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## Public Hearings Committee – November 04, 2025

Subject: Draft Plan of Subdivision Application 28TPL2024308 & Zoning By-law Amendment Application ZNPL2024307– Woodway Trails Subdivision, Simcoe.

Report Number: CDS 25-042  
Division: Community and Development Services  
Department: Planning  
Ward: Ward 5  
Purpose: For Public Meeting

### Recommendation(s):

That staff Report CDS-25-042 for development applications 28TPL2024308 and ZNPL2024307 be received for information; and

That any comments received as part of the statutory public meeting be considered in a future recommendation staff report.

### Public Meeting Notification:

A public meeting is a statutory requirement in accordance with the Planning Act, and is intended to allow members of the public to submit written or oral comments in relation to the proposed development. Additionally, any person may make written submissions at any time prior to County Council making its final decision on the application.

Pursuant to the requirements of the Planning Act R.S.O. 1990, C. P. 13 (“Planning Act”), a notice of the statutory public meeting was posted 20 days in advance of the Public Meeting. Notifications were mailed to neighbors within 120 m of the subject lands; and a yellow notification sign was posted on the site on September 29, 2025.

The applicant hosted a privately initiated Public Information Session at Fanshawe College on October 29, 2025 at 6:00 p.m. to provide an additional opportunity to share information about the proposal with the public. Invitations were hand-delivered to approximately 200 property owners in the surrounding area. The invitation can be found as Attachment I to this report.

### Discussion:

The County has received an updated application for the facilitation of a draft plan of subdivision and Zoning By-Law amendment application that is proposing a four-phase

subdivision consisting of a total of 495 proposed dwelling units (see Attachment F for the proposed phasing plan). The proposed number of units within the four phases are as follows:

- Phase 1 – 111 units (41 single detached dwellings and 70 street townhouse units as well as the proposed parkland)
- Phase 2 – 54 units (15 single detached dwellings and 39 street townhouse units)
- Phase 3 – 176 units (60 units tied to block 3 in either future mid-rise buildings or townhouse condominiums, 56 single detached dwellings, and 60 proposed street townhouse units)
- Phase 4 – 154 units (block 6 (92 units) and block 7 (62 units) proposed future townhouse condominium units).

More specifically, the draft plan of subdivision (below in Figure 1 and included as Attachment E) is segmented into the following:

- Lots 1 to 112 for single detached dwellings – 112 dwelling units
- Blocks 12 to 41 for street townhouse dwellings – 169 dwelling units
- Blocks 6 and 7 for future townhouse condominiums – 154 dwelling units
- Block 3 for future mid-rise buildings or townhouse condominiums – 60 dwelling units
- 495 total proposed number of dwelling units
  - 281 total proposed number of dwelling units (Lots 1 to 112 and Blocks 12 to 41)
  - 214 total proposed dwelling units for future development (Blocks 3, 6 and 7)



Figure 1: Updated Proposed Draft Plan of Subdivision

The related Zoning By-Law amendment for the subject proposal is required to amend the zoning on the subject lands from Development (D) Zone To Urban Residential Types 1, 4, and 6 zones (R1-B, R4 and R6) with a Holding (H) provision and special provisions for lot area, frontage, exterior and interior side yard setbacks, building height and rear yard setbacks are proposed. Further to this, relief from the step back provision and angular plane provisions within the R6 zone are also requested. In the subdivision proposal, there is also a block of parkland proposed which requires that the portion of land be rezoned from D Zone to Open Space Zone (OS). The portion of land that is zoned as Hazard Land (HL) is to remain as HL. Tables 1, 2 and 3 below provide a summary of the proposed special provision amendments being requested through this Zoning By-Law amendment application to change the zoning provisions within each respective zoning classification.

Table 1: The proposed special provision to amend the following zone provisions for the portions of land proposed to be zoned Urban Residential Type R1-B (H) within the Draft Plan of Subdivision for the Woodway Trails Subdivision.

Urban Residential Type 1 (R1-B) (H)			
Provision	Required	Proposed	Explanation
5.1.2 Zone Provisions	<ul style="list-style-type: none"> <li>Interior lot – 360 m<sup>2</sup></li> <li>Corner lot – 450m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Interior lot – 308m<sup>2</sup></li> <li>Corner lot – 377m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction in interior lot area of 52 m<sup>2</sup></li> <li>Proposed reduction in corner lot area of 37 m<sup>2</sup></li> </ul>
a) minimum lot area			
b) minimum lot frontage	<ul style="list-style-type: none"> <li>Interior lot – 12m</li> <li>Corner lot – 15 m</li> </ul>	<ul style="list-style-type: none"> <li>Interior lot – 11m</li> <li>Corner lot – 13 m</li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction of 1 meter lot frontage for interior lots.</li> <li>Proposed reduction of 2 meter lot frontage for corner lots.</li> </ul>
d) minimum exterior side yard	<ul style="list-style-type: none"> <li>6 meters</li> </ul>	<ul style="list-style-type: none"> <li>3 meters</li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction of 3 meters</li> </ul>

Table 2: The proposed special provision to amend the following zone provisions for the portions of land proposed to be zoned Urban Residential Type R4 (H) within the Draft Plan of Subdivision for the Woodway Trails Subdivision.

Urban Residential Type 4 (R4) (H)			
Provision	Required	Proposed	Explanation
5.4.2 Zone Provisions	Street Townhouse	Street Townhouse	<ul style="list-style-type: none"> <li>Proposed reduction in corner lot area of 21m<sup>2</sup>.</li> </ul>
a) minimum lot area	<ul style="list-style-type: none"> <li>Corner lot – 264m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Corner lot – 243m<sup>2</sup></li> </ul>	
b) minimum lot frontage	Street Townhouse <ul style="list-style-type: none"> <li>Interior lot – 6.5m</li> <li>Corner lot – 11m</li> </ul>	Street Townhouse <ul style="list-style-type: none"> <li>Interior lot – 6m</li> <li>Corner lot – 9m</li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction of 0.5 meters of lot frontage for interior street townhouses.</li> </ul>

	<ul style="list-style-type: none"> <li>• Corner lot accessed by a rear lane – 6.5m</li> </ul>	<ul style="list-style-type: none"> <li>• Corner lot accessed by a rear lane – 6m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 2meters of lot frontage for corner street townhouses.</li> <li>• Proposed reduction of 0.5 meters of a corner lot accessed by a rear lane for street townhouses.</li> </ul>
d) minimum exterior side yard	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 6 m</li> </ul> <p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 6 m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 3 m</li> </ul> <p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 3 m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 3 meters for exterior side yard setbacks for street townhouses, group/stacked townhouses with a 6 meter front yard.</li> </ul>
e) minimum interior side yard	<p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• 3 m</li> </ul>	<p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• 1.2 meters</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 1.8 meters for interior side yard setback for Group/Stacked townhouses.</li> </ul>
f) minimum rear yard	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>• Attached garage – 7.5 m</li> </ul> <p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• Attached garage - 7.5m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>• Attached garage – 6.5 m</li> </ul> <p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• Attached garage - 6.5m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 1 meter for the rear yard setbacks of both Street Townhouses and Group/Stacked Townhouses.</li> </ul>
h) maximum building height	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>• 11 m</li> </ul> <p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• 11 m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>• 14 m</li> </ul> <p>Group/Stacked Townhouse</p> <ul style="list-style-type: none"> <li>• 14 m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed increase in maximum building height of 3 meters for both Street and Group/Stacked Townhouses.</li> </ul>

Table 3: The proposed Special Provision to amend the following zone provisions for the portions of land proposed to be zoned Urban Residential Type R6 (H) within the Draft Plan of Subdivision for the Woodway Trails Subdivision.

