CLEARVIEW TOWNSHIP

Staff Report

To:	**Mayor and Council**
From:	**Nick Ainley, Community Planner**
Meeting Date:	**November 9, 2026**
Subject:	**Report # PB-048-2026 – Draft Plan of Subdivision Redline Revision & Zoning By-law Amendment (The Estates of Clearview Inc.)**

Recommendation

Be It Resolved that Council of the Township of Clearview hereby receive report # PB-048-2026 (Draft Plan of Subdivision Redline Revision & Zoning By-law Amendment (The Estates of Clearview Inc) dated November 9, 2026; and,

1) That Council approve the Zoning By-law found in Appendix 'F' of this report for the lands described as Roll No. 432901000204401 & 43290100020458, Clearview; and,

2) That Council approve the redline revisions to the Estate of Clearview Inc. Draft Plan of Subdivision prepared by C.F. Crozier Associates, dated October 30, 2026, as outlined in Appendix 'E' of this report; and,

3) That Council approve amendments to the existing draft plan conditions as outlined in Appendix 'G' of this report, and that notice be given in accordance with the Planning Act.

Background

Complete Draft Plan of Subdivision Redline Revision and Zoning By-law Amendment (ZBA) applications have been submitted by MacPherson Builder (Stayner) Limited on behalf of the Owner (The Estates of Clearview - Sean Ford). The zoning by-law amendment application will zone a portion of the lands described as Roll No. 432901000204401 & 43290100020458, Clearview.

A statutory Public Meeting for the ZBA application and concurrent draft plan redline revision application was held July 29, 2026.

Property Description

The lands subject to the current Redline Revision and ZBA and application(s) are located within the existing Estates of Clearview Draft Plan of Subdivision in the northeast portion of the Stayner Settlement Area. Draft plan approval for this subdivision

was originally granted on August 16, 2010, through a decision of the Ontario Municipal Board (now known as the Ontario Land Tribunal). The subdivision is approximately 72 hectares in size and is bounded by Mowat Street North to the west, Highway 26 to the south, and County Road 7 to the east.

Since draft plan approval was granted, the first two (2) phases of the draft plan, along with an existing commercial and institutional development block, have been developed. The remaining lands within the draft plan are largely naturalized and support agricultural uses (i.e., cash cropping).

The portion of the lands subject to the current Redline Revision and ZBA application(s) are situated within an undeveloped phase of the existing draft plan of subdivision and encompass an area of approximately 6 ha as depicted in Appendix D. The following is an overview of the surrounding lands and land uses:

North	Lands directly north of the subject lands are comprised of an existing draft plan approved subdivision (i.e. Clearview Park). The lands are undeveloped and primarily support agricultural uses (i.e. cash crop).
East	The eastern limits of the subject lands are bounded by County Road 7. Lands east of the subject lands support existing agricultural uses (i.e. cash crop).
South	The southern limits of the subject lands are bounded by Highway 26. Lands south of the subject lands are comprised of low-density residential development (i.e., single-detached dwellings), undeveloped commercial lands as well as the Township of Clearview Emergency Services Hub building.
West	The western limits of the subject lands are bounded by Mowat Street North. Lands west of the subject lands are comprised of low-density residential development (i.e., single-detached dwellings).

Please refer to Appendix A of this report for a visual description of the subject lands and surrounding lands and land uses.

Existing Policy Framework

The subject lands are designated as Residential within the Township Official Plan (OP) and are zoned Residential Multiple Low Density Exception Hold (RS3-4(H12)) in the Township Zoning By-law (06-54, as amended).

Proposal

The Draft Plan of Subdivision Redline Revision application is proposing to reconfigure a portion of the existing Estates of Clearview draft plan of subdivision to add eight (8) street townhouse blocks (Blocks 77-82 & 84-85) containing a total of 54 freehold townhouse units, including 35 units with Accessory Residential Units (ARUs). It also includes a common parking block (Block 86) for the ARUs, minor lot fabric changes to 32 of the existing single-detached dwelling lots (Lots 194-207 & 222-235 & 238-273), and a new school block (Block 87) shared with the development to the north, replacing 32 single-detached dwelling lots within the existing draft plan. The townhouse blocks and common/shared parking block will also be subject to a future Plan of Condominium to address ownership and maintenance requirements.

To facilitate the proposed development, the ZBA application seeks to rezone a portion of the subject lands zoned as Residential Multiple Low Density Exception Hold (RS3-4 (H12)) to Residential Multiple Medium Density Exception Hold and Institutional (RS3-4 & IN)(H12)) and Residential Multiple Medium Density Exception Hold (RS5-9)(H12)).

