full range and equitable distribution of publicly accessible built and natural settings for recreation, including parkland, open space, trails, and water-based facilities.”

The Proposed Development provides parkland and open space, distributed throughout the Subject Properties providing a variety of opportunities for differing sizes of public spaces that can accommodate a range of activities that would be appropriate for the various sized blocks.

The lack of driveways crossing the public sidewalks will allow for a safer pedestrian and cyclist experience within the new community in accordance with Policy 4.1.5.

“4.1.6 Local municipalities will provide for an appropriate range of housing types and densities required to meet projected needs of current and future residents.”

The proposed development provides a range of housing options that cumulatively meet and exceed the density target for the Township as provided in the CSOP.

Although policies 4.5.9 and 4.5.10 generally preclude development within areas that are susceptible to flooding, as discussed in the SWM Report and Flood Hazard Assessment reports by Tatham Engineering, the flooding of the South Parcel will be mitigated by the provision of a ditch around the perimeter to convey floodwaters away from the areas of development.

“4.5.43 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...”

The proposed townhouses and mixed use units are substantially more compact than the existing neighbourhoods in the community of Creemore, in accordance with this policy and will improve the viability of the approved Public Transit expansion to the community.

CSOP Policy 4.5.9 through 4.5.18 address matters related to *“Flood Plains and Other Hazard Lands”*. Some of these policies are a direct word for word copy from Section 3.6 and 5.2 of the PPS while the rest have minor wording changes, but the intent remains consistent with the PPS. Although portions of Section 3.6 of the PPS were discussed above, Section 5.2 was not. The South Parcel contains areas that are currently within the flood plain of the Mad River. A Flood Hazard Assessment was prepared by Tatham Engineering and is submitted with these applications to address these policies. This Assessment has

proposed a drainage ditch system encompassing the Subject Properties, together with an increase in finished grade for the development areas to ensure that the future homes, parks and businesses will not be affected by any potential future flooding.

As previously noted in this report and discussed in detail in the FSR prepared by Tatham Engineering, the Proposed Development will be serviced by an extension to existing services from the built up area of Creemore in accordance with Policy 4.7.4.

“4.7.7 Subject to the hierarchy of services provided in the policies above, planning authorities may allow lot and/or unit creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services...”

As noted previously in this report, Creemore does not have sufficient capacity in their water and wastewater treatment system to support the full build out of the approved Settlement Area. The Township retained R.J. Burnside to prepare an MSP in accordance with Policy 4.7.8, and which has identified the improvements and expansions that will be necessary to facilitate the upcoming development in Creemore. Upon completion of these works, it is anticipated that there will be sufficient water service and sewage system capacity for the Proposed Development.

Given the above examples, and after a review of the remaining policies within the County of Simcoe Official Plan, we are of the opinion that the proposed development is consistent with the strategies, objectives and policies in Parts 3 and 4 of the County of Simcoe Official Plan.

3.3 OFFICIAL PLAN OF THE TOWNSHIP OF CLEARVIEW

The Official Plan of the Township of Clearview, 2024 (TCOP) was adopted by Township Council in May of 2024 and approved in part by the County of Simcoe in November 2024. There were a few sections of the TCOP that were subject to a non-decision by the County, primarily related to planning horizons, and the County implemented a number of modifications. Subsequent to the approval by the County three site specific appeals were filed with the OLT. Those appeals do not affect the analysis below. The December 2025 consolidation of the TCOP was used in this analysis.

As detailed in Section 1.2.3, at the time the TCOP was being prepared and adopted, SCOP Amendment No. 7 had been adopted had not yet received approval by the MMAH. Amendment No. 7 was approved, with modifications by the Province on April 8, 2026. As such, the growth projection numbers and horizon that would be consistent with Amendment 7 to the SCOP were not implemented in the TCOP and a future amendment would be required to address this matter. However, the TCOP recognizes that planning beyond 2031 would be prudent and the guiding policies generally reflect that position.

Schedule A – Municipal Structure identifies the Subject Property as being within an Urban Settlement Area.

Schedule B-4 – Land Use Plan Creemore designates the west half of the Subject Properties as Residential, and the east half as Future Development.

Schedule C – Natural Heritage System identifies a Natural Heritage area abutting the south west corner of the South Parcel.

Schedule D – Water Resources and Schedule D-2 – Water Resources Significant Groundwater Recharge Areas also identifies the Significant Groundwater Recharge Area that the Subject Property is within.

Schedule E – Mineral Aggregate Resources indicates that there is a Tertiary Sand and Gravel Resource under the Subject Property and throughout the Village of Creemore.

Schedule G – Transportation System classifies Edward Street East as a Collector Road.

Schedule G-1 Transportation System Creemore also identifies a Planned Collector that would extend and ultimately connect Elizabeth Street and George Street.

Schedule SP-2 Specific Policy Areas, Area 2: Creemore indicates that the west edge of the South Parcel is subject to Specific Policy Area 13.2.1

Table 1.1 indicates that the approved population target for Creemore in 2031 is 1,685 which represents a growth of 340 persons from the estimated 2021 population. The part of Table 1.1 that is subject to the non-decision due to SCOP Amendment 7 not yet being approved would suggest that the population of Creemore will grow to 2,499 by 2051 which represents an additional 814 people above the 2031 target.

Table 1.3 indicates that by 2031 the target is that 160 new dwelling units will be constructed in the designated greenfield area of Creemore. The part of Table 1.3 that is subject to the non-decision due to SCOP Amendment 7 not yet being approved would suggest that the target for new dwellings in the Designated Greenfield Area increase to 460 by 2051. Designated Greenfield Areas are considered to be synonymous with designated growth area as used in the PPS as noted in Section 2.2 of the TCOP.

Goals and principles related to growth and structure are provided in Section 2.1 and include:

- “2. *Direct the majority of new housing and employment growth to the Township’s Urban Settlement Areas...*
3. *Maintain and enhance the role, vitality, and unique character of the established downtown cores in Stayner and Creemore.”*

The Proposed Development is within the Creemore Urban Settlement Area in accordance with the above policy, and the Commercial Land Needs Assessment prepared by Tate Research has determined that partial build out of the Village of Creemore, based on the currently approved settlement boundary would result in a demand for an addition 6,132 m² (66,000 ft²) of retail and service space. The Proposed Development currently is designed to provide 2,684 m² (29,000 ft²) to help meet that shortfall. As such, the additional commercial space proposed in the Plan of Subdivision will supplement and compliment the existing downtown core and not negatively impact its role or vitality.

Key elements of the vision for Urban Settlement Areas, as provided in Section 2.2.1 is to “*accommodate the majority of new growth...in a manner that respects and maintains the unique historical character*” of the existing community, and also to “*serve as primary activity centres with a mix of land uses*”. The Proposed Development is designed to visually reflect typical small town Ontario communities, and provide a secondary node to supplement but not detract from the existing Community Hub. Figures 3 through 6 show conceptual dwelling elevations that convey a traditional built form based on 2 storey brick dwellings with

peaked, gable roofs.

As discussed in more detail in the FSR prepared by Tatham Engineering, the Proposed Development will be fully serviced with municipal water and wastewater in accordance with Policy 2.2.1.1 upon completion of the necessary expansions to the existing municipal systems.



