



PLANNING JUSTIFICATION REPORT

PREPARED FOR:

**Zoning By-Law Amendment
and Draft Plan Revision**

1000983019 Ontario Ltd.

7535 Highway 26 and

PIN 58239 – 0450

File no. 15226AH

31, August 2026



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1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by the Owner / Applicant, 1000983019 Ontario Ltd., to review the planning merits of and prepare a Planning Justification Report in support of applications for a Zoning By-law Amendment (the “proposed ZBA”) and Revision to Draft Plan of Subdivision (the “proposed Draft Plan Revision” or “proposed revision”), for lands located at 7535 Highway 26 and PIN 58239 – 0450 in the Township of Clearview (the “Subject Lands”). The Roll Numbers are 432901000217600 and 432901000217700, respectively.

The Subject Lands have an existing Draft Plan of Subdivision approval which was granted on September 12, 2022 (Township File 2022-065-SD), under a previous owner. Since the conditional approval, the lands were acquired by the current Owner. The new Owner proposes a revised plan of subdivision for the Subject Lands, known as Bridle Park, offering a mix of single-detached dwellings, semi-detached dwellings and townhouse dwellings on a revised street configuration.

The Draft Plan Revision Application is accompanied by a Zoning By-law Amendment Application which intends to implement site-specific zoning to permit the desired housing types on the proposed lots.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

This Section of the Report provides a brief overview of the current use of the Subject Lands as well as surrounding and nearby uses and property characteristics.

The Subject Lands are located at 7535 Highway 26 and PIN 58239 - 0450 in the Township of Clearview (Rolls 432901000217600 and 432901000217700). They are known legally as Part of Lot 26, Concession 3, Geographic Township of Nottawasaga, in the Township of Clearview. The Subject Lands comprise a combined 68.63 hectares with 109.6 metres of frontage on Highway 26. An aerial image of the Subject Lands is shown in **Figure 1**. Located within the Stayner Urban Settlement Area but outside of the existing built boundary, the Subject Lands are considered greenfield lands.

The Subject Lands are generally flat with a gradual downward slope from west to east. A woodlot occupies the western third of both parcels in which is a section of unevaluated

wetlands. A hydro corridor traverses the woodlot in a north-south direction near the western limits of the Subject Lands. The eastern limit of the Subject Lands largely abuts the County rail trail. The balance of the subject lands is agricultural in nature. Buildings on the 7535 Highway 26 parcel are clustered in the east near Highway 26 and include a single-detached dwelling, two large barns, and other accessory farm structures (including a farm storefront, a quonset hut, and silos). The northern parcel (**PIN 58239 – 0450**) is vacant of any buildings or structures.

Adjacent and nearby uses to the Subject Lands (shown in Figure 1) are as follows:

North: Adjacent to the north are other lands owned by the Applicant, the largest parcel being municipally addressed as 6237 27/28 Sideroad and two smaller parcels with PINs 432901000218710 and 432901000218705. These lands are also located in the Stayner Settlement Area and are predominantly agricultural in nature, with areas of woodland and unevaluated wetlands. The Applicant also intends to develop these lands for a residential subdivision in the future, referred to as Clearview Garden Estates. It is anticipated that subsequent Planning Act applications for Clearview Garden Estates will be submitted once Bridle Park is sufficiently advanced. The Bridle Park draft plan has been designed with the future Clearview Garden Estates draft plan in mind, including road and active transportation connections as well as a shared centralized stormwater management pond.

East: Both parcels are bound to the east by the Barrie-Collingwood Rail Trail owned and operated by Simcoe County, formerly a railway, which was later converted to a recreational trail. The 7535 Highway 26 parcel is also bound by the Highway 26 right-of-way.

South: Adjacent lands to the south include a residential subdivision, Stayner Area, Stayner Skate Park, Legion Park, a rural residential parcel, and the future site of a draft approved Plan of Subdivision at 211 North Street.

West: Adjacent lands to the west include woodlands and unevaluated wetlands.

Land Use Schedule 5.1 of the County of Simcoe Official Plan designates the Subject Lands as 'Settlements', recognizing them as being within the Stayner Settlement Area, but outside of the current Built Boundary (**Figure 2**). Schedule B-12, Land Use Plan, of the current (2024) Township of Clearview Official Plan designates the Subject Lands as 'Residential', 'Greenland - Natural Heritage Area' and 'Greenland – Hazard Lands Area' (**Figure 3**).

Schedule B4 of the current Township of Clearview Zoning By-law 06-54 zones the Subject Lands as 'Development Area (DA)', 'Development Area Exception 2 (DA-2)', 'Environmental Protection (EP)', and 'Residential Large Lot (RS1)', as shown in **Figure 4**. The Subject Lands are partially regulated by the Nottawasaga Valley Conservation Authority (NVCA), as shown in **Figure 5**. NVCA regulation mapping identifies flood hazards within the northeast portion of the Subject Lands.

Figure 1. Aerial Image of Subject Lands and Adjacent Land Uses

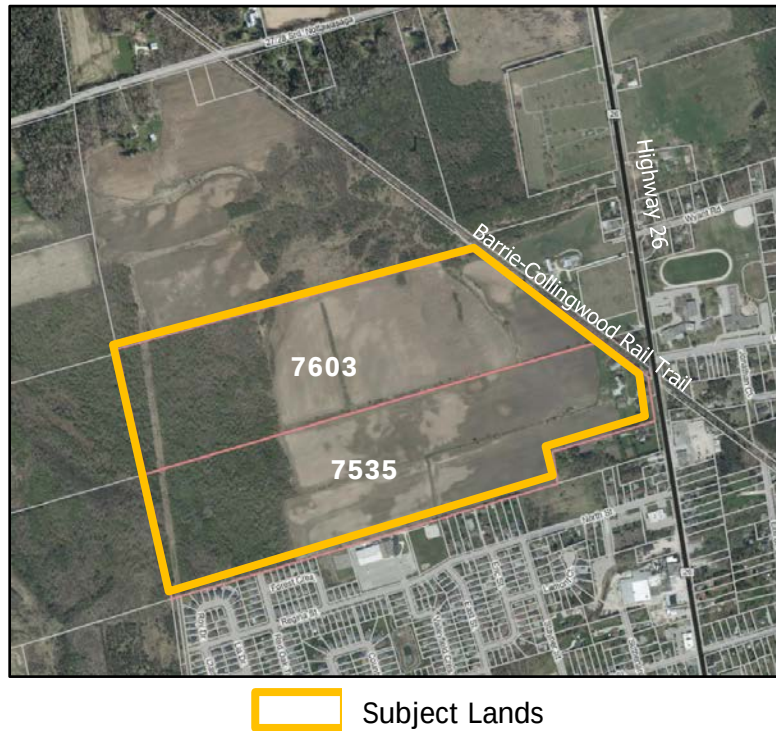


Figure 2. County of Simcoe Official Plan Schedule 5.1 – Land Use Designations

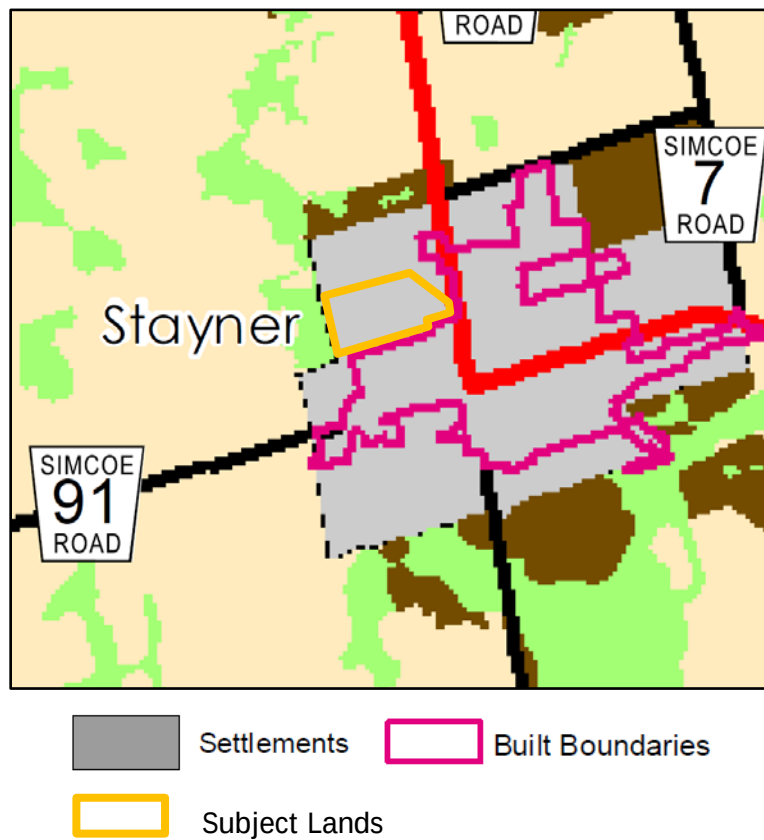


Figure 3. Township of Clearview Official Plan Schedule B-12 – Stayner Land Use Plan

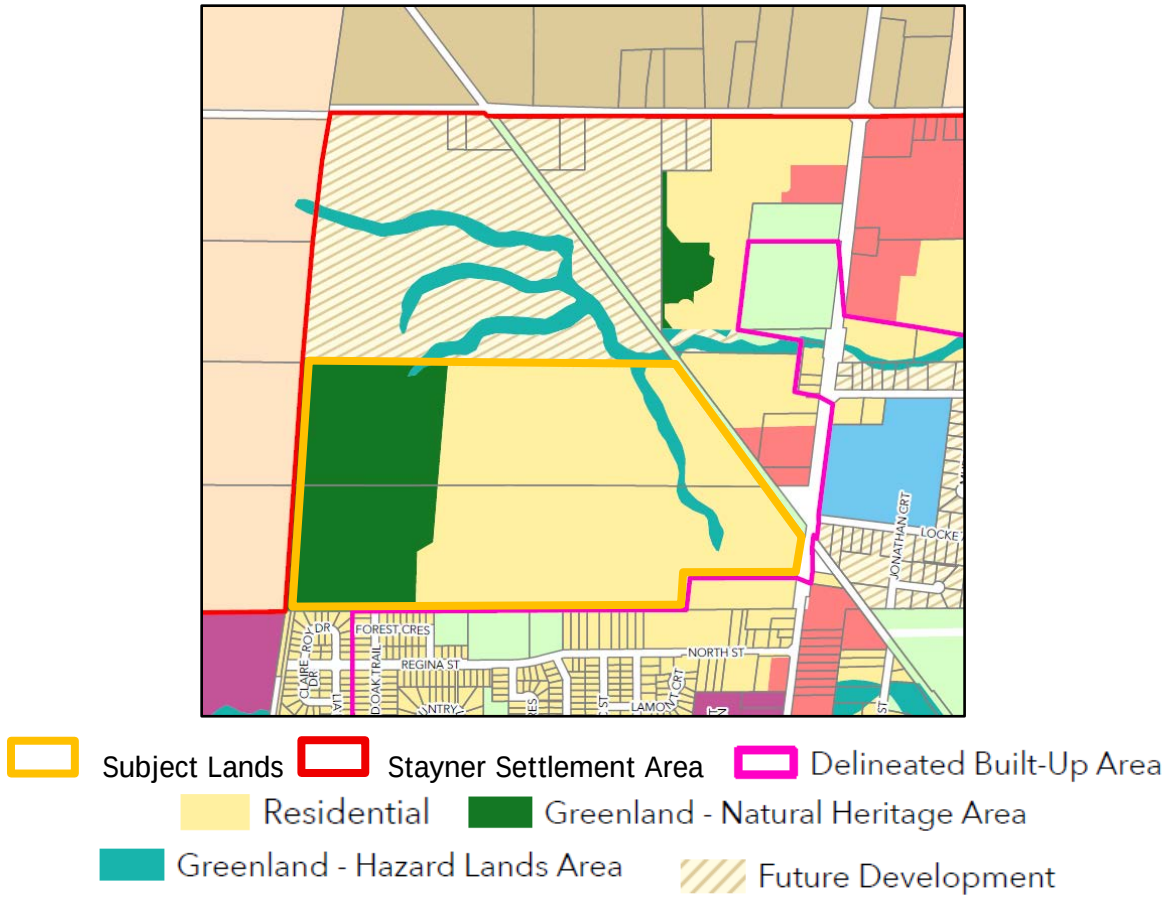


Figure 4. Clearview Zoning By-law 06-54 – Schedule B4

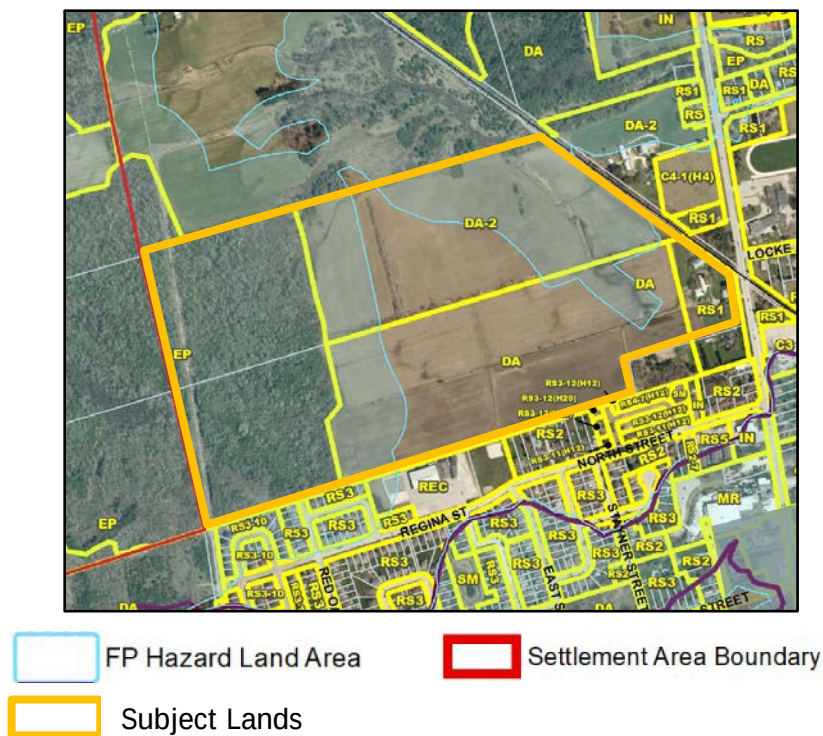
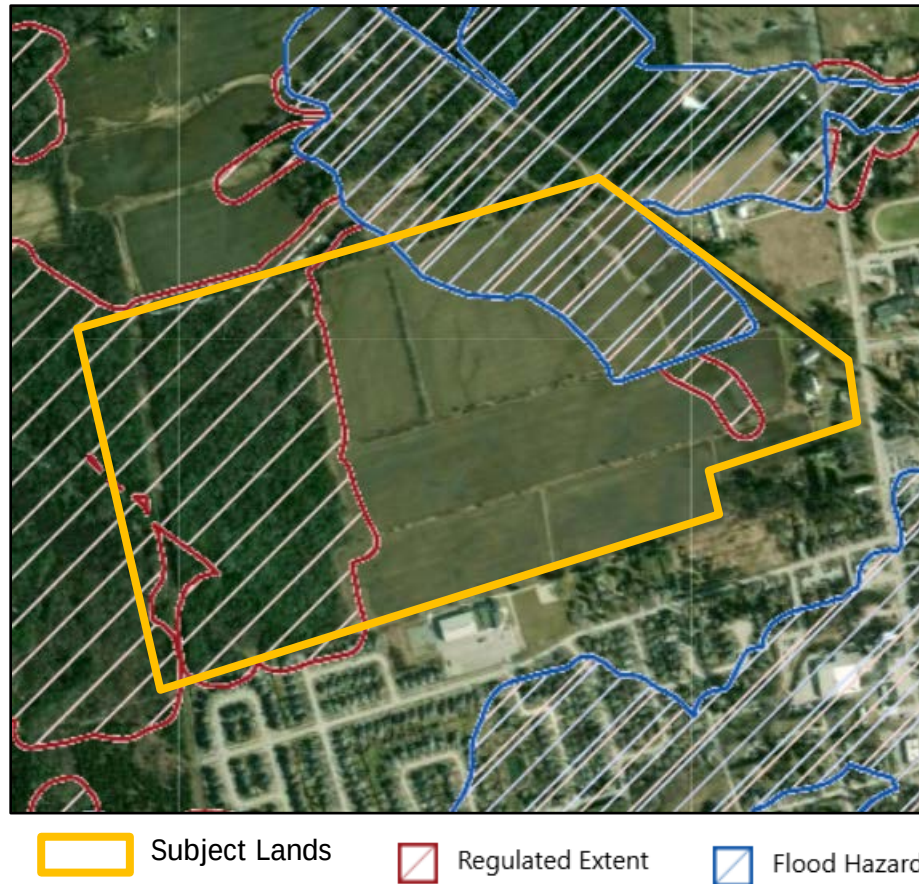


Figure 5. Nottawasaga Valley Conservation Authority Regulation Maps



3.0 PROPOSAL

3.1 Pre-Consultation

Pre-consultation on the proposed Draft Plan Revision and Zoning By-law Amendment applications commenced with the Township of Clearview planning department in September 2025. The pre-consultation meeting occurred with Township staff and relevant external agencies in December 2025. Pre-consultation circulation comments were provided between November and December 2025.

Following pre-consultation, it was decided by the Applicant to focus on the planning applications for Bridle Park prior to submitting planning applications for Clearview Garden Estates (the adjacent landholdings to the north). Once Bridle Park is sufficiently advanced, it is anticipated that subsequent Planning Act applications for Clearview Garden Estates will be submitted.

3.2 Existing Draft-Approved Plan of Subdivision

As noted in Section 1, the Subject Lands have an existing Draft Plan of Subdivision approval which was granted on September 12, 2022 (Township File 2022-065-SD), under a previous owner. The Draft Approval included conditions with a current lapse date of September 12, 2027. See **Appendix A** for a copy of the current approved Draft Plan of Subdivision. It is noted the 2022 Approved Draft Plan was a redline revision to a previous Draft Plan Approval completed under previous ownership dating back to 2013.

The existing Plan of Subdivision approved for the Subject Lands is a lot and block plan split into two phases. The Plan provided a total of 858 residential units in the form of 247 single-detached dwellings on 12.2-metre frontage lots, 95 single-detached dwellings on 13.5-metre frontage lots, and 41 single-detached dwellings on 15.2-metre frontage lots. The Plan also included 54 freehold townhouses across 12 blocks, 361 condominium townhouses across four blocks, and 60 apartment units.

In addition, the Plan included a 0.2-hectare commercial block, a 21.4-hectare environmental protection block, a 4.2-hectare stormwater management block, a 2.37-hectare park block, a 0.3-metre reserve, and an internal street network comprising the remaining 10.3 hectares.

Access to the subdivision was provided from Street A, with a road stub terminating at the property line shared with the draft approved Plan of Subdivision at 211 North Street,

adjacent to the south of the Subject Lands. A second road stub was provided to the north, connecting to the Applicant's adjacent future development lands at 6237 27/28 Sideroad.

3.3 Proposed Revised Draft Plan

The proposed revised Draft Plan dated June 18, 2026 provides a total of 691 residential units on a revised street network. The revised Draft Plan includes 214 single-detached dwellings on 12.8-metre frontage lots, 231 single-detached dwellings on 11.3-metre frontage lots, 78 single-detached dwellings on a unique shallow lot type, four (4) semi-detached dwellings with 7.5-metre frontages, and 164 freehold townhouse units with six-metre frontages.

The revised Draft Plan also provides for a 2.1-hectare elementary school block, a 2.3-hectare park block, a 4.1-hectare stormwater management block, a 0.4-hectare drainage channel, and two environmental protection blocks totaling over 22.3 hectares of environmentally protected lands. Five (5) walkway blocks provide enhanced pedestrian connectivity within the development, to the rail trail, and to the adjacent future development lands to the north. Three small future development blocks are provided abutting the northern property line, which are intended to be lotted out for residential dwellings once the planning applications for Clearview Garden Estates are approved and lands from both plans can be combined to form complete lots. The revised internal street network comprises the remaining 11.7 hectares.

The revised Draft Plan provides five (5) street connections to the surrounding area:

- A 'Street L' connection east onto Highway 26;
- A road stub at the south end of 'Street G' for future connection to the draft-approved subdivision at 211 North Street;
- An extension of East Street northwards through Legion Park, connecting with 'Street D'.
- An extension of Red Oak Trail northwards, connecting with 'Street J'.
- A road stub at the north end of 'Street C', providing for future connection with the Applicant's adjacent landholdings at 6237 27/28 Sideroad.

A copy of the proposed revised Draft Plan of subdivision is provided in **Appendix B**. Refer to **Table 1** for a breakdown of the proposed residential lots.

Table 1: Single Detached and Townhouse Lot Sizes

Lot Size and Type	Number of Lots	Share of Unit Count
42' (12.8m) Single-Detached	214	31.0%
37' (11.3m) Single-Detached	231	33.4%
41' (12.5m) Shallow Single-Detached	78	11.3%
24.6' (m) Semi-Detached	4	0.6%
19.6' (6m) Townhouse	164	23.7%
TOTAL	691	100 %

3.4 Rationale for Revisions to Draft Plan

The rationale for the key changes proposed within the revised Draft Plan of Subdivision is set out below:

- An innovative shallow-lot single-detached dwelling product has been introduced which provides more attainable ground-oriented housing while more efficiently using greenfield lands.
- The single-detached lots were reduced in width, with frontages ranging from 11.3 to 12.8 metres (formerly 12.2 to 15.2 metres). Narrower single-detached lots achieve a greater single-detached residential density and more compact, efficient use of land, road infrastructure and municipal servicing.
- All townhomes will be freehold (not condo) and have been lotted out.
- Semi-detached housing products have been introduced.
- The overall amount of environmental protection lands has been increased by nearly one hectare based on the findings of the Environmental Impact Study, with the addition of the second EP block between the SWM pond and the rail trail.
- A 2.1-hectare elementary school block has been added at the request of the SCDSB, available for dedication to the school board should they confirm it will be required.
- While the size of the public park remains nearly identical, it is now located adjacent to the proposed elementary school block which provides synergies between the two uses.
- The addition of new walkway blocks enhances connectivity within the subdivision, to the rail trail, and to the adjacent future development lands to the north.
- Improved street connectivity by providing 3 additional street connections to the surrounding area, including to the existing neighborhood adjacent to the south.

Overall, the proposed revised Draft Plan of Subdivision provides more compact and attainable single-detached housing product, greater certainty regarding the townhouse lot fabric, and introduces semi-detached product offerings. The revised draft plan has also introduced a centrally located and well connected elementary school block adjacent to the large park block. The revised Draft Plan will better integrate with existing and future adjacent neighborhoods and provides enhanced active transportation and recreational opportunities.