Detailed design of proposed residential and institutional development will be subject to additional engineering review and future *Planning Act* applications, including Site Plan Approval and/or Plan of Condominium.

The following site-specific amendments and exceptions are also proposed as part of the current ZBA application, to facilitate the additional proposed changes to the redline revision:

ZBA: Proposed (RS5-9) Zone

Additional Permitted Uses:

- Additional Residential Unit
- Common Parking Area

Altered Zone Provisions:

- Minimum Lot Area – 190 m^2 per residential unit.
- Maximum Lot Coverage – 60%
- Minimum Front Yard – 6 m
- Minimum Exterior Side Yard – 5.5 m
- Minimum Interior Side Yard – 1.5 m and 0 m on any shared wall.
- Notwithstanding Section 2.5.1 d) of Zoning By-law 06-54, a shared common entryway is permitted for principal and additional residential units.
- Notwithstanding Section 2.7.1 of Zoning By-law 06-54, the following encroachment into Required Yards are permitted:
    - Porches: a maximum of 3 m into the required front yard.

    - Steps to a Porch: minimum 1.5 m setback from the front lot line.
    - Steps to a Deck: minimum 2 m setback from the rear lot line.
- Notwithstanding Section 2.13.2 of Zoning By-law 06-54, a minimum 2 m wide landscape screen is permitted for the Common Parking Area with a 2 m high solid board fence, except for any portion of the fence that extends toward the street beyond the foremost portion of the principal building on the adjacent residential lot, which shall be no greater than 1.2 metres in height.
- Notwithstanding Section 2.14.2.1 of Zoning By-law 06-54, one (1) parking space per additional residential unit is permitted within an off-site common parking area.
- Notwithstanding Section 2.15.3 of Zoning By-law 06-54, the setback between driveways to interior side yard lot lines when the interior side yard lot line is on a shared wall is 0 m.
- Notwithstanding Section 2.15.4 of Zoning By-law 06-54, the setback between parking areas to interior side yard lot lines when the interior side yard lot line is on a shared wall is 0 m.
- Notwithstanding Section 3.13 m) of Zoning By-law 06-54, a common parking area shall be located no closer than 2 m to a lot line.

The existing Holding (H12) Symbol applying to the lots affected by a proposed temporary dead-end turnaround at the terminus of McKenzie Drive (i.e., Lots 258-260) is also proposed to be replaced with a new Hold (H36) Symbol. The new Hold (H36) Symbol is required to further restrict development of these specific lots until such time that extension of McKenzie Drive beyond the property limits into the adjacent Clearview Park subdivision is constructed as a through municipal street to the satisfaction of the municipality.

A copy of the draft plan of subdivision with proposed redline revisions is contained in Appendix E of this report.

Submission & Process Details

As part of a complete application, the applicant has submitted the following materials for consideration:

Submission Item Title	Submission Item Detail
Cover Letter	MacPherson Builder (Stayner) Limited
Planning Justification Report	Wellings Planning Consultants Inc.
Site Servicing Concept (CP-1)	C.F. Crozier Associates
Draft Plan of Subdivision (Redlined)	C.F. Crozier Associates

Submission Item Title	Submission Item Detail
Servicing & Stormwater Management Memorandum – Redline Draft Plan	C.F. Crozier Associates
Redline Draft Plan Transportation Review	C.F. Crozier Associates

The process relating to the formal application has proceeded as follows:

Date	Step
June 1, 2026	Submission of complete application (ZBA) and fees
June 12, 2026	Letter of Complete Application (ZBA) to Applicant
July 8, 2026	Notice of Complete Application given to public via newspaper notice and mailed courtesy notice to landowners within 120 m of subject property
July 29, 2026	Request for comment to internal department and external commenting agencies issued.

Comment and Analysis

The Planning Act and the Township Official Plan establish criteria for evaluating applications to amend the Township's Zoning By-law.

All applicable criteria, policies, standards, and comments received are analyzed below in the context of the subject applications.

Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use and development and has been reviewed with regard to the subject proposal. Municipal decisions on planning matters are required to be consistent with the PPS (2024).

The policies of the PPS (2024) promote the building of strong and competitive communities, the wise use and management of resources, and the protection of public health and safety. The PPS directs the majority of growth and development to fully

serviced urban settlement areas. It also requires that an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents be provided, which supports the achievement of complete communities.

Section 2.3 specifies that land use patterns within settlement areas should also be based on densities and a mix of land uses which among other items, efficiently use land and resources, optimize existing and planned infrastructure and provide public service facilities as well as support active transportation. The implementation of phasing policies to align orderly development with the timely provision of infrastructure and public service facilities is also promoted.