Figure 3: Conceptual Semi-Detached Elevation



Figure 4: Conceptual 11 m Elevation



Figure 5: Conceptual Townhouse Elevation

The preamble to Section 2.3 related to Growth Management states that “*most of the Township’s planned growth will be accommodated through development in designated greenfield areas in Stayner and Creemore*”. The Proposed Development is within the Creemore designated greenfield area in accordance with this policy.

The discussion provided in Section 2.3.1 related to population forecasts indicates that the TCOP provides for “*additional development that might exceed these forecasts*”. This is consistent with the approach provided in the Implementation Policies of the PPS which indicate that density targets are minimum

standards and “*planning authorities are encouraged to go beyond these.*” Furthermore, PPS Policy 2.2.1 allows municipalities to modify the Ontario Population Projections as may be appropriate.



Figure 6: Conceptual
9.1 m Elevation

The objectives for the Township’s Settlement Areas, as noted in Section 2.3.1.1 include “*to maintain the small-town character...*” and “*emphasize Urban Settlement Areas as focal points for development and as centres for community activity*”. As previously noted the urban design of the Proposed Development is intended to reflect and complement the small town Ontario character, and the mixed use blocks, surrounding the park are envisioned as a centre for community activity.

Although Policy 2.3.1.4 generally directs commercial uses to the Community Hubs, which, in the case of Creemore would be the existing downtown core commercial area, it does recognize that other locations may be appropriate for and require commercial uses. The proposed mixed use are is intended to function as a secondary and complimentary hub and the additional commercial GFA is supported by the Commercial Land Needs Assessment provided by Tate Research.

Policy 2.3.2.3 indicates that the designated greenfield areas are planned “*to achieve a minimum density of 45 residents and jobs per hectare*”. As previously discussed in this report the Proposed Development would provide 65.9 residents per hectare. The mixed use commercial spaces would also contribute to this blended metric which measures both residents and jobs, thus further raising the density figure.

“2.4.1.11 *The Township will cooperate with developers and with the private sector to ensure the provision of the full range of housing options through development agreements, plan of subdivision approvals, and any other such tools that Council has at its disposal.*”

Given that the Proposed Development includes a wide range of housing options, which this report has determined are appropriate for a smaller community such as Creemore, the Township should be supportive and cooperative in processing the requested approvals in accordance with this policy.

Section 2.4.3 of the TCOP provides guidance related to affordable housing. It is premature at this stage in the development process of a Plan of Subdivision to determine if any of the proposed units would meet the criteria to be considered affordable, it is not unreasonable to assume that, at a minimum, the apartments within the mixed use blocks will expand the lower cost housing options within the community of Creemore.

Policy 4.2.1.1 states that “*A full range of residential uses, including a full range of dwelling types and sizes, shall be permitted in the ‘Residential’ designation*” subject to qualifying criteria. These criteria refer to the population forecast and density targets in Section 2.3 along with the general housing policies of Section 2.4. The Proposed Development is in accordance with the population forecasts, density targets and housing policies, as previously discussed in this report. The draft Official Plan Amendment submitted with this application proposes to change the designation of the Future Development portion of the Subject Properties to Residential to ensure that the permitted uses for east half of the Subject Properties are consistent with the west half.

Although Neighbourhood Commercial uses, with residential above the first storey, are also permitted in the Residential designation as per policy 4.2.1.15, Policy 4.2.1.16(d) prohibits hotels and motels within the Residential designation. As such, the Official Plan Amendment application includes a request to redesignate the mixed use and hotel blocks as Transition Corridor in accordance with the suggested land use designation provided by the Township through the pre-application consultation notes.

However, to ensure flexibility in making adjustments and revisions to the Plan of Subdivision subsequent to the approval of the proposed Official Plan Amendment, the parks, open space and proposed school will not be designated for those specific uses and will be simply be designated as Residential. The TCOP permits this approach as new Public Parks are permitted in the residential designation in accordance with Policy 8.4.1.6 and Institutional uses, inclusive of schools are permitted in the residential designation in accordance with Policy 4.4.2.4(c).

The unit sizes for the proposed apartment residential uses within the Mixed Use Blocks have not yet been finalized. However, assuming an average apartment size of 55 m² and building floor area efficiency of 80%, the resulting residential density for these blocks could be as much as 270 units per net hectare. This would be considered 'high density' and the policies of 4.2.1.26 would apply. These policies require the high density development to:

- be within or abutting the built up area;
- abutting other high density uses or compatible non-residential uses;
- within walking distance of a public service facility
- where infrastructure with capacity is available or can be extended

Notwithstanding the above, high density may abut low density uses if there is an appropriate transition as per Policy 4.2.1.26. Given the relatively low 3 storey height of the proposed mixed use buildings, the massing, scale and height not require a transition to the single detached or townhouse dwelling types.

The mixed use blocks, where the high density uses would be located are focused around a central activity node and generally abut one another in accordance with the criteria noted above. This physical arrangement would also enhance the compatibility and further reduce the need for a transition to the surrounding lower density housing.

The proposed townhouse blocks would generally be considered to be 'medium density' and the policies of 4.2.1.28 which generally match the policies for high density discussed above in relation to Policy 4.2.1.26 with the main difference being that the distance to a public service facility may be greater.

"4.2.1.31 Medium-density and high-density forms of housing shall, wherever possible, have access to a public Collector Road..."

The majority of the mixed use and townhouse blocks have direct access to an existing or proposed Collector Road. There are a limited number of proposed blocks that are not on a Collector Road, and those are all located within one block (70 m) of a Collector Road in accordance with the above policy.

"4.2.1.32 Medium-density and high-density residential development shall be provided with sufficient parking facilities that are appropriate to the specific nature of the residential use and to the area in which the development is located."

The medium density townhouse blocks will be developed as standard laneway townhouses with two parking spaces adjacent to the laneway. The conceptual lot designs provided with this application submission provide a number of lot and dwelling design options which all contemplate a 2 car garage for the townhouses, as illustrated in Figure 7: Conceptual Townhouse and Garage Layout. however, this arrangement is not finalized yet. Consideration may be given to a smaller garage for a single vehicle with a parking pad beside it. The apartments in the mixed use blocks will utilize the proposed surface parking lots which will be shared with the commercial uses.

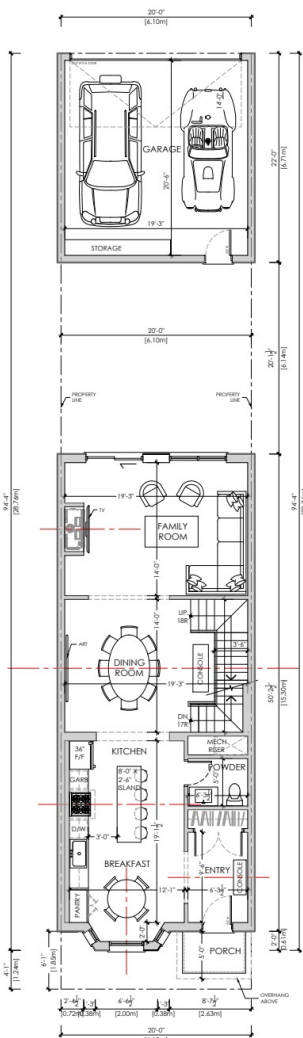


Figure 7: Conceptual Townhouse and Garage Layout

“4.2.1.35 *Development proceeding by plan of subdivision will be encouraged to provide active transportation connections to adjacent areas.”*

As previously noted, the Plan of Subdivision contemplates sidewalks on all public roads that will connect with the extensions of Elizabeth and George Street in accordance with the above policy.