3.5 Proposed Zoning By-law Amendment

As previously noted, the Subject Lands are currently zoned 'Development Area (DA)', 'Development Area Exception 2 (DA-2)', 'Environmental Protection (EP)', and 'Residential Large Lot (RS1)'. The DA zone serves as a holding zone for future development, with single-detached dwellings and produce farms on existing lots being the only primary permitted uses. While the Subject Lands are host to a current Draft Plan Approval, they were not previously zoned with the completion of a Zoning By-law Amendment having been included as a condition of Draft Plan Approval. As our Client is looking to proceed expeditiously through planning approvals, detailed engineering design and ultimately home construction they are advancing both the proposed draft plan revisions and the proposed ZBA in parallel.

In order to permit the proposed revised Draft Plan, a Zoning By-law Amendment (ZBA) is required to amend the existing site-specific zoning on the Subject Lands. The ZBA proposes to amend Schedule B4 of Zoning By-law 06-54 by rezoning the Subject Lands to the following zones:

- 'Residential Multiple Low Density Exception (RS3-XX)'
- 'Residential Multiple Low Density Exception Hold XX (RS3-XX(H))'
- 'Residential Multiple Low Density Exception (RS3-XXX)'
- 'Residential Multiple Medium Density Exception (RS5-XX)'
- 'Stormwater Management Facilities (SM)'
- 'Environmental Protection (EP)'
- 'Recreation Lands (REC)'
- 'Institutional Exception (IN-XX)'

A copy of the Draft Zoning By-law Amendment Text and Schedule is provided under **Appendix C**.

The proposed single-detached dwelling and semi-detached dwelling models have been reviewed relative to the proposed lots, the requirements of the standard RS3 Zone, and the general provisions of Clearview's Zoning By-law 06-54. **Table 2** summarizes the requested site-specific amendments to the Township of Clearview Zoning By-law 06-54 for the Subject Lands to accommodate the proposed single-detached dwellings and semi-detached dwellings on the revised Draft Plan.

The proposed townhouse dwelling models have been reviewed relative to the proposed lots, the requirements of the standard RS5 Zone, and the general provisions of Clearview's Zoning By-law 06-54. **Table 3**, below, summarizes the requested site-specific amendments to the Township of Clearview Zoning By-law 06-54 for the Subject Lands to accommodate the proposed townhouse dwellings on the revised Draft Plan.

As shown in **Table 4**, exceptions are proposed for reduced minimum setbacks and/or increased maximum projections for certain architectural elements, structures and mechanical equipment relative to the general encroachment allowances of Section 2.7 of By-law 06-54.

Rationale for the proposed zoning exceptions is provided in **Appendix D**.

Notwithstanding Section 2.28 of By-law 06-54, the ZBA will also permit residential dwellings to be located no closer than 10.0 metres from the top or toe of a slope having a grade of 3:1 or steeper, and accessory buildings or structures to be located no closer than 5.2 metres from the top or toe of a slope having a grade of 3:1 or steeper.

In addition to the above noted proposed amendments, the proposed ZBA seeks to introduce the following site-specific definitions for additional clarity:

“Shallow Lot” means any single-detached dwelling lot with a lot depth of 23 metres or less. Lot depth shall be measured along the shortest interior side lot line.

“Lot Frontage” means the horizontal distance between the side lot lines measured 8 metres back from the front lot line.

“Front Yard Area” means an area extending the full width of a lot, measured from the front lot line to a depth equal to the closest part of a building or structure.

“Lot Coverage” means the percentage of the lot covered by all buildings or structures, except that covered front porches attached to the principal building shall not count towards lot coverage.

“Daylight Triangle” means a triangular area within a street, which is adjacent to a corner lot, and formed by a straight line connecting a point along the front lot line and a point along the exterior side lot line, each point a prescribed distance from the projected point of intersection of the lot lines.

The prescribed distance shall be informed by the Township of Clearview Engineering Standards.

For the purpose of zoning interpretation, the lot line created by way of a daylight triangle shall be deemed to form part of the front lot line but is not a front lot line in itself.

Where the front and exterior side lot lines meet on a curve rather than intersect at a point, the curved lot line shall be considered a daylight triangle.

Table 2: Proposed Exceptions for Single-Detached and Semi-Detached Dwellings in the RS3 Zone (as highlighted in yellow)

Lot Type	Single-Detached Lots	Single-Detached Lots (shallow lot)	Semi-Detached Lots
Minimum Lot Frontage	11.3 metres	12.5 metres	7.6 metres
Minimum Lot Area	335 square metres	260 square metres	230 square metres
Maximum Lot Coverage (including decks and accessory buildings over 10 square metres)	50 percent (corner lot)	50 percent (corner lot)	60 percent (corner lot)
	55 percent (interior lot)	55 percent (interior lot)	60 percent (interior lot)
Minimum Front Yard	4.5 metres to habitable portion of dwelling, 6 metres to garage, 0 metres to daylight triangle	4.0 metres to habitable portion of dwelling, 6 metres to garage, 0 metres to daylight triangle	5.5 metres to habitable portion of dwelling, 6 metres to garage, 0 metres to daylight triangle
Minimum Rear Yard	6 metres	4 metres	6.0 metres
Minimum Interior Side Yard	0.6 m on side adjacent garage, 1.2 m on other side	0.6 m on side adjacent garage, 1.2 m on other side	1.2 m on exterior walls and 0 m on shared walls
Minimum Exterior Side Yard	4.0 metres	4 metres	4.0 metres
Maximum Driveway Width	40 percent of lot frontage (corner lots)	40 percent of lot frontage (corner lots)	44 percent of lot frontage
	51 percent of lot frontage (interior lots)	40 percent of lot frontage (interior lots)	
Maximum Driveway Coverage	47 percent of front yard area (corner lots)	45 percent of front yard area (corner lots)	45 percent of front yard area
	52 percent of front yard area (interior lots)	45 percent of front yard area (interior lots)	
Minimum Driveway Setback to Interior Side or Rear Lot Line	0.6 metres	0.6 metres	1.0 metre, or 0 metres if driveways are shared
Minimum Driveway Setback to Intersection	4.0 metres (to start of daylight triangle)	4.0 metres (to start of daylight triangle)	4.0 metres (to start of daylight triangle)
Maximum Height of Principal Buildings and Structures	12.0 metres	12.0 metres	12.0 metres

Table 3: Proposed Exceptions for Townhouse Dwellings in the RS5 Zone (as highlighted in yellow)

Lot Type	Interior Unit Townhouse Lot	End Unit Townhouse Lot	Corner Unit Townhouse Lot
Minimum Lot Frontage	6.0 metres	6.1 metres	6.1 metres
Minimum Lot Area	178 square metres	200 square metres	200 square metres
Maximum Lot Coverage (including decks and accessory buildings over 10 square metres)	68 percent	53 percent	50 percent
Minimum Front Yard	5.0 metres to habitable portion of dwelling, 6.0 metres to garage	4.8 metres to habitable portion of dwelling, 6.0 metres to garage	5.0 metres to habitable portion of dwelling, 6.0 metres to garage, 0 metres to daylight triangle
Minimum Rear Yard	6 metres	6 metres	6 metres
Minimum Interior Side Yard	N/A	2.0 metres on exterior walls and 0 metres on shared walls	N/A
Minimum Exterior Side Yard	N/A	N/A	6.0 metres
Maximum Driveway Width	50 percent of lot frontage	50 percent of lot frontage	50 percent of lot frontage
Maximum Driveway Coverage	50 percent of front yard area	50 percent of front yard area	50 percent of front yard area
Minimum Driveway Setback to Interior Side Lot Line	0 metres	0 metres	0 metres
Minimum Driveway Setback to Intersection	N/A	N/A	6.0 metres (to start of daylight triangle)
Maximum Height of Principal Buildings or Structures	12.0 metres	12.0 metres	12.0 metres

Table 4: General Provisions: Encroachments (exceptions highlighted in yellow)

Feature	Minimum Setback or Maximum Projection
Architectural Elements (i.e. cornices, windowsills, bay or boxed out windows with or without foundations)	Maximum projection of 0.6 m into any yard, but no closer than 0.3 m to any interior side lot line
Steps, stairs and landings (sized maximum 1.2 m in width and depth) used to access a building or an accessibility ramp	No closer than 0.6 m to any front, exterior side or rear lot line, 0.3 m to any interior side lot line
Steps to a porch or deck	No closer than 1.2 m to any front, exterior side or rear lot line
Porches and decks less than 2.0 metres above the lowest grade	No closer than 2.2 m to the front and exterior side lot line, 0.75 m to the interior side yard lot line, and 2.0 m to the rear lot line
Roof eaves and balconies higher than 2.0 metres above grade	No closer than 0.3 m to any lot line
Mechanical Equipment	No closer than 4.0 m to the front lot line, 3.0 m to the exterior side lot line, 1.2 m to the interior side lot line, and 3.0 m to the rear lot line
Window or through wall air conditioner	No closer than 3.0 m to the front, rear and exterior side lot line, and 0.6 m to the interior side lot line

The proposed RS3-XXX Zone would apply only to one lot within the subdivision (single-detached lot 301 in the draft plan). The RS3-XXX Zone would permit a minimum exterior side yard of 3.5 metres whereas the standard RS3 Zone requires a minimum of 4.0 metres. This lot requires a reduced exterior side yard due to the curvature of the flanking Street 'O' which tapers towards the southern corner of the unit. Other than the exterior side yard, all other provisions of the ZBA and the RS3-XX Zone would apply to the RS3-XXX Zone.

4.0 PLANNING ANALYSIS

The section provides a review of the land use policy framework related to the Proposed Development on the Subject Lands.

Please note this section makes periodic references to the various technical studies, reports and plans prepared by others and included under separate cover as part of the submission. The key supporting documents are summarized in **Section 5** of this Report.

4.1 The Planning Act

The Planning Act sets out the foundation for land use planning in Ontario and describes how land uses may be controlled.

Section 2 of the Planning Act establishes a series of provincial interests that decision makers must have regard to when making decisions on planning applications. **Table 5** has grouped these interests into various themes and evaluates the revised Draft Plan relative to them.

Table 4. Evaluation of Development Proposal Relative to Provincial Interests

Theme	Provincial Interest
Environment and Resource Conservation	<i>The protection of ecological systems, including natural areas, features and functions.</i> <i>The mitigation of greenhouse gas emissions and adaptation to a changing climate.</i> <i>The protection of the agricultural resources of the Province.</i> <i>The conservation and management of natural resources and the mineral resource base.</i> MHBC Comment: The revised Draft Plan includes the preservation of 22.3 hectares of environmental lands and is supported by an Environmental Impact Study (EIS), Floodplain Assessment, and Stormwater Management Plan. The development is proposed on greenfield lands designated for residential growth, and achieves a compact form to efficiently utilize the Subject Lands and promote active transportation and transit. The Subject Lands do not contain and are not located adjacent to a mineral resource extraction area or lands designated Mineral Aggregate Resource.
Cultural Heritage	<i>The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.</i> MHBC Comment: The Subject Lands do not contain any heritage buildings or structures. Completion of an archaeological assessment will

	be a requirement of the draft plan conditions to clear the Subject Lands of any archaeological potential. The archaeological assessment will need to be accepted by the Ministry of Citizenship and Multiculturalism and entered into the public register.
Efficient and Cost-Effective Use of Infrastructure	• <i>The supply, efficient use and conservation of energy and water.</i> • <i>The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.</i> • <i>The minimization of waste.</i> • <i>The protection of the financial and economic well-being of the Province and its municipalities.</i> MHBC Comment: The compact nature of the proposed development on greenfield lands abutting the existing built boundary will facilitate efficient and cost-effective provision and use of municipal water, sewage, storm services, road infrastructure, utilities and municipal waste collection services. Additionally, the new residents the development accommodates will increase the municipal tax base.
Orderly and Sustainable Growth and Development	• <i>The appropriate location of growth and development.</i> • <i>The orderly development of safe and healthy communities.</i> • <i>The protection of public health and safety.</i> • <i>The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.</i> MHBC Comment: The proposed development supports orderly growth in an appropriate location on greenfield lands which abut the existing built boundary, are designated for residential growth, and have previously received draft plan approval. The revised Draft Plan includes the preservation of 22.3 hectares of environmental lands and is supported by an Environmental Impact Study (EIS), Floodplain Assessment, Stormwater Management Plan, and Phase 1 Environmental Site Assessment (ESA). The proposed development achieves a compact form to efficiently utilize the Subject Lands and municipal infrastructure and promote active transportation and transit. The revised Draft Plan includes an extensive trail network that provides connections to the surrounding community and interacts with the environmental protection lands, the vegetated drainage channel and stormwater pond.
Community Needs	• <i>The adequate provision and distribution of educational, health, social, cultural and recreational facilities.</i> • <i>The adequate provision of a full range of housing, including affordable housing.</i> • <i>The adequate provision of employment opportunities.</i> MHBC Comment: The revised Draft Plan now proposes a 2.1-hectare elementary school block at the request of the SCDSB, which will support

	the educational needs of a growing community and provide new employment opportunities. The revised Draft Plan continues to provide a range of housing to meet various incomes and lifestyles, including townhouses, semi-detached dwellings, and various sizes of single-detached dwellings including a unique shallow lot model that offers detached living at a lower price point. The revised Draft Plan also provides 2.3 hectares of public parkland in addition to an extensive recreational trail network including connections to the adjacent County Rail Trail. Furthermore, the community of Stayner is an urban settlement area which supports the everyday needs of its residents. It includes schools, a medical centre, clinics, arena, parks, grocery stores, restaurants and other local businesses and employers.
Design Considerations	• <i>The promotion of built form that is well-designed; encourages a sense of place; and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.</i> • <i>The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies</i> MHBC Comment: The revised Draft Plan is well-designed, maintaining an efficient grid street network which facilitates a high degree of pedestrian and vehicular connectivity both within the subdivision and to the existing community and adjacent future development lands. The lot and road layout has been designed to calm traffic and maximize eyes on the street as well as views to the natural areas, open spaces and park. The residential dwellings and public spaces will be built to comply with the OBC and the AODA accessibility requirements. The development offers a range of desirable housing types with a variety of floorplans, and façade treatments. All streets will feature sidewalks and street trees.
Coordinated Planning	• <i>The co-ordination of planning activities of public bodies.</i> • <i>The resolution of planning conflicts involving public and private interests.</i> MHBC Comment: The Applicant has formally pre-consulted with the Township, County, Conservation Authority, School Boards, MTO, and other relevant interests. The submitted Draft Plan Revision and ZBA application materials have been prepared taking that consultation into account with written responses provided to the pre-consultation comments received and will be circulated to all parties for review and further comment.

With respect to Draft Plans of Subdivision, Section 51 (24) of the Planning Act outlines specific criteria to be considered by an approval authority including:

- a) *The effect of the proposal on matters of Provincial Interest.*

MHBC Comment: As detailed in **Table 5**, the proposed Draft Plan Revision supports matters of provincial interest.

- b) *Whether the subdivision is premature or in the public interest.*

MHBC Comment: The Subject Lands are located within the Stayner Settlement Area, are greenfield lands adjacent to the existing built boundary, are designated for residential development, and have previously received Draft Plan approval. Accordingly, the subdivision is not considered to be premature. The revised Draft Plan is in the public interest as demonstrated in Sections 4.1 to 4.4 of this Report.

- c) *Whether the plan conforms to the official plan and adjacent plans of subdivision (if any).*

MHBC Comment: The Subject Lands are designated 'Residential', 'Greenland – Natural Heritage Area' and 'Greenland – Hazard Lands Area' as per Stayner Land Use Schedule B-12. The proposed development conforms to the Township's Official Plan policies, as demonstrated in Section 4.4 of this report. The revised Draft Plan has been designed to remain compatible with and connect to the existing neighborhood and draft-approved subdivision to the south, as well as the other lands owned by the Applicant adjacent to the north with future road connections to all areas.

- d) *The suitability of the land for the purposes for which it is to be subdivided.*

MHBC Comment: The Subject Lands are considered greenfield lands designated for residential, are adjacent to the existing built boundary and received prior Draft Plan approval. They are generally flat, and the majority of the landholdings have no significant vegetation. The proposed development has been appropriately designed by accounting for the configuration, topography and environmental areas of the site and existing road and infrastructure networks. The submission is supported by a series of technical reports, including EIS, Phase 1 ESA, Geotechnical and Hydrogeological Investigations, Floodplain Assessment, and Functional Servicing and Stormwater Management report. As such, the Subject Lands are demonstrated to be suitable for the proposed revised Draft Plan of Subdivision.

- e) *The number, width, location and proposed grades and elevations of highway, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.*

MHBC Comment: The revised Draft Plan of Subdivision would be accessed primarily by the road connection from Highway 26, which is of suitable width and does not require a road widening. In addition, future road connections have been designed to tie into Road Oak Trail, East Street, the adjacent draft-approved subdivision at 211 North Street, and the future development lands owned by the Applicant adjacent to the north. The subdivision has been designed to provide several transportation paths capable of handling the projected vehicle volumes,

as supported by the Transportation Impact Study and Functional Traffic Design Study prepared by Crozier. The proposed internal streets and intersections are designed to meet Township engineering standards.

f) *The dimensions and shapes of the proposed lots.*

The proposed residential lots and blocks are appropriate in size to accommodate the intended residential unit types which the proposed ZBA has been tailored around, and achieve compact, efficient development. The stormwater management block has been appropriately sized to accommodate the stormwater demands and the school block has been sized according to the needs of the SCDSB. Additionally, the 2.3-hectare public park block meets the 5% parkland dedication requirement.

g) *The restriction on the lands to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.*

There are no known restrictions affecting the Subject Lands, with the exception of the environmental protection lands and the lands which are located within a regulated area of the NVCA as shown in **Figure 5**. The submission is supported by both an Environmental Impact Study and a Floodplain Assessment.

h) *Conservation of natural resources and flood control.*

The revised Draft Plan includes two environmental protection blocks totaling 22.3 hectares of protected environmental lands. The submission is supported by an Environmental Impact Study, a Floodplain Assessment, and a Functional Servicing and Stormwater Management Report which demonstrate the proposed development will effectively protect natural areas and protect people and property from flood hazards.

i) *The adequacy of utilities and municipal services.*

The proposed subdivision can be fully and properly serviced with the existing and planned municipal water, sewage, and storm infrastructure and utilities as confirmed in the submitted Functional Servicing and Stormwater Management Report.

j) *The adequacy of school sites.*

A 2.1-hectare elementary school block has now been added as part of the development at the request of the SCDSB and sized in accordance with their requirements. The proposed school block is located in a highly visible and accessible location adjacent to the proposed park block, with street frontage on three sides. The SCDSB will be circulated on the ZBA and Draft Plan Revision applications and will have the opportunity to provide further comments through this process.

- k) *The area of land, if any, exclusive of highways, to be conveyed or dedicated for public purposes.*

A 2.3-hectare public park has been provided, which meets the minimum 5% parkland dedication requirement. In addition, five walkway blocks are located throughout the proposed development which, together with the park block and 4.16-hectare SWM block, will be dedicated to the Township for public purposes. If confirmed to be required by the SCDSB, the 2.1-hectare school block will be conveyed to the SCDSB following Draft Plan Approval and prior to registration.

- l) *The extent to which the plan's design optimizes the efficient use and conservation of energy.*

The revised Draft Plan provides for more compact single-detached dwelling lots and townhouses which thereby require less street frontage and promote more efficient use of energy, utilities and municipal servicing infrastructure. The revised Draft Plan also promotes active transportation with sidewalk and tree-lined streets and separate walkway blocks.

- m) *The interrelationship between the design and site plan control matters.*

The revised Draft Plan will not be subject to Site Plan Control, but will be subject to detailed design and updated Draft Plan Conditions which must be satisfied following Draft Plan Approval and prior to subdivision registration.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement ("2024 PPS") came into effect on October 20, 2024, and is a province-wide planning policy document that all municipal planning decisions must be consistent with.

The intent of the 2024 PPS is to guide land use planning in Ontario to build strong, healthy, livable and safe communities by promoting efficient, cost-effective development and land use patterns, protecting resources for economic or environmental benefit, and directing development away from areas that pose public health or safety risks.

Section 2.2 of the 2024 PPS addresses matters relating to housing, directing planning authorities to provide for an appropriate range and mix of housing options and densities for current and future residents. These policies include permitting and facilitating all forms of housing required to meet social, health and economic wellbeing requirements and all forms of intensification and redevelopment. Densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit are further promoted. The proposed revised Draft Plan contributes to the Township's supply and range of housing units in a compact form that efficiently utilizes land and infrastructure. The proposal also supports active transportation and recreational uses and provides a school block as requested by the SCDSB.

Section 2.3 of the 2024 PPS includes policies regarding Settlement Areas, with Section 2.3.1 stating Settlement Areas shall be the focus of growth and development. Development within the Settlement Areas shall be based on a density and mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public services, and support active transportation and transit. The Subject Lands are located within the Stayner Settlement Area and will provide for a mix of residential uses alongside institutional and recreational uses. The revised Draft Plan achieves an efficient land use pattern, supports active transportation, will be developed with full municipal services, and is within an area designated and Draft Plan Approved for residential development.

Section 2.8 of the 2024 PPS addresses employment policies, and requires that planning authorities provide an appropriate mix and range of employment and institutional uses. The revised Draft Plan now includes a 2.12-hectare elementary school block. This new institutional use provides local employment opportunities.

Section 3.1 of the 2024 PPS provides policies for public service facilities, with Section 3.1.1 requiring their planning leverage the capacity of development proponents to ensure they are available to meet current and projected needs. Schools specifically are encouraged to locate in areas with a compact built form, and adjacent to parks. As per the request by the SCDSB, a 2.1-hectare elementary school block has been added to the revised Draft Plan, positioned adjacent to the park block and in proximity to the townhouses and compact single-detached residential.

Section 3.2 of the 2024 PPS provides policies for transportation systems and directs that they should safely and efficiently move people and goods and that connectivity within and among different components of the system should be improved where possible. The revised Draft Plan has improved connectivity within and among different components of the transportation system by adding additional street connections to the adjacent residential neighbourhood to the south and by adding walkway blocks both internal to the subdivision and to the rail trail.

Sections 3.3 and 3.4.1 require that new development on lands adjacent to existing or planned corridors and transportation facilities, including rail, be compatible with the purpose and operation of the corridor and appropriately buffered to ensure that the long-term operation and economic role of these facilities is protected. As such, new sensitive land uses are to be appropriately buffered. Section 3.5 of the 2024 PPS provides policy direction on land use compatibility to ensure major facilities and sensitive land uses are planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities.

Highway 26 as well as the Barrie-Collingwood Rail Trail abut the subject lands to the east. While the railway is no longer active and the tracks have been removed, the Revised Draft Plan has been designed to maintain 30-metre setbacks between any proposed residential units and the rail trail right of way in the event the railway becomes active again in the future as required by the County of Simcoe. The Subject Lands are located approximately 300 metres north of Reinhart Foods, a food processing plant. Noise, vibration and air

quality studies will be completed in relation to these facilities as a condition of Draft Plan approval.