The revised draft plan of subdivision (DPS) is within the Urban Settlement Area of Stayner and provides a broader mix of housing types and densities. The proposed redline revisions increase residential density and broaden the range of housing forms within the draft approved subdivision.

The revised DPS also furthers the achievement of complete communities by replacing an additional 32 of the existing draft approved single-detached lots with an approximately 1.8 ha school block, partially shared with the draft approved Clearview Park subdivision to the north. The school block has been included at the request of the Simcoe County District School Board (SCDSB) and is intended to be developed by the school board as a new elementary school site. The development will proceed on full municipal servicing infrastructure and will also retain internal sidewalks and pedestrian connections to the broader subdivision and community network.

The subject lands are located within the existing built-up area of Stayner, close to local services and amenities, including the Clearview Emergency Services Hub as well as commercial and retail uses, including a Foodland grocery store, dollar store, LCBO, and McDonald’s.

The DPS Redline Revision & ZBA applications are consistent with the Provincial Planning Statement (2024) issued under the *Planning Act*.

County of Simcoe Official Plan

The subject lands are designated as ‘Settlements’ within the County of Simcoe Official Plan (SCOP). Settlement areas with full municipal services are to be the focus of the majority of growth within the County.

The SCOP promotes a full range of residential, commercial, industrial, recreational, and institutional land uses within Primary Settlement Areas. Section 3.2 of the Official Plan directs local municipalities to manage the pace of development within settlement areas by using holding by-laws and draft plan conditions to coordinate development phasing with the availability of servicing capacity and transportation infrastructure.

The subject lands form part of the existing Estates of Clearview Draft Plan of Subdivision within the primary Urban Settlement Area of Stayner, where development will proceed on full municipal services. As an approved draft plan, the development is governed by existing draft plan conditions and a Holding (H) Symbol provision that establish requirements for its orderly and coordinated phasing. Amendments to the applicable draft plan conditions and holding provision are required to implement the changes proposed through the current applications. These amendments also include revisions and modifications requested by the County of Simcoe staff through the formal circulation process, refer to Appendix C for overview of comments received from the County. These amendments are described in greater detail within further sections of this report, but include requirements for County Waste Collection Services for the proposed townhouse blocks as well as the restriction of development on several specific lots impacted by a temporary turning circle.

Section 3.5 of the SCOP goes on to stipulate that the objective of Settlements is to develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services; develop mixed use settlements as strong and vibrant places that create healthy settlements and communities that are sustainable; and promote development forms and patterns which minimize land consumption and servicing costs.

Consistent with the objectives of the SCOP, the redline revisions and proposed ZBA would increase the overall density of the existing DPS and broaden the range of housing types available within the Stayner Settlement Area. The proposal would replace existing draft approved single-detached lots with a greater number of street townhouse lots, some containing accessory residential units (ARUs). The DPS revisions include a new elementary school block requested by the Simcoe County District School Board.

The DPS Redline Revision & ZBA applications(s) conform to the policies of the County of Simcoe Official Plan.

Township of Clearview Official Plan (2024)

The subject lands are designated ‘Residential’ in the Clearview 2024 OP and are located at the northeastern edge of Stayner’s Urban Settlement Area. Urban Settlement Areas are intended to accommodate most of the Township’s projected population and employment growth. Development in Stayner must proceed on full municipal services and, within designated greenfield areas, be contiguous with or adjacent to the delineated built-up area or other existing development.

A key objective of the Township OP’s ‘Residential’ designation is to direct development to appropriate locations based on compatibility with adjacent uses and the surrounding area, the availability of infrastructure and suitable water and wastewater services, and the development’s contribution to community life. The Township OP also establishes

population and density targets and requires residential development to provide an appropriate range and mix of dwelling types, sizes, and tenures. The Township OP also seeks to provide a full range of institutional uses that serve the community's physical, social, cultural, educational, and spiritual needs. Larger new institutional developments are directed to the Township's Urban Settlement Areas, where they can be serviced by municipal infrastructure.

Section 4.2.1 sets out the policies for the 'Residential' designation and permits a broad range of residential forms, types, and densities across the Township. These policies emphasize directing new and major residential growth, including medium- and higher-density forms, to the Township's Urban Settlement Areas of Stayner and Creemore.

The proposed ZBA would rezone the subject lands to classifications that reflect the residential and institutional uses proposed through the concurrent draft plan of subdivision redline revision, including:

- eight (8) street townhouse blocks containing 54 freehold townhouse dwelling units, including 35 units with Accessory Residential Units (ARUs);
- a common parking block for the ARUs;
- minor changes to the lot fabric of existing single-detached lots; and
- a new school block shared with the development to the north.