“4.2.1.36 *All residential dwellings should be designed so that an attached garage does not dominate the front façade of the dwelling.”*

A key component to the developer’s vision for the Proposed Development is the provision of laneways and rear garages for all ground related units. This arrangement will greatly exceed the intent of this policy, as there will be no garages on the front facade, not only improving the visual appearance of the streetscape, but also minimizing the points of conflict between pedestrians and cyclists, and vehicles turning into driveways.

It is proposed that the Townhouses will be designed in accordance with Policy 4.2.1.37 with a front door on the public street side and direct access to the rear yard and parking.

The draft Zoning By-law Amendment included with these applications provides a range of residential zones reflecting the various unit types and sizes as required by Policies 4.2.1.40 through 4.2.1.42 of the TCOP.

Section 4.2.3 provides the policies related to the Future Development designation. This designation does not permit development and the portions of the Subject Properties that are currently designated as Future Development will need to be redesignated to Residential, and Transition Corridor as previously discussed and in accordance with Policy 4.2.3.3. However, Policy 4.2.3.1 states that “as a general rule” Future Development lands cannot be developed if there are other lands that remain undeveloped but yet are designated for

development. The configuration of the land use designations on Schedule B-4 is somewhat problematic as it designates the east half of the Subject Properties as residential, allowing them to proceed with

development now, and the west half of the Subject Properties which is designate Future Development and would not permit any development until the rest of the Residential areas proceed with development applications. The primary issue is that the grade of the Subject Properties slopes down to the east, and the Future Development area is at a lower elevation. The stormwater management ponds are located at the lowest elevations for both of the parcels and need to be constructed in order to allow the development of the lands within the area already designated for Residential Uses. As such, the some of the Future Development lands will need to be included in the very first phase of development for the Subject Properties. There are active development applications for much of the expansion area of Creemore, including the Tribute development, Zeng's (2019-024 & 2019-025), and 267 Collingwood Street (26-OPA-08 & 26-ZBA-05). However, there still remain other blocks of land designated for Residential that are not subject to development applications yet, which, if this policy was applied, would effectively prevent the redesignation of the Future Development lands at this time. The Proposed Development represents a comprehensive plan, to be constructed in phases, however, those phases will not align with the current division between Future Development and Residential land use designations, particularly given the stormwater drainage strategy. As such, it is proposed to amend the land use designation of the Future Development area in accordance with the Proposed Development plan, despite the restrictions in Policy 4.3.2.1 of the TCOP.

Given the need to designate the Subject Properties as Residential and Transition Corridor the remaining policies in Section 4.2.3 would no longer apply.

Permitted uses within the proposed Transition Corridor designation as provided in Section 4.3.2.1 are:

- (a) *small-scale commercial uses, such as boutiques and small retail establishments, personal service stores, business offices and professional services, and similar uses that are compatible with the existing built environment;*
- (b) *medical and dental clinics;*
- (c) *art studios and artisanal workshops;*
- (d) *child-care centres and small-scale public service facilities;*
- (e) *residential uses, subject to Nos. 4.3.2.3 and 4.3.2.4 below; and*
- (f) *home businesses.*

However, to provide maximum flexibility for future potential businesses some of which may not fit within the list of uses above, we are proposing a site specific Official Plan Amendment for the mixed use and hotel blocks to allow a full range of commercial uses, but to limit the GFA to be consistent with the size of the blocks as shown on the draft plan of subdivision. The draft Official Plan Amendment submitted with this application includes the following site specific wording.

- I. Notwithstanding the permitted uses in the Transition Corridor land use designation, as provided in Section 4.3.2.1, the Mixed Use and Hotel blocks on the Plan of Subdivision submitted by Lamb Creemore Inc. may also include all permitted uses from the Commercial land use designation.**
- II. Gross Floor Area of any business that is permitted by the Commercial Designation, but not in the Transition Corridor designation will be limited as follows:**

Block	Commercial GFA
348	2450 m ²
349, 350, 351, 353	880 m ² (per block)
352	2160 m ²

Most of the policies within the Transition Corridor section of the TCOP appear to reflect existing built areas as they provide guidance related to the reuse of existing buildings, along with the requirement to consider impacts to adjacent, exiting residential buildings. The few policies that could be applied to new Greenfield type development are primarily related to site design and parking. Site design will be reviewed at a future time through the Site Plan process, and the proposed parking areas are shown on the Draft Plan of Subdivision in accordance with Policy 4.3.2.14.

The Pre-Consultation Response Schedule 'A' indicates that a land use compatibility assessment is to be provided with regard to the impact of the Transition Corridor on nearby residences. It should be noted that the PPS indicates that such an assessment is only required with respect to sensitive uses in relation to major facilities. Sensitive Uses would include residential uses, however, major facilities are typically uses such as *"airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction"*. None of these major facilities would be included in the permitted uses of the Transition Corridor. As such, in accordance with the PPS a land use compatibility assessment is not warranted.

Notwithstanding the lack of rationale for a land use compatibility assessment, it is a Planning Matter to consider the compatibility between differing land uses. In that regard, the common impacts created by the types of commercial uses that would be permitted in the Transition Corridor include the following:

- Built form and massing compatibility
- Traffic impacts, including adequacy of parking facilities
- Lighting
- Noise

Building massing and traffic/parking are generally the only matters that could be considered at the time of an OPA/ZBA, the remaining potential impacts are better considered during detailed Site Plan design as they can be effectively avoided or mitigated with proper site design. In terms of building massing, it is proposed that the structures within the Transition corridor would be limited to 3 storeys in height, thus preventing any potential overlook or privacy concerns, and ensuring that the Transition Corridor does not dominate the skyline. The Transition Corridor is bisected by an existing collector Road (Edward Street East) and with convenient access to this road, should not create any traffic issues, such as infiltration, within the adjacent residential areas. The size of the proposed parking blocks is subject to revision through the review process to ensure that there are no overflow parking impacts on the adjacent streets. Lastly, the size of most of these individual blocks is generally 30 metres by 30 metres thus further limiting the overall building mass

that could be constructed and ensuring that the future structures will visually blend into the surrounding residential areas.

As previously, noted the proposed School site is permitted in the Residential designation in accordance with Policy 4.4.2.4(c). Prior to approval of a zoning by-law to permit the school site, a number of criteria must be considered by Council as listed in Section 4.4.2.5

- (a) *the proposed use will be compatible with surrounding residential uses and will have minimal impacts on adjacent uses;*
- (b) *the use will be provided with appropriate water and wastewater services, in accordance with standards established by the Township;*
- (c) *the site has reasonable access, either directly or indirectly, to a Township Arterial Road or to a Collector Road; and*
- (d) *the facility or use will be established and developed in a manner that has regard for and keeps pace with future growth.*

The proposed school site, which is combined with a public park, is located on a proposed arterial road, and does not directly abut any proposed residential lots, as it is encircled by the public road and private laneway network. It is acknowledged that the current size of Block 358 may not be sufficient to accommodate the combined park and school, the plan of subdivision will be revised when the Simcoe County District School Board has confirmed that the site is required, and confirmed the combined size of park and school.