Urban Residential Type 6 (R6) (H)			
Provision	Required	Proposed	Explanation
5.6.1 Permitted Uses	<ul style="list-style-type: none"> <li>• Dwelling, apartment</li> <li>• Home occupation</li> <li>• Retirement Home</li> </ul>	<ul style="list-style-type: none"> <li>• Dwelling, apartment</li> <li>• Home occupation</li> <li>• Retirement Home</li> <li>• Street Townhouse</li> <li>• Group Townhouse</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed uses of a Street and Group Townhouse are being proposed as additional permitted uses.</li> </ul>



5.6.3 Step Back of Upper Floors	<ul style="list-style-type: none"> <li>The exterior wall of each floor of a building facing a street and located above four (4) storeys shall be stepped back 2 meters from the exterior wall of the 4<sup>th</sup> storey and each floor above six (6) storeys shall be setback an additional 2 meters from the exterior wall facing a street.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.6.3 Step Back of Upper Floors Shall not apply</li> </ul>	<ul style="list-style-type: none"> <li>Proposing that Section 5.6.3 does not apply to the subject lands.</li> </ul>
5.6.4 Angular Plane	<ul style="list-style-type: none"> <li>Where an R6 Zone abuts an Urban Residential Zone (R1-A, R1-B or R2), no portion of an apartment dwelling shall exceed the height of a 45 degree angular plane originating at the lot line of the nearest R1-A, R1-B, or R2 Zone.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.6.4 Angular Plan provision shall not apply.</li> </ul>	<ul style="list-style-type: none"> <li>Proposing that Section 5.6.4 does not apply to the subject lands.</li> </ul>

See Public Hearing Committee report [CD-24-147](#) for additional background information on the site, proposal and context.

A synopsis of the changes between the original submission and the revised submission are as follows:

- Semi-detached dwellings no longer proposed, primarily single detached and townhouse dwellings proposed;
- Updated parkland location and size;
- Four phased approach whereas in the original submission, Phase 1 previously proposed a Phase 1A and Phase 1B for a total of five phases;
- 6-metre-wide gravel access road proposed to the Simcoe Sewage Treatment Facility creating a construction access;
- Proposed unit counts for the proposed future blocks (blocks 3, 6 and 7) updated:
  - Block 3 for future mid-rise buildings or townhouse condominiums – 60 dwelling units
  - Blocks 6 and 7 for future townhouse condominiums – 154 dwelling units.

An overview summary of the development applications that have been submitted for the subject property known as Woodway Trails Phase 3 is contained within Attachment A. This includes an outline of the site context, the applications and technical reports, any technical or public feedback to date and overview of development considerations. The proposed or draft Zoning By-Law Amendment is included as Attachment G.

### **Strategic Plan Linkage:**

This report aligns with the 2022-2026 Council Strategic Priority Building Norfolk - Develop the infrastructure and supports needed to ensure complete communities

Explanation: The proposed development will provide additional residential dwellings within the urban boundary of Simcoe including single detached and townhouse dwellings to increase housing options in Simcoe.

### **Conclusion:**

A recommendation report will be provided on this matter following review of the circulation, planning considerations and this statutory public hearing meeting regarding the submitted, “complete” development applications.

### **Attachments:**

Attachment A Development Application Overview  
Attachment B Existing Planning Considerations and Applicable Policies  
Attachment C Technical Comments  
Attachment D Public Comments  
Attachment E Draft Plan of Subdivision  
Attachment F Proposed Phasing Plan  
Attachment G Proposed Zoning Bylaw Amendment  
Attachment H Planning Justification Report  
Attachment I Developer Open House Invitation

### **Approval:**

Approved By:  
Bill Cridland, General Manager, Community and Development Services

Reviewed By:  
Alisha Cull, BES, MCIP, RPP, Ec.D, Manager of Planning Services

Prepared By:  
Fabian Serra, M. Sc (Plan), Planner

Attachment A - Report CDS-25-042  
**Development Application Overview**

# Woodway Trails Subdivision

Application File Numbers: 28TPL2024308 & ZNPL2024307

Applicant: 2177545 Ontario Inc. c/o Paul Halyk

Agent: G. Douglas Vallee Limited- c/o John Vallee

## **Statutory Public Hearing**

Date: November 4, 2025

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# Site Context



Legend



Subject Lands  
2020 Air Photo

8/18/2025



## Site Characteristics:

- Roughly 50.98 Acres (20.6 Hectares)
- Located at the Woodway Trails Subdivision.
- The subject lands currently vacant and consists of a farm field.