The proposed draft plan redline revision and ZBA apply to the existing Estates of Clearview draft plan of subdivision, originally approved in 2010. Consistent with the objectives of the 'Residential' designation, the proposed redline revisions would increase the subdivision's overall density and expand the range and mix of dwelling types, sizes, and tenures available in Stayner.

Sections 4.2.1.23 to 4.2.1.39 set out the principles intended to govern development within the 'Residential' designation, with the following principles and analysis being applicable to the current proposal:

Township OP Policy	Planning Analysis
4.2.1.30 – The form, scale, and design of medium-density and high-density residential uses shall be sensitive to the overall character of, and be compatible with, existing uses in the surrounding area	The proposed street townhouse will consist of six and seven unit blocks, with building heights that comply with the standard Residential Multiple Medium Density (RS5) Zone maximum (i.e., 11m). All residential development within the draft-approved subdivision (including the proposed townhouse units) must also meet approved architectural control guidelines to ensure consistent design

	and compatibility across housing types and forms. The proposed townhouse blocks would be set back and separated from existing and future single-detached dwellings by two local roads and one collector road to the north, east, and south, and a draft-approved 8.0 m-wide pedestrian block to the west. The location of the townhouse blocks within the proposed redlined draft plan provides appropriate transition to, and integration with, existing and draft-approved single-detached dwellings within the overall subdivision.
4.2.1.31 – Medium-density and high-density forms of housing shall, wherever possible, have access to a public Collector Road or a Township Arterial Road by way of a privately owned and maintained service driveway.	All driveways serving the proposed street townhouse blocks will access Prescott Drive or McKenzie Drive, both local roads that connect directly to Grand Trunk Road, a collector road.
4.2.1.32 – Medium-density and high-density residential development shall be provided with sufficient parking facilities that are appropriate to the specific nature of the residential use and to the area in which the development is located.	The proposal to include a common/shared parking block to provide parking facilities for the 35 proposed ARUs conforms to the stated development principle of providing sufficient parking facilities that are appropriate to the specific nature of the residential use.
4.2.1.33 - The Township shall proceed in consultation with the school boards when considering new residential development or changes to servicing.	In accordance with existing draft plan conditions and in direct consultation with the Simcoe County District School Board (SCDSB), the revised DPS also includes an approximately 1.8 ha school block that is partially shared with the draft approved Clearview Park subdivision to the north. The school block has been included at

	the request of the School Board and is intended to be developed as a future elementary school site.
4.2.1.38 – The Township may adopt architectural control and design guidelines for residential development and apply such guidelines to all development, as that term is defined in Section 41 of the Planning Act.	All residential development within existing draft plan of subdivision is subject to compliance with an existing approved architectural control guidelines document.

Section 4.4.2 of the Township OP also permits institutional uses and public service facilities, including schools, within the 'Residential' designation. When considering a ZBA for an institutional use in the 'Residential' designation, Council must be satisfied that the use is compatible with surrounding residential uses, has appropriate municipal servicing and access to an arterial or collector road, and will be developed with regard for future growth.

Like the proposed street townhouse blocks, the elementary school block is well situated within the northern limits of the existing draft plan. Once the adjacent Clearview Park subdivision to the north is developed, the school block will be centrally located within the area's residential development. The school block is also close to the subdivision's future park block, will be bounded by three roadways, and will have access to Grand Trunk Road, a collector road. The revised draft plan conditions include requirements for the installation of municipal servicing infrastructure for the school block.

Based on the comprehensive review and assessment of the application(s), supporting materials (technical studies and reports), external agency comments, the proposed draft plan redline revision & ZBA applications(s) conform to the general nature and intent of the Township OP.

Township of Clearview Zoning By-law

The lands subject to the current application are zoned Residential Multiple Low Density Exception Hold (RS3-4(H12)) within the Township Zoning By-law (06-54, as amended).

The current Zoning By-law Amendment (ZBA) application seeks to amend the zoning on a portion of the subject lands from the Residential Multiple Low Density Exception Hold (RS3-4 (H12)) to a combined Residential Multiple Medium Density Exception Hold & Institutional (RS3-4 & IN)(H12)) Zone as well as a 'Residential Multiple Medium Density Exception Hold (RS5-9)(H12)) Zone. The amendment also seeks to replace the existing Holding (H12) Symbol applying to several specific lots affected by a proposed temporary dead-end turnaround at the terminus of McKenzie Drive with a new Hold (H36) Symbol.