Water and wastewater will be provided in accordance with the details included in the FSR prepared by Tatham Engineering, which has identified full municipal services can be provided, but that the existing linear services will need to be extended to the Subject Properties and the existing water and wastewater plants will need to be expanded or enlarged to create additional capacity.

The proposal to combine the school site with a public park is in accordance with Policy 4.7.1.9 which confirms that the *“The Township recognizes the role that public institutions, agencies, and other organizations play in providing open space amenities and recreation facilities, and intends to work cooperatively with such institutions and groups, wherever possible, in the planning, design, and integration of open space areas, facilities, and physical amenities.”*

Natural Heritage System policies are provided in Section 5.2 of the TCOP and discussed in detail in Section 8 of the Environmental Impact Study prepared by Root Environmental dated August 27, 2026, which concluded that there were no Natural Heritage Features within the Subject Properties that met the established criteria. There are a number of trees along the property boundaries and in the location of the former agricultural building cluster, but those areas did not meet the criteria to be classified as a Natural Heritage Feature. The EIS did identify the potential for bat habitat within the remains of the agricultural buildings and any snags that are present within the treed areas.

The EIS also identified that there are some Natural Heritage Features on adjacent lands within 120 m of the Subject Properties. These features consist of:

- Unevaluated Wetlands;
- Significant Woodlands;
- Significant Wildlife Habitat; and,

- Habitat of Endangered and Threatened Species.

Despite the presence of these features, they are far enough removed from the Subject Properties that with the exception of the wetland, they are unlikely to be impacted by the proposed development. To minimize the potential for impact the EIS has identified the following requirements as provided in Section 7.5 of the EIS:

- ESC fencing around the perimeter of the Subject Properties
- Water balance is to be completed to ensure the off-site wetland is not impacted
- Trees to be assessed for bat habitat prior to removal
- Barn foundations to be assessed for bat habitat prior to removal
- No clearing of trees between April 1 and August 31

Should bat habitat be found within the barn foundation or on snags that are identified for removal, the removal of the bat habitat would be completed in accordance with the legislation and regulations in effect at the time of the work, and may include the need for new habitat to be created or compensation provided.

The EIS is provided with this application in accordance with Section 5.4 of the TCOP.

Schedule 'A' to the Pre-Consultation Response had requested a Climate Change Mitigation and Adaptation Statement be provided with this submission, however, during subsequent email conversations between the Owner and Danielle Waters of the Planning Department it was determined that only a Preliminary Statement would be required at this time. This is provided under a separate heading later in this report.

Natural Hazard policies are provided in Section 6.2.1 of the TCOP and include policies related to flooding and watercourses. Further to those policies, Specific Policy Area 13.2.1 extends onto the west limit of the South Parcel and delineates the area that is associated with flooding potential of the Mad River Hazard Lands.

In accordance with Policies 6.2.13 and 13.2.1.8 a Flood Hazard Assessment has been prepared by Tatham Engineering and is dated September 9, 2026. This document has proposed a drainage strategy primarily comprised of a series of ditches encircling the Subject Properties to convey any floodwaters around the proposed development, without impacting any other existing lots or proposed development areas. Drawing FH.2 of the Flood Hazard Assessment shows the Post-Development Condition and conceptual ditch and culvert layout. This will redefine the limits of the flooding hazard area in accordance with Policy 6.2.1.9 of the TCOP.

"6.4.1.7 The Township will strive to achieve an equitable distribution of public amenity spaces that support mental well-being, including parks, open spaces, and public service facilities."

Park and Open Space Blocks have been thoughtfully sized and distributed throughout the Proposed Development, with the primary focus being the 1 hectare Park Block 357 that will serve as the activity hub, surrounded by residential and commercial uses.

As previously discussed, it is anticipated that full municipal water and wastewater services will be available for the Proposed Development in accordance with Policies 7.2.1.2 and 7.2.2.1. Those services will be

available once necessary system improvements have been implemented.

It is assumed that the Township's endorsement of the Master Servicing Plan (MSP) for Creemore prepared by R.J. Burnside indicates that the proposed extension to the new development areas, and in particular the Subject Properties is in accordance with Policies 7.2.1.12 through 7.2.1.14 insofar as they relate to extensions of the municipal services.

The FSR prepared by Tatham Engineering has been prepared to meet the requirements of Policies 7.2.6.23 through 7.2.6.25 with the exception of the water balance which will be provided with a subsequent submission.

The FSR prepared by Tatham Engineering is provided in compliance with Policy 7.2.2.7 of the TCOP.

- “7.3.2.1 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.*
- 7.3.2.2 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.*
- 7.3.2.3 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.*
- 7.3.2.4 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.”*

Sections 5.7.1 and 5.7.2 of the Preliminary Stormwater Management Report prepared by Tatham Engineering has indicated that the ability to implement LID features may be limited by the existing high groundwater levels which will reduce the infiltration potential. It is anticipated that infiltration galleries may be possible in some locations and will be explored as the detailed design progresses.

The Subject Properties are located within a SGRA as identified on Schedule D of the TCOP. Consistent with the OP policies, opportunities to implement LID measures and runoff volume controls will be evaluated during detailed design. Based on the available geotechnical and hydrogeological information, shallow groundwater conditions may limit the feasibility of infiltration-based measures. Accordingly, the objective will be to maximize runoff volume control to the extent practicable given the Subject Properties' hydrogeological constraints.

The Preliminary SWM Report has been prepared by a qualified professional to meet the requirements of Policies 7.3.3.6 through 7.3.3.8 of the TCOP.

A number of transportation policy goals are provided in Section 7.5.1 and the most relevant are discussed below.

- “7.5.1.1 Promote and enable multiple modes of transportation that offer practical alternatives to the private automobile, while recognizing the necessity of some automobile travel in a large, predominantly rural Township.”*

The plan of subdivision for the Proposed Development is laid out generally in a grid pattern with short blocks that encourage and facilitate non-motorized transportation options. As previously noted, the rear laneways are provided as the primary vehicle access to each lot, eliminating the multiple turning movements that would cross the public sidewalk, which will reduce the potential points of conflict between motorized vehicles executing a turn and non-motorized vehicles and pedestrians. Furthermore, the additional population that will grow the size of Creemore will enhance the viability of the planned transit service.

- “7.5.1.2 Ensure that transportation facilities and services are planned for and provided in an equitable and accessible manner, taking into account the needs of diverse demographic groups and equity-seeking communities.”*

The network of sidewalks, without driveways crossing them, will also make the Proposed Development more equitable as it will increase the relative and perceived safety of those demographics with mobility impairments or challenges.

- “7.5.1.3 Provide for a well-connected and efficient network of public roads that facilitates the movement of people and goods throughout the Township.”*

The grid layout that is used as the basis of the plan of subdivision is ideal as a well connected network of roads and sidewalks.