**Surrounding Land:** Predominantly residential and wooded area.

**North:** Residential/Cemetery/ St. Joseph's Elementary School

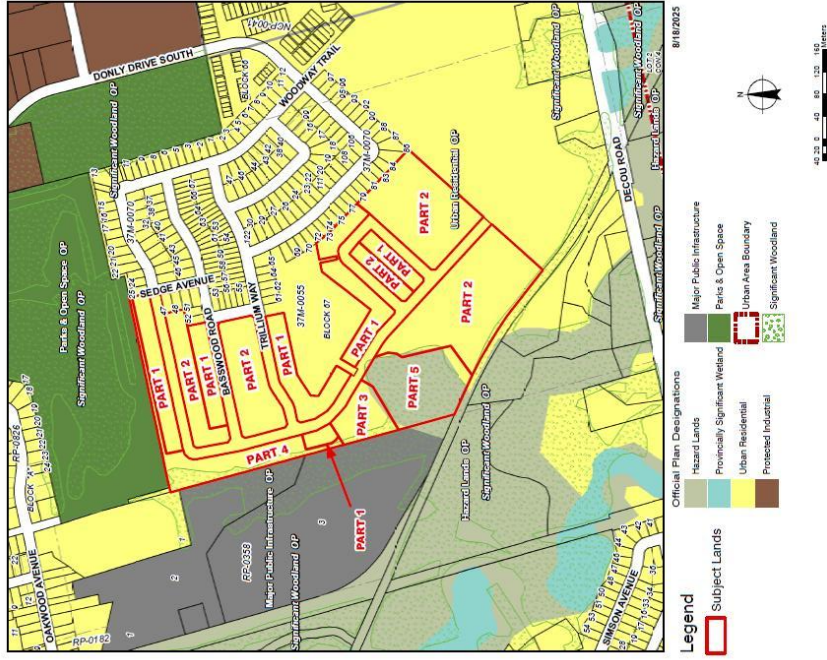
**East:** Residential

**South:** Hazard land and Agriculture

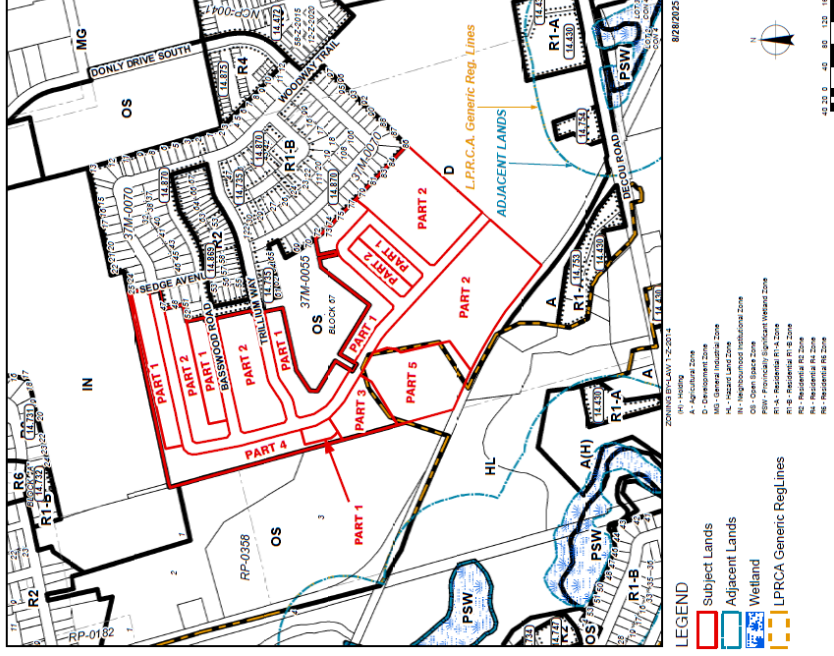
**West:** Forested area and the Wastewater Treatment Facility

# Site Context

Official Plan Map



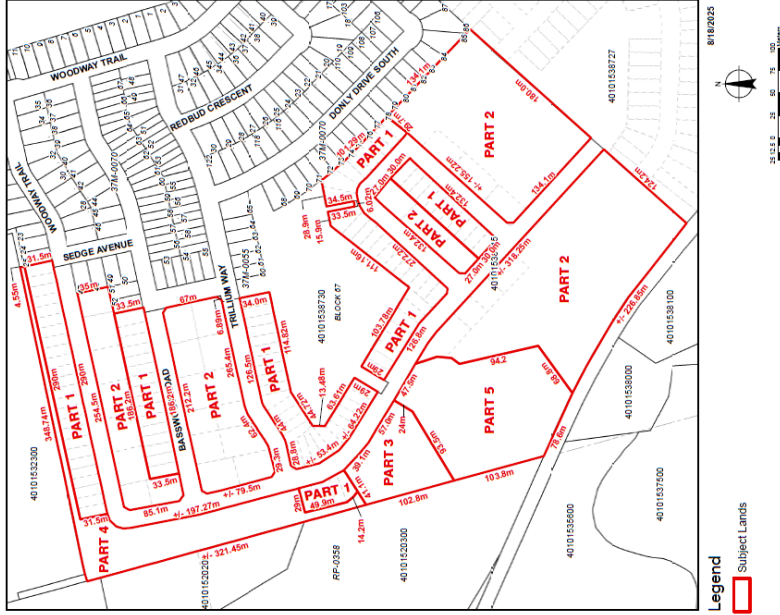
Proposed Zoning By-law Amendment Map





# Development Proposal

## Concept Plan



## Key Features/Proposed Development:

**Development Proposal:** a Draft Plan of Subdivision consisting of a total of roughly 495 residential dwelling units that consists of 112 single detached, 169 street townhouse dwelling units, 154 dwellings proposed for future townhouse condominiums and 60 dwelling units proposed for future mid-rise buildings or townhouse condominiums.

## Proposed Zoning Amendment:

The applicant is proposing a Zoning By-law amendment to change the Zoning on the Subject lands from Development Zone (D) to the following:

- Part 1 From Development Zone to Urban Residential Type 1 (R1-B) with Special Provision
- Part 2 From Development Zone to Urban Residential Type 4 (R4) with Special Provision
- Part 3 From Development Zone to Urban Residential Type 6 (R6) with Special Provision
- Part 4 From Development Zone to Open Space (OS)
- Part 5 Hazard Land (HL) – No Change

# Preliminary Review

## Technical Reports:

- Draft Plan of Subdivision (G.Douglas Vallee, May 2025)
- Planning Justification Report (G.Douglas Vallee, August 2025)
- Phasing Plan (G.Douglas Vallee, May 2025)
- Zoning Plan (G.Douglas Vallee, May 2025)
- Functional Servicing Report (G.Douglas Vallee, June 2025)
- Storm Water Management Report (G.Douglas Vallee, June 2024)
- Traffic Impact Study (Paradigm Transportation Services, July 2025)
- Updated Alternate Accesses Review Letter (Paradigm Transportation Services, July 2025)
- Stage 2 Archaeological Assessment (Archaeological Consultants Canada (ACC), July 2025)
- Stage 2 Archaeological Assessment Supplementary Documentation (Archaeological Consultants Canada (ACC), July 2025)
- Environmental Impact Study Conformance Assessment (GeoProcess, June 2025)
- Land Use Compatibility Study (Sonair Environmental, June 2025)

## Technical Comments:






Refer to Attachment C for Technical Comments

## Public Input:

Correspondence has been received as public input to date including comments related to:

- application submission
- archaeological and environmental studies
- road access, emergency services, safety,
- construction access
- traffic
- existing subdivision (parking, enforcement)
- water



Key Items	Preliminary Review
Housing	<div data-bbox="451 1551 496 1614"></div> <p>The subject lands are currently vacant. The proposal is to construct a total of 495 Residential dwelling units made up of 112 single detached, 169 street townhouse dwelling units, 154 dwellings proposed for future townhouse condominiums and lastly, 60 dwelling units proposed for future mid-rise buildings or townhouse condominiums.</p>
Parking	<div data-bbox="586 1556 643 1614"></div> <p>The proposed development appears to meet the parking requirements outlined in Section 4 of the Norfolk County Zoning By-Law 1-Z-2014. In total 495 Units are proposed and a there are a total of 164 Total available on street parking spaces available at an on street parking ration of 0.33 spaces per unit.</p>
Servicing and Land Use Compatibility (LUC)	<div data-bbox="748 1556 821 1614"></div> <p>The proposed Subdivision are proposed to be fully serviced via municipal services. The proposal is adjacent to the Simcoe Wastewater Treatment facility.</p>
Accessibility & Emergency Services	<div data-bbox="935 1556 1008 1614"></div> <p>The proposal for the draft plan of subdivision proposes one primary entrance into the Subdivision through Donly Drive South. A 6m Wide Gravel Access Road has been proposed. Emergency accesses have been proposed through the Oakwood Cemetery to the north and access through/around the existing storm water management pond.</p>
Traffic	<div data-bbox="1078 1556 1130 1614"></div> <p>Traffic Impact Study Addendum has been submitted. The addendum outlines that no changes to the recommendations of the August 2024 TIS were warranted including a northbound left turn lane is not warranted at Ireland road and Boswell Street under all three horizon years. The traffic control signals at Queensway East and Donly Drive, Queensway East and Ireland Road and Victoria Street and Donly Drive are not warranted under forecast total traffic conditions. A peer review to the Traffic study may be required.</p>

# Preliminary Considerations

Key Items	Preliminary Review	
Transportation and Emergency Services		The proposal for the draft plan of subdivision proposes continued reliance on Donly Drive as its sole fulltime access to the subdivision supported by the existing emergency access through the abutting Cemetery to the north. Staff continue to dialogue with the developer on concerns of potentially overloading Donly Drive (beyond its forecasted capacity in the absence of additional roadway connections), emergency response times, and identified operational concerns at Donly Drive and Queensway.
Land Use Compatibility		The proposal included a Land Use Compatibility assessment. The study provided outlines that the assessment of various major facility operations in the vicinity of the proposed development, noise, vibration , dust and odour concerns are not expected to have an adverse as it is adequately separated from all surrounding major facilities.
Significant Woodlot		The proposed development abuts a significant woodlot on its west side. The submitted Environmental Impact Assessment provides 5 recommendations pertains to buffer and protection zones, education, butternut trees, surface hydrology and groundwater and water quality control.