The effect of the proposed ZBA application is to facilitate the concurrent draft plan redline revision application which seeks to reconfigure a portion of the existing draft plan of subdivision. To provide greater clarity with respect to the additional permitted uses being requested for the (RS5-9) Zone, a detailed overview of each additional use is outlined below:

a) The proposed zoning amendment would **permit an accessory residential unit (ARU) as an accessory use within the proposed townhouse dwelling units**. Following the enactment of the *More Homes Built Faster Act, 2022* (Bill 23), up to three (3) residential units are permitted as-of-right on each parcel of urban residential land. These provincial requirements override local official plans and zoning by-laws and apply to residential lots within settlement areas that are serviced by municipal water and sewage systems. Currently this is not permitted in Stayner as there is no municipal water available. A new water source is currently being built and should be operational in later 2027.

   Due to their location with within the Urban Settlement Area of Stayner and being serviced by municipal water and sewage services, each parcel of land within the subdivision meets the Planning Act's definition of being urban residential lands. The proposed ZBA will bring the zone provisions in line with the Planning Act.

b) The proposed ZBA would add a **'Common/Shared Parking Area' as a permitted use**. Including the additional permitted use would allow a new block in the proposed revised draft plan to provide a centralized off-site parking area for the 35 accessory residential units proposed within the townhouse component of the development.

   Section 2.14.2.1 of the Township Zoning By-law requires at minimum of two (2) parking spaces per dwelling unit and one (1) additional parking space for each accessory residential unit. Given the size of the proposed townhouse lots, a third additional parking space cannot be accommodated on the individual lots containing an accessory residential unit. The amendment would allow the ARUs while maintaining the Zoning By-law's minimum parking requirements. Parking rights and ownership arrangements for the proposed common/shared parking area are addressed in the updated draft plan conditions. The Owner will finalize these matters through the detailed design of the remaining subdivision phases.

To provide greater clarity, a detailed overview of each of the requested general provisions or zone alterations for the (RS5-9) Zone is outlined below:

a) An exception to the **minimum lot area** for the townhouse dwelling lots. The proposed By-law seeks a reduced minimum area requirement of **190 m^2** for an individual townhouse lot. The standard provision of the (RS5) Zone for minimum lot area is **200 m^2**. Although all proposed townhouse lots shown in the redlined draft plan meet the current minimum lot area requirement of the RS5 Zone, the applicant has requested the reduction to allow flexibility, should minor adjustments to the lot dimension be required in the future.

   The requested represents an approximately 5% reduction in the minimum lot area requirement for a townhouse dwelling lot and is considered to be minor in scale and is not expected to affect the subdivision's overall character or its compatibility with adjacent and surrounding land uses.

b) The proposed zoning amendment seeks to increase the **maximum lot coverage** requirement for the townhouse dwelling lots from **50% to 60%.** Maximum lot coverage ensures that the combined footprint of buildings and structures remains proportionate to the size of the lot. In this case, the proposed 10% increase in maximum lot coverage is considered minor and would allow townhouse units to provide sufficient living space for both the primary dwelling and the additional ARU. The increase is not expected to adversely affect the character of the subdivision or the townhouse lots. The amendment would apply only to the townhouse lots proposed through the concurrent redline revision application, ensuing that built form in this area will remain compatible and consistent. The amendment is also limited in scale relative to the overall draft plan of subdivision.

c) The proposed zoning amendment seeks to reduce the **minimum front yard setback** for where the driveway abuts the dwelling from **8 m** to **6 m**. The reduction is being requested in order to permit the portion of the dwelling that abuts the driveway (i.e. attached garage) to be located closer to the front lot line.

   The current provision is intended to create a varied streetscape, provide sufficient area for the parking of vehicles, and reduce the visual prominence and massing of attached garages. In addition to complying with the Township Zoning By-law, residential development within the existing draft plan of subdivision must conform to the subdivision's existing approved Architectural Control Guidelines, which among other design considerations address building siting, form, and relationship to the streetscape. As each driveway would maintain a minimum 6 m setback from the front lot line, the requested reduction in the minimum front yard setback where a driveway abuts a dwelling would not affect the ability to park a vehicle. Staff are satisfied the reduction maintains adequate driveway length and does not undermine the intent of the setback provision.

d) The proposed zoning amendment seeks to reduce the **minimum interior side yard setback** from **2 m** to **1.5 m**. Reducing the minimum interior side yard from 2 m to 1.5 m setback will enable greater flexibility in where the proposed

townhouse dwelling units can be sited on each individual dwelling lot as well as provide for increased dwelling unit widths.