Specific transportation policies are provided in Section 7.5.2 of the TCOP. The most relevant that apply to development proposals, rather than policies that would guide actions by the Township itself are:

- “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;...”*

The specifics related to complete streets are discussed in a subsequent section of the TCOP and can be found later in this report. The Proposed Development has already incorporated some of the principles of complete streets through the layout of the road network. Other features of complete streets would be reviewed through the future detailed design submissions.

As already noted, the use of the rear laneways for residential access and parking effectively separates vehicles from the sidewalks, which are the primary pedestrian infrastructure within a municipal right of way. This prioritizes the sidewalk as a pedestrian feature, rather than having the sidewalk shared with vehicles entering and exiting their individual driveways.

Although the Transition Corridor area does not meet the definition of a Community Hub as per the TCOP, it is intended to provide a similar and complimentary function and should be afforded the same treatment

under the OP policies.

- “7.5.3.1 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.*
- 7.5.3.2 The establishment of new private roads may be permitted for some small-scale forms of condominium development, but such development should incorporate public roads as much as is reasonably possible in order to maintain the overall intent of this Plan.”*

The public road network will become the primary movement corridors throughout the Proposed Development, and although private roads will be provided, those are relegated to the rear laneways only, and only serve the dwellings that directly abut each laneway. As such, the private roads are not the priority in terms of the road network, as their purpose is not to convey people or cars between destinations, but rather to provide property access.

A grid pattern is proposed as encouraged by Policy 7.5.3.3 of the TCOP.

Connections to the future extensions of George Street and Elizabeth Street are provided at the west limit of the Plan of Subdivision as required by Policy 7.5.3.4. The pre-consultation comments has indicated that these roads are to serve as collector roads. As such, these two roads and the north-south connection between them (labeled as Street ‘L’ on the Plan of Subdivision) are designed with a 20 m right of way width in accordance with Policy 7.5.3.6(b) of the TCOP. However, the remaining local residential streets are designed with a right of way width of only 18 m despite Policy 7.5.3.6(c) indicating that 20 m is the minimum. This is justifiable due to the inclusion of the rear laneways, which eliminates turning movements within these streets. Furthermore the reduced right of way width, combined with absence of the need to turn into and exit driveways is conducive to reduced lane widths which can aid in traffic calming by impacting driver psychology. The reduced width of the local roads may be permitted by the Township in accordance with Policy 7.5.3.10.

Grid like street patterns are generally welcoming to through traffic and it is difficult to discourage such traffic, while still maintaining vehicular connectivity. The grid pattern has been modified slightly in an attempt to limit the potential for through traffic in accordance with Policy 7.5.3.14(c).

As noted several times previously, the rear laneways will reduce and focus the points of conflict between vehicles and active transportation options as required by Policy 7.5.3.14(d).

Despite Policy 7.5.3.15 suggesting that laneways should prioritize pedestrian safety, the Proposed Development has included the private laneways specifically for vehicles to access their residential parking spaces. As such, the sidewalks on the local roads will become the primary location for pedestrians and as already noted will be safer for them because of the elimination of driveway crossings.

The provision of the laneways will ensure that the lots abutting the proposed collector road extensions do not require the collector road for vehicle access in accordance with Policy 7.5.3.19.

- “7.5.3.20 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.”

All of the proposed lots in the plan of subdivision abut a public road, and only require the laneway to access their parking spaces.

- “7.5.3.31 The Township will promote sustainable transportation options by using a “complete streets” approach in the design of new roads and in undertaking improvements to the transportation network, especially in Urban Settlement Areas and in Community Settlement Areas.*
- 7.5.3.32 Development applications proposing one or more new public roads will generally be required to adopt a “complete streets” approach to designing those roads, especially where the application proposes development in an Urban Settlement Area or in a Community Settlement Area, which among other things should consider the following matters:*
- (a) the provision of transportation facilities and infrastructure to support multiple modes of travel and reduce emphasis and reliance on the private automobile*
 - (b) the incorporation of measures to reduce travel speeds of motorized vehicles, such as narrower travel lanes or frequent intersections;*
 - (c) the incorporation of spaces for the potential future provision of public transit service;*
 - (d) the use of physical separation to help ensure the safety and comfort of pedestrians, cyclists, and other users of active transportation; and*
 - (e) the use of design elements that enhance the streetscape and the public realm.”*

Most of the policies above regarding complete streets are related to matters that will be addressed through future detailed design submissions. It is likely that many measures can be included on the proposed streets that will implement the above policies. The aspects of a complete street that can be established now primarily relate to the width of the local road right of ways being reduced to 18 m, the frequent intersections in the grid street pattern, provision of the private laneways for residential access and parking, which helps support active transportation on the local roads and sidewalks by improving safety.

Although Policy 7.5.4.1(a) indicates that the residential parking rate is to generally be one space per dwelling, all proposed single detached, semi-detached and townhouse are intended to provide two parking spaces in a detached garage accessed by the private laneway. This design has not yet been finalized and it is possible that some lots or dwelling types may have a single car garage with a parking pad beside it. Regardless, all lots are planned to have two parking spaces.

- “7.5.6.5 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.”*

“7.5.6.10 Active transportation facilities will be designed to protect the safety of pedestrians and

cyclists:

- (a) by providing physical separation between active transportation users and vehicular traffic, wherever possible; and*
- (b) by incorporating design-based safety interventions, such as increased lighting, improved sightlines, and similar CPTED strategies.”*

The provision of the private laneways as the primary vehicular access to individual residential lots will serve to improve pedestrian and bicycle safety and enjoyability on the local and collector roads within the Proposed Development in accordance with the above policy as it will separate the active transportation sidewalk from the frequent driveway interruptions. The grid like street layout with mostly straight streets, provides intersections with long sight lines maximizing the safety of all users, especially pedestrians and cyclists.

Community Design & Placemaking matters are discussed in Section 8 of the TCOP and include the following goals and principles in Section 8.1:

- “2. Encourage and foster forms of development that complement the unique identity and the historical form and function of the Township’s Settlement Areas.*
- 3. Promote the development of neighbourhoods and subdivisions that are connected to and well integrated with the larger community.*
- 4. Provide safe and attractive streetscapes for pedestrians,...”*

The Proposed Development is intended to reflect the existing character of Creemore which is laid out in a grid pattern with the downtown area at the centre as an activity hub and commercial node. The proposed mixed use blocks and hotel, with the park at centre of the grouping, will become a secondary node or hub without detracting from the importance and function of current commercial core.

While Elizabeth and George Streets do not yet extend to the limits of the Subject Properties, once they do, the Proposed Development will be integrated with the existing street pattern and adjacent neighbourhoods. The George Street Extension will be provide upon approval and construction of development applications 2019-024 & 2019-025 which was draft approved in March of 2025.

The elimination of driveways with access to the local roads also means there are no garages on the front facade of the dwellings. Both of those factors will help implement the goal of providing safe and attractive streetscapes for pedestrians.