## Next Steps & Recommendation

- Consideration of Public Hearing Input
- Review of all Technical Comments
- Recommendation Report

### Public Hearing Committee Report Recommendation:

*THAT staff Report CDS 25-042 for development applications 28TPL2024308 & ZNPL2024307 be received for information;*

*AND FURTHER THAT any comments received as part of the statutory public meeting be considered in a future recommendation staff report.*

**CDS-25-042 – 28TPL2024308 & ZNPL2024309 – Woodway Trails, Simcoe**  
**Attachment B - Planning Policy and Zoning Considerations**

## **Planning Act**

Section 2 of the Planning Act outlines those land use matters that are of provincial interest and for which all county planning decisions shall have regard. The provincial interests that apply to development on this site are:

- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development and

Section 3 of the Planning Act requires that, in exercising any authority that affects a planning matter, planning authorities “shall be consistent with the policy statements” issued under the Act and “shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be”.

Section 34 of the Planning Act permits amendments to the zoning by-law by Councils of local municipalities.

## **Consistency with the Provincial Planning Statement, 2024 (PPS 2024)**

The PPS 2024 provides policy direction on development and use of land province wide, helping achieve the provincial goal of meeting the needs of the province while enhancing the quality of life for all Ontarians.

Section 2.1 relates to planning for people and homes. It further states that planning authorities are to provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the market area. Section 2.2 requires planning authorities to provide an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents

Section 2.3 of the PPS outlines that settlement areas shall be the focus of growth and development. Within settlement areas, settlement areas are to be based on densities and a mix of land uses that efficiently use land and resources, optimize existing in and planned infrastructure and public services. Settlement areas are to support active transportation and are transit supportive.

Section 2.9 of the PPS encourages planning that reduces greenhouse gas emissions and prepares for the impacts of a changing climate through approaches that support the achievement of compact transit supportive and complete communities.

Section 3.5 provides policy as it pertains to Land Use Compatibility. Subsection 3.5.1 outlines that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize risk to public health and safety and to ensure the long term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Section 3.6 provides policy as it pertains to sewage, water and stormwater services. This section outlines that municipalities are to plan for sewage and water services that shall accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services. These services are to be prepared in a manner that can be sustained by the water resources, is feasible and financially viable, protects human health and the natural environment while aligning with comprehensive municipal planning for these services.

Section 3.9 provides policies as it pertains to public spaces, recreation, parks trails and open space. The PPS outlines that healthy, active and inclusive communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, and facilitates active transportation, as well as community connectivity.

### **Conformity with the Norfolk County Official Plan**

The proposed development is within the designated area of 'Urban Residential' in Norfolk County Official Plan. The Urban Residential designation is meant to encompass neighborhoods in the County's urban area capable of providing a variety of residential forms that serve a diverse population.

Section 5.3 related to housing states that the County shall ensure that a full range of housing types and densities are provided to meet the anticipated demand and demographic change. All forms of housing required to meet the social, health and well-being of current and future residents, including those with special needs shall be encouraged. The County shall target that 15 percent of all new housing built in Norfolk County be semi-detached and townhouse dwellings.

Section 5.3.1 related to residential intensification states that urban residential intensification, infilling and redevelopment of existing areas allows for the efficient provision of urban services thereby helping to minimize the costs of providing services while meeting an important component of the County's housing needs. Residential intensification policies include:

- infill development and residential development of vacant land or underutilized land in existing neighbourhoods will be encouraged;
- redevelopment shall include the replacement of existing residential uses with compatible new residential developments at a high density;
- the County shall target that a minimum 25 percent of its annual residential growth be accommodated through infill, intensification and redevelopment within the existing built-up areas in the Urban Areas with full municipal services;
- on lands designated Urban Residential and located outside of the Built-Up areas of Simcoe, Port Dover, Delhi, Waterford and Port Rowan, the minimum overall density of residential development shall be 15 units per hectare of developable land area;
- developable land shall not include Hazard Lands, Provincially Significant Wetlands and Significant Natural Areas;
- the existing water and sanitary sewer services can accommodate the additional development;

- the road network can accommodate the traffic generated;
- the proposed development shall be compatible with the existing development and physical character of the adjacent properties and surrounding neighbourhood; and
- the proposed development shall be consistent with the policies of the appropriate Land Use Designation associated with the land.

Section 8.9.1 related to services in urban areas recommends that all development in the Urban Areas shall be fully serviced by municipal piped water supply and wastewater treatment systems.

Section 5.4 of the Officials Plan provides direction on physical design in the context of new and existing development and stresses a generally high quality of settlement design throughout the County.

The following provides a conformity check through the analysis of relevant Official Plan policies:

b) Through the review of development applications, including plans of subdivision, and other development proposals, the County shall have the following policies:

- i) shall ensure that new development is designed in keeping with the traditional character of the Urban Areas, in a manner that both preserves the traditional image of the Urban Areas and enhances the sense of place within the County while maintaining the community image of existing settlement areas;
- i) shall promote efficient and cost-effective development design patterns that minimize land consumption;
- ii) shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;
- iii) shall encourage tree retention and tree replacement;
- iv) shall ensure that design is sympathetic to the heritage character of an area, including the area's cultural heritage resources;
- v) shall strongly encourage design that considers and, wherever possible, continues existing and traditional street patterns and neighbourhood structure; and
- vi) may require, at the County's sole discretion, that proponents submit design guidelines with development applications, establishing how the policies of this Section have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, sidewalks, signage, garage placement, and architectural treatment.

- c) Adequate measures shall be taken to ensure that the permitted uses have no adverse effects on adjacent land uses. Adequate buffering shall be provided between any uses where land use conflicts might be expected, and such buffering may include provisions for grass strips and appropriate planting of trees and shrubs, berms or fence screening, and other means as appropriate. Modifications to building orientation may also be appropriate buffering measures, but not in replacement of appropriate plantings.
- d) Development design that establishes reverse lotting on Provincial Highways and County Roads will not be permitted. Development design that requires features such as noise attenuation or privacy fencing will be discouraged. Wherever possible, new development will be oriented toward streets or parks.
- e) The County shall require compatibly scaled and designed infill developments within areas designated as Downtown, which enhance the traditional character and economic viability of such centres.
- f) A high quality of architecture and site design for institutional uses such as schools, places of worship, libraries and other public service buildings is encouraged.
- g) Streetscaping that reflects the intended character of settlement areas is encouraged. In particular, traditional streetscaping in the Downtown Designations of the Urban Areas will be encouraged.
- h) A high quality of park and open space design is strongly encouraged. The land for parkland dedication shall be carefully selected to facilitate their use as a central focal point for new or existing neighbourhoods.
- i) Public art in the County shall generally be encouraged to incorporate themes supporting and promoting local history, civic pride, businesses and technology. The provision of public art in the Downtown Designations shall be encouraged. The County may consider granting increases in height or density for a particular development proposal in exchange for the provision of public art, in accordance with Section 37 of the *Planning Act*.
- j) The County may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process.
- k) The County, in consultation with a development proponent(s) and the Norfolk Heritage Committee, shall define a style of street furnishing that should include shared and accessible bicycle racks, garbage receptacles, benches and street lamps to be used in a new development.
- l) The County may undertake the preparation of urban design guidelines to achieve the policies of this Section for all or parts of the County.