The minimum interior side yard setback is intended to separate uses and buildings along lot lines, provide adequate fire separation, and maintain access to side and rear yards for maintenance and drainage infrastructure. At a distance of 1.5 m, the proposed setback will provide sufficient separation between townhouse sidewalls to meet the Ontario Building Code's minimum fire separation requirements. Access to side and rear yards for maintenance and drainage infrastructure is also not expected to be affected and the reduced setback will not impact compliance with the Township's Engineering Standards. The reduced setback would also have limited overall impact because only 10 of the 54 proposed townhouse units will maintain interior side yards. Of these, four will abut the proposed common/shared parking block and two will abut an existing pedestrian pathway block.

e) The proposed zoning amendment seeks to reduce the **minimum exterior side yard setback** from **6 m** to **5.5 m**. Reducing the minimum exterior side yard from 6 m to 5.5 m setback will allow the townhouse dwelling units on corner lots to be located closer to the exterior side yard. The reduction will provide the applicant with greater flexibility in where the proposed townhouse dwelling unit can be sited on each individual townhouse lot that is corner lot. The primary intent of the minimum exterior side yard setback requirement is to ensure that there is a safe/adequate separation from a structure to the adjacent road allowance and that motorists maintain a safe line of sight at any given vehicular intersection.

   At a total distance of 5.5 m, the reduced minimum exterior side yard setback will continue to provide an adequate and safe level of separation between the proposed townhouse units and the adjacent roadway (Grand Trunk Road). The 0.5 m reduction in the exterior side yard setback is also not anticipated to impact visual sightlines for motorists at the intersection of Grand Trunk Road & Prescott or Grand Trunk Road & McKenzie Drive. Furthermore, the overall scale and potential impact of the reduced exterior side yard setback is further lessened, by virtue of only two (2) of the 54 proposed townhouse units supporting exterior side yards.

f) Notwithstanding Section 2.5.1.d) of the Township Zoning By-law, the zoning amendment seeks to **permit a shared common entryway for the principal and accessory dwelling units**. The request would remove the requirement for an ARU to have a means of ingress and egress to the outdoors that is separate from any means of ingress and egress for the principal dwelling unit. The intent of the requirement is to ensure that each residential units will maintain a separate means of ingress and egress to the outdoors that is private for each unit.

   The proposed amendment would maintain the intent of providing each residential unit with separate, private access to the outdoors. However, rather than requiring

direct exterior access for each unit, it would allow each unit to be accessed separately through a shared internal entryway. The amendment is not expected to affect the subdivision's overall appearance or the privacy of townhouse and ARU residents.

g) Notwithstanding Section 2.7.1 of Zoning By-law 06-54, the zoning amendment seeks to permit the following exceptions and/or alterations to required yard encroachments:
   i. Porch Encroachment into Front Yard – **Permit a maximum projection of 3.0 m into the required Front Yard**, whereas no projection into the Front Yard is permitted.
   ii. Steps to a porch in a Front Yard – **Permit a minimum setback of 1.5 m from the front lot line**, whereas a maximum projection of 1.5 m into the Front Yard is currently permitted.
   iii. Steps to a deck in a Rear Yard – **Permit a minimum setback of 2.0 m from the rear lot line**, whereas no projection into the Rear Yard is permitted.

   Given the generally narrow and deep dimensions of the approximately 6.7 m by 30 m townhouse lots, the requested amendments would provide greater flexibility in locating porches and porch or deck steps and in permitting them to encroach into required front and rear yards.

   Although buildings and structures must comply with the setbacks established by the Township Zoning By-law, limited encroachments are permitted for certain features, such as steps and porches, that typically extend beyond the main building footprint. These permissions provide design flexibility while maintaining the intent of the required yards.

   The requested amendments are not expected to create privacy concerns for adjacent landowners. The amendment to the required rear yard encroachment applies only to deck steps and would not permit the deck itself to encroach further. Similarly, the front-yard encroachments are limited to the porch and would not affect the driveway's ability to accommodate the required parking space. During the circulation process, the Township Public Works Department identified potential concerns that the requested increase in the permitted encroachment for porch steps into the required rear yard could affect drainage infrastructure and easement requirements. Further advising that compliance with the Township's engineering standards and easement requirements will be reviewed and confirmed through the detailed design process.

h) Notwithstanding Section 2.13.2 of Zoning By-law 06-54, the proposed zoning amendment seeks to **reduce the minimum landscape screen requirements**

for the common/shared parking block, from a minimum width of 3.0 m to 2.0 m, including a solid board fence 2.0 m in height, except for any portion of the fence that extends toward the street beyond the foremost portion of the principal building on the adjacent residential lot, which shall be no greater than 1.2 metres in height.