Although the proposed mixed use and hotel blocks do not meet the definition of Community Hub as noted in the Official Plan, they will somewhat provide a similar function. In that regard, they would generally comply with policy 8.2.1.6(a), 8.2.1.6(c), and 8.2.1.6(d) as they will provide a continuous facade, with primary entrances from the street and provision of ground floor windows.

The remaining policies related to Streetscape & Public Spaces in Section 8.2.1 are site and building design oriented and will be addressed as the applications advance past draft plan approval.

As previously noted, the grid like street pattern reflects the historical and existing pattern of development in Creemore as required by Policy 8.2.2.1(a).

Provision of various sized single-detached lots, considered together with the semi-detached lots, townhouse lots, and mixed use blocks, along with the proposed commercial uses, parks and open spaces and a potential school site, will satisfy the requirements of Policy 8.2.2.1(d).

No reverse frontage lots are proposed as noted in Policy 8.2.2.1(e).

- “8.2.2.1 New residential neighbourhoods and new development should be designed:*
- (f) to be integrated with adjacent development and with the transportation network; and*
 - (g) to provide a compact and walkable pattern of streets and blocks, with a grid-like road system that allows for the efficient movement of vehicles and pedestrians.”*

Edward Street East bisects the Proposed Development, and Elizabeth and George Streets will be extended into the plan of subdivision, effectively integrating the Proposed Development with adjacent developments and the existing transportation network. The Proposed Development is based on a grid pattern as required by the above.

Although Policy 8.2.2.2 appears to require an urban design plan be provided with this application, it was not included in Schedule A to the Pre-Consultation Response, and as such, has not been prepared and will not be submitted at this time.

Policy 8.2.2.4 discourages significant grade changes for large scale developments and 8.2.2.5 discourages retaining walls. However, in order to appropriately address the existing drainage and flood prone areas, the Subject Properties will require grading alterations to raise the area of development. The retaining walls are required to accommodate the increase in grade elevations on the site. The alternative option would be to slope the grade up from the surrounding properties, and the degree of change in grade would not permit that to occur within the confines of the lot depths, which would result in large blocks around the perimeter being required just to accommodate slopes. This would be an inefficient use of land and inconsistent with the PPS.

The parks and open spaces in the Proposed Development are well connected to the surrounding street network as most have frontage on at least 2 public streets. The primary park (Block 357), located in the middle of the proposed Transition Corridor hub, is also connected to the proposed commercial units.

The North Parcel is comprised of 154 single detached lots, and a mixed use block. In accordance with Policy 8.2.2.8(c) it must have at least two full access points. There are 3 full access points provided to Edward Street East, and once Elizabeth Street is extended to the Subject Property, there will be a 4th access location. Additionally, there is provision for access to future development lands to the north.

The South Parcel is comprised of 575 dwellings and mixed use blocks and would also have to comply with the above policy. The South Parcel also provides 3 full access points on Edward Street East and a future 4th access point when George Street is extended. There are more lands designated for development located south of the South Parcel. A future road connection is not shown on the draft plan of subdivision, however Street ‘G’ is single loaded along the drainage ditch at the south property boundary, allowing for future connection(s) at any point along the south property boundary.

The Landscape Design Policies in Section 8.2.3 will be addressed through the detailed design process subsequent to draft plan approval. However, it should be noted that the Subject Properties have little existing landscaping to be preserved as discussed in the EIS prepared by Roots Environmental.

The Township has established a hierarchy of parkland based on size, service radius, and purpose. These are presented in Tables 8.1 and 8.2 of the TCOP. These recommended sizes do not exactly align with the vision for this new community. The problem is primarily due to the parkland dedication standards that allow for a maximum of 5% of the development area to be provided for parkland dedication as noted in Policy 11.13.3(a)(i) and 11.13.4 of the TCOP. This is an issue because one of the cornerstones of the vision for the proposed community is the central hub with mixed use buildings surrounding a new park that would provide a function similar to a town square. This type of park block would correspond with the 'Open Space' category of parkland as per Table 8.2 and is sized at approximate 1 hectare. Total, maximum parkland contribution for the Proposed Development is 1.85 hectares (5% of 37.04 ha). Which means that only 0.85 hectares remains for other parks if the maximum dedication isn't to be exceeded. Currently the draft plan of subdivision shows 2.02 ha of parkland, in excess of the maximum requirement. As such, if the development vision is to be implemented, a Neighbourhood Park of 2 – 3 ha cannot be provided without substantially exceeding the parkland dedication requirements. All of the proposed park blocks would be classified as 'Open Space' per Table 8.2 of the TCOP. In fact given the size of the Subject Properties, even a single Neighbourhood Park at the minimum size of 2 ha would exceed the parkland dedication requirements for the Proposed Development. As such, the request in the pre-consultation comments for the Neighbourhood Park is inconsistent with the parkland dedication requirements under the Planning Act and the TCOP.

Policy 8.4.1.6 allows new parks to be established in all land use designations. In this regard the proposed OPA does not seek to implement a different land use category for these parks.

Proposed Park Blocks 357 and 358 are situated in areas with the highest concentration of proposed density, and are generally in proximity of the townhouse blocks. Block 357 is surrounded by the highest proposed densities as provided in the proposed mixed use blocks, which will contain apartments on the 2nd storey and above. This is in accordance with Policy 8.4.1.7(a) of the TCOP.

The various Park and Open Space Blocks are generally distributed throughout the Proposed Development allowing for convenient and safe access to most of the future residents in accordance with Policy 8.4.1.7(b).

- "8.4.1.12** *Public parks should be sited and designed:*
- (a) to provide as much visibility as possible through adequate street frontage;*
 - (b) to serve as central features of the neighbourhoods in which they are located;*
 - (c) to provide direct and safe pedestrian access from adjacent areas;*
 - (d) to minimize any potential adverse impacts on abutting properties; and*
 - (e) to connect to trail systems, walking paths, and other active transportation routes wherever possible."*

All of the proposed Park Blocks have frontage on at least 2 streets and as previously noted the largest of these Blocks are centrally located. The substantial street frontage provided for these parks allows for safe access from the future sidewalks that will be provided on both sides of all public roads and good visibility from surrounding areas which will contribute to public safety and crime prevention. The street frontages surrounding these Park Blocks also minimizes the number of directly abutting properties.

“8.4.1.13 Where a proposed public park abuts a school, public service facility, or other public use, the park should be designed and developed so that the abutting uses complement one another.”

Park Block 358 will include the potential for a future school site in accordance with the request from the Simcoe County District School Board. It is recognized that the current size of Park Block 358 would not be sufficient for a combined park and school facility, however, should the need for the new school site be confirmed, and feasibility of the smaller proposed park is also confirmed, part or all of Townhouse Blocks 324 – 326 and 337 – 339 could be eliminated and used for these purposes, without need to amend the proposed Official Plan Amendment, as Schools are permitted in the Residential land use category.

“8.4.1.15 The Township’s public parks will reinforce community identity and sense of place by:...
(b) serving as an attractive setting for important public and community events;...”

The location of Park Block 357 at the nucleus of this new community was chosen because it is intend to be a focus for community events in accordance with this policy.

“9.3.1.3 An archaeological assessment shall be required as part of a complete application for any proposed development...”