- m) The County shall encourage development design considering the principles of Crime Prevention Through Environmental Design (CPTED). Specifically, the County shall encourage proponents of new development to use appropriate lighting to deter crime and to situate buildings on lots to maximize natural surveillance.
- n) To promote environmental sustainable development, the County shall encourage the design of sustainable neighbourhoods in keeping with Leadership in Energy and Environmental Design - Neighbourhood Development (LEED ND) design principles in accordance with the policies under Section 11.8.2.1 Sustainable Neighbourhood Design of the Lakeshore Special Policy Area Secondary Plan.
- o) The County shall review site plans and drawings submitted in accordance with Section 41 of the *Planning Act* and Section 9.6.5 (Site Plan Control of this Plan) regarding accessibility for persons with disabilities including but not limited to areas of accessible parking, exterior paths of travel, lighting, ramps, entrances and street furniture.

Section 9.6.4 of the Officials Plan provides direction on the criteria of the approval of draft plan of subdivision application.

The following provides a conformity check through the analysis of relevant Official Plan policies:

- a) The provisions of the *Planning Act* relating to subdivision control, including subdivision agreements, shall be used by Council to ensure that the land use designations and policies of this Plan are complied with, and that a high standard of design is maintained in all development.
- b) Prior to approval of an application for plan of subdivision or plan of condominium, the County shall confirm the availability of adequate servicing infrastructure and allocation in accordance with Section 8.9.3 (Servicing Allocation and Phasing), waste collection and disposal services, and roads.
- c) Applications for plan of subdivision or plan of condominium approval shall be considered premature if appropriate services and servicing capacity is not available. Additionally, Council may consider other criteria as reason to deem an application for plan of subdivision or plan of condominium approval to be premature.
- d) The review of plans of subdivision or plan of condominium shall be based in part on the consideration of the community design policies included in Section 5.4 (Community Design) and Section 11.8 (Community Design Strategy) of the Lakeshore Special Policy Area Secondary Plan of this Plan.
- e) All lots within a plan of subdivision shall have frontage on a public road maintained on a year-round basis, constructed to an acceptable County standard. Plans of condominium shall have access to a public road maintained on a year-round basis, however, it is recognized that development within the condominium plan may occur on private roads.
- f) Provincially Significant Features and Natural Heritage Features shall be protected

and preserved in the design of any plan of subdivision or condominium.

- g) Plans of subdivision or condominium shall be appropriately phased to ensure orderly and staged development.
- h) All plans of subdivision shall be subject to a subdivision agreement between the County and the development proponent.
- i) All plans of condominium shall be subject to a development agreement between the County and the development proponent.
- j) Parkland dedication shall be provided pursuant to Section 9.10.5 (Parkland Dedication) of this Plan. Land to be dedicated for park purposes must be acceptable to the County. Under no circumstances shall the County be obligated to accept parkland being offered in a proposed plan of subdivision.
- k) The County shall consult with the appropriate Conservation Authority and the Province, as well as other relevant agencies, in considering an application for approval of a plan of subdivision or condominium.

## **Zoning By-law 1-Z-2014 and the Proposed Amendments**

### **Existing Zoning: Development (D) Zone and Hazard land (HL)**

Permitted uses are:

- a) bunk house
- b) dwelling, single detached
- c) farm, excluding the housing of livestock, animal kennels and feed lots, and excluding orchards
- d) farm produce outlet, accessory to a farm
- e) home industry
- f) home occupation
- g) seasonal storage of recreational vehicles and recreational equipment as a secondary use to a farm.

### **Proposed Zoning Amendments:**

From Development Zone to each of the respective zonings for each part:

- Part 1 From Development Zone to Urban Residential Type 1 (R1-B) with a Holding (H) and with Special Provision
- Part 2 From Development Zone to Urban Residential Type 4 (R4) with a Holding (H) and with Special Provision
- Part 3 From Development Zone to Urban Residential Type 4 (R6) with a Holding (H) and with Special Provision
- Part 4 From Development Zone to Open Space (OS) with a Holding (H) and with Special Provision
- Part 5 Hazard Land (HL) No change

Tables 1, 2 and 3 below, provides an summary of the Special Provision amendments being requested through this Zoning By-Law Amendment application to change the zoning provisions within each respective zoning classification.

Table 1: The proposed Special Provision to amend the following zone provisions for the portions of land proposed to be zoned Urban Residential Type 1 (R1-B) (H) within the Draft Plan of Subdivision for the Woodway Trails Subdivision.

Urban Residential Type 1 (R1-B) (H)			
Provision	Required	Proposed	
5.1.2 Zone Provisions	<ul style="list-style-type: none"> <li>Interior lot – 360 m<sup>2</sup></li> <li>Corner lot – 450m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Interior lot – 308m<sup>2</sup></li> <li>Corner lot – 377m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction in Interior Lot area of 52 m<sup>2</sup></li> <li>Proposed reduction in corner lot area of 37 m<sup>2</sup></li> </ul>
a) minimum lot area			
b) minimum lot frontage	<ul style="list-style-type: none"> <li>Interior lot – 12m</li> <li>Corner lot – 15 m</li> </ul>	<ul style="list-style-type: none"> <li>Interior lot – 11m</li> <li>Corner lot – 13 m</li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction of 1 meter lot frontage for interior lots.</li> <li>Proposed reduction of 2 meter lot frontage for corner lots.</li> </ul>
d) minimum exterior side yard	<ul style="list-style-type: none"> <li>6 meters</li> </ul>	<ul style="list-style-type: none"> <li>3 meters</li> </ul>	<ul style="list-style-type: none"> <li>Proposed reduction of 3 meters</li> </ul>

Table 2: The proposed Special Provision to amend the following zone provisions for the portions of land proposed to be zoned Urban Residential Type 4 (R4) (H) within the Draft Plan of Subdivision for the Woodway Trails Subdivision.