Per Section 3.6, sewage and water services are to be planned to accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing services. Additionally, they are to be provided in a manner that is sustainable, feasible, financially viable, and protects human health and safety and the natural environment. Full municipal sewage and water services are the preferred form of servicing for settlement areas. In accordance with these policies, and detailed in the submitted Functional Servicing and Stormwater Management Report, the Subject Lands will be provided full municipal water and sewage and will be developed in a compact manner to ensure these services are optimized and financially viable over the long-term.

Section 3.6 of the 2024 PPS also identifies policies for planning for stormwater management which includes addressing contaminant loads, minimizing changes in water balance and volumes, mitigating risks to the environment, human safety and property damage, maximizing the extent and function of vegetative surfaces and promoting best practices. These matters have been addressed in the stormwater management design for the proposed revised subdivision, which includes a vegetated stormwater channel and storm pond and incorporates Low Impact Development (LID) measures. The submission is supported by a Functional Servicing and Stormwater Management Report as well as a Floodplain Assessment.

Section 3.9 of the 2024 PPS promotes healthy, active and inclusive communities through the planning of public streets, spaces and facilities so they are safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The 2024 PPS also promotes the provision of a range of publicly accessible built and natural settings for recreation. These can include facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources. The revised Draft Plan promote and facilitate all of the above by providing sidewalk-lined streets, dedicated walkway blocks within and connecting to the rail trail, an internal trail system that leverages access to the vegetated stormwater channel and pond, additional street connections to the neighbourhood to the south, and public parkland.. The submission is supported by a Conceptual Trails Plan, a Transportation Impact Study, and a Functional Traffic Design Study.

Section 4 of the 2024 PPS relates to natural heritage. Section 4.1.1 requires that natural heritage features be protected for the long-term and that the ecological function and biodiversity of natural heritage systems be maintained, restored, and where possible, improved, recognizing linkages between and among natural heritage feature areas. Section 4.1.5 does not permit development within significant woodlands or significant wetlands unless it has been demonstrated that there will be no negative impact on the natural features or their ecological functions.

The woodland feature on the western portion of the Subject Lands is mapped as a Significant Woodland on Schedule C-2 of the Township OP, and the woodlot is mapped to contain unevaluated wetlands on Schedule C-2. The proposed development would remove 1.59 hectares of a contiguous woodland feature, which measures over 65 hectares in size. The EIS completed by Azimuth concludes that this would be a minor removal at the

woodlot edge which is not expected to negatively impact the ecological functions of the Significant Woodland, provided the recommended mitigation measures are followed.

As the EIS highlights, the wetlands within the study area are not identified as provincially or locally significant wetlands. Wetland limits were staked and surveyed, and the development will require the removal of 0.14 hectares of wetland. This loss is eligible for wetland compensation in accordance with the NVCA's offsetting guidelines, and the proposed onsite wetland creation is anticipated to achieve a net gain. Accordingly, it is anticipated that there will no negative impact to the wetlands.

The revised Draft Plan maintains the large environmental protection block on the western portion of the Subject Lands consistent with the approved Draft Plan while adding a second environmental protection block to the northeast, increasing the overall amount of environmentally protected lands by nearly one hectare. The proposed development is supported by an Environmental Impact Study (EIS) prepared by Azimuth Environmental which accompanies this submission.

Section 4.2 of the 2024 PPS requires that the quality and quantity of water be protected, improved or restored. Development and site alteration is to be restricted in or near sensitive surface water features and sensitive ground water features to ensure these features and their related hydrologic functions will be protected, improved or restored. The submission is supported by a Hydrogeological Assessment and a Stormwater Management Plan, the design of which incorporates naturalized drainage channels, naturalized stormwater pond, and LID measures.

Section 4.6 of the 2024 PPS relates to cultural heritage and archaeology, requiring that significant built heritage resources and significant cultural heritage landscapes be conserved. Furthermore, development and site alteration are not permitted on lands with archaeological potential or containing known archaeological resources unless any significant archaeological resources have been conserved. Completion of an archaeological assessment will be a requirement of the draft plan conditions in order to clear the Subject Lands of any archaeological potential. The archaeological assessment will need to be accepted by the Ministry of Citizenship and Multiculturalism and entered into the public register.

Section 5.2 of the 2024 PPS contains policies for the protection of natural hazards, including areas impacted by flooding hazards. In general, development is to be directed outside these areas. NVCA regulation mapping identifies flood hazards within the northeast portion of the Subject Lands. The submission is supported by a Floodplain Assessment and Stormwater Management Plan, both of which have been prepared by Crozier. The SWM pond, which has been located in the northeast corner of the Subject Lands, will effectively control stormwater which will be conveyed by storm sewers, the street network and vegetated drainage channels. Stormwater design has controlled for the 100-year storm event under a 50% culvert blockage scenario, and the proposed floodplain regularization results in a net increase of approximately 2,893 m³ of floodplain storage.

Based on a comprehensive review of the proposal and the policies of the 2024 PPS, it is the opinion of the undersigned that the proposed ZBA and Draft Plan Revision applications are consistent with the 2024 PPS.

4.3 County of Simcoe Official Plan (2016)

The County of Simcoe Official Plan ("County OP") provides a policy context for land use planning taking into consideration the economic, social and environmental impacts of land use and development decisions. Local municipal Official Plans and planning decisions are required to conform to the County OP. As of the time of writing this report, planning responsibilities have not yet been removed from the County by the Province. Land Use Schedule 5.1 of the County OP designates the Subject Lands as 'Settlements', identifying them as being within the Stayner Settlement Area, outside of but directly abutting the current Built Boundary (**Figure 2**).

The County OP's Growth Management Strategy directs a significant portion of growth and development to settlements where it can be effectively serviced. The County OP's Growth Management Strategy also directs for the development of communities with diversified economic functions and opportunities, and a diverse range of housing options. The revised Draft Plan will direct growth and development to a fully serviced urban settlement area and continues to provide a range of housing options including single detached dwellings, semi-detached dwellings and townhouse units. A school block has also been added which will provide new employment opportunities.

In addition, Section 3.2.4 requires that the majority of population and employment growth be directed to settlement areas with full municipal water services. Stayner is serviced with municipal water and municipal sewage services, and the proposed development will support the efficient and cost-effective use of the servicing infrastructure.

The County OP provides policies for development within and adjacent to natural heritage features. While the entirety of the Subject Lands are located within the Stayner Settlement Area and outside of the County's Greenlands designation, the western portion of the Subject property is part of the Township's local natural heritage system. Section 3.8.13 of the County OP permits local municipalities to implement local natural heritage systems that identify features and areas in addition to the County's Greenlands system. The proposed development includes two environmental protection blocks totalling 22.3 hectares of environmentally protected lands and is supported by an EIS.

Section 3.3.15 of the County OP does not permit development in significant woodlands unless it is demonstrated that there will be no negative impact to the natural features or their ecological functions. To that end, Section 3.8.14 directs local municipalities to establish criteria to determine whether a woodlot in a settlement area is a significant woodland.

The woodland feature on the western portion of the Subject Lands is mapped as a Significant Woodland in the Township OP, and the woodlot is mapped to contain unevaluated wetlands. The proposed development would remove 1.59 hectares of a contiguous woodland feature, which measures over 65 hectares in size. The submitted

EIS concludes that this minor removal at the woodlot edge is not expected to negatively impact the ecological functions of the Significant Woodland, provided the recommended mitigation measures are followed.

Additionally, Section 3.3.15 does not permit development within significant wetlands. As the EIS highlights, the wetlands within the study area are not identified as provincially or locally significant wetlands. The development will require the removal of 0.14 hectares of wetland, which is eligible for wetland compensation in accordance with the NVCA's offsetting guidelines. The proposed onsite wetland creation is anticipated to achieve a net gain with no negative impact to the wetlands.

Section 3.3.19 of the County OP requires that stormwater management planning for subdivisions protect, improve or restore the quality and quantity of water resources and related natural heritage systems. They must address the impacts of the development on stormwater runoff volumes; water quality; erosion and sedimentation; and environmental features, including fish habitat. The proposed development is supported by a Floodplain Assessment as well as a Stormwater Management Plan that effectively controls stormwater volumes and maintains water quality. The submission is also supported by an EIS which evaluates the watercourse and wetlands within the study area.

Section 3.3.20 requires that traffic impact studies for larger developments examine the impact of traffic generated by the proposed development at their points of access, at nearby intersections and interchanges to determine any necessary highway design improvements required. They are to assess the existing traffic conditions and the traffic volumes generated by the proposed development at the date of opening, 5 and 10 year horizons beyond full build-out of the site. A Transportation Impact Study has been prepared by Crozier and accompanies this submission. The future total network, including traffic generated by the development, is projected to operate acceptably with mitigation, and significant capacity deficiencies are not anticipated.

Section 3.3.21 requires that residential development proposed adjacent to existing major facilities such as highways, arterial roads, railway corridors, and industrial uses may be subject to feasibility/compatibility studies to ensure any potential nuisance impacts to residents are investigated and mitigated and to ensure continued operations of those existing facilities will not be hindered. Noise, vibration and air quality studies will be completed as a condition of draft plan approval.

Section 3.5 of the County OP outlines specific objectives for development within settlements including, among others, promoting the development of compact development patterns which minimize land consumption and servicing and road infrastructure costs. The County OP further encourages settlement areas to develop as vibrant complete communities with a diverse mix of land uses, a range and mix of housing types, high quality public open space and convenient access to local services.

The revised Draft Plan will contribute to the above County objectives for settlement areas by providing a diverse range and significant supply of new housing in a compact and efficient urban form, minimizing land consumption and optimizing municipal infrastructure (including water, sewer and transportation infrastructure). The proposed subdivision also contributes to the realization of a complete community by locating residents in proximity

to existing public services, recreational amenities and businesses, and by providing public parkland and a school block.

Section 3.5.24 of the County OP sets a minimum greenfield density target of 32 residents and jobs combined per hectare for the Township of Clearview. This target is to be measured as an average across Clearview's greenfield areas and is not strictly required of every individual development. The Subject Lands are within a designated greenfield area of Stayner.

The total developable area, excluding only the EP blocks, is 46.28 hectares. Statistics Canada's 2021 Census determined that the average household size in Simcoe County was 2.6 persons per household. According to Statistics Canada's Labour Force Survey data collected in May 2025, 12.4% of employed Canadian residents worked exclusively at home. The persons and jobs calculations are summarized in **Table 5** below. The tables include the following assumptions:

- Estimated household sizes by dwelling type based on the Statistics Canada average across all housing types in the County.
- Assumption that 12% of all residential dwellings contain a resident that works exclusively from home.
- An assumption that 10% of the single-detached residential dwellings will contain an ARU in the future.
- An estimated 35 jobs being created by the School. Based on our research, the typical elementary school in Ontario employs roughly 25 to 45 total jobs, or roughly 20 to 35 full-time equivalent staff members.

As shown in **Table 5**, if the school block is developed as a school, the site is estimated to accommodate approximately 40.9 residents and jobs combined per hectare. If the school block is later determined not to be required by the School Board and is instead developed for residential uses, the density of residents and jobs combined per hectare would increase.

It is submitted that the revised Draft Plan will continue to aid the Township in meeting the County's minimum greenfield density targets, despite a reduction to the overall unit count compared to the current draft-approved subdivision.

Table 5: Residents and Jobs Per Hectare if School Block Developed for a School

Unit Type	Units	Persons Per Unit	Residents / Jobs
Single-Detached Dwelling	523	2.6	1,360
Semi-Detached Dwelling	4	2.0	8
Townhouse	164	2.0	328
An ARU in 10% of Single-Detached Dwellings	52	1.5	78
A home-based job in 12% of all dwellings	83	-	83
School Block	35	-	35

Total	-	-	1,892
Per Hectare (46.28 Hectares)	-	-	40.9

Section 3.5.30 of the County OP permits development within designated greenfield areas to be of higher density than the minimum target density but states it should be compatible with adjacent residential areas. Section 3.5.51 requires that local municipal official plans and zoning by-laws facilitate the provision of a range of housing types to meet a variety of housing needs for all ages and price points. The proposed development will facilitate the provision of a range of housing types including townhouses, semi-detached dwellings, and single-detached dwellings including innovative shallow-lot single detached models that offer access to single-detached living at lower price points. With a compact development pattern, the subdivision exceeds the minimum density targets while maintaining appropriate setbacks to the established residential neighbourhood and keeping the higher density housing products towards the site's interior.

Based on a comprehensive review of the proposal and applicable policies of the County OP, it is the opinion of the undersigned that the proposed ZBA and Draft Plan Revision applications conform with the policies of the County of Simcoe Official Plan.

4.4 Township of Clearview Official Plan (2024)

The Township of Clearview Official Plan (Township OP) guides how planning and development in Clearview, outlining where and how its communities grow. The Township OP was adopted by Township Council in May 2024 and approved by County of Simcoe Council in November 2024. That approval was save and except for a non-decision related to the 2051 planning horizon for growth and population targets. A decision was made by County of Simcoe Council on June 23, 2026, to approve the Non-Decision component of the Township OP, meaning that portion is now also in force and effect.

Schedule B-12 (Land Use Plan) of the current (2024) Township of Clearview Official Plan designates the Subject Lands as 'Residential', 'Greenland - Natural Heritage Area' and 'Greenland – Hazard Lands Area' (**Figure 3**). Schedule B-12 also confirms the Subject Lands are entirely located within the Stayner Settlement Area and abut the current Built-Up Area. Accordingly, they are considered greenfield lands. The lands designated 'Greenland - Natural Heritage Area' on Schedule B-12 are also identified as 'Natural Heritage' on Schedule C (Natural Heritage System), are mapped to contain unevaluated wetlands on Schedule C-1 (Natural Heritage System Wetlands), and are identified as Significant Woodlands on Schedule C-2 (Natural Heritage System Woodlands).

Schedule G – Transportation System identifies the Section of Highway 26 that runs through Stayner as a Township arterial road; however, it remains under the jurisdiction of the MTO. North Street is identified as a Township collector road.

The Township of Clearview Official Plan (Township OP) guides planning and development in Clearview, outlining where and how its communities grow. The Township OP was adopted by Township Council in May 2024 and approved by County of Simcoe Council in November 2024. That approval was save and except for a non-decision related to the 2051 planning horizon for growth and population targets. A decision was made by County of Simcoe Council on June 23, 2026, to approve the non-decision component of the Township OP, meaning that portion is now also in force and effect.

Schedule B-12 (Land Use Plan) of the current (2024) Township of Clearview Official Plan designates the Subject Lands as 'Residential', 'Greenland - Natural Heritage Area' and 'Greenland – Hazard Lands Area' (**Figure 3**). Schedule B-12 also confirms the Subject Lands are entirety located within the Stayner Settlement Area and abut the current Built-Up Area. Accordingly, they are considered greenfield lands. The lands designated 'Greenland - Natural Heritage Area' on Schedule B-12 are also identified as 'Natural Heritage' on Schedule C (Natural Heritage System), are mapped to contain unevaluated wetlands on Schedule C-1 (Natural Heritage System Wetlands), and are identified as Significant Woodlands on Schedule C-2 (Natural Heritage System Woodlands).

Schedule G – Transportation System identifies the Section of Highway 26 that runs through Stayner as a Township arterial road; North Street is identified as a Township collector road.

Policy sections of the Township of Clearview Official Plan relevant to the proposed development and associated applications have been reviewed below.

2.2 Community Structure

Urban Settlement Areas are intended to serve as focal points for the majority of the population and employment growth projected for the Township. The Township's Urban Settlement Areas are Creemore and Stayner (2.2).

Urban Settlement Areas are meant to be the primary locations for new development in the Township and for community activity in general (2.2).

The areas outside the delineated built-up areas but within the settlement area boundaries are designated greenfield areas (which are considered "designated growth areas" (2.2).

Municipal water services and municipal wastewater services are generally available throughout the Urban Settlement Areas, and it is expected that all new development and redevelopment will be provided with full municipal services (2.2).

MHBC Comment: The proposed subdivision will direct population growth and development to the Stayner Urban Settlement Area on designated greenfield lands immediately adjacent to the existing built-up area. Additionally, the development will be provided full municipal services.

2.3 Growth Management

Table 2.1 – Target distribution of population growth to 2031

Settlement Area	Estimated population, 2021 ^(a)	Target share of popul'n growth	Projected population	
			2026	2031
Urban Settlement Areas	6,401	70%	7,865	9,531
Stayner	5,056	52.5%	6,154	7,403
Creemore	1,345	17.5%	1,711	2,127

The Township will encourage intensification and infilling in order to achieve a target of at least 30% of new residential units each year being located within the delineated built-up areas in Urban Settlement Areas (2.3.2).

MHBC Comment: The proposed subdivision will direct new residents to the Stayner Urban Settlement Area, directly supporting the Township's target population distribution of 70% of population growth to Urban Settlement Areas, and 52.5% to Stayner specifically.

The Township will ensure that development in designated greenfield areas is planned and designed to achieve a minimum density of 45 residents and jobs per hectare (2.3.2).

MHBC Comment: The total developable area (excluding only the EP blocks, SWM pond, and drainage channel), is 41.68 hectares. Based on the number of residential units and the persons and jobs assumptions outlined in Section 4.3 of this Report (1892 total persons and jobs), the revised Draft Plan achieves a density of 45.4 residents and jobs per hectare, thereby meeting the Township's target. It should be noted that the density of the proposed development is lower than it would be otherwise due to the fact that a school block and 5% public parkland are provided – two land uses that benefit the public but are not excluded from the density calculations. It should also be noted that 45.4 residents and jobs per hectare achieved by the proposed development is significantly higher than the County's minimum greenfield density target for Clearview Township of 32 residents and jobs per hectare, which the County directs is to be measured as an average across all of Clearview's greenfield areas.

2.4 Housing

Table 2.3 – Target distribution of new dwelling units, 2021-2031

Settlement Area	No. of new dwelling units by 2031
Urban Settlement Areas	1,588
Stayner	1,191
within delineated built-up area	447
in designated greenfield area	744

Table 2.4 – Target share of housing density types per Settlement Area

Settlement Area type	Total no. of new units by 2031	Low- density	Medium- density	High- density
Urban Settlement Areas	1,588	60%	30%	10%

The Township shall ensure that all residential development provides an appropriate and adequate range and mix of dwelling unit types, sizes, and tenures (2.4.1).

For the purposes of this Official Plan, residential densities shall generally be categorized according to the following ranges:

(a) low-density development should generally be between 10 and 16 dwelling units per gross hectare;

(b) medium-density development should generally be between 16 and 24 dwelling units per gross hectare (2.4.1).

For the purposes of No. 2.4.1.2 above, “gross hectare” shall refer to the total land area occupied by development minus any area located within one of the “Greenlands” designations or otherwise occupied by significant natural heritage features or by hazardous lands (2.4.1).

MHBC Comment: With 691 total residential dwelling units across 41.68 gross hectares (EP, pond and drainage channel excluded) and all dwelling types, the revised Draft Plan achieves an overall density of 16.58 dwelling units per gross hectare. This places the development at the low end of medium-density development as defined by the Township OP. The proposed development also supports the Township’s targets of 60% low-density and 30% medium-density housing within Urban Settlement Areas, noting that Section 2.4.1.6 confirms the 60/30 split is to be measured as an average across all greenfield areas, and is not a fixed required for every individual development.

The Township will strive to ensure that at least 10% of all new residential units each year are affordable units (2.4.3).

Where appropriate, the Township will encourage the development of smaller single-detached dwellings and semi-detached dwellings on smaller lots... (2.4.3).

MHBC Comment: The proposed development will introduce a substantial supply of market-rate housing units that will help meet demand and ease housing pressures that drive up housing costs. Additionally, a range of more attainable housing options are proposed, including townhouses, semi-detached dwellings, and various sizes of single-detached dwellings including a unique shallow lot model that offers detached living at a lower price point.

4.2 Residential Designations

A full range of residential uses, including a full range of dwelling types and sizes, shall be permitted in the “Residential” designation... (4.2.1).

Institutional uses and public service facilities may be permitted in the “Residential” designation... (4.2.1).

MHBC Comment: A full range of residential dwelling types and sizes is provided, and it is confirmed that the proposed public park and school are permitted in the Residential designation.

In considering the siting of residential development, priority will be given to locations:

- (a) where appropriate infrastructure and services already exist; or*
- (b) where the extension or installation of infrastructure and services is easiest and most cost-effective (4.2.1).*

Medium-density residential development should be located:

- (a) within an Urban Settlement Area or a Community Settlement Area;*
- (b) on a site within, or directly abutting, an existing built-up area, or that abuts an existing or approved high-density residential development;*
- (c) within a reasonable distance (approximately one kilometre) of at least one public service facility; and*
- (d) on a site where existing infrastructure has capacity to support the proposed development, or where infrastructure capable of supporting the development will be provided at the developer’s expense (4.2.1).*

MHBC Comment: The revised Draft Plan will direct medium-density residential development to a designated growth area within the Stayner Urban Settlement Area, on lands that were previously draft plan approved and directly abut the municipally serviced built-up area.

The Township shall proceed in consultation with the school boards when considering new residential development or changes to servicing (4.2.1).

Development proceeding by plan of subdivision will be encouraged to provide active transportation connections to adjacent areas (4.2.1).

MHBC Comment: The revised Draft Plan now includes an elementary school block at the request of the SCDSB. Additionally, the revised Draft Plan proposes walkway blocks and a trail system to promote active transportation and passive recreation.

Residential development may be phased, at the Township's discretion, in accordance with the availability or provision of water and wastewater services, with the impact of development on the community, or with any other considerations that the Township considers appropriate (4.2.1).

MHBC Comment: The development will be phased, and a preliminary phasing Plan accompanies this submission.

The implementing Zoning By-law will:

(a) establish different Residential zones with permitted uses that reflect the locational criteria;

(b) provide for a full range of dwelling types and unit sizes in appropriate areas; and

(c) provide for a range of lot sizes and for the development of smaller dwelling units, with an emphasis on promoting affordable housing through the provision of single dwellings on smaller lots (4.2.1).

MHBC Comment: The proposed ZBA will permit a full range of dwelling types and sizes in appropriate locations, including smaller dwellings on smaller lots (i.e. shallow singles), supporting housing choice and a range of affordability options.

4.9 Greenlands Designations

The boundaries of the Greenlands designations, as shown on Schedule B to this Official Plan, should be considered approximate (4.9).

Minor adjustments to the boundaries of any of the "Greenlands" designations, as determined through more detailed mapping or field surveys, the results of an EIS, or information received from the MNR or from other public bodies, will not require an amendment to this Official Plan, provided that the overall intent of this Plan is maintained. (4.9).

...minor adjustments to the boundaries of the "Greenlands" designations shown on the schedules to this Plan may be made without requiring an amendment to this Official Plan where such adjustments are based on more detailed mapping and surveys, on the results of an EIS that has been approved by the Township and the NVCA, or on information

received from the MNR, a conservation authority, or another public body or agency (4.9.1).

Where a minor adjustment made under No. 4.9.1.4 above results in lands being removed from the “Greenlands” designations, the lands so removed shall be re-designated to match the abutting land use designation (4.9.1).