Archaeological Services Inc. (ASI) has prepared a Stage 1 and 2 Archaeological Assessment for the Subject Properties which was submitted to the Ministry of Citizenship and Multiculturalism in April of 2025. The fieldwork completed in support of this Assessment did not result in the finding of any archaeological artifacts and as such, the report has recommended that no further assessment is required.

It is noted that Policy 9.3.1.5 requires *“First Nations and Metis communities to be consulted throughout the process of preparing an archaeological assessment...”* At the direction of Lamb Creemore Inc. ASI did not engage with the these communities.

“10.2.1.2 The Township shall maintain a designated supply of commercial and employment lands provided with appropriate levels of municipal services...”

As demonstrated in the Commercial Land Needs Assessment prepared by Tate Research, the partial build out of Creemore will result in the need for 6,132 m² (66,000 ft²) of retail and service space. The Proposed Development currently is designed to provide 2,684 m² (29,000 ft²) to help meet that shortfall in accordance with the above policy.

“10.2.1.3 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.”

The underlying vision for the Proposed Development is to provide a mostly complete community, to the extent possible, understanding that major employment uses are not appropriate within a residential area. To this end the central hub with commercial space and parkland, surrounded by the residential spaces is consistent with the above policy.

As already noted in this report, the central activity hub in the Proposed Development would be consistent with vision for Community Hubs as defined by the Official Plan. The Community Hubs in the TCOP are intended to govern the development and redevelopment of properties that are generally within and surrounding a commercial core in the various existing Urban and Settlement Areas. As such, a brief overview of the Community Hub policies from Section 10.2.2 is provided in the following paragraphs.

“10.2.2.1 The Township will encourage mixed-use development in the Community Hubs of Urban Settlement Areas as a way to support the achievement of complete communities in these areas and to promote them as centres for community life and economic activity.”

The activity hub for the Proposed Development is intended to be a centre for community life and economic activity, consistent with the Township’s approach to Community Hubs as noted in the policy above. As such, it is designed with mixed use blocks and parkland in an effort to achieve that objective.

“10.2.2.4 The Township will encourage commercial uses in Community Hubs to be located in such a way that commercial uses that rely on customer flow and benefit from higher levels of pedestrian activity are located on the ground floors of buildings.”

The layout and arrangement of the blocks within the Transition Corridor is intended to ensure that every block has access to at least one adjacent street, along with a view of, and where possible, direct access to the park block in the centre of the hub in an effort to encourage pedestrian activity.

“10.2.2.5 The Township will plan for, and invest in, its transportation network in a manner that prioritizes multimodal access to Community Hubs, including improvements to the efficiency and viability of transit services and enhancements that support a well-integrated and well-connected active transportation network.”

The activity hub in the Proposed Development is bisected by Edward Street East, which is an existing collector road. As such, it has the potential for transit integration when the Township expands service to this part of Creemore.

Policies related to the preparation of, and need for Secondary Plans is provided in Section 11.1.2 of the TCOP. Although an Official Plan Amendment is required to implement the Proposed Development, a Secondary Plan has not been prepared. This is consistent with the comments provided in Schedule ‘A’ of the Pre-Consultation Response. The rationale employed when designing the Proposed Development was to rely on the existing land use and development policies in the recently approved TCOP as much as possible and the proposed OPA is primarily required to redesignate the Future Development Lands and establish the Transition Corridor, these are merely amendments to the TCOP schedules and would not warrant the detail or new policies provided in a dedicated Secondary Plan.

Notwithstanding the above paragraph, all of the matters noted in Policy 11.1.2.3 that are to be included in a Secondary Plan have been discussed within this report in relation to other specific and existing policies.

“11.8.1.4 All lots within a plan of subdivision shall have frontage onto an existing or planned public road, but exceptions may be granted for lots within a description of condominium where the condominium development has access to an existing public

road.”

All proposed lots and blocks in the Proposed Development have frontage on an existing (Edward Street East) or planned public road in accordance with the above. This is despite the provision of the private rear laneways. The private laneways are not intended to function as private thoroughfares, but rather as a form of service corridor, which will simply provide access to the parking spaces for each individual lot. Those lots would still maintain a front door on a public street.

3.4 CLIMATE CHANGE MITIGATION & ADAPTATION *PRELIMINARY* STATEMENT

Policy 5.6.2.2(a) - The proposed development is described in detail in Section 2.0 DEVELOPMENT CONCEPT of this report. In more general terms it is a large mixed use residential development, consisting of a range of dwelling types and sizes. To support the residential uses is a network of public streets and private laneways, together with Parks and Open Spaces to provide amenity space for the future residents, Stormwater Management Facilities to service the drainage requirements of the plan of subdivision. Rounding out the Proposed Development is a central activity hub, intended to compliment and provide a similar function as the existing Historic Downtown Core of Creemore.

Policy 5.6.2.2(b) - A mixed use residential subdivision has limited opportunity for inclusion of mitigation measures. However, as clean energy technologies evolve and become easier and cheaper to implement on a smaller scale, consideration could be had for rooftop solar. Other measures that can be reviewed once the design is further advanced include green building design for the mixed use and hotel blocks)

Policy 5.6.2.2(c) and 5.6.2.2(e) – The primary hazards that could potentially impact the Proposed Development are related to flooding and extreme heat. The Natural Hazard Study and the wider East Creemore Drainage project are intended to protect the Proposed Development from future flooding from regional storm and 1 in 100 year storm events, and as such, it is anticipated that the risk is low with respect to flooding. Extreme heat can be partially mitigated by landscaping, especially trees with expansive canopies, and limits on low albedo surfaces that absorb sunlight and can generate a heat island effect. The risk of extreme heat events are dictated by global and broad regional climate factors, and would not be effected by the Proposed Development in any measurable way. As such, it is anticipated that there may be moderate risk of extreme heat events. As the design of the Proposed Development advances, more consideration will be given to appropriate landscape and surface treatments, along with opportunities for shade structures in public spaces to provide local relief from heat and sun.

Policy 5.6.2.2(d) – The Proposed Development is still at a very preliminary stage of the development process and a detailed review of climate change data tools is not warranted yet. However, Climatedata.ca and Housing, Infrastructure and Communities Canada online Codes, Standards and Guidance for Climate Resilience were both reviewed in the preparation of this statement.

Given the above examples including those in Section 3.3 OFFICIAL PLAN OF THE TOWNSHIP OF CLEARVIEW, and after a review of the remaining policies within Official Plan of the Township of Clearview, we are of the opinion that the proposed development, conforms with the objectives and policies in Sections 2, 4, 5, 6, 7, 8, 10, 11, and 13 of the Official Plan of the Township of Clearview.

3.5 CLEARVIEW TOWNSHIP ZONING BY-LAW 06-54

The Clearview Township Zoning By-law 06-54 was approved by Council October 23, 2006. The December 2025 consolidation of the Zoning By-law was used in the below analysis.

Schedule B16 of the Clearview Township Zoning By-law zones the Subject Properties as “DA” - Development Area. There is also an “WDAA” - Waste Disposal Assessment Area overlay over the west half of the Subject Properties. The WDAA overlay restricts development of all new buildings and structures, and expansions to existing structures, unless a study has been prepared that demonstrates the development can occur without risk from the existing or former waste disposal site. Notwithstanding that restriction, new buildings may be permitted if the Township determines that the development is exempt from the requirement to prepare such a study. The Township did not state that a WDAA was required as part of this submission, indicating that this requirement was waived.