Urban Residential Type 4 (R4) (H)			
Provision	Required	Proposed	
5.4.2 Zone Provisions	Street Townhouse	Street Townhouse	• Proposed reduction in corner lot area of 21m <sup>2</sup> .
a) minimum lot area	• Corner lot – 264m <sup>2</sup>	• Corner lot – 243m <sup>2</sup>	
b) minimum lot frontage	Street Townhouse <ul style="list-style-type: none"> <li>• Interior lot – 6.5m</li> <li>• Corner lot – 11m</li> <li>• Corner lot accessed by a rear lane – 6.5m</li> </ul>	Street Townhouse <ul style="list-style-type: none"> <li>• Interior lot – 6m</li> <li>• Corner lot – 9m</li> <li>• Corner lot accessed by a rear lane – 6m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 0.5 meters of lot frontage for interior street townhouses.</li> <li>• Proposed reduction of 2meters of lot frontage for corner street townhouses.</li> <li>• Proposed reduction of 0.5 meters of a corner lot accessed by a rear lane for street townhouses.</li> </ul>
d) minimum exterior side yard	Street Townhouse <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 6 m</li> </ul> Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 6 m</li> </ul>	Street Townhouse <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 3 m</li> </ul> Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• With a 6 meter front yard – 3 m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 3 meters for exterior side yard setbacks for street townhouses, group/stacked townhouses with a 6 meter front yard.</li> </ul>
e) minimum interior side yard	Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• 3 m</li> </ul>	Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• 1.2 meters</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 1.8 meters for interior side yard setback for Group/Stacked townhouses.</li> </ul>
f) minimum rear yard	Street Townhouse <ul style="list-style-type: none"> <li>• Attached garage – 7.5 m</li> </ul> Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• Attached garage - 7.5m</li> </ul>	Street Townhouse <ul style="list-style-type: none"> <li>• Attached garage – 6.5 m</li> </ul> Group/Stacked Townhouse <ul style="list-style-type: none"> <li>Attached garage - 6.5m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed reduction of 1 meter for the rear yard setbacks of both Street Townhouses and Group/Stacked Townhouses.</li> </ul>
h) maximum building height	Street Townhouse <ul style="list-style-type: none"> <li>• 11 m</li> </ul> Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• 11 m</li> </ul>	Street Townhouse <ul style="list-style-type: none"> <li>• 14 m</li> </ul> Group/Stacked Townhouse <ul style="list-style-type: none"> <li>• 14 m</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed increase in maximum building height of 3 meters for both Street and Group/Stacked Townhouses.</li> </ul>

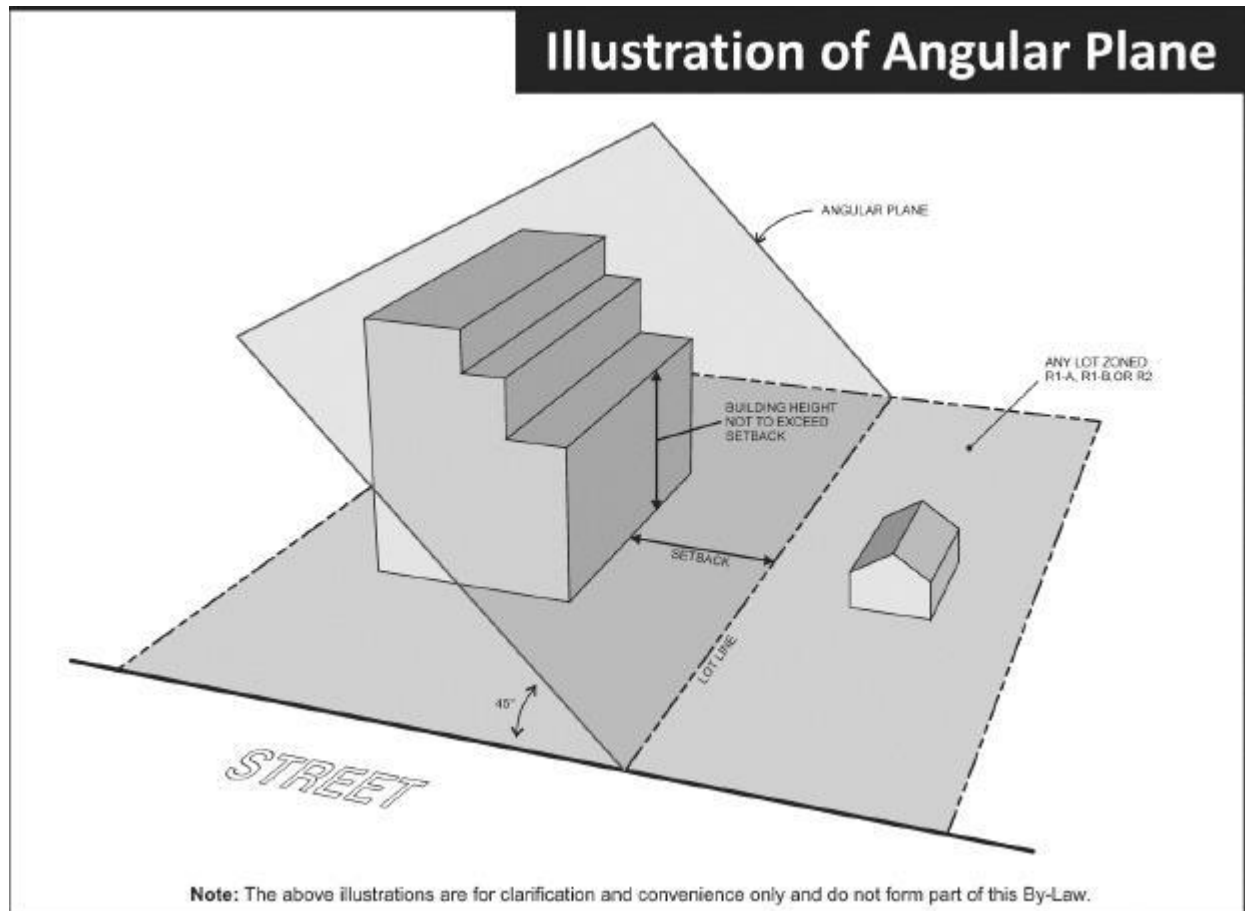
Table 3: The proposed Special Provision to amend the following zone provisions for the portions of land proposed to be zoned Urban Residential Type 6 (R6) (H) within the Draft Plan of Subdivision for the Woodway Trails Subdivision.

Urban Residential Type 6 (R6) (H)			
Provision	Required	Proposed	
5.6.1 Permitted Uses	<ul style="list-style-type: none"> <li>• Dwelling, apartment</li> <li>• Home occupation</li> <li>• Retirement Home</li> </ul>	<ul style="list-style-type: none"> <li>• Dwelling, apartment</li> <li>• Home occupation</li> <li>• Retirement Home</li> <li>• Street Townhouse</li> <li>• Group Townhouse</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed uses of a Street and Group Townhouse are being proposed as additional permitted uses.</li> </ul>
5.6.3 Step Back of Upper Floors	<ul style="list-style-type: none"> <li>• The exterior wall of each floor of a building facing a street and located above four (4) storeys shall be stepped back 2 meters from the exterior wall of the 4<sup>th</sup> storey and each floor above six (6) storeys shall be setback an additional 2 meters from the exterior wall facing a street.</li> </ul>	<ul style="list-style-type: none"> <li>• Section 5.6.3 Step Back of Upper Floors Shall not apply</li> </ul>	<ul style="list-style-type: none"> <li>• Proposing that Section 5.6.3 does not apply to the subject lands.</li> </ul>
5.6.4 Angular Plane	<ul style="list-style-type: none"> <li>• Where an R6 Zone abuts an Urban Residential Zone (R1-A, R1-B or R2), no portion of an apartment dwelling shall exceed the height of a 45 degree angular plane originating at the lot line of the nearest R1-A, R1-B, or R2 Zone.</li> </ul>	<ul style="list-style-type: none"> <li>• Section 5.6.4 Angular Plan provision shall not apply.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposing that Section 5.6.4 does not apply to the subject lands.</li> </ul>

For Clarity, the definition of Angular Plane is Identified in Section 2.6 of the Zoning By-Law 1-Z-2014. Angular Plane, as defined in the By-Law, shall mean a maximum building height measured as a vertical angle of 45 degrees beginning at the property line of an R1-A, R1-B or R2 lot.