MHBC Comment: The Subject Land’s ‘Greenland - Natural Heritage Area’ designation closely corresponds to the extent of the woodlands on site. The development limits of the revised Draft Plan closely follow the limits of the current draft approved plan which pre-dated the 2024 OP, with minor additional woodlot encroachment supported by an EIS. The area of woodlot encroachment to be refined will be designated as the abutting Residential designation. This mapping change within the Township OP schedule from Greenlands to the abutting Residential designation can be made through a housekeeping update to the Official Plan after construction. Accordingly, an OPA is not required.

Anyone proposing development or site alteration in or adjacent to one of the “Greenlands” designations:

(a) shall be required to submit an EIS, prepared in accordance with Section 5.4 of this Plan, as part of a complete application; and

(b) may be required to provide additional studies to determine the extent of natural heritage features and areas affected by the proposed development, or to determine the extent of hazardous lands and the locations of hazardous sites, for the purpose of delineating precise boundaries for the “Greenlands” designations. (4.9.1).

MHBC Comment: An EIS and Floodplain Assessment have been completed and accompany this submission.

The boundaries of the “Greenlands – Hazard Lands Area” designation shown on Schedule B to this Plan should be interpreted as approximations intended to serve as a guide for the preparation of criteria for the implementing Zoning By-law and other standards (4.9.3).

Council shall update or amend this Official Plan and the Zoning By-law for the purpose of modifying the boundaries of the “Greenlands – Hazard Lands Areas” designation:

(a) to reflect more detailed mapping of hazard areas, when such mapping becomes available...; or

(b) when significant changes to an identified floodplain occur as the result of flood control or other works.

Because the boundaries of the “Greenlands – Hazard Lands Areas” designation shown on the schedules to this Official Plan are meant to serve as approximations, building setbacks are to be established on the basis of detailed floodplain mapping and engineering flood-lines (4.9.3).

MHBC Comment: The submission is supported by a Floodplain Assessment and a Stormwater Management Plan. Cut and fill areas are proposed in the northeast section of the site in the vicinity of the proposed SWM pond to regularize the floodplain. As a result, all residential development will remain outside of the floodplain limits.

5.2 Natural Heritage System

...no development or site alteration shall be permitted... (d) in any of the following, unless it has been satisfactorily demonstrated there will be no negative impacts on natural heritage features or areas or on their ecological functions:

(i) significant woodlands;

(iii) wetlands that have been identified as locally significant... (5.2.1).

MHBC Comment: The woodland feature on the western portion of the Subject Lands is mapped as a Significant Woodland on Schedule C-2 of the Township OP, and the woodlot is mapped to contain unevaluated wetlands on Schedule C-2. The proposed development would remove 1.59 hectares of a contiguous woodland feature, which measures over 65 hectares in size. The EIS completed by Azimuth concludes that this would be a minor removal at the woodlot edge which is not expected to negatively impact the ecological functions of the Significant Woodland, provided the recommended mitigation measures are followed.

As the EIS highlights, the wetlands within the study area are not identified as provincially or locally significant wetlands. Wetland limits were staked and survey, and the development will require the removal of 0.14 hectares of wetland. This loss is eligible for wetland compensation in accordance with the NVCA's offsetting guidelines, and the proposed onsite wetland creation is anticipated to achieve a net gain. Accordingly, it is anticipated that there will no negative impact to the wetlands.

The Township supports, and shall facilitate, the acquisition of lands containing natural heritage features or areas by other public bodies and public agencies, including conservation organizations and recognized trail conservancies (5.2.1).

MHBC Comment: The revised Draft Plan includes two environmental protection blocks totaling 22.3 hectares of protected environmental lands currently under private ownership which would be available for dedication to the Township or Conservation Authority through the conditions of draft plan approval.

5.3 Water Systems & Water Resources

MHBC Comment: The submission is supported by an EIS, a Hydrogeological Assessment, and a Stormwater Management Plan.

5.4 Environmental Impact Studies

Applications proposing development on lands that include or are adjacent to a natural heritage feature or area identified in this Official Plan will generally be required to undertake an Environmental Impact Study ("EIS") (5.4).

MHBC Comment: An EIS accompanies the submission and it has been scoped in consultation with the NVCA.

5.6.2 Climate Change Mitigation & Adaptation Statements

Where pre-submission consultation is required by a by-law authorized under the Planning Act, any request for pre-submission consultation with the Township regarding any of the following shall be required to include a Preliminary Climate Change Mitigation & Adaptation Statement ("Preliminary Statement") as part of that request:

(b) an amendment to the Zoning By-law;

A Preliminary Statement will generally be required to provide the following:

(a) a brief characterization of the nature and scale of the proposed development;

MHBC Comment: Refer to Section 3.3 of this Report.

(b) examples of mitigation measures that will be considered for integration into the proposed development (such as clean energy sources, green building design, or carbon sequestration);

MHBC Comment: Mitigation measures are outlined in the submitted EIS, Floodplain Assessment, and Functional Servicing and Stormwater Management Report.

(c) a preliminary description of the climate-related hazards that could affect the proposed development over its lifespan, along with a preliminary assessment of the level of risk associated with each hazard, or, alternatively, a brief statement explaining and justifying why no such hazards have been identified;

MHBC Comment: Portions of the development are impacted by regulatory floodplains. Cut and fill areas are proposed in the northeast section of the site in the vicinity of the proposed SWM pond to regularize the floodplain. As a result, all residential development will remain outside of the floodplain limits. For more information, please refer to the Floodplain Assessment, and Functional Servicing and Stormwater Management Report.

(d) a list of the climate change data tools and resources (such as ClimateData.ca, the Climate Atlas of Canada, the Canadian Centre for Climate Services, or the Platform for the Analysis and Visualization of Climate Science) use to arrive at the determination made under Clause 5.6.2.2(c) above; and

MHBC Comment: Please refer to the Floodplain Assessment and Functional Servicing and Stormwater Management Report.

(e) examples of adaptation strategies and risk mitigation measures that will be considered to address any risks identified under Clause 5.6.2.2(c), preferably with reference to standards and guidelines such as those listed on Infrastructure Canada's "Codes, Standards and Guidelines for Climate Resilience".

MHBC Comment: Please refer to the Floodplain Assessment and Functional Servicing and Stormwater Management Report.

6.2 Natural & Human-Made Hazards

Anyone proposing development adjacent to a watercourse where engineered flood-line mapping is not available shall be required to undertake an analysis to determine the precise extent of the flooding hazard area, to the satisfaction of the Township and the NVCA (6.2.1).

The precise boundaries of all hazardous lands and hazardous sites, and any associated setbacks, shall be established to the satisfaction of the Township, in consultation with the NVCA or other applicable conservation authority, through appropriate studies as part of the review process for specific development applications (6.2.1).

MHBC Comment: The submission is supported by a Floodplain Assessment and Functional Servicing and Stormwater Management Report, both of which will be subject to review by the Township and NVCA.

Where development is proposed for a site that is known to be, or reasonably suspected of being, contaminated, no activity associated with the proposed development shall take place until and unless the known or suspected contamination has been assessed and remediated as necessary (6.2.2).

MHBC Comment: The submission is supported by a Phase 1 Environmental Site Assessment (ESA). Based on the information obtained and research conducted as part of the Phase I ESA, no significant sources of actual or potential environmental concern were identified at the Site.

6.3 Public Service Facilities

Public service facilities are generally directed to locate in Urban Settlement Areas and Community Settlement Areas, with preference given to sites that are close to areas with higher population density, that have municipal services available, and that are easily accessible by active transportation and by transit (where available), but may be located wherever a need for such facilities exists, subject to the policies in this section of the Official Plan.

MHBC Comment: The revised Draft Plan now includes an elementary school block at the request of the SCDSB.

6.4 Community Design

The main objective of the policies in this section of the Official Plan is to apply the principles of equity, accessibility, diversity, and inclusion to the design of public spaces and public service facilities:

Equity in design means that places and processes are designed to ensure everyone is treated fairly and justly; it means making sure everyone is represented and has an opportunity to participate in decision-making processes.

Accessibility in design means eliminating all barriers that would prevent any resident from fully participating in activities and enjoying life in the community; it means designing spaces and services in a way that will match the needs of all individuals.

Diversity in design means designing spaces in a way that acknowledges the different lifestyles, beliefs, and preferences that people might have; it means making space for individuality while promoting respect for others.

Inclusion in design means providing spaces that make everyone feel like they belong and are accepted in the community for who they are; it means creating places where everyone feels welcome and safe.

One way to promote inclusion is by encouraging visibility and activity, two central elements of what is usually called “natural surveillance,” which seeks to enhance the safety of public spaces by providing opportunities for casual observation.

MHBC Comment: The revised Draft Plan has been designed with the above community design principles in mind. It provides a highly accessible and visible public park block, a school block, and recreational trails. Streets have retained a grid pattern for a high degree of pedestrian connectivity and residential lots have been oriented to maintain passive surveillance on the streetscape. A variety of housing types, sizes and price points are proposed along with variation in architectural styles. All public and private spaces will be built to the AODA and OBC standards.

7.2 Water & Wastewater Services

MHBC Comment: Municipal water and wastewater services are the preferred form of servicing for all development within settlements areas, and the proposed development will connect accordingly.

7.3 Stormwater Management

Stormwater management facilities should appear as naturalized features and contribute to the overall aesthetic quality of the community (7.3.1).

All new development and redevelopment should incorporate landscape-based stormwater controls and LID best management practices wherever feasible (7.3.2)

A Stormwater Management ("SWM") Report shall be required for:

(a) any application proposing development by plan of subdivision... (7.3.3).

MHBC Comment: The revised Draft Plan includes a naturalized stormwater management pond which incorporates a perimeter trail. The stormwater solution includes LID measures as detailed in the submitted Functional Servicing and Stormwater Management Report.

7.5 Transportation

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 (7.5.2).

MHBC Comment: The proposed development is transit-supportive and provides complete streets that accommodate all road users, including pedestrians.

Development proposed in a planned corridor shall not be permitted in circumstances where such development could preclude or negatively affect the use of that corridor for the purposes for which it was identified (7.5.2).

MHBC Comment: The revised Draft Plan maintains a 30-metre setback between buildings and the County rail trail. Noise and vibration assessments will be completed as a condition of draft plan approval.

Any development application proposing access from a Township Arterial Road or a Collector Road shall be required to include a Traffic Impact Study as part of a complete application (7.5.3).

MHBC Comment: A Transportation Impact Study Accompanies this Submission.

8.2 Neighbourhood Design

MHBC Comment: The proposed development is consistent with the subdivision design policies of Section 8.2.2 of the Township OP.

8.4 Parks, Recreation & Culture

MHBC Comment: The revised Draft Plan meets the 5% parkland contribution with the proposed public park block which has been designed and sited in accordance with Section 8.4.1 of the Township OP.

9.2 Heritage Conservation

MHBC Comment: The Subject Lands do not contain any heritage buildings or structures.

9.3 Archaeological Conservation

MHBC Comment: Completion of an archaeological assessment will be a requirement of the draft plan conditions in order to clear the Subject Lands of any archaeological potential. The assessment will need to be accepted by the Ministry of Citizenship and Multiculturalism and entered into the public register.

11.2 Zoning

MHBC Comment: The proposed ZBA is in conformity with the Township OP.

11.8 Subdivision of Land

MHBC Comment: The Revised Draft Plan is in conformity with the subdivision policies of Section 11.8 of the Township OP as well as the subdivision criteria of Section 51 (24) of the Planning Act.

13.1.7 Bridle Park (7535 & 7603 Highway 26)

The lands designated as “Specific Policy Area 13.1.7” on Schedule SP-1 to this Official Plan, being those lands located on part of Lot 26, Concession No. 3 (formerly in the Township of Sunnidale and now in the Township of Clearview), known municipally as Nos. 7535 & 7603 Highway 26 and referred to in this section as the “subject lands”, shall be subject to the following special provisions, in addition to all other applicable policies of this Official Plan:

All development applications made in respect of the subject lands shall be subject to the policies of this Official Plan and to all Township policies and municipal by-laws that are in force and effect at the time a decision regarding such an application is made.

MHBC Comment: Acknowledged. As outlined in this section of this Report, the proposed development is in conformity with the current Township OP.

Detailed site plans, submitted studies, and further investigation may reveal a need to conserve additional lands for the protection of natural heritage features, which will not necessarily be limited to those lands identified using one of the “Greenlands” designations on the Schedules to this Plan.

MHBC Comment: Acknowledged. The submitted EIS will be subject to review by the Township and NVCA.

The configuration of any draft plan of subdivision proposed for the subject lands shall consider and prioritize a high standard of design, including:

(a) connectivity and integration with existing and planned infrastructure and development on all adjacent lands, including the establishment of a connection with Locke Avenue across the Highway 26 corridor through the subject lands, if possible;

MHBC Comment: A direct road connection to Locke Avenue was considered; however, it was determined to be preferable to locate the entrance to Highway 26 further south to avoid crossing over the rail trail. The revised Draft Plan provides a future a road connection and walkway block to the Applicant's adjacent future development lands to the north, a walkway connection to the rail trail to the east, and street connections to Red Oak Trail, East Street, and the adjacent approved development to the south.

(b) the maximizing of opportunities to navigate the site and to reach destinations within and beyond the subject lands on foot, by bicycle, or by any other form of active transportation;

MHBC Comment: The revised Draft Plan provides a grid street network with additional walkway blocks to encourage walking and cycling. As mentioned above, the development provides several street and walkway connections to the surrounding neighbourhood, approved and future development lands, and the rail trail. The applications are also supported by a preliminary trails plan.

(c) access to, and connectivity with, adjacent trails, open spaces, and public service facilities, particularly the high school, Rail Trail, and the existing Community Centre and Arena to the south of the subject lands; and

MHBC Comment: The revised Draft Plan provides a street connection to Legion Park before meeting East Street, and the new public park block is proposed to be located directly adjacent to Legion Park and the Stayner Arena. Walkway connections to the proposed storm pond and existing rail trail are proposed, and the submission is supported by a preliminary trails plan. The proposed school block can be accessed on foot from all sides as it framed by local streets and the proposed park.

(d) the preservation and enhancement of the natural heritage features on the site, including the woodland habitat to the west and the Lamont Creek tributary swale to the east of the subject lands.

MHBC Comment: The revised Draft Plan includes two environmental protection blocks totalling 22.3 hectares of environmentally protected lands, which is nearly one hectare more than the current draft approved plan. Ecological enhancements are proposed, as detailed in the submitted EIS.

Prior to the final approval of any development proposed on the subject lands, an investigation of multi-unit housing and of affordable housing opportunities shall be executed and integrated as appropriate.

MHBC Comment: Acknowledged. This will be included as a draft plan condition in the subdivision agreement. The proposed development does provide multi-unit housing in the form of townhouses and semi-detached dwellings. Additionally, smaller "shallow lot" single detached dwelling products are proposed which provide lower price point options for detached living.

Prior to the final approval of any development proposed on the subject lands, the proponent shall be required to provide the following, to the satisfaction of the Township:

(a) an integrated environmental protection and sustainability plan addressing such matters as:

- (i) a tree and environmental features protection plan;*
- (ii) a landscaping and site enhancement plan;*
- (iii) a water use and servicing efficiency assessment;*
- (iv) an integrated stormwater management and rainwater capture and re-use study;*
- (v) a development energy efficiency assessment; and*
- (vi) a construction spills plan;*

MHBC Comment: Acknowledged. This will be included as a draft plan condition in the subdivision agreement. An integrated environmental protection and sustainability plan will be prepared to the satisfaction of the Township prior to final approval. This submission is supported by an EIS, the recommendations of which will be incorporated into the future plan.

(b) an integrated urban design plan addressing such matters as:

- (i) architectural control;*
- (ii) the design of public spaces;*
- (iii) pedestrian access, linkages, and trails; and*
- (iv) landscaping; and*

MHBC Comment: Acknowledged. This will be included as a draft plan condition in the subdivision agreement. An integrated urban design plan will be prepared to the satisfaction of the Township prior to final approval. A preliminary trails plan accompanies this submission for Township review and comment.

(c) a comprehensive phasing plan, to the satisfaction of the Township, that, in addition to outlining the proposed phases of development, addresses such matters as:

- (i) any temporary municipal services as may be required;*
- (ii) temporary signage;*
- (iii) fencing and landscaping;*
- (iv) construction management and the storage of topsoil and construction materials;*
- (v) temporary easements and conveyances necessitated by temporary works;*
- (vi) the phased provision of securities and servicing allocations; and*
- (vii) inhibiting orders and other measures required to ensure orderly development.*

MHBC Comment: Acknowledged. This will be included as a draft plan condition in the subdivision agreement. A preliminary phasing plan accompanies this submission for Township review and comment. Additional details addressing the

above will be included in the ultimate phasing plan prepared following draft plan approval.

The studies and plans referred to in Clauses 13.1.7.5(a) and 13.1.7.5(b) shall take place in a comprehensive framework for the entire site, but detailed components may be prepared in accordance with approved phasing and as submissions coordinated with subsequent development applications in respect of the subject lands.

MHBC Comment: Acknowledged.

Development of the subject lands shall be subject to phasing in accordance with the approved phasing plan described in No. 13.1.7.5(c).

MHBC Comment: Acknowledged. This will be included as a draft plan condition in the subdivision agreement. A preliminary phasing plan accompanies this submission.

Based on a comprehensive review of the proposal and applicable policies of the Town OP, it is the opinion of the undersigned that the proposed ZBA and Draft Plan Revision applications conform to the policies of the Township of Clearview Official Plan.

5.0 TECHNICAL STUDIES

The following section provides a brief summary of the key technical studies and reports prepared in support of the proposed Zoning By-law Amendment and revised Draft Plan of Subdivision.

5.1 Hydrogeological Assessment

C.F. Crozier & Associates Inc. ("Crozier") was retained to complete a Hydrogeological Assessment for the Subject Lands. The Report also includes a water balance assessment to estimate the pre-development and post-development infiltration and runoff.

Groundwater monitoring began on the Site in October 2025. Seasonally high groundwater levels ranged from 216.04 masl to 222.94 masl during the Spring 2026 freshet. Due to the high groundwater level records to date, temporary dewatering was presumed to be required for the successful install of inground services and the stormwater management pond. Engineered fill was recommended in areas of the Subject Property for structural features such as footing and basement slabs to respect the seasonally high groundwater elevations.

Impacts to groundwater resources in the area as a result of the proposed development were predicted to be negligible, and the incorporation of LIDs was recommended to maintain infiltration on the Subject property.

5.2 Phase 1 Environmental Site Assessment

Crozier was retained to complete a Phase 1 Environmental Site Assessment (“ESA”) for the Subject Lands. The purpose of the assessment was to assess for the presence of any actual or potential sources of environmental concerns associated with the site and its surroundings. As Crozier notes, A Phase I ESA is a preliminary study which is required to only assess potential liabilities which can be documented by a visual inspection and review of available sources of information relevant to the Site. The Phase I ESA does not include sampling or testing of air, soil, groundwater or building materials as those analyses would be conducted in a follow up Phase II ESA, if warranted.

Based on the information obtained and research conducted as part of the Phase I ESA, Crozier concluded that no significant sources of actual or potential environmental concern were identified on the Subject Lands.

However, Crozier noted the following observations which were considered noteworthy and relevant:

- 1. Given the age of the Site buildings (c. 1930s to 1990s), hazardous building materials may be present at the Site.*
- 2. Four (4) partially filled 25 L plastic containers of hydraulic oil were observed east of Site Building E, stored on a wooden pallet within a lightly forested area.*
- 3. Based on information provided by Site Representatives, pesticides containing arsenic, lead, or DDT are not known to have been applied to the agricultural lands. Reported current herbicide use includes Round-Up, Barricade, and Boundary.*
- 4. Localized concrete staining was observed beneath a dirt bike stored near the entrance to the barn. No cracks or floor drains were observed in the immediate vicinity of the staining.*

As the proposed development does not result in a change to a more sensitive land use, Crozier determined that the filing of a Record of Site Condition (RSC) is not required.

Based on their findings, Crozier made the following recommendations:

- Prior to any on-Site building renovations or demolition activities, conduct a Designated Substance and Hazardous Materials Survey. This assessment is designed to identify and analyze suspect building materials for the potential presence of Designated Substances, and to recommend any necessary abatement procedures to protect worker health and safety.*

- *Remove and dispose of the four (4) partially filled 25 L plastic containers containing hydraulic oil east of Site Building E at a licenced facility.*
- *During redevelopment, should any localized evidence of soil contamination be observed, this material should be characterized and disposed of at a licensed waste disposal facility.*
- *If any excess soil is generated during re-development, it should be characterized and managed in accordance with Ontario Regulation 406/19 "On-Site and Excess Soil Management." Soil characterization should include the minimum parameters per the regulation, as well as Organochlorine Pesticides.*

5.3 Environmental Impact Study

Azimuth Environmental Consulting Inc. ("Azimuth") was retained to complete an Environmental Impact Study (EIS) for the proposed development. The primary purpose of the EIS is to identify potential Key Natural Heritage Features (KNHFs) and Species at Risk (SAR) present within or adjacent to the Subject Lands and address potential impact to them.

Black Ash, Butternut and several bat species were assumed to be or identified as present within the study area.

Black Ash trees were documented in two vegetation communities during the site investigation. Prior to site works, further field work is required to confirm the presence or absence of healthy Black Ash trees of sufficient size. One Butternut tree was identified within the study area during field investigations within a portion of the FODM3 ECL community on adjacent lands to the northeast of the Barrie-Collingwood Rail Trail, approximately 10 metres northeast of the trail surface.

Existing structures within the study area were not deemed suitable to provide maternity roosting habitat for bats, and no bats were recorded exiting the structures during the bat exit survey. 23 snag trees were mapped within the southeast corner of the western woodland.

One amphibian (Wood Frog) and snake species (Eastern Gartersnake) was documented within the property. No salamander or turtle species were observed within the study area. Probable breeding evidence for Wood Thrush was documented during the bird survey program.

On-site wetlands were staked with NVCA staff in September and October 2025 and immediately surveyed. The EIS notes that the wetlands within the study area are not identified as provincially or locally significant on municipal or provincial mapping resources. The development will require the removal of 0.14 hectares of wetland. This loss is eligible for wetland compensation in accordance with the NVCA's offsetting guidelines, and the proposed onsite wetland creation is anticipated to achieve a net gain. Accordingly, it is anticipated that there will no negative impact to the wetlands.

The woodland feature on the western portion of the Subject Lands is mapped as a Significant Woodland on Schedule C-2 of the Township OP. The proposed development would remove 1.59 hectares of a contiguous woodland feature, which measures over 65 hectares in size. The EIS completed by Azimuth concludes that this would be a minor removal at the woodlot edge which is not expected to negatively impact the ecological functions of the Significant Woodland, provided the recommended mitigation measures are followed.

The woodland in the northeast corner of the Subject Lands and adjacent lands is part of a larger contiguous woodland approximately 30 hectares in size and would also meet the criteria to be considered significant. The EIS concludes the proposed development is not expected to negatively impact the ecological functions of the significant woodland and SWHA, subject to Azimuth's recommended mitigation measures.