The “DA” zone only permits existing and new single detached dwellings on a lot that legally existed on the date of passing of the By-law. As such, it is acknowledged that a Zoning By-law Amendment will be required to facilitate the proposed development.

The proposed Zoning By-law Amendment seeks to change the zoning of the subject property from “DA” - Development Area to a number of other zone categories, reflective of the proposed building type and use as shown on the draft plan of subdivision. Below is a description of the zones that are proposed along with any site specific requirements.

RS3 Zone

Permitted uses in the RS3 zone include Single-detached dwellings and Semi-detached dwellings. As such, this zone will serve as the basis for most of the Proposed Development. However, the specific lot designs envisioned by the proponent do not comply with the RS3 provisions and as such, site specific exceptions will be required for each of the lot types provided on the plan of subdivision.

Three new exceptions zones based on the RS3 zone are proposed, one for each of the single and semi-detached lot types and sizes, as provided in Table 2: List of Proposed Residential Zones

The reason why site specific zoning is required for the single detached lots is due to 3 primary factors:

1. The RS3 zone did not contemplate lots with frontages less than 13.5 m which has resulted in the need to seek approval for reduced frontages and lot area
2. The Urban Design vision for the proposed new community is consistent with a traditional yet more compact and urban built form with prominent covered porches defining the streetscape
3. The provision of detached rear garages to further enhance the pedestrian scale and function of the public streets which are framed by the front porches and dwelling facades.

Townhouse RS5 Zone

Townhouses are permitted in the RS5 zone, which is the only zone that permits townhouse buildings with between 4 and 10 units. As such, this was the only appropriate zone category to use for the proposed townhouse blocks in the Proposed Development. However, the specific lot designs envisioned by the proponent do not comply with the RS5 provisions and as such, site specific amendments will be required for

the townhouse blocks.

Table 2: List of Proposed Residential Zones

Dwelling Type	Lot Width	Proposed Exception Zone
Semi-detached	7.62 m	RS-XX
Single-detached	9.1 m	RS3-YY
Single-detached	12.1 m	RS3-ZZ
Townhouse	6.1 m	RS5-XX

Residential Zoning Discussion

A more detailed description of the various RS3 and RS5 zone provisions that will be subject to site specific amendment in the proposed Zoning By-law Amendment is provided in Table 3: Requested Zoning Relief. The amount of relief being requested is provided in the draft Zoning By-law Amendment provided with this application, numerical values are not included herein. It should be noted that not all proposed site specific zones require relief in all of the matters listed below:

Table 3: Requested Zoning Relief

Zoning Relief Requested	Rationale
Reduction to Lot Area	This is a function of the requested reductions to the lot frontage for the 9.1 m and 12.1 m single detached dwellings. For the townhouses the reduction is required as the zone provisions seem designed for lots of 32 m in depth or more, whereas the Proposed Development generally uses 30 m as the standard
Reduction to Lot Frontages	Required for the 9.1 m and 12.1 m single detached only, as the ZBL does not have an established zone for any single detached lots less than 13.5 m in width
Reduction to Front Yard	The design vision for the Proposed Development contemplates a more urban and pedestrian scaled streetscape with prominent front porches. This could not be achieved with current requirement for 6 m front yards. Furthermore, zoning requirements for 6 m front yards are often related to the need to accommodate a vehicle in the driveway.
Reduction to Rear Yard	While the dwellings themselves will comply, the detached rear garage is proposed to be located at the rear lot line
Reduction to Side Yard	Similar to the reason for the reduced front yards, tightly spaced buildings will further reinforce and frame the pedestrian realm on the public streets
Increase in Lot Coverage	Primarily required because of the detached garages and

Zoning Relief Requested	Rationale
	substantial front porches. It should be noted that the semi-detach, 9.1 m and 12.1 m single detached lots, if the porch was excluded from the calculation are very close to meeting the standard coverage limit of the RS3 and RS5 zones, and this is conceptually a marginal increase.
Increase in Maximum Height	The designs submitted with these applications are conceptual only at this time and it is not know if they ultimately will comply with the existing height limit. This relief is requested just in case the final dwelling designs exceed the established maximum height. Furthermore, although the numerical value provided in the Zoning By-law is similar to the height limitation in other municipalities, the definition of Height is different. Many municipalities measure height to the mid-point between the peak and the eaves, yet still use 10.5 m as the maximum.

General Commercial Zone

The Mixed-Use and Hotel Blocks are proposed to be placed in the General Commercial C1 zone. Similar to need for site specific relief for the residential lots as discussed above, the owner is requesting relief from the standard C1 zone provisions, however, the number of exceptions being sought is much less than for the residential lots.

A conceptual design for these blocks has not yet been prepared, however, it is envisioned that they will reflect a small town commercial core, with front building facades at the sidewalk edge and no side yard provided. The C1 zone was written to allow for this style of development, the only site specific relief being requested is for the Side Yard abutting a residential zone, maximum coverage and location of parking.

Based on the current design of the draft plan of subdivision Blocks 348 and 352 flank onto proposed residential lots. The C1 zone would require a substantial 5 m side yard in these situations. This seems excessive and perhaps was intended to ensure there was access to the rear of the building for service and deliveries. Given that both of the affected blocks have access to a rear laneway for similar purposes, the need for an excessive side yard is not warranted. As such, we are proposed a reduction to 2 m to still allow some buffering between the commercial and residential uses.

The C1 zone will permit 100% lot coverage for uses within a Historic Downtown Core, or when parking is provided underground or in an enclosed building. The proposed plan of subdivision has included off-site surface parking for the mixed use blocks, which is equal in function, with respect to the site layout, to underground or enclosed parking. As discussed through this report, the vision for the mixed use blocks is to create a secondary node to provide a similar function as the existing Historic Downtown Core. As such, the 95% can be justified as it is consistent with existing allowances in the By-law for other similar situations.

Given the above examples, and rationale for the site specific zoning amendments, we are of the opinion that the proposed development will be in conformance with Zoning By-law 06-54 upon implementation of the proposed Zoning By-law Amendment. Furthermore, the proposed Zoning By-law Amendment complies with

the Township of Clearview Official Plan and will facilitate the construction of a development that is compatible with the existing neighbourhood context.

4.0 SUMMARY

The proposed applications for an Official Plan Amendment and Zoning By-law Amendment to permit the development of a plan of subdivision with 939 residential units, 5 mixed use blocks, 1 hotel block, 4 park and open space blocks, 2 SWM facilities, private laneways and drainage features, meets the policies and objectives of the Province of Ontario and County of Simcoe. The proposed applications also conform with the policies of the Township of Clearview Official Plan by implementing the Official Plan policies for the urban expansion area of Creemore.

It is my opinion that the proposed Official Plan Amendment and Zoning By-law Amendment represents good and sound planning and are appropriate for this property.

Yours Truly,

ROBERT RUSSELL PLANNING CONSULTANTS INC.



Rob Russell, MCIP, RPP
President