The following is also used in the Zoning By-Law to provide a visual representation of the definition of Angular Plane.

Figure 1: Angular Plan illustration.



## **Attachment C: Technical Comments**

### **28TPL2024308/ZNPL2024307 – Woodway Trails Second Submission Comments**

#### **Student Transportation Services Brant Haldimand Norfolk (STSHBN):**

1. Overview on page 14 does not appear to show if/ where sidewalks will be present. To ensure safe pedestrian travel is possible in the community, STSBHN would like to see the inclusion of sidewalks on all road segments
2. The inclusion of green space in the development is appreciated. These spaces, when connected by sidewalks, allow for ideal bus stop locations (helping ensure no residence are inconvenienced by having the bus stop placed at or by their home).

#### **Mississaugas of the Credit First Nations (MCFN):**

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the project will take place – specifically, the Between the Lakes Treaty No. 3, of 1792. The MCFN holds Indigenous and Treaty Rights specific to the project location and its environs, which may be adversely impacted by it. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.

The DOCA consultation team has reviewed the project-related correspondence identified above, in addition to any associated documentation. The following DOCA Units have completed a review and their questions and comments have been included below.

##### **Archaeology Unit**

Primary Reviewer: MCFN DOCA, Archaeological Unit

Questions and Comments: In Review. Comments Pending.

##### **Environment Unit**

Questions and Comments:

1. Ecological conditions can shift significantly in 15+ years (specifically in terms of climate change and invasive species). Was this considered as part of the EIS Conformance Assessment?
2. I believe that without a full EIS update, there is a risk that the recommendations no longer reflect current site conditions, especially regarding woodland health, species at risk, or hydrology.
3. Were cumulative ecological impacts considered in the original reports?
4. Will there be any monitoring to ensure the success of the rehabilitated lands?
5. Will the invasive species be removed?



6. It looks like the vegetation is associated with the Lynn River floodplain, are these significant natural heritage features? Are there any provincially significant wetlands or significant woodlands?
7. As part of the Lynn River corridor, the woodlands are still significant as they form part of the movement corridor and could also serve as a breeding site for birds, how are they considered in the assessment?

Until the questions, concerns, and/or interests identified in this letter have been satisfactorily addressed, the project must not receive approval or proceed with any ground-altering activities. We request a response to our feedback within two to three weeks' time. DOCA expects to be notified of any and all future project updates and/or changes.

#### **Long Point Region Conservation Authority (LPRCA):**

1. POST 3 (major-system bypass): Please confirm the overland flow routing, depth/velocity, and capacity to safely reach the outlet without adverse impact.

#### **Canada Post:**

##### Service type and location

1. Canada Post will provide mail delivery service to this development through centralized Community Mail Boxes (CMBs) unless;
2. If the development includes plans for (a) multi-unit building(s) with a common indoor entrance of 3 or more units, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.

##### Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this development application be approved, please provide notification of the new civic addresses as soon as possible.

##### Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A below for any additional requirements for this developer should Canada Post need to install a Community Mailbox.

#### **Appendix A**

##### Additional Developer Requirements:

1. The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.

2. The developer agrees, prior to offering any units for sale/rent, to display a map on the wall of the sales office in a place readily accessible to potential owners/renters that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
3. The developer agrees to include in all offers of purchase/rental a statement which advises the purchaser/renter that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected owners/renters of any established easements granted to Canada Post to permit access to the Community Mail Box.
4. The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents/tenants as soon as the homes/businesses are occupied.
5. The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
  - Any required walkway across the boulevard, per municipal standards
  - Any required curb depressions for wheelchair access, with an opening of at least two to three metres (consult Canada Post for detailed specifications)
  - A Community Mailbox concrete base pad per Canada Post specifications.

### **Public Transit (Ride Norfolk):**

The Transit Master Plan doesn't identify specific locations of stops. It does recommend two routes within Simcoe however, this development is not included in the recommended route.

However, with the frequency of use at the existing stops at Donly Drive South and Brookfield Lane there have been several requests from the public for a stop further into this development.

Two suggested stop locations. These stops could be offered as a 'flex-stop' meaning the bus could be requested here for pick up and drop offs but would not be otherwise on the regular fixed route.

1. Trillium and Hackberry Lane - currently a 10 minute walk from the closest existing stop
2. Woodway Trail and Block 3

### **Norfolk GIS:**

Please contact NorfolkGIS for new civic addresses when building.

You can apply for a new civic address [here](#). If a green sign is required in order to issue you an address (generally anywhere outside of an urban area) you will have to call

Norfolk County Customer Service after applying to make payment before the address is issued (519-426-5870 or 226-NORFOLK). If you would like to apply for a new Civic Address because you are planning to build on a vacant parcel of land, this is dealt with as part of the building permit process. The building inspector can provide you with a copy of a Civic Address Request Form or it can be downloaded [here](#). On the form there are several areas that need to be filled out with information, and a sketch showing the lot layout of the property for which the Civic Address is being requested. A sample sketch will be included with the form.

### **Enbridge Gas:**

Enbridge Gas does not object to the proposed application(s), however, we reserve the right to amend or remove development conditions.

Please always call before you dig, see web link for additional details: <https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that prior to registration of the plan, the Owner shall make satisfactory arrangements with Enbridge Gas Inc. (Enbridge Gas) to provide the necessary easements and/or agreements required by Enbridge Gas for the provision of local gas service for this project. Once registered, the owner shall provide these easements to Enbridge Gas at no cost, in a form agreeable and satisfactory to Enbridge Gas.

### **Norfolk Fire:**

The proposed use of the existing stormwater management pond as emergency access is troubling, as this is a very convoluted way and cannot be cleared/maintained in a manner that would ensure emergency access, especially in the winter and during the spring thaw. Is this walkway paved, is constructed in a way that would support the weight and width of emergency apparatus, and is there means to clear this path? Are there plans to make this a permanent emergency access or just during construction?

The Fire Department is not overly concerned about the emergency access through Oakwood Cemetery.

### **Source Water Protection:**

The above noted property is not located within a Wellhead Protection Area or Intake Protection Zone. As such, the Long Point Region Source Protection Plan will not apply to this application.

### **Parks, Recreation and Culture:**

#### **Forestry:**

The submission has addressed the Significant Woodland features present by implementing an appropriate buffer from development, and further by dedicating the lands adjacent to the buffer as parkland. It is indicated that the buffer and the Significant Woodland features are to be dedicated to the County as Open Space and Hazard Land

(blocks 2, 4, and 5). I support this approach to the protection of the Natural Heritage Features on this site.

The EIS Conformance Report confirms that the submission is in keeping with the recommendations made from the original EIS (2008 and 2010), and the mitigation recommendations should be incorporated into the draft plan agreement where appropriate.

#### Parks:

Considering the "Trails" design theme for the subdivision, the proposed park block in the northwest supports the interconnectivity of the area and provide adequate space for future activation, assuming it is 5%. The cemetery buffers are not considered park land, as the grade change is significant and can not be used for trail or recreation.

Future trail connection (emergency egress point) on the north east of phase 1 provides adequate community access to Oakwood cemetery, and a future connection on the north west of phase through to the southwest corner of Oakwood cemetery is complementary. No mid-block connection on the north boundary is required or desired.