No significant valleyland features and no Areas of Natural and Scientific Interest (ANSI) are located within the study area. A total of three drainage features are mapped on background resource maps and were confirmed to be present within the study area, with one feature occurring on the Subject Lands and the remaining two on adjacent lands. All three features drain into Lamont Creek. These drainage features function as indirect fish habitat and are not expected to be negatively impacted by the proposed development, subject to Azimuth's recommended mitigation measures and further assessments at detail design.

The EIS concludes that the proposed development is consistent with the applicable natural heritage policies of the PPS, Species Conservation Act, County OP, Township OP, and the federal Fisheries Act.

5.4 Floodplain Assessment

Crozier was retained to complete a Floodplain Assessment for the Subject Lands. As the Assessment notes, the Subject Lands are located within the Lamont Creek watershed. One (1) regulated tributary of Lamont Creek, under the jurisdiction of the NVCA, traverses the Subject Lands from south to north. This tributary connects to external tributaries from adjacent lands to the north and continues east beneath the Barrie-Collingwood Rail Trail through a culvert located beneath the Rail Trail walking path. Downstream of this crossing, flows continue through a culvert beneath the historic rail line, located east of the Rail Trail walking path. The tributaries discharge to Lamont Creek, followed by McIntyre Creek, and ultimately out letting to Georgian Bay. The Subject Lands generally drain from southwest to northeast, with an approximately 12.5 metres of elevation change based on topographic survey data completed in May 2026.

Hydrologic modeling was undertaken to establish 100-year and Regional (Timmins) storm peak flow rates of the tributaries. A sensitivity analysis was also completed assuming a 50% culvert blockage in accordance with NVCA guidance, which demonstrated that flooding remains generally confined to the environmental protection and stormwater management blocks, with only minor encroachments into adjacent rear lots.

Crozier's preliminary grading plans confirm that finished floor elevations can be established above the maximum water surface elevation under the 50% blockage scenario during detailed design, with no anticipated impacts to the proposed development.

Floodplain regularization is proposed which results in a net increase of approximately 2,893 square metres of floodplain storage, while maintaining floodplain storage compensation within the same floodplain system. Crozier concludes that the proposed development is supportable with respect to flood and erosion hazards.

5.5 Functional Servicing and Stormwater Management Report

Crozier was retained to complete a Functional Servicing and Stormwater Management Report for the proposed development. The Report included the following key conclusions and recommendations:

- Gravity sanitary sewers will be provided throughout the Subject Development which will connect to the existing 450 mm diameter sanitary sewer stub located within the Township of Clearview Public Works Yard by extending sanitary sewers along Highway 26, Wyant Road and through the future Emerald Creek Subdivision.
- The internal watermain will follow the alignment of the internal road network. The proposed watermain will connect to the existing 150 mm diameter watermain adjacent to the site at the north limit of Red Oak Trail and to a proposed 300 mm diameter watermain along Highway 26 or alternative route as determined through coordination with the Township.
- The Subject Development will be designed with a dual drainage system. Minor storm events will be conveyed within a storm sewer system, which follows the alignment of the internal roadways. The major system will be conveyed overland within the internal road network. Both the major and minor storm systems will outlet to the SWM facility.
- The SWM facility will provide both quantity and quality control and will be shared with the Clearview Garden Estates development. The proposed wet pond has been sized to achieve an "Enhanced Protection" level of treatment in accordance with MECP guidelines, while controlling post-development peak flows up to and including the 100-year storm event to pre-development levels. Erosion control is addressed through extended detention of the 25 mm storm event. The SWM facility will discharge to Lamont Creek.
- Storm system 2 will provide quality control for a portion of the Subject Lands located in the southeast corner. The facility will consist of an oil-grit separator (OGS). Storm system 2 will ultimately discharge to Lamont Creek.
- Storm system 3 will safely convey external drainage through the site without quality or quantity control, ultimately discharging to Lamont Creek.
- To mitigate a post-development infiltration deficit and support water balance objectives, infiltration-based LID measures are proposed. These features are

- designed to promote infiltration, reduce runoff volumes, and offset the identified deficit while maintaining a low-maintenance, passive operation.
- Erosion and sediment control will be specified as to ensure effective prevention and control of sediment from migrating into nearby swales, ditches, and watercourses.
- The proposed development will be fully serviced by hydro, natural gas, cable, and telecommunications.

5.6 Transportation Impact Study

Crozier was retained to complete a Transportation Impact Study (“TIS”) for the proposed development. The TIS provided the following key findings:

- The existing study area intersections currently operate with acceptable Levels of Service and sufficient reserve capacity, with no queue storage deficiencies.
- Future background growth and developments will increase congestion at Highway 26 intersections, particularly at North Street and Locke Avenue, where a LOS “F” is forecasted for the minor approaches during peak periods.
 - o These operations are not uncommon of stop-controlled intersections on arterial roadways. While signalization is not warranted, it would improve operations and provide gaps to adjacent intersections.
- At full-buildout of the proposed development is expected to generate 492 and 212 two-way external trips during the weekday a.m. and p.m. peak hours, respectively.
- The future total network (including site traffic) generally operates acceptably with mitigation, and widespread capacity deficiencies are not anticipated.
 - o The intersections of Locke Avenue, North Street and the Bridle Park Site Access on Highway 26 operate poorly under unsignalized conditions. Based on the through volumes forecasted and geometry constraints with widening the roadway, signalization is the only appropriate mitigation. Due to the proximity of the intersections, signalization of all three is not recommended.
 - o The intersection of Highway 26 and 27/28 Sideroad Nottawasaga/County Road 96 is also expected to operate above capacity for certain movements. Mitigations for the volumes forecasted for the southbound left and westbound right movements have geomantic limitations.

Crozier provided the following recommendations for consideration the buildout of Bridle Park and overall development in the area:

- Signalization of the local road connection to Highway 26 to support safe and efficient ingress/egress and improve overall operations.
- Provision of left-turn lane and right-turn on Highway 26, dependant on geometric feasibility.
- Optimization of signal timing splits and cycle length at:

- o Highway 26 and County Road 91
- o Highway 26 and County Road 96/ Nottawasaga 27/28 Sideroad
- Ongoing monitoring of operations at Highway 26 / North Street and Highway 26 / Locke Avenue to determine if additional signalization warranted.

Overall, Crozier concludes that with the implementation of these measures, the proposed development can be accommodated within the surrounding transportation network, though greater peak hour delays for minor approaches along the Highway 26 corridor are expected.

5.7 Functional Traffic Design Study

In conjunction with the TIS, Crozier was also retained to complete a Functional Traffic Design Study for the proposed development. The Study found that the internal roadway network generally conforms to the Township of Clearview Engineering Design Criteria Standards and applicable TAC guidelines for local urban roads.

The study also determined that adequate intersection spacing and horizontal curve are provided and that the majority of proposed intersections provide adequate sight distance. The locations identified with constrained sight distance are primarily associated with horizontal curvature and appropriate mitigation measures, including all-way stop control, speed management strategies, and further refinement of the ROW and intersection design during the detailed design stage are available to mitigate the deficiencies.

Subject to the recommendations outlined in the report and further review through detailed design, Crozier concludes that proposed roadway network can support the development, providing safe, connected, and functional roadways for future residents and roadway users.

5.8 Preliminary Trails Plan

Crozier has prepared a preliminary trails plan which is included with this submission and will be subject to review by the Township and other relevant agencies. The trails plan includes:

- Municipal sidewalks on all proposed streets within the subdivision;
- Municipal sidewalks for all road stubs / future street connections to the Applicant's future development lands to the north (Clearview Garden Estates) as well as to Highway 26 to the east, and Red Oak Trail, East Street, and approved adjacent development to the south;
- Mid-block walking paths internal to the subdivision;
- A mid-block walking path connecting to the Applicant's future development lands to the north (Clearview Garden Estates);
- A mid-block walking path connecting to the Barrie-Collingwood rail trail;

- A mid-block walking path connecting to the proposed stormwater management pond;
- A trail system within the stormwater drainage channel; and,
- A trail system looping around the stormwater management pond.

5.9 Preliminary Phasing Plan

MHBC has prepared a preliminary phasing plan, the boundaries of which were developed by our Client and Crozier with considerations for servicing and access. Phase 1 would include the stormwater management pond, the drainage channel, the three future development blocks, five walkway blocks, 278 single-detached lots, four semi-detached lots, and 49 townhouse lots. Phase 2 would include the public park block, school block, two walkway blocks, 98 single-detached lots, and 115 townhouse lots. Phase 3 would include the remaining 147 single-detached lots. This preliminary phasing plan would continue to be reviewed further through detailed design and is subject to change prior to subdivision registration.

6.0 SUMMARY & CONCLUSIONS

Based on the analysis outlined throughout this report and the conclusions of other supporting documents, it is submitted that the proposed Zoning By-law Amendment to and Draft Plan Revision Applications are in the public interest and represent good planning for the following reasons:

1. They conform to the requirements of the Planning Act;
2. They are consistent with the 2024 Provincial Planning Statement;
3. They conform to the County of Simcoe Official Plan;
4. They conform to Township of Clearview Official Plan; and,
5. The proposed Zoning By-law Amendment is generally in keeping with the direction of the Township of Clearview Draft New Zoning By-law.

Respectfully submitted,

MHBC



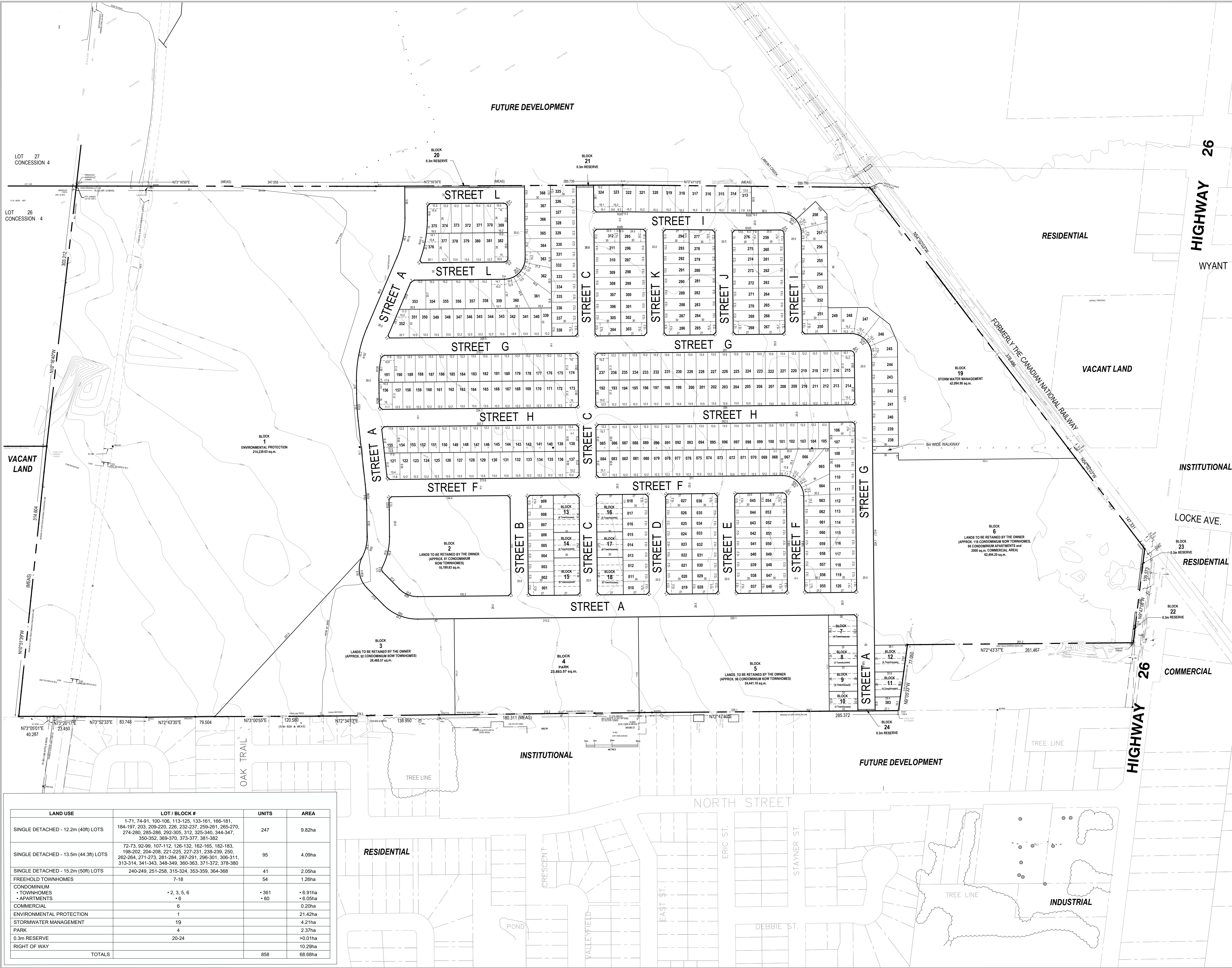
Kory Chisholm, BES, M.Sc, MCIP, RPP
Partner



Tyler Kawall, BES, MCIP, RPP
Intermediate Planner

Appendix A

Draft-Approved Plan of Subdivision



LAND USE	LOT / BLOCK #	UNITS	AREA
SINGLE DETACHED - 12.2m (40ft) LOTS	1-71, 74-91, 100-106, 113-125, 133-161, 166-181, 184-197, 203, 209-220, 226, 232-237, 259-261, 265-270, 274-280, 285-286, 292-305, 312, 325-340, 344-347, 350-352, 369-370, 373-377, 381-382	247	9.82ha
SINGLE DETACHED - 13.5m (44.3ft) LOTS	72-73, 92-99, 107-112, 126-132, 162-165, 182-183, 198-202, 204-208, 221-225, 227-231, 238-239, 250, 262-264, 271-273, 281-284, 287-291, 296-301, 306-311, 313-314, 341-343, 348-349, 360-363, 371-372, 378-380	95	4.09ha
SINGLE DETACHED - 15.2m (50ft) LOTS	240-249, 251-258, 315-324, 353-359, 364-368	41	2.05ha
FREEHOLD TOWNHOMES	7-18	54	1.28ha
CONDOMINIUM			
• TOWNHOMES	• 2, 3, 5, 6	• 361	• 6.91ha
• APARTMENTS	• 6	• 60	• 6.05ha
COMMERCIAL	6		0.20ha
ENVIRONMENTAL PROTECTION	1		21.42ha
STORMWATER MANAGEMENT	19		4.21ha
PARK	4		2.37ha
0.3m RESERVE	20-24		>0.01ha
RIGHT OF WAY			10.29ha
TOTALS		858	68.68ha

LEGAL DESCRIPTION

PART OF LOT 26, CONCESSION 3
GEOGRAPHIC TOWNSHIP OF NOTTAWASAGA
TOWNSHIP OF CLEARVIEW
COUNTY OF SIMCOE

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

KEY PLAN

Subject Site

NORTH

SCALE
0 0.5 1 1.5 2km

LEGEND

RIGHT OF WAY LINE

BLOCK LINE

LOT LINE

PROJECT BOUNDARY LINE

PARCEL FABRIC

REVISION No.

DATE

ISSUED / REVISION

BY

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P.13 AS AMENDED

A. AS SHOWN

B. AS SHOWN

C. AS SHOWN

D. AS SHOWN

E. AS SHOWN

F. AS SHOWN

G. AS SHOWN

H. MUNICIPAL WATER SUPPLY

I. SANDY LOAM

J. AS SHOWN

K. ALL SERVICES AS REQUIRED (WATER, SANITARY, STORMWATER, HYDRO)

L. AS SHOWN

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

MHBC PLANNING

113 COLLIER STREET
BARRIE, ON, L4M 1H2
P: 705 728 0045 F: 705 728 2010
WWW.MHBCPLAN.COM

STAMP

DATE
JUL. 6, 2022

FILE No.
21216A

SCALE
1:2000
(ARCH D)

DRAWN BY
R.K.

CHECKED BY
XX

OTHER

PROJECT

BRIDLE PARK
CBJ DEVELOPMENTS INC.
150 JONES STREET, SUITE 278
TORONTO, ON M5H 1J9
(403) 827-5415
WWW.CBJDEVELOPMENTS.COM

NORTH

FILE NAME
DRAFT PLAN OF SUBDIVISION

DWG No.
1 of 1

SCALE BAR

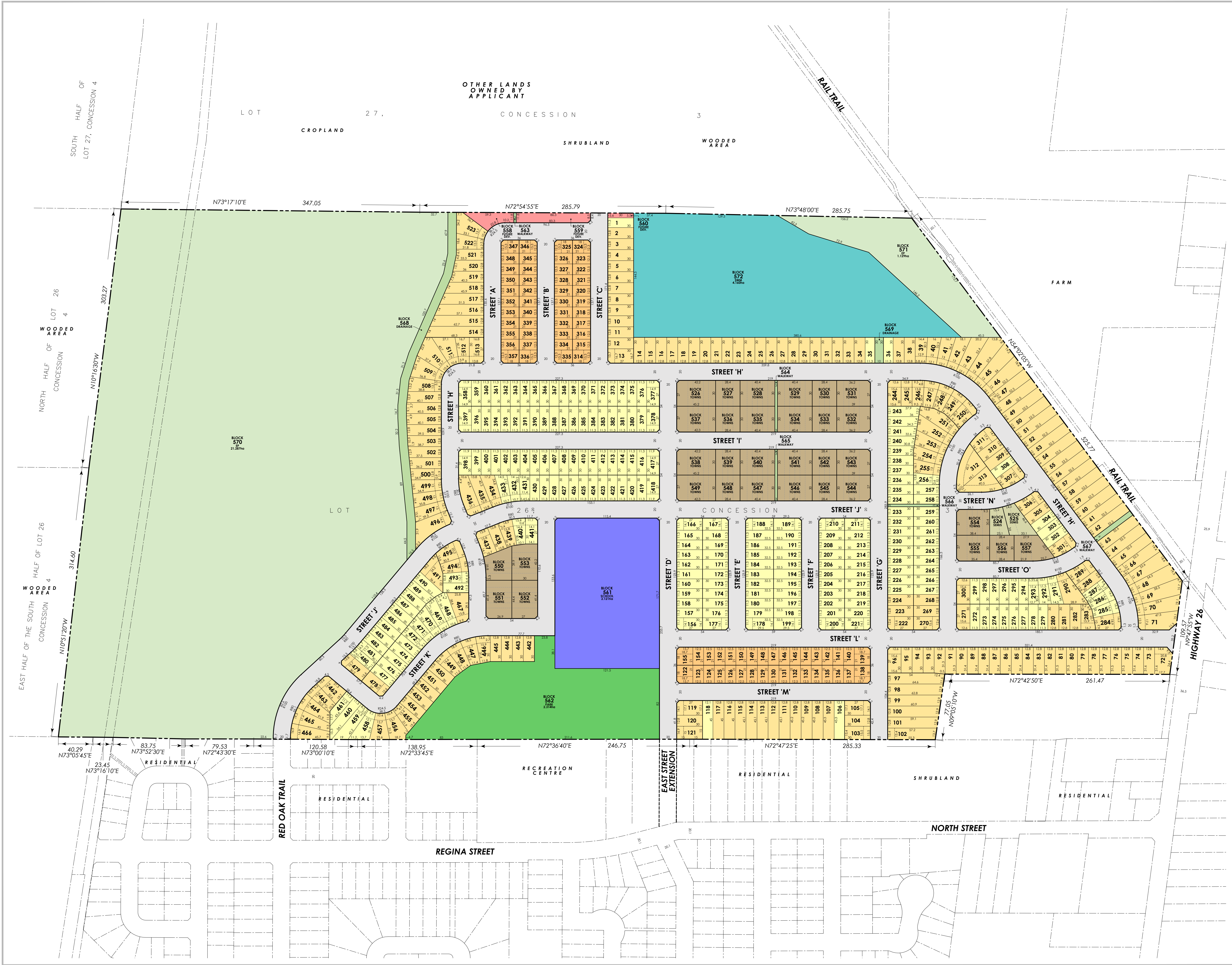
0 10 20 30 40 50 75 100 150 200m

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

N:\Clearview\CBJ Developments - Bridle Park 1 & 2 - 21216A\Drawings\Draft Plan\CAD\21216A - Draft Plan Redline - 2023-01-30.dwg

Appendix B

Revised Draft Plan of Subdivision



Legal Description
Part of Lot 26, Concession 3
Geographic Township of Nottawasaga
Town of Clearview
County of Simcoe

Owner's Certificate
I hereby authorize MacNaughton Hermens Britton Clarkson Planning Limited to submit this plan for approval.

Date: _____
Matthew Castelli
1000983019 Ontario Limited

Surveyor's Certificate
I hereby certify that the boundaries of the land to be subdivided on this plan and their relationship to the adjacent lands are accurately and correctly shown.

Date: _____
Paul Edwards, OLS
R-PE Surveying Limited

Key Plan

Legend

- Project Boundary Line
- Right of Way Line
- Block Line
- Lot Line
- Parcel Fabric

Land Use Summary

Land Use	Lot / Block	Units	Area
Single Detached - 11.3m	1, 35, 36, 106, 118, 156-221, 225-243, 256-267, 272-279, 285-287, 291-299, 302-304, 308, 355-431, 440, 441, 458-461, 468-477, 480-490, 492, 493	231	8.325
Single Detached - 12.8m	2-34, 37-105, 107-117, 119-121, 222-224, 244-255, 308-311, 280-284, 288-290, 300, 301, 305-307, 309-313, 434-439, 442-457, 462-467, 478, 479, 491, 494-523	214	11.044
Single Detached - 12.5m Shallow	122-155, 314-357	78	2.141
Semi Detached - 7.5m	524, 525	4	0.146
Townhouse - 6m	526-557	164	3.583
Future Development	558-560		0.190
School	561		2.121
Park	562		2.314
Walkway	563-567		0.089
Drainage	568-569		0.439
Environmental Protection	570, 571		22.346
Stormwater Management Area	572		4.160
Right of Way	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O		11.727
Totals		691	68.625

Rev. No. Date Issued / Revision By

Additional Information
Required Under Section 51 (17) of the Planning Act R.S.O. 1990 C.P.13 as Amended

A. As shown
B. As shown
C. As shown
D. As shown
E. As shown

F. As shown
G. As shown
H. Municipal water & sanitary supply
I. Silty sand/sand & glacial till

J. As shown
K. All services as required (water, sanitary, storm, hydro, cable)
L. As shown

Stamp

Date: **June 18, 2026**

File No. **15226AH**

Scale **1:2,000 (ARCH D)**

Drawn By **M.A.M.**

Checked By **K.C.**

Other

Project

Bridle Park
1000983019 Ontario Limited
111 Mildenhall Road
Toronto, Ontario
M4N 3H4

File Name
Draft
Plan of Subdivision

DWG No.
1 of 1

Scale Bar
0 5 10 15 20 25 50 75 100m
Measurements shown on this plan are in metres and can be converted to feet by dividing by 0.3048

B:\Clearview\15226AH\Drawings\Draft_Plan\CAD

Appendix C

Draft Zoning By-Law Amendment

By-law Number 26-XX

The Corporation of the Township of Clearview

Being a By-law to regulate the use of land and the character, location and use of buildings and structures on lands municipally known as 7535 Highway 26 and PIN 58239 - 0450, formerly Nottawasaga, now in the Township of Clearview.