The proposed common/shared parking area will not operate as a commercial or visitor lot for general use by the public. Instead, each parking space will be assigned to a specific owner of each ARU. The reduced landscape screen width will still provide area for plantings, while the required solid board fence would provide additional screening and buffering for adjacent townhouse units. Together, these measures are expected to protect the privacy of neighbouring townhouse lots and minimize impacts from vehicle lighting.

i) Notwithstanding Section 3.13.2 m) of Zoning By-law 06-54, the proposed amendment seeks to **reduce the minimum required setback distance between the common/shared parking block and an adjacent property line from 3.0 m to 2.0 m**. This reduction is requested in conjunction with the proposed decrease in the minimum landscape screen width requirements under Section 2.13.2. Given the proposed private ownership of the common/shared parking block and the screening and buffering provided by required landscape plantings and solid board fencing, the reduced setback is not expected to adversely affect adjacent residential uses or the surrounding plan of subdivision.

j) The proposed zoning amendment seeks to permit one **(1) parking space for each of the 35 proposed Accessory Residential Unit (ARU) to be provided in an off-site common/shared parking block**. Section 2.14.2.1 of the Township Zoning By-law requires one (1) parking space for each ARU. Because the individual townhouse lots cannot accommodate this space in addition to the two (2) spaces required for the primary townhouse dwelling unit, the applicant proposes a centrally located common/shared parking area for the 35 proposed ARUs. A future Plan of Condominium will address ownership and maintenance of this area. The amendment would not reduce the total number of required parking spaces; rather, it would allow the ARU spaces to be provided off-site instead of on each townhouse lot. This approach would support greater density within the existing draft plan of subdivision while maintaining the required parking supply. Staff support the proposed amendment.

k) Notwithstanding Section 2.15.3 of Zoning By-law 06-54, the proposed zoning amendment seeks an exception to **allow a 0.0 m setback between driveways to interior side lot lines when the interior side lot line is on a shared wall**.

   Section 2.15.3 of the Township ZB already allows a 0.0 m setback for driveways that are shared. Inclusion of the proposed site-specific zoning amendment does not offend the current setback permissions for shared driveways. Staff support the proposed amendment by virtue of the additional provision providing further clarity on location permissions for driveway that are shared.

l) Notwithstanding Section 2.15.4 of Zoning By-law 06-54, the proposed zoning amendment seeks **to reduce the minimum setback of parking areas from any interior side lot line from 1.0 m to 0.0 m**. Similar to the shared-driveway setback provision, the requested amendment would clarify the setback requirements for townhouse parking areas located along shared interior side lot lines. Staff support the amendment because it provides clearer direction on where shared parking areas may be located.

Through comprehensive analysis of the current DPS Redline Revision & ZBA application(s), staff have determined that **a new Holding (H36) Symbol is required to replace the existing (H12) Symbol provisions currently having application to Lots 258-260 within the revised Draft Plan**. The existing Hold (H12) Symbol currently requires completion of the following conditions prior to its removal:

- Registration of Plan of Subdivision;
- Approval of development phase pursuant to subdivision agreement;

However, with Lots 258-260 being affected by a proposed temporary dead-end turnaround at the terminus of McKenzie Drive, an additional condition of removal is required to further restrict development of these specific lots until such time that extension of McKenzie Drive beyond the property limits into the adjacent Clearview Park subdivision is constructed as a through municipal street to the satisfaction of the municipality. The new Hold (H36) Symbol is to read as follows:

Conditions of Removal of Hold (H36) Symbol may be removed when the following requirements have been met:

- Registration of Plan of Subdivision;
- Approval of development phase pursuant to subdivision agreement;
- The extension of McKenzie Drive beyond the property limits into the adjacent Clearview Park subdivision shall be constructed as a through municipal street to the satisfaction of the municipality.

No changes to the underlying Residential Multiple Low Density Exception Hold (RS3-4) Zone classification for Lots 258-260 are proposed as a result of the proposed new Hold (H36) Symbol applying to a portion of the subject lands.

It is the opinion of staff that the proposed Zoning By-law with its site-specific exceptions are appropriate, supportable, and conforms to the general intent and purpose of the Township's Comprehensive Zoning By-law.

Summary of Draft Plan Condition Changes

Based on a review of the proposed draft plan redline revision and ZBA applications, a new set of draft plan conditions is warranted for the subdivision. The proposed changes include a new format, revisions to existing conditions, and the addition of several new conditions. In addition to implementing the changes proposed through the draft plan redline revision application, the updates are required to also address the following:

- The original conditions have not been substantially updated since their approval in 2010, more than 16 years ago and no longer reflects current municipal draft plan condition templates or formats.
- Several original conditions are no longer applicable or necessary following the previous registration of Phases 1 and 2.
- Circulation of the application prompted several external agencies to request revisions to the subdivision's existing draft plan conditions or the addition of new conditions to address the proposed redline changes.