(Zoning By-law Amendment – 7535 Highway 26 and PIN 58239 - 0450)

Whereas pursuant to Section 34 of the Planning Act R.S.O., 1990, c.P.13, as amended, Council of the Corporation of the Township of Clearview has passed By-law 06-54 being the comprehensive Zoning By-law for the Township of Clearview;

And Whereas pursuant to Section 34(17) of the Planning Act, R.S.O., 1990, c. P.13, as amended, Council determines that no further notice is required in respect of the proposed By-law;

And Whereas the amendment is in conformity with the Township of Clearview Official Plan;

And Whereas Council deems it desirable and necessary to amend By-law 06-54;

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

1. That Schedule 'B4' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 7535 Highway 26 and PIN 58239 - 0450, formerly Nottawasaga, now in the Township of Clearview, from 'Development Area (DA)', 'Development Area Exception 2 (DA-2)', 'Environmental Protection (EP)', and 'Residential Large Lot (RS1)' to 'Residential Multiple Low Density Exception (RS3-XX)', 'Residential Multiple Low Density Exception Hold (RS3-XX(H))', 'Residential Multiple Low Density Exception (RS3-XXX)', 'Residential Multiple Medium Density Exception (RS5-XX)', 'Institutional Exception (IN-XX)', 'Stormwater Management Facilities (SM)', 'Environmental Protection (EP)', and 'Recreation Lands (REC)', as shown on Schedule '1' attached hereto and forming part of this By-law.

2. That Section 3.11.4 "Residential Multiple Low Density Zone Exceptions" be amended by the addition of the following zone exceptions:

"RS3-XX

Notwithstanding Subsections 3.11.1, 3.11.2, 3.11.3 and Section 2.0 General Provisions of By-law 06-54, the following applies to lands zoned RS3-XX,

PRIMARY USES

- Duplex dwelling;
- Single-detached dwelling;

- Semi-detached dwelling.

ACCESSORY USES

- Accessory dwelling unit in a single detached dwelling only;
- Bed and breakfast;
- Home occupation.

SINGLE-DETACHED AND SEMI-DETACHED DWELLING ZONE PROVISIONS

- a) Specific standards based on lot types (bold text represents provisions where site specific exceptions are required from the base zoning permission)

Lot Type	Single-Detached Lots	Single-Detached Lots (shallow lot)	Semi-Detached Lots
Minimum Lot Frontage	11.3 metres	12.5 metres	7.6 metres
Minimum Lot Area	335 square metres	260 square metres	230 square metres
Maximum Lot Coverage (including decks and accessory buildings over 10 square metres)	50 percent (corner lot)	50 percent (corner lot)	60 percent (corner lot)
	55 percent (interior lot)	55 percent (interior lot)	60 percent (interior lot)
Minimum Front Yard	4.5 metres to habitable portion of dwelling, 6 metres to garage, 0 metres to daylight triangle	4.0 metres to habitable portion of dwelling, 6 metres to garage, 0 metres to daylight triangle	5.5 metres to habitable portion of dwelling, 6 metres to garage, 0 metres to daylight triangle
Minimum Rear Yard	6 metres	4 metres	6.0 metres
Minimum Interior Side Yard	0.6 m on side adjacent garage, 1.2 m on other side	0.6 m on side adjacent garage, 1.2 m on other side	1.2 m on exterior walls and 0 m on shared walls
Minimum Exterior Side Yard	4.0 metres	4 metres	4.0 metres
Maximum Driveway Width	40 percent of lot frontage (corner	40 percent of lot frontage (corner	44 percent of lot frontage

	lots)	lots)	
	51 percent of lot frontage (interior lots)	40 percent of lot frontage (interior lots)	
Maximum Driveway Coverage	47 percent of front yard area (corner lots)	45 percent of front yard area (corner lots)	45 percent of front yard area
	52 percent of front yard area (interior lots)	45 percent of front yard area (interior lots)	
Minimum Driveway Setback to Interior Side or Rear Lot Line	0.6 metres	0.6 metres	1.0 metre, or 0 metres if driveways are shared
Minimum Driveway Setback to Intersection	4.0 metres (to start of daylight triangle)	4.0 metres (to start of daylight triangle)	4.0 metres (to start of daylight triangle)
Maximum Height of Principal Buildings and Structures	12.0 metres	12.0 metres	12.0 metres

3. That Section 3.13.3 “Residential Multiple Medium Density Zone Exceptions” be amended by the addition of the following zone exceptions:

“RS5-XX

Notwithstanding Subsections 3.13.1, 3.13.2, and Section 2.0 General Provisions of By-law 06-54, the following applies to lands zoned RS5-XX,

PRIMARY USES

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

ACCESSORY USES

- Home occupation.

TOWNHOUSE DWELLING ZONE PROVISIONS

- a) Specific standards based on lot types (bold text represents provisions where site specific exceptions are required from the base zoning permission)

Lot Type	Interior Unit Townhouse Lot	End Unit Townhouse Lot	Corner Unit Townhouse Lot
Minimum Lot Frontage	6.0 metres	6.1 metres	6.1 metres
Minimum Lot Area	178 square metres	200 square metres	200 square metres
Maximum Lot Coverage (including decks and accessory buildings over 10 square metres)	68 percent	53 percent	50 percent
Minimum Front Yard	5.0 metres to habitable portion of dwelling, 6.0 metres to garage	4.8 metres to habitable portion of dwelling, 6.0 metres to garage	5.0 metres to habitable portion of dwelling, 6.0 metres to garage, 0 metres to daylight triangle
Minimum Rear Yard	6 metres	6 metres	6 metres
Minimum Interior Side Yard	N/A	2.0 metres on exterior walls and 0 metres on shared walls	N/A
Minimum Exterior Side Yard	N/A	N/A	6.0 metres
Maximum Driveway Width	50 percent of lot frontage	50 percent of lot frontage	50 percent of lot frontage
Maximum Driveway Coverage	50 percent of front yard area	50 percent of front yard area	50 percent of front yard area
Minimum Driveway Setback to Interior Side Lot Line	0 metres	0 metres	0 metres
Minimum Driveway Setback to Intersection	N/A	N/A	6.0 metres (to start of daylight triangle)

Maximum Height of Principal Buildings or Structures	12.0 metres	12.0 metres	12.0 metres
---	--------------------	--------------------	--------------------

4. Notwithstanding Section 2.28 of By-law 06-54, no residential dwelling shall be located closer than 10.0 m from the top or toe of a slope having a grade of 3:1 or steeper. No accessory building or structure shall be located closer than 5.2 m from the top or toe of a slope having a grade of 3:1 or steeper.

5. That Section 2.0 General Provisions of By-law 06-54 is hereby amended to establish Table 2: General Provisions – Encroachments, for all lands zoned RS3-XX and RS5-XX within the subdivision plan:

Table 2: General Provisions: Encroachments (bold text represents provisions where site specific exceptions are required from the base zoning permission)

Feature	Minimum Setback or Maximum Projection
Architectural Elements (i.e. cornices, windowsills, bay or boxed out windows with or without foundations)	Maximum projection of 0.6 metres into any yard, but no closer than 0.3 metres to any interior side lot line
Steps, stairs and landings (sized maximum 1.2 metres in width and depth) used to access a building or an accessibility ramp	No closer than 0.6 metres to any front, exterior side or rear lot line, 0.3 metres to any interior side lot line
Steps to a porch or deck	No closer than 1.2 metres to any front, exterior side or rear lot line
Porches and decks less than 2.0 metres above the lowest grade	No closer than 2.2 metres to the front and exterior side lot line, 0.75 metres to the interior side yard lot line, and 2.0 metres to the rear lot line
Roof eaves and balconies higher than 2.0 metres above grade	No closer than 0.3 metres to any lot line
Mechanical Equipment	No closer than 4.0 metres to the front lot line, 3.0 metres to the exterior side lot line, 1.2 metres to the interior side lot line, and 3.0 metres to the rear lot line
Window or through wall air conditioner	No closer than 3.0 metres to the front, rear and exterior side lot line, and 0.6 metres to the interior side lot line

6. That the Removal of the Hold (H) Symbol for lands zoned RS3-XX(H) shall not be permitted until the following requirements have been met:

1. The lands are joined with the abutting lands to the north to form functional residential lots to the satisfaction of the Township.

7. "RS3-XXX

That the provisions of this By-law and the RS3-XX Zone also apply to lands zoned RS3-XXX, except that lands zoned RS3-XXX are additionally permitted a minimum exterior side yard setback of 3.5 metres.

8. That Section 3.16.3 "Institutional Zone Exceptions" be amended by the addition of the following zone exception:

"IN-XX

Notwithstanding Subsections 3.16.1, the following applies to lands zoned IN-XX,

PRIMARY USES

- Uses listed in Section 3.16.1; and,
- Uses permitted in the RS3-XX and RS5-XX Zones, in which case the zone standards of this By-law apply.

9. DEFINITIONS

"Shallow Lot" means any single-detached dwelling lot with a lot depth of 23 metres or less. Lot depth shall be measured along the shortest interior side lot line.

"Lot Frontage" means the horizontal distance between the side lot lines measured 8 metres back from the front lot line.

"Front Yard Area" means an area extending the full width of a lot, measured from the front lot line to a depth equal to the closest part of a building or structure.

"Lot Coverage" means the percentage of the lot covered by all buildings or structures, except that covered front porches attached to the principal building shall not count towards lot coverage.

"Daylight Triangle" means a triangular area within a street, which is adjacent to a corner lot, and formed by a straight line connecting a point along the front lot line and a point along the exterior side lot line, each point a prescribed distance from the projected point of intersection of the lot lines.

The prescribed distance shall be informed by the Township of Clearview Engineering Standards.

By-law 26-XX

For the purpose of zoning interpretation, the lot line created by way of a daylight triangle shall be deemed to form part of the front lot line but is not a front lot line in itself.

Where the front and exterior side lot lines meet on a curve rather than intersect at a point, the curved lot line shall be considered a daylight triangle.

10. That all other provisions of By-law 06-54, as amended, shall continue to apply.

11. This By-law shall come into force and take effect in accordance with the provisions of the Planning Act R.S.O, 1990 c. P.13.

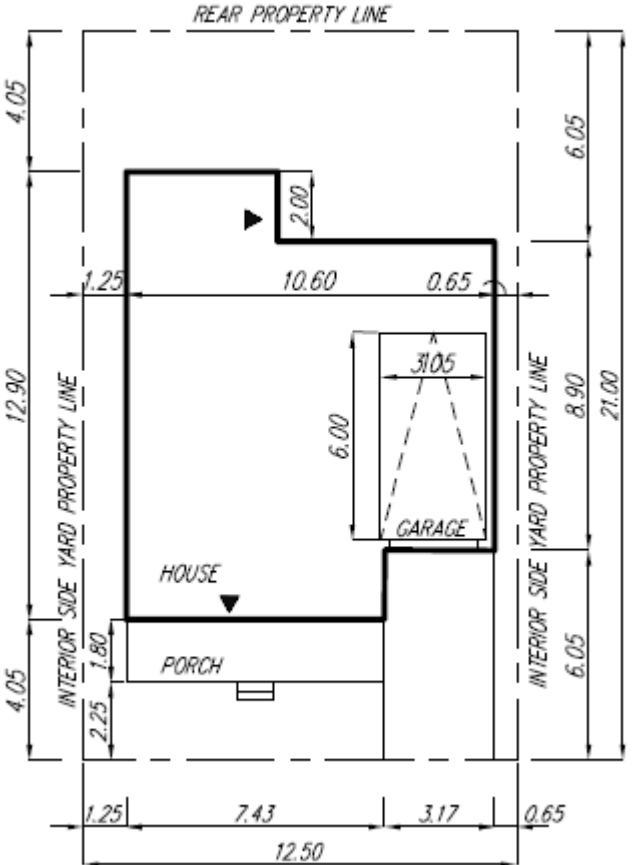
By-law Number 26-XX read a first, second and third time and finally passed this ____ day of 2026.

Douglas Measures, Mayor

Sasha Helmkey, Director of Legislative Services/Clerk

Appendix D

Rationale for Zoning Exceptions

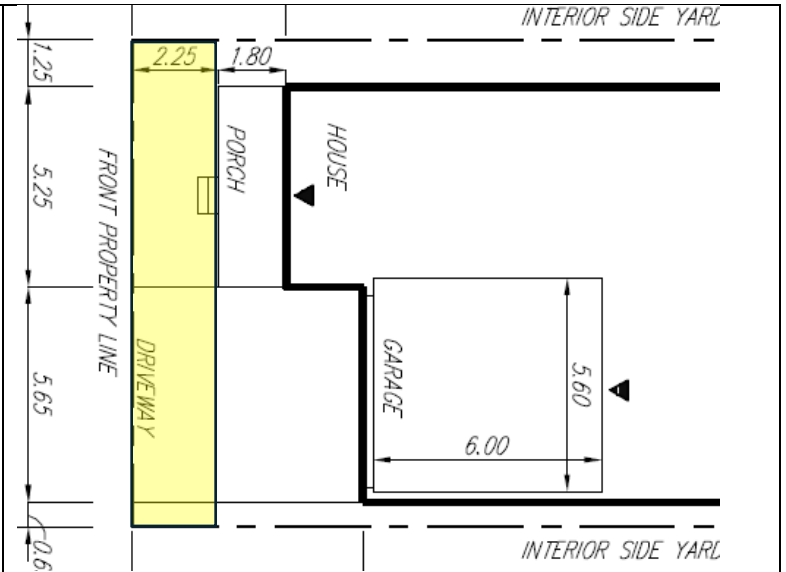
Proposed Site-Specific Definitions	Context and Justification	Example Shallow Lot House Model
“Shallow Lot” means any single-detached dwelling lot with a lot depth of 23 metres or less. Lot depth shall be measured along the shortest interior side lot line.	The proposed development includes a unique smaller single-detached housing type characterized by a shallow footprint. These units are designed to provide lower price points and be compact, fitting on smaller, shallower lots. These unique smaller single detached dwellings could be attractive to a variety of end users that don’t need as much house or yard space but still want the other attributes of living in a single detached dwelling including first time home buyers, empty nesters and smaller household compositions. The proposed ZBA establishes a set of zoning standards separate from the more traditional single-detached dwellings as the shallow models on shallow lots require unique zoning provisions, including smaller minimum lot areas, front yards and rear yards. Accordingly, a definition for “Shallow Lot” is required in order to identify which lots are subject to the provisions for shallow lot single-detached dwellings. All shallow lots on the revised Draft Plan have depths of 21 metres. The proposed definitions for “Shallow Lot” includes any single-detached dwelling lot with a lot depth of 23 metres or less. A buffer has been provided by rounding down in case any revisions to the lot depths on the plan are made in the future, noting any dwelling would still need to comply with the shallow lot zoning requirements of the proposed RS3-XX Zone.	 The diagram illustrates a house layout on a rectangular lot. The lot's total width is 12.50 metres and its total depth is 21.00 metres. The house footprint is 10.60 metres wide and 6.00 metres deep. A porch is located at the front of the house, measuring 7.43 metres in width. A garage is attached to the side of the house, measuring 3.17 metres in width and 6.00 metres in depth. The lot is divided into three sections: a front yard (4.05 metres deep), a side yard (6.05 metres wide), and a rear yard (4.05 metres deep). The house is positioned such that it is 1.25 metres from the front property line, 0.65 metres from the side property line, and 0.65 metres from the rear property line. The lot is labeled with 'REAR PROPERTY LINE', 'INTERIOR SIDE YARD PROPERTY LINE', and 'INTERIOR SIDE YARD PROPERTY LINE'.

“Front Yard Area” means an area extending the full width of a lot, measured from the front lot line to a depth equal to the closest part of a building or structure.

The ZBA proposes a site-specific definition for front yard area as follows:

“Front Yard Area” means an area extending the full width of a lot, measured from the front lot line to a depth equal to the closest part of a building or structure.

This definition will ensure that dwellings with garages set back further from the street than a front porch or a habitable dwelling wall will not be penalized when calculating maximum driveway coverage in the front yard. This also buildings in flexibility if dwellings end up being sited on certain lots further back than the minimum front yard setback.

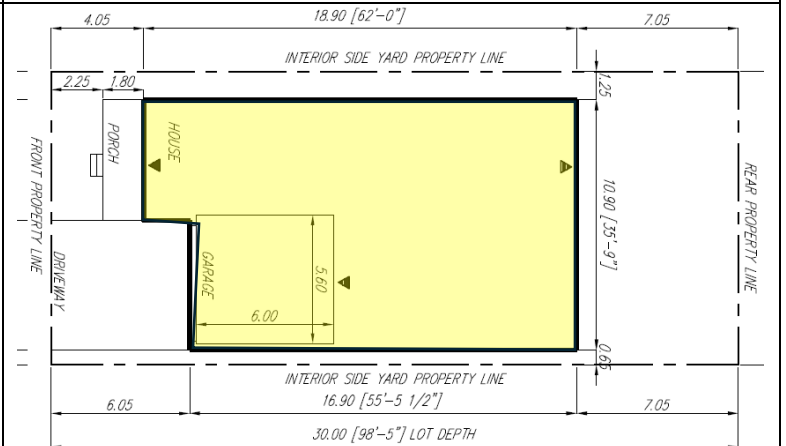


“Lot Coverage” means the percentage of the lot covered by all buildings or structures, except that covered front porches attached to the principal building shall not count towards lot coverage.

The ZBA proposes a site-specific definition for lot coverage that includes all buildings and structures except for covered front porches.

Covered front porches are proposed to be exempted from the lot coverage calculation as such design elements serve important functional, social and design purposes and lots with them should not be discouraged. Covered front porches provide weather protection, serve to emphasize the home's entrance, promote social interaction and eyes on the street, and provide a transition between the public realm and the private residence.

Covered front porches keep second storey massing behind the structure, and the extra living space provided by exempting covered front porches from the lot coverage calculation will not be noticeable from the street.



“Daylight Triangle” means a triangular area within a street, which is adjacent to a corner lot, and formed by a straight line connecting a point along the front lot line and a point along the exterior side lot line, each point a prescribed distance from the projected point of intersection of the lot lines.

The prescribed distance shall be informed by the Township of Clearview Engineering Standards.

For the purpose of zoning interpretation, the lot line created by way of a daylight triangle shall be deemed to form part of the front lot line but is not a front lot line in itself.

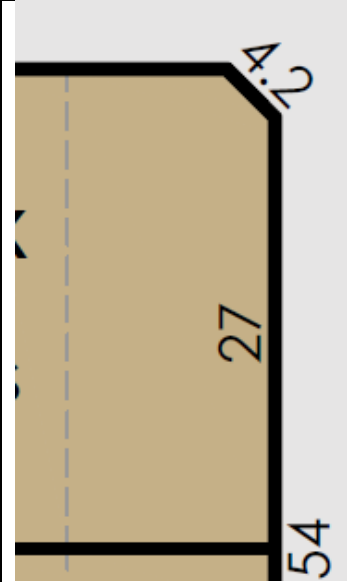
Where the front and exterior side lot lines meet on a curve rather than intersect at a point, the curved lot line shall be considered a daylight triangle.

The Township's Zoning By-law does not define Daylight Triangle which can lead to zoning interpretation issues around defined lot lines and applicability of setbacks.

The proposed ZBA includes a site-specific definition for Daylight Triangle which characterizes it as forming part of the front lot line, and clarifying that it is not a lot line in itself. This ensures that the line created by way of a daylight triangle is not automatically considered the front lot line in itself, as the Township's Zoning By-law generally identifies the shortest lot line dividing a corner lot from a street at the front lot line.

The definition also references the Township of Clearview's Engineering standards, which establishes required dimensions based on road classifications.

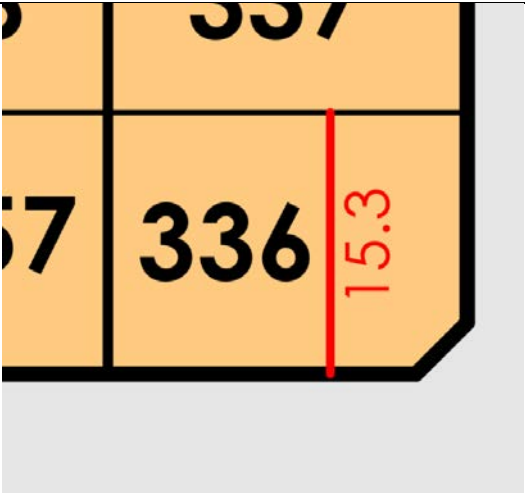
Additionally, the definition states that where the front and exterior side lot lines meet on a curve rather than intersect at a point, the curved lot line shall be considered a daylight triangle. This language is intended to address a potential scenario where corner lots are rounded at an intersection rather than a traditional 45 degree straight lot line.



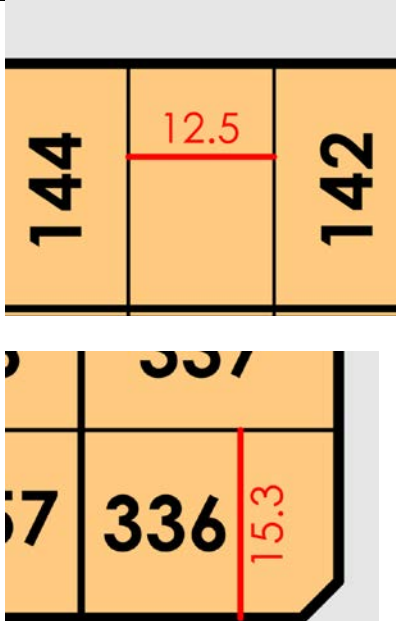
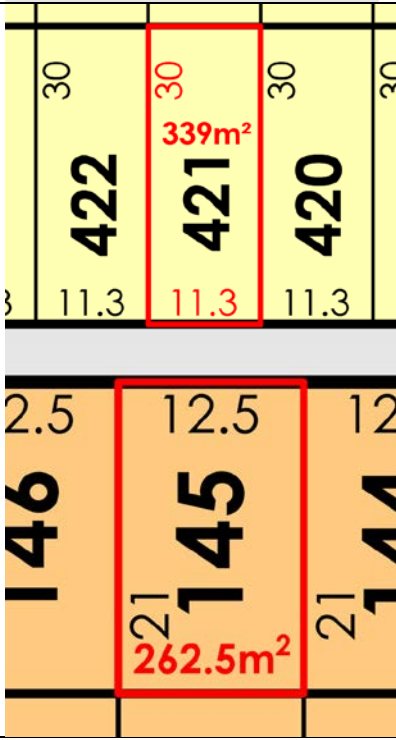
“Lot Frontage” means the horizontal distance between the side lot lines measured 8 metres back from the front lot line.

The ZBA proposes a site-specific definition for lot frontage which modifies the Township’s current definition for lot frontage as follows:
“Means the horizontal distance between the side lot lines measured ~~along the front lot line~~, but where the front lot line is not a straight line, means the horizontal distance between the side lot lines such distance being 8 metres from the front lot line.”

The proposed definition is a simplified definition which would measure lot frontage in a consistent manner 8 metres back from the front lot line, regardless of the shape of the front lot line. This ensures corner lots with daylight triangles are not deficient in terms of lot frontage.



Proposed RS3-XX Zone	Context and Justification	Example Lots
Minimum Lot Frontage: 11.3 metres for single-detached lots 12.5 metres for shallow lot single-detached lots	The ZBA proposes minimum lot frontages of 11.3 metres for single-detached lots, or 12.5 metres for shallow lot single-detached lots; whereas the standard RS3 Zone requires a minimum lot frontage of 13.5 metres for single-detached dwellings. It is important to note that these figures represent the minimum frontages proposed. There are 214 single-detached lots with frontages of at least 12.8 metres. Additionally, All corner single-detached lots feature frontages greater than 13.5 metres to accommodate the larger exterior side yards. Narrower lot frontages facilitate compact development and efficient use of land and municipal serving infrastructure, and help the subdivision achieve the minimum greenfield	The diagram shows three adjacent lots, labeled 429, 428, and 427, with a width of 30 metres. The frontages of each lot are 11.3 metres, indicated by red horizontal lines. The lots are yellow, and the surrounding area is grey.

	density targets of the Township and County. The lots will remain functional, will not negatively impact the streetscape, and will remain in compliance with the OBC. It is also noted that the Township's Draft Zoning By-law would permit minimum lot frontages of 11.0 metres for single-detached dwellings in the R2 Zone, which appears to be the closest equivalent zone to the current RS3 Zone.	
Minimum Lot Area: • 335 square metres for single-detached lots • 260 square metres for shallow lot single-detached lots	The ZBA proposes minimum lot areas of 335 square metres for single-detached lots, or 260 square metres for shallow lot single-detached lots; whereas the standard RS3 Zone requires a minimum lot area of 400 square metres for single-detached dwellings. The proposed reduced lot areas are appropriate for the following reasons: • They support efficient use of land and municipal servicing infrastructure. • They support compact development that achieves the minimum greenfield density targets of the Township and County. • The 335 square metre lot size is a minor reduction from the 400 square metre standard.	

	• The 260 square metre allowance supports a unique shallow single-detached residential product that provides access to detached housing options at lower price points. • The shallow single-detached product will still provide an attractive streetscape with the depth and reduced rear yard amenity space not being visible from the street. • All lots will remain functional, with all minimum yard setbacks as prescribed by the Township's Zoning By-law or by the ZBA. It is also noted that the Township's Draft Zoning By-law would permit minimum lot areas of 330 square metres for single-detached dwellings in the R2 Zone.	
Maximum Lot Coverage: • 55% for all interior single-detached dwelling lots (shallow and non-shallow lots).	The ZBA proposes maximum lot coverages of 55 percent for all interior single-detached dwelling lots, applying to both shallow and non-shallow lots, whereas the standard RS3 zone permits up to 50 percent lot coverage. The Township's Zoning By-law requires that covered front porches and backyard decks are included in the lot coverage calculation. Lot coverages for the dwellings themselves approach or slightly exceed 51 percent on some interior lots; however, additional coverage is proposed to provide allowance for backyard sheds and decks. This additional coverage is considered minor and appropriate for single-detached dwellings in modern subdivisions on municipal services within settlement areas. The proposed lot coverages optimize the use of the lots while keeping	The diagram illustrates three adjacent residential lots, labeled 14, 15, and 16, arranged horizontally. Lot 15 is the central lot and is highlighted with a red border. Lot 14 is to the left of lot 15, and lot 16 is to the right. The diagram shows setbacks for each lot: a 30-foot setback on the top and bottom of all three lots, and a 12.8-foot setback on the left of lot 14 and the right of lot 16. A vertical dimension of 10.7 is indicated on the far left. The central lot 15 has a red rectangular area within it, with the following values: 384m² at the top, 204.16m² in the middle, and 53.2% at the bottom. The lot numbers 14, 15, and 16 are displayed in large black font within their respective areas.

	them functional and will not appear overbuilt from the street. It should also be noted that all corner lots will remain under 50 percent lot coverage. Additionally, all semi-detached units will comply with the maximum 60 percent lot coverage permitted for semi-detached units in the RS3 Zone.	
Minimum Front Yard Setback: • 4.5 metres to habitable portion of single-detached dwelling, 4.0 metres to habitable portion of shallow lot single-detached dwelling, and 5.5 metres to habitable portion of semi-detached dwelling. • 6.0 metres to garage, 0 metres to daylight triangle for all single-detached and semi-detached dwellings.	The Township's Zoning By-law requires a minimum 6.0-metre front yard setback. The ZBA proposes minimum front yard setbacks of 4.5 metres to the habitable portion of single-detached dwellings, 4.0 metres to the habitable portion of shallow lot single-detached dwellings, and 5.5 metres to habitable portion of semi-detached dwellings. The ZBA also proposes minimum front yard setbacks of 6.0 metres to the garage and 0 (zero) metres to daylight triangles for all single-detached and semi-detached dwellings. While all garages will be set back at least 6.0 metres from the front lot line, lesser front yard setbacks to habitable portions of the dwellings are proposed to allow ground floor rooms, entrance features and foyers to project closer to the street than the garage. Such designs provide visual interest with variation in building massing / wall planes, improve the relation of dwellings to the streets they front, and de-emphasize the garage. Minimum front yard setbacks to Daylight Triangles of 0 (zero) metres are appropriate as all corner lot dwellings will be regulated by the minimum front and exterior side yard setbacks. The daylight triangles themselves will remain clear of any physical/visual obstructions.	The diagram illustrates a corner lot configuration with two adjacent lots, 416 and 417, highlighted in yellow. Lot 416 is on the left, and Lot 417 is on the right. A red outline indicates the proposed building footprint on Lot 417. Red dimension lines and arrows specify setbacks from the street frontage (top and right). The setbacks shown are: 6.5 metres from the top street line to the front of the building; 4.5 metres from the top street line to the side of the building; 4.9 metres from the right street line to the front of the building; and 3.3 metres from the right street line to the side of the building. A small square symbol indicates a right angle at the corner of the building footprint.

Minimum Rear Yard Setback:

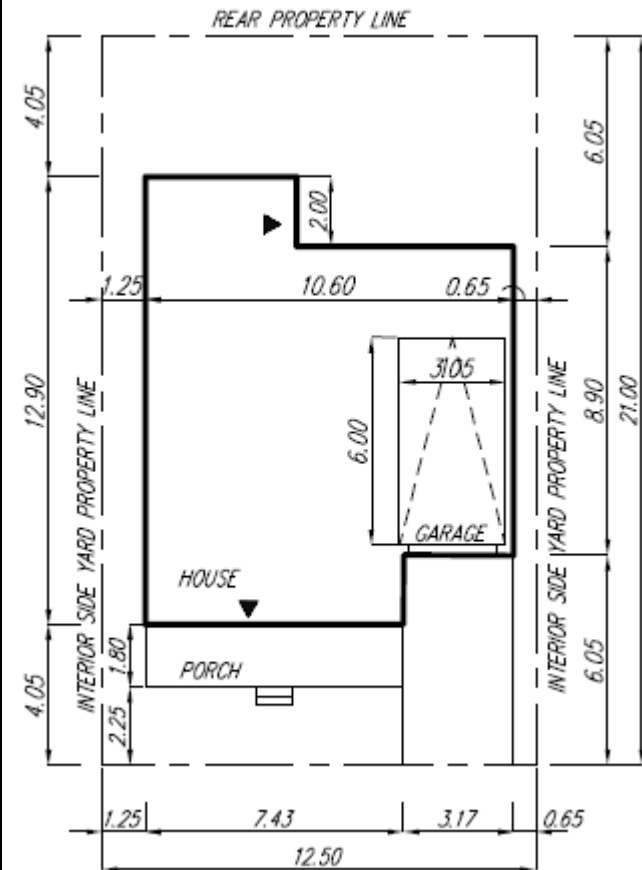
- 4.0 metres for shallow lot single detached dwelling lots.

The ZBA proposes minimum rear yard setbacks of 4.0 metres for the shallow lot single detached dwellings whereas the standard RS3 Zone requires 6.0 metres.

The revised Draft Plan includes a unique smaller single-detached housing type characterized by a shallow footprint. These units are designed to provide lower price points and be compact, fitting on smaller, shallower lots with shallower rear yards.

As depicted in the sample building envelope, many of these shallow house models feature multiple rear wall planes, with only a portion of the dwelling at the minimum 4.0-metre rear yard setback and the balance of the dwelling at a 6.0-metre rear yard setback.

The proposed minimum rear yard setback of 4.0 metres is proportionate to the characteristic shallower units and shallower lots which define this unique housing offering. The shallow rear yards will continue to provide adequate backyard space for lawns, gardens, decks, and accessory detached structures such as sheds while supporting detached dwellings at power price points, efficient land use, and a compact urban form.

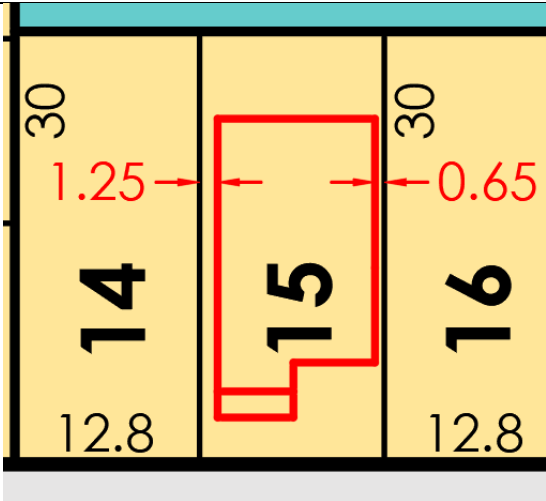


Minimum Interior Side Yard Setback:

- 0.6 metres on side adjacent to garage, 1.2 metres on other side for all single-detached dwellings.

The Township's Zoning By-law requires a minimum interior side yard setback of 1.2 metres. The ZBA proposes minimum interior side yard setbacks of 0.6 metres on the side adjacent to an adjacent garage, and 1.2 metres on the other side for all single-detached dwellings.

Minimum interior side yards of 0.6 metres on the garage side of residential dwellings is common in modern subdivisions. It facilitates a compact urban form and efficient use of land and infrastructure. Adequate width is maintained between adjacent units to access the rear yards, and all units will remain compliant with the OBC.



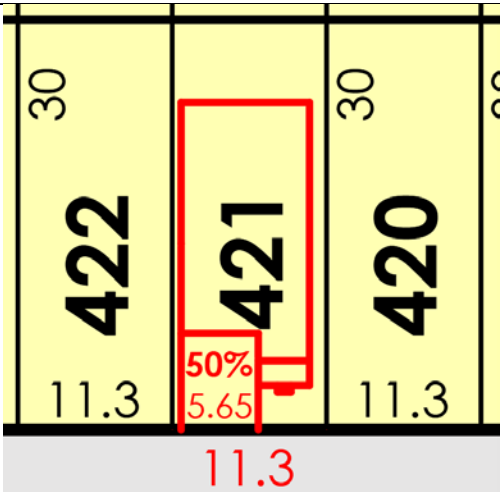
Maximum Driveway Width:

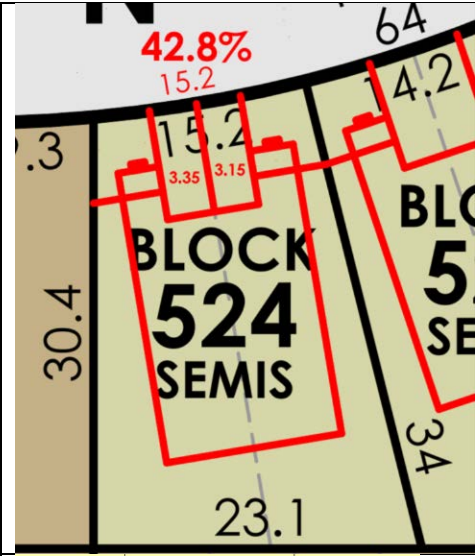
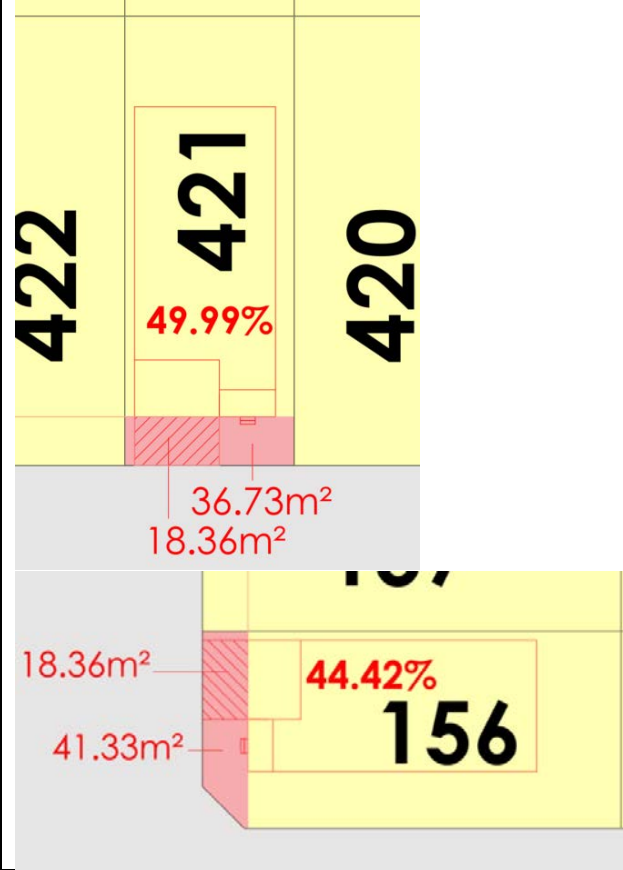
- 51 percent of the lot frontage for non-shallow single-detached dwellings on interior lots.
- 44 percent of the lot frontage for semi-detached dwellings.

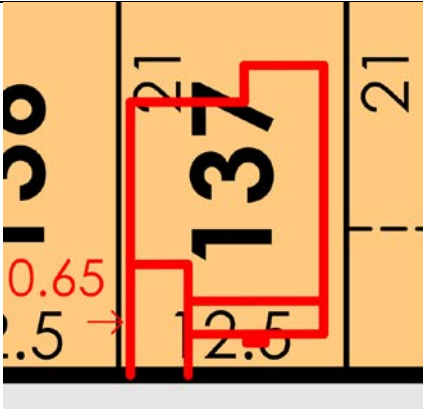
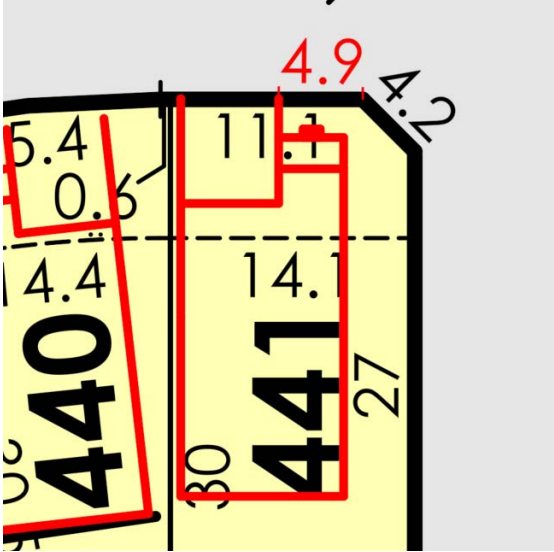
The ZBA proposes a maximum driveway width of 51 percent of the lot frontage for non-shallow single-detached dwellings on interior lots and 44 percent of the lot frontage for semi-detached dwellings whereas the Township's Zoning By-law permits up to 40 percent for both dwelling types.

The proposed driveway widths are appropriate to accommodate standard 2-car wide driveways. All lots will feature adequate front yard softscape areas for lawn and garden.

All shallow single-detached dwellings and all corner lot single detached dwellings will feature driveway widths less than 40 percent of the lot frontage.



	It should be noted that the Township's Draft Zoning By-law does not set a maximum driveway coverage in the front yard.	 Map of Block 524 SEMIS showing driveway coverage percentages and dimensions. The map includes labels for 'BLOCK 524 SEMIS' and 'BLOCK 5 SE'. Dimensions shown include 30.4, 23.1, 34, 4.2, 64, 15.2, 3.35, 3.15, and 42.8%.
Maximum Driveway Coverage: • 52 percent of the front yard area for single-detached dwellings on interior lots • 47 percent for single-detached dwellings on corner lots. •	The ZBA proposes a maximum front yard driveway coverage of 52 percent for single-detached dwellings on interior lots, and 47 percent for single-detached dwellings on corner lots. The Township's Zoning By-law permits up to 45 percent for single-detached dwellings (the Township's Draft Zoning By-law permits 50%). The proposed percentages are based on calculations consistent with the proposed site-specific definition for front yard area. The proposed increased front yard driveway coverages are primarily due to having habitable portions of the dwellings as well as front porches projecting closer to the street than the garage. This is consistent with good urban design principles as it de-emphasizes the garage while highlighting entry features and transition areas between public and private realms. Adequate front yard area will remain for gardens and transition between the front porch and the front lot line.	 Map of lots 422, 421, 420, and 156 showing driveway coverage percentages and areas. The map includes labels for '422', '421', '420', and '156'. Dimensions shown include 49.99%, 36.73m², 18.36m², 44.42%, and 41.33m².

	All shallow single-detached dwellings and all semi-detached dwellings will feature driveway coverages less than 45 percent of the front yard area.	
Minimum Driveway Setback to Interior Side or Rear Lot Line: 0.6 metres for all single-detached dwellings.	The ZBA proposes a minimum 0.6-metre setback between a driveway and an interior side lot line or rear lot line for all single-detached dwellings whereas the Township's Zoning By-law requires 1.0-metre. The request for 0.6-metre driveway setback is consistent with the proposed minimum interior side yards on the garage side of 0.6 metres. This will allow driveways to maintain sufficient widths and for the driveway edge to remain flush with the side wall of the garage. Where two neighbouring driveways are placed next to each other, 1.2 metres of landscaping will separate them which is a sufficient separation distance.	 The diagram shows a yellow lot with a driveway (red line) and an interior side lot line (dashed line). A red arrow indicates a setback of 0.65 metres from the lot line to the driveway edge. The lot number 137 is visible.
Minimum Driveway Setback to Intersection: 4.0 metres to start of daylight triangle for all single-detached and semi-detached dwellings.	The ZBA proposes to permit a minimum setback of 4.0 metres from any driveway to the start of a daylight triangle on any single-detached or semi-detached lot. The Township's Zoning By-law requires that driveways be set back at least 9.0 metres from the intersection of the front lot line and the exterior side lot line. It is our interpretation that in the case of a corner lot with a daylight triangle, the intersection would be the point of intersection of the hypothetical extension of the lot lines. In an abundance of caution, the proposed exception will ensure driveway setbacks are regulated consistently to the start of any daylight triangle, regardless of the required size of the daylight triangle. The proposed setback is appropriate and maintains the intent of the Zoning By-law.	 The diagram shows a yellow corner lot (440 and 441) at a street intersection. A red line indicates a driveway setback of 4.9 metres from the start of a daylight triangle (indicated by a dashed line and a red arrow). The lot number 440 is visible.

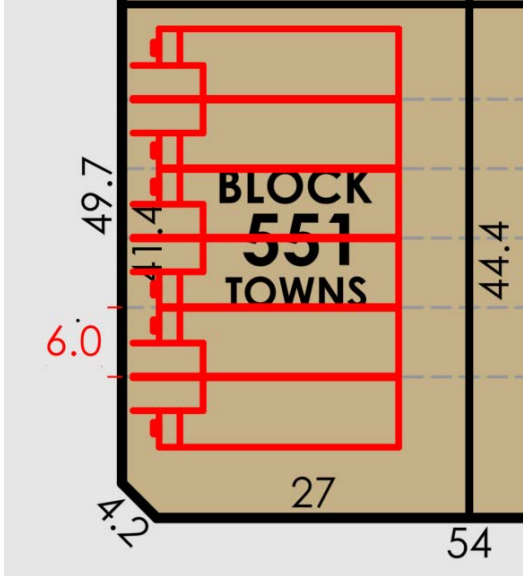
Maximum Building Height of Principle Building and Structures: 12.0 metres for all single-detached dwellings and semi-detached dwellings.	The ZBA proposes to permit a maximum building height of 12.0 metres for any single-detached or semi-detached dwelling whereas the standard RS3 Zone permits up to 10.0 metres for both dwelling types. Notably, the Township's Zoning By-law defines building height as the vertical distance between the <u>lowest</u> grade of the front wall of the building and the <u>highest point</u> of the roof. Many municipal zoning by-laws measure height for peaked roofs from the average finished grade at the front wall to the midpoint of the roof. It is noted that for gabled and hip roofs, Clearview's Draft Zoning By-law measures height from the <u>average</u> finished grade around the structure to the average level between eaves and ridge. The proposed maximum building heights of 12.0 metres provide additional design flexibility as there are several factors that will determine finished grade, average first floor elevation, and roof heights.	 The diagram shows a simple line drawing of a house with a gabled roof. To the right of the house, a vertical red line extends from the ground level to the peak of the roof. Next to this line, the text '12 metres' is written in red, indicating the maximum building height.

Proposed RS5-XXX Zone	Context and Justification	Proposed Lot
The provisions of this By-law and the RS3-XX Zone also apply to lands zoned RS3-XXX, except that lands zoned RS3-XXX are additionally permitted a minimum exterior side yard setback of 3.5 metres.	The proposed RS3-XXX Zone would apply only to one lot within the subdivision (single-detached lot 301 in the draft plan). The RS3-XXX Zone would permit a minimum exterior side yard of 3.5 metres whereas the standard RS3 Zone requires a minimum of 4.0 metres. This lot requires a reduced exterior side yard due to the curvature of the flanking Street 'O' which tapers towards the southern corner of the unit. A 3.5 metre exterior side yard provides adequate separation from the	

	municipal right-of-way, which will include additional landscaped boulevard between the lot and the paved/travelled portion of the street. All other units in the subdivision will maintain minimum exterior side yards of at least 4.0 metres. Other than the exterior side yard, all other provisions of the ZBA and the RS3-XX Zone would apply to the RS3-XXX Zone.	
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Proposed RS3-XX(H) Zone	Context and Justification	Excerpts From Draft Plan and ZBA Schedule
Removal of the Hold (H) Symbol for lands zoned RS3-XX(H) shall not be permitted until the following requirements have been met: The lands are joined with the abutting lands to the north to form functional residential lots to the satisfaction of the Township.	The revised Draft Plan includes three future development blocks (blocks 558-560) which have not been lotted out on the plan as they currently lack sufficient lot depths / widths. These lands are intended to merge with the Applicant's abutting lands to the north (Clearview Garden Estates) to form functional residential lots following draft plan approval once the planning of Clearview Garden Estates is further advanced. The proposed ZBA intends to zone the three future development blocks to the RS3-XX Zone with a Holding Provision (RS3-XX(H)). Prior to any development occurring on those lands, the proposed RS3-XX(H) Zone would Require that they be merged with the Applicant's abutting lands to the north (Clearview Garden Estates) to form functional	

	residential lots to the satisfaction of the Township. Once the lands are merged, the Zoning Hold (H) could be lifted, permitting them to develop for residential uses under the RS3-XX Zone.	
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Proposed RS5-XX Zone	Context and Justification	Example Lots
Minimum Lot Frontage: 6.0 metres for interior townhouse lots.	The ZBA proposes a minimum lot frontage of 6.0 metres for interior townhouse lots whereas the standard RS5 Zone requires a minimum of 6.1 metres. 6.0 metres is a standard width / frontage for townhouse units, and represents a minor 0.1-metre reduction from the 6.1-metre standard. All end unit and corner lot townhouses lots will feature considerably wider frontages to accommodate interior and exterior side yards. It is also noted that the Township's Draft Zoning By-law would permit minimum lot frontages of 6.0 metres for townhouse dwellings in the R2 Zone, which appears to be the closest equivalent zone to the RS3 Zone.	 The diagram illustrates a block of land labeled 'BLOCK 551 TOWNS'. It shows a series of townhouse lots with a minimum frontage of 6.0 metres. The overall dimensions of the block are 49.7 metres by 54 metres. The side yard dimensions are 41.4 metres and 44.4 metres. The block is divided into 27 lots.