The changes to the existing conditions are summarized below, with specific redlined changes outlined in Appendix H of this report:

Township Planning & Building Services Department

To facilitate the requested DPS redline revisions, Planning staff have proposed several new conditions. These conditions require the townhouse and common/shared parking blocks to proceed through a future Plan of Condominium; provide for the installation and removal of a temporary dead-end turnaround at the new northern terminus of McKenzie Drive following road network changes needed to accommodate the school block; and require "no-dealing" restrictions on lots affected by the temporary turnaround.

Removal of Phase 1 & 2 Block Numbering

Since draft plan approval in 2010, the Owner (The Estates of Clearview) and Builder (MacPherson Stayner Limited) have obtained final approval and proceeded with development of the subdivision's first two (2) phases. Both phases have separately registered M-Plans, so their blocks are no longer part of the redlined draft plan. Staff have therefore removed references to these blocks

from the draft plan and its conditions to avoid confusion and simplify clearance of the draft plan conditions moving forward.

Township Public Works Department:

The Manager of Engineering has requested the majority of the proposed revisions, including: the proposed new format, new wording of some of the original conditions to better describe what is required and when. The proposed changes are generally intended to create clarity for the Township and reduce uncertainty for the developer. The proposed conditions are now the Township's standard draft plan conditions that are utilized for all new plans of subdivisions, draft plan extensions and/or redline revisions to existing plan of subdivision.

County of Simcoe:

In a letter dated July 28, 2026, the County of Simcoe provided updated comments on County waste collection services and transportation and engineering requirements, requesting six additional draft plan conditions. The comments address waste collection for the proposed townhouse blocks and require restrictions and inhibition orders for lots that cannot receive County waste collection while a temporary turnaround is in place at the northern terminus of the realigned McKenzie Drive. These measures would remain until McKenzie Drive is extended beyond the property as a through municipal street within the adjacent Clearview Park subdivision.

Simcoe County District School Board (SCDSB):

Because the revised draft plan includes a new elementary school block (Block 87), the SCDSB provided updated comments in a letter dated November 2, 2026. The SCDSB requested that their existing draft plan conditions be replaced with new conditions reflecting the school board's current standards and requirements for the proposed school block.

The requested conditions address requirements of an option agreement with the Owner for the purchase of the lands, specific design and infrastructure requirements, and updated clauses for inclusion in all future agreements of purchase and sale for all residential lot and units within the subdivision.

The revised set of draft plan conditions recommended for approval is provided in Appendix G of this report.

Detailed Design Matters

Detailed design of the residential development of the subject lands will be assessed and undertaken through the final approval process and clearance of draft plan conditions for each future phase. The proposed street townhouse blocks as well as institutional block

(i.e., school block) will also be subject to further *Planning Act* applications including a Plan of Condominium and/or Site Plan Control in accordance with Section(s) 41 & 51 of the *Planning Act* as well as the Township Site Plan Control By-law 24-64, as applicable.

Communication

The application(s) referenced herein were circulated in accordance with the Planning Act.

Notice of a Complete Application and Public Meeting for the proposed Zoning By-law Amendment was circulated on July 7, 2026. A statutory Public Meeting for the ZBA application and concurrent draft plan redline revision application was held July 29, 2026. A brief presentation was provided by the Township Planner, followed by a presentation from the Owner.

Comments on the current proposal were received during the Public Meeting and throughout the consultation process for the DPS redline revision and ZBA. External agencies identified requirements for new or revised draft plan conditions, as discussed earlier in this report. Public Meeting questions focused primarily on the intended function, ownership, access, and maintenance of the proposed common/shared parking block. A complete summary of all received comments as well as municipal staff responses is appended to this report (refer to Appendices C & D). Taking the received comments into consideration, municipal staff have reviewed the proposed DPS redlined revisions and Zoning By-law Amendment, completed modifications to the existing draft plan conditions and support approval of the application(s).

Financial Implications

Potential financial and legal implications should the decision of the Council be appealed to the Ontario Land Tribunal (OLT).

Clearview's Strategic Plan

The strategic pillars of the Township of Clearview are not directly applicable to the proposed application(s).

Report Appendices

Appendix A:	Orthophoto
Appendix B:	Official Plan and Zoning Map
Appendix C:	Comments
Appendix D:	Response to Comments
Appendix E:	Draft Plan of Subdivision (Redlined)
Appendix F:	Draft Zoning By-law Amendment
Appendix G:	Draft Plan Conditions

Appendix H: Draft Plan Conditions (Redlined)

Approvals

Submitted by:	Nick Ainley, B.U.R.Pl, Community Planner
Reviewed by:	Rossalyn Workman, MURP, Dipl.MM, MCIP, RPP Manager of Planning Derek Abbotts, MCIP, RPP, PLE Director of Planning and Building
Financial Implications Reviewed by:	Kelly McDonald, Treasurer
Approved by:	John Ferguson, CAO