Minimum Lot Area:

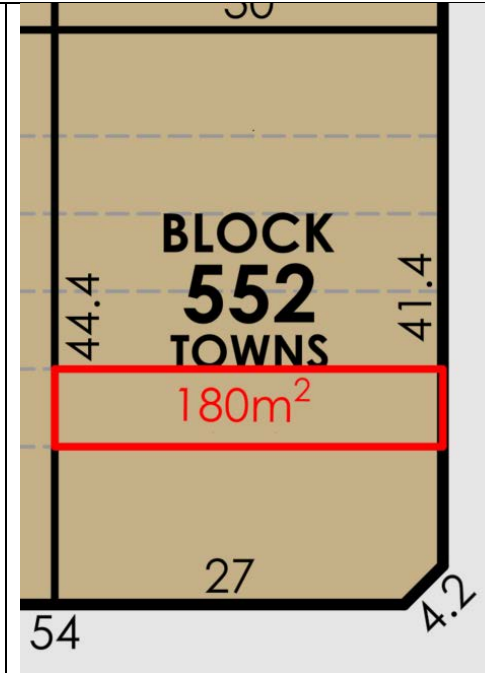
- 178 square metres for interior townhouse lots.

The ZBA proposes a minimum lot area of 178 square metres for interior townhouse lots whereas the standard RS5 Zone requires a minimum lot area of 200 square metres for townhouse lots.

The proposed reduced lot areas are appropriate for the following reasons:

- They support efficient use of land and municipal servicing infrastructure.
- They support compact development that achieves the minimum greenfield density targets of the Township and County.
- The 178 square metre lot area is a minor reduction from the 200 square metre standard.
- All lots will remain functional, with all minimum yard setbacks as prescribed by the Township's Zoning By-law or by the ZBA.
- All end unit and corner lot townhouses will feature lot areas exceeding 200 square metres.

It is also noted that the Township's Draft Zoning By-law would permit minimum lot areas of 165 square metres for townhouse dwellings in the R2 Zone.



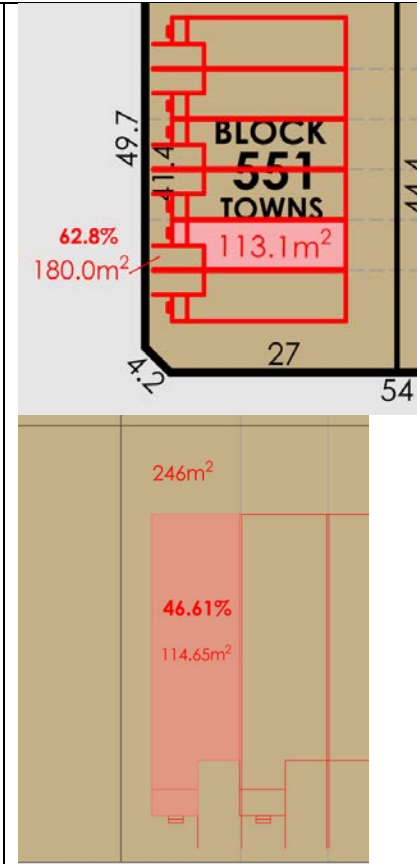
Maximum Lot Coverage:

- 68 percent for interior townhouse lots.
- 53 percent for end unit townhouse lots.

The ZBA proposes maximum lot coverages of 68 percent for all interior townhouse lots and 53 percent for all end unit townhouse lots. The Township's Zoning By-law requires that covered front porches and backyard decks are included in the lot coverage calculation.

Lot coverages for the dwellings themselves are approximately 63 percent and 47 percent respectively; however, additional coverage is proposed to provide allowance for backyard sheds and decks. This additional coverage is considered minor and appropriate for townhouse dwellings in modern subdivisions on municipal services within settlement areas. The proposed lot coverages optimize the use of the lots while keeping them functional and will not appear overbuilt from the street.

It should also be noted that all corner lots will remain under 50 percent lot coverage.



Minimum Front Yard Setback:

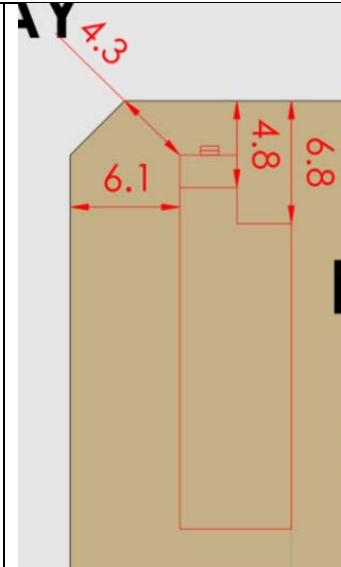
- Interior units: 5.0 metres to habitable portion of dwelling, 6.0 metres to garage.
- End units: 4.8 metres to habitable portion of dwelling, 6.0 metres to garage.
- Corner units: 5.0 metres to habitable portion of dwelling, 6.0 metres to garage, and 0 metres to daylight triangle.

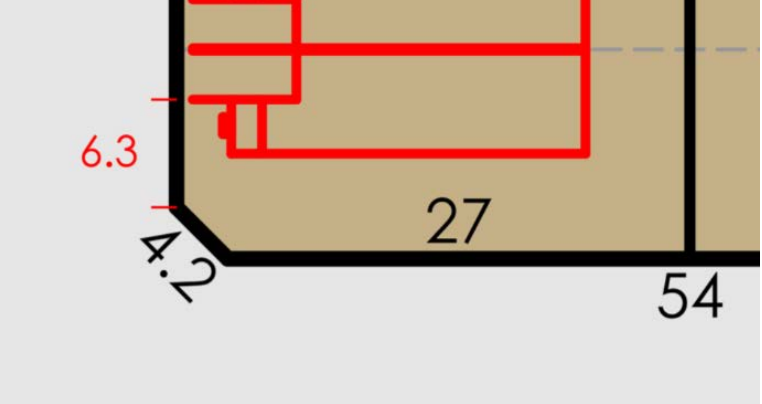
The Township's Zoning By-law requires a minimum 6.0-metre front yard setback.

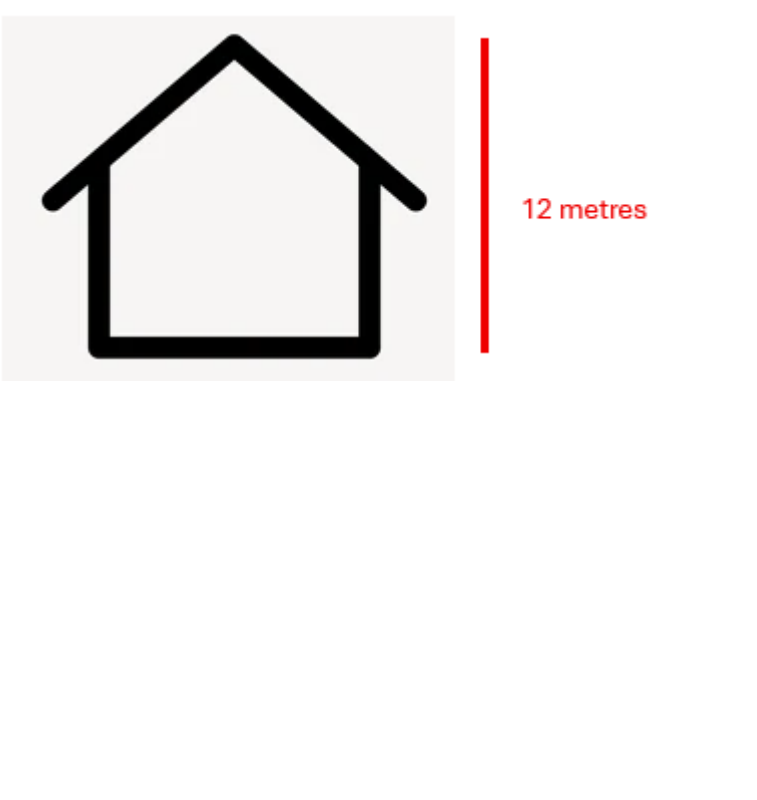
For interior and corner unit townhouses, the ZBA proposes minimum front yard setbacks of 5.0 metres to the habitable portion of the dwelling. For end unit townhouse dwellings, a minimum 4.8-metre setback to the habitable portion of the dwelling is proposed.

Additionally, a 0 (zero) metre setback to daylight triangles is proposed.

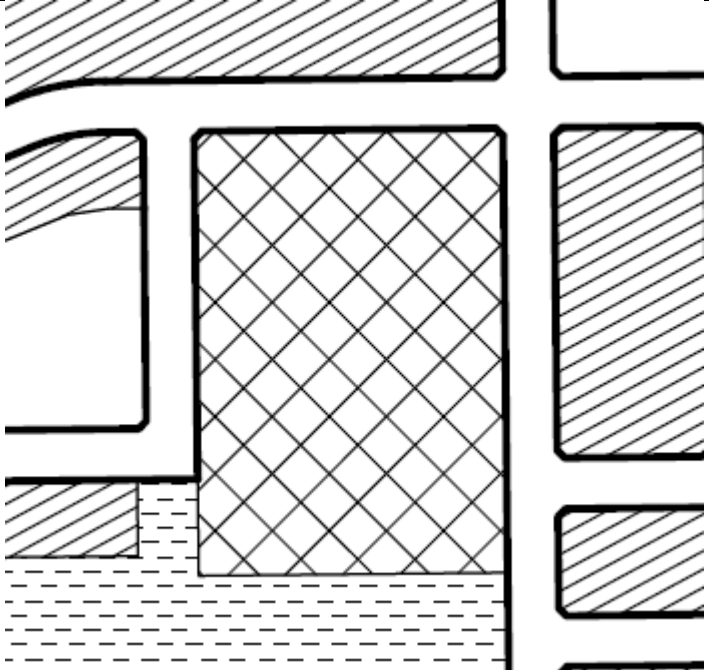
While all garages will be set back at least 6.0 metres from the front lot line, lesser front yard setbacks to habitable portions of the dwellings are proposed to allow ground floor rooms, entrance features and foyers to project closer to the street than the garage. Such designs provide visual interest with variation in building massing / wall planes, improve the relation of dwellings to the streets they front, and de-emphasize the garage. Minimum front yard setbacks to Daylight Triangles of 0 (zero) metres are appropriate as all corner lot dwellings will be regulated by the minimum front and exterior side yard setbacks. The daylight triangles themselves will remain clear of any physical/visual obstructions.



Minimum Driveway Setback to Interior Side Lot Line: 0 metres for all townhouse dwellings.	The Township's Zoning By-law requires that driveways be set back a minimum of 1.0 metre from interior side lot lines and only permits a 0 (zero) metre setback when neighbouring driveways are shared. The ZBA proposes a simplified provision by permitting a minimum 0 (zero) metre setback between a driveway and an interior side lot line regardless of if the driveway is shared with an abutting neighbouring driveway or not. Such a provision is common, and appropriate for design and layout flexibility purposes. The exception will allow adjacent townhouse units to be constructed mirrored, or not mirrored, whereas the current requirement would require all units to be mirrored, thereby restricting townhouse blocks to an even number of units.	 The diagram illustrates a row of townhouse units. Red lines indicate the boundaries of the units and their driveways. The driveways are shown set back from the interior side lot lines, demonstrating the proposed 0-metre setback provision.
Minimum Driveway Setback to Intersection: 6.0 metres to daylight triangle for all corner townhouse lots.	The ZBA proposes to permit a minimum setback of 6.0 metres from any driveway to a daylight triangle on any corner townhouse lot. The Township's Zoning By-law requires that driveways be set back at least 9.0 metres from the intersection of the front lot line and the exterior side lot line. It is our interpretation that in the case of a corner lot with a daylight triangle, the intersection would be the point of intersection of the hypothetical extension of the lot lines. In an abundance of caution, the proposed exception will ensure driveway setbacks are regulated consistently to the start of any daylight triangle, regardless of the required size of the daylight triangle. The proposed setback is appropriate and maintains the intent of the Zoning By-law.	 The diagram shows a corner townhouse lot. A red line indicates the driveway. A red dimension line shows a setback of 6.3 metres from the intersection of the front lot line and the exterior side lot line. The lot dimensions are labeled as 27 and 54. The intersection of the front lot line and the exterior side lot line is marked with a red dot. The driveway is shown set back from this intersection.

Maximum Building Height of Principle Building and Structures: 12.0 metres for all townhouse dwellings.	The ZBA proposes to permit a maximum building height of 12.0 metres for townhouse dwellings whereas the standard RS3 Zone permits up to 11.0 metres for townhouses. Notably, the Township's Zoning By-law defines building height as the vertical distance between the <u>lowest</u> grade of the front wall of the building and the <u>highest point</u> of the roof. Many municipal zoning by-laws measure height for peaked roofs from the average finished grade at the front wall to the midpoint of the roof. It is noted that for gabled and hip roofs, Clearview's Draft Zoning By-law measures height from the <u>average</u> finished grade around the structure to the average level between eaves and ridge. The proposed maximum building heights of 12.0 metres provide additional design flexibility as there are several factors what will determine finished grade, average first floor elevation, and roof heights.	 The diagram shows a simple line drawing of a house with a gabled roof. To the right of the house, a vertical red line extends from the ground level to the peak of the roof. Next to this line, the text '12 metres' is written in red, indicating the maximum building height.
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Proposed Institutional Exception (IN-XX) Zone	Context and Justification	Excerpt From ZBA Schedule
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Permitted Uses in the IN-XX Zone: • Uses listed in Section 3.16.1; and, • Uses permitted in the RS3-XX and RS5-XX Zones, in which case the zone standards of this By-law apply.	The proposed ZBA intends to zone the school block to a site-specific Institutional Exception (IN-XX) Zone. The proposed IN-XX zone would permit all uses permitted in the standard Institutional (IN) Zone, as well as the residential uses in the RS3-XX and RS5-XX Zones, in which case the zoning requirements of the RS3-XX and RS5-XX Zones would apply. While the SCDSB has requested the school block to accommodate a new elementary school to ensure adequate provision of school sites in Stayner as it grows into the future; ultimately, the need for the school block will be determined after draft plan approval and prior to subdivision registration. There is a possibility that growth forecasts or demographics change in the future such that the SCDSB no longer requires a new school site. The proposed IN-XX Zone would ensure that in the event the school block is no longer required, it could be converted into residential lots without having to rezone the block.	 The map shows a central rectangular area filled with a cross-hatch pattern, representing the Institutional Exception (IN-XX) Zone. This area is surrounded by other zones: a top-left area with diagonal hatching, a top-right area with horizontal hatching, a bottom-left area with diagonal hatching, and a bottom-right area with horizontal hatching. A legend at the bottom left shows a cross-hatch pattern next to the text 'Institutional Exception (IN-XX) Zone'.
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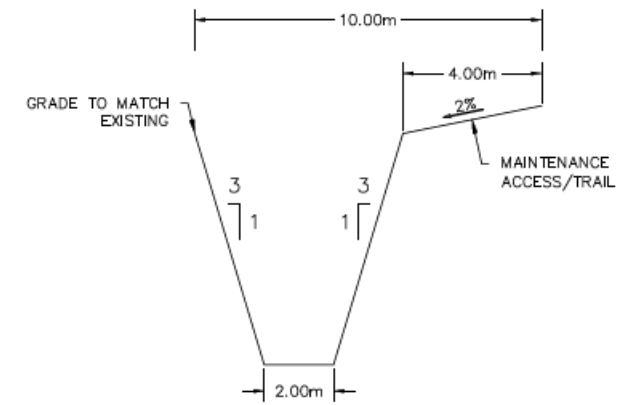
Notwithstanding Section 2.28 of By-law 06-54, no building or structure shall be located closer than 6.0 m from the top or toe of a slope having a grade of 3:1 or steeper.

Section 2.28 of the Zoning By-law does not permit buildings or structures to locate closer than 15 metres to the top or toe of a slope having a grade of 3:1 or steeper.

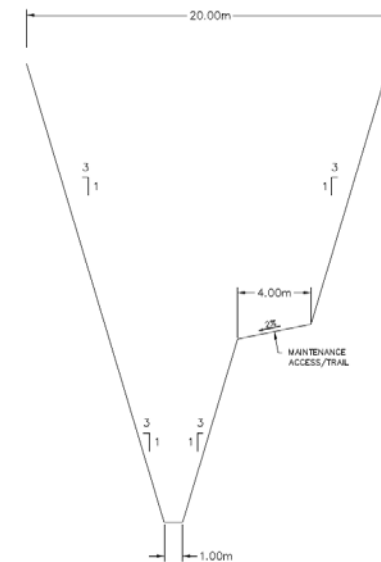
Notwithstanding Section 2.28 of By-law 06-54, the ZBA will permit residential dwellings to be located no closer than 10.0 metres from the top or toe of a slope having a grade of 3:1 or steeper, and accessory buildings or structures to be located no closer than 5.2 metres from the top or toe of a slope having a grade of 3:1 or steeper.

This site-specific provision is proposed in order to accommodate the proposed drainage channel, running behind the residential lots along the west and north development limits. The drainage channel will have slopes greater than 3:1, but will also feature a 4.0-metre wide 2% grade maintenance access/trail between the top of the channel and the adjacent residential lots. All residential dwellings will maintain 6.0-metre rear yards, combined with the 4.0-metre wide maintenance access/trail, resulting in a dwelling setback of 10.0 metres to the top of the slope.

The Township's Zoning By-law permits accessory structures in residential zones to locate within 1.2 metres of a rear lot line. Combined with the 4.0-metre wide maintenance access/trail, accessory buildings or structures (i.e. garden shed) would be located within as close as 5.2 metres to the top of the slope. The Revised Draft Plan and proposed drainage channel will be subject to review and comment by the Township and NVCA.



SECTION A-A
SCALE: H 1:200, V 1:20



SECTION B-B
SCALE: H 1:200, V 1:20

Yard Encroachments	Proposed Minimum Setback or Maximum Projection and Supporting Justification
Architectural Elements (i.e. cornices, windowsills, bay or boxed out windows with or without foundations)	For these architectural elements, the ZBA proposes a maximum projection of 0.6 metres into any yard, but no closer than 0.3 m to any interior side lot line; whereas the Township's Zoning By-law permits a 0.6 metre projection but does not set a minimum setback to an interior side lot line. The ZBA proposes to introduce a minimum 0.3 metre setback to the interior side to line in order to account for the minimum 0.6 metre interior side yard on the garage side for single-detached dwellings as proposed through this ZBA. The provision will allow for a similar level of projection, while keeping it clear of the interior side lot line.
Steps, stairs and landings (sized maximum 1.2 metres in width and depth) used to access a building or an accessibility ramp	For steps, stairs and landings sized to a maximum 1.2 metres in width and depth, the ZBA proposes to permit them to locate a minimum of 0.6 metres to any front, exterior side or rear lot line, and 0.3 metres to any interior side lot line. The Township's Zoning By-law requires that they be located at least 0.6 metres from any lot line. The ZBA proposes to permit them a minimum of 0.3 metres to an interior side to line in order to account for the minimum 0.6 metre interior side lot lines on the garage side for single-detached dwellings as proposed through this ZBA. The provision will allow for a similar level of projection, while keeping it clear of the interior side lot line.
Steps to a porch or deck	The ZBA proposes to permit steps to a porch or decks to be located a minimum of 1.2 m to any front, exterior side or rear lot line whereas the Township's Zoning By-law permits a maximum 1.5 metre projection into the front or exterior side yard. The proposed exception provides necessary flexibility to allow steps to a porch or deck to project into a front, exterior side or rear yard so long as they remain at least 1.2 metres from the lot line. The provisions support residential units which have entry features closer to the street than the garage, as well as the shallow lot single-detached dwellings which have shallower rear yards. They also support corner lot designs which may have entries with porch steps facing the flanking exterior side yard.
Porches and decks less than 2.0 metres above the lowest grade	The ZBA proposes to permit porches and decks less than 2.0 metres above the lowest grade to be located a minimum of 2.2 metres to the front and exterior side lot line, and 2.0 m to the rear lot line. The Township's Zoning By-law requires that they be located at least 3.0 metres from a rear lot line, and does not include provisions to the front or exterior side lot lines.

	The proposed exception provides necessary flexibility to allow porches and decks to project into a front, exterior side or rear. The provisions support residential units which have porches closer to the street than the garage, as well as the shallow lot single-detached dwellings which have shallower rear yards. They also support corner lot designs which may have entries with porch steps facing the flanking exterior side yard.
Roof eaves and balconies higher than 2.0 metres above grade	The ZBA proposes to permit roof eaves and balconies higher than 2.0 metres above grade to be located a minimum of 0.3 metres to any lot line, whereas the Township's Zoning By-law requires that they be located at least 0.75 metres from any lot line. The exception is proposed in order to account for the minimum 0.6 metre interior side yard on the garage side for single-detached dwellings as proposed through this ZBA. The provision will allow for an appropriate level of projection, while keeping it clear of the interior side lot line.
Window or through wall air conditioner	The ZBA proposes to permit window or through wall air conditioners to be located a minimum of 3.0 metres to the front, rear and exterior side lot line, and 0.6 metres to the interior side lot line. The Township's Zoning By-law permits them to project a maximum of 0.5 metres into any required yard. The proposed exception provides necessary flexibility to locate these units in the front, interior side, exterior side or rear yard while establishing appropriate minimum setbacks to each lot line. The provisions support residential units which have porches closer to the street than the garage, as well as the shallow lot single-detached dwellings which have shallower rear yards. The request also ensures the 0.6-metre interior side yards of single-detached dwellings are not obstructed by these units.