The maintenance access paths surrounding the Block 8 storm pond can also be utilized as walking path connections for the community, and could work as a hub connecting the Lynn Valley trail in the future. It would be beneficial for the access points to the SWM block not to be fenced; existing P gate standard recommended for future phases. The north residential boundary requires privacy fencing to the same standard as earlier phases.

The remainder of the parks fencing required to be 6' commercial grade galvanized chainlink. The park plan and grading plan for the park block shall be completed so as to permit a future trail installation of a maximum 5% longitudinal slope with a maximum 2% cross slope.

#### **Grand Erie District School Board (GEDSB):**

- The subject lands are within the school boundary for Lynndale Heights Public School (JK-8) and Simcoe Composite School (9-12).
- Lynndale Heights Public School is currently operating over capacity and may not have space to accommodate all the students generated from this development.
- We request that the following be included in the conditions of draft approval;
  - o That the Owner/Developer must agree in the Subdivision Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease:
    - *"Despite the best efforts of the Grand Erie District School Board (GEDSB), accommodation in nearby facilities may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a*

*school outside the area, and further, that students may, in future, be transferred to another school.”*

**Development Engineering:** (Revised Plan Submission August 2025)

Area Servicing (Functional Servicing Plan):

The original area concept servicing plan for the area (entire area including lands outside the area of the subject submitted draft plan) accommodated a sanitary trunk and trunk watermain along Woodway Trail which would allow for servicing extensions into the adjacent lands. The FSR will need to continue to demonstrate and account for these servicing extensions into the adjacent lands. At present there is an active (Draft Plan approved) plan for the lands of 682 Ireland Road which requires consideration.

Staff acknowledge the inclusion and confirmation of the ability to service the adjoining lands with a sanitary service emanating from these lands into the lands north of Decou Road. The County, in effort to ensure serving can be provided to the adjoining lands at a point that meets their needs, will require the conveyance of the road allowance that supports these service lines (water and sanitary) as part of Phase 1.

Staff acknowledge the comment pertaining to the SWM plan:

*The indicated designs may be altered during the detailed design of the phases to improve efficiency and produce cost savings. During detailed design the intent will be to maximize the amount of storm flows being directed to the existing SWM pond as opposed to directly discharging to the outlet system from the SWM pond. For example, we will explore the possibility of directing the storm flows in the sewers on the southern end of Woodway Trail towards Street A (i.e., towards the pond) as opposed to directly discharging into the pond's outlet system (i.e., Block 4).*

Please refer to identified concerns with the suggested SWM approach of releasing uncontrolled and treated runoff into the outlet of the existing pond. The water quality components of Post 3 (major) and Post 6 still need to be designed. Staff require that effort be made to direct runoff from Post 6 and the overland flow from Post 3 to the pond. Staff would advise that should additional capacity be required within the pond that would result in the pond falling out of compliance with the MOE Storm Pond Design Guidelines – advance discussions will be required. It will be important to resolve any necessary pond modifications, including block size modifications, prior to Draft Plan approval.

Staff will ensure RVA completes the necessary water modelling to ensure water servicing is sufficient for the entire development area – inclusive of the lands south of this proposal.

Staff note the tag on the drawing about the pathway around the SWM pond – “emergency access route”. This tag should be removed as the trail around the pond is not suitable for use as an emergency access route.

Contact with the owners of lands to the immediate south of the proposed development parcel will be necessary to garner input on land use expectations and plan interfacing (grading/servicing). The County is aware that the landowner to the immediate south has further advanced their concept plan for their land which should be taken into consideration.

The applicant is also advised that the plan should be updated to extend the Trillium Road right of way to the west edge of the plan. This right of way will also encapsulate the sanitary and watermain trunks which exit on the west side of the plan.

#### Land Use Compatibility:

The revised plan submission appears to provide an appropriate setback from the proposed expansion area of the Simcoe WWTP to the residential sensitive land uses. Notwithstanding County staff report PD-09-76, which recommended that any sensitive land use be setback 150m from the eastern property line of the Simcoe WWTP, staff are satisfied with the setback arrangement which provides 150m of separation between the proposed plant expansion area and sensitive residential uses.

#### Storm Water Management:

The County has completed a cursory review of the revised plan and accompanying SWM report. As forecasted by staff, the existing SWM pond requires revisions to support the increased development within the plan. We note that the report indicates that the pond will only provide basic protection to the receiving stream (60% TSS removal) and will defer to the Conservation Authority on the required TSS target for the protection of the Lynn River. While we appreciate that a dry pond could commonly deliver basic (60%) water quality treatment, however the target is established by the receiving body (Lynn River) and not the limitation of the on-site facility. Staff note that the release volume for more minor events has been increased to allow for increased volume retention for larger events. Given that the existing release point and receiving channel already appears to be experiencing significant erosion, a determination of the point of discharge erosion threshold should be determined and assessed against the revised release volumes for the lower return events to ensure that the erosion conditions are not further exacerbated. Alternatively, remediation of the release point and channel may be required to improve the channel resilience to erosion, especially if the proposed release flow rate for lower return events is increased.

The County will seek a demonstration plan supporting the use of the 55% impervious cover for the condominium blocks as this appears relatively low in contrast to typical condo blocks. Should 55% be used at this stage, the condo blocks may require separate on-site controls should they develop with a impervious cover >55%.

The submitted SWM report did not include detailed engineering plans for the modified pond. Staff note the comment that the modified pond will still comply with the MOE's Stormwater Management Practices Planning and Design Manual (March 2003) and requirements outlined by Norfolk County, therefore we expect the modified pond to retain its safe side-slopes of 7:1 and 4:1. The emergency spillway accommodations will be further assessed during the detailed design phase to ensure the spillway takes into consideration reasonable assumptions for blockages which may result in overtopping of the CB emergency inlet. The emergency spillway overland flow route will need to be assessed for appropriateness.

Staff note the comments in the SWM report with respect to Post 3 (major) and Post 6 areas not being directed to the pond and that water quality control will need to be managed by other means. The report contains no commentary on how water quantity control will be applied to these areas. The report notes that the area of Post 3 (major) will be direct to the ponds outlet, however no details are provided on the mechanics of such a connection. Staff notes the commentary that Post 3 area (major) was not originally designed to drain to the

pond however Plan SW1 May 2011 by Vallee Engineering indicates that area of Post 3 (major) was to be directed to the pond. Clarification of these statements is required. An updated SWM report will be required to provide details on how water quantity and quality control will be applied to these areas (Post 3 and Post 6) and how the overland flows (for major events) will be appropriately controlled and accommodated. Due to the topography, it may be necessary to drain areas Post 3 and Post 6 into a stormwater management pond located on lands south of this development parcel. If the proposal is to control runoff via 'superpipe' or 'underground storage facilities', the applicant may be required to assess the increased long term maintenance costs associated with these treatments over that of traditional storm water control/treatment facilities and provide financial compensation for these increased life-cycle costs.

#### Traffic Impact Study:

Staff have completed a cursory of the provided "Updated Alternate Access" letter. This letter assesses the need/justification for a second northerly collector roadway connection to Victoria Avenue on the west side of the development as portrayed in the County's Official Plan.

Staff met with the Applicant on August 28 and advised that the report had some questionable traffic assignments and that if these assignments were corrected, there is merit and justification for a second northerly collector road connection to Victoria Avenue. County staff sought concurrence with our position however the discussion resolved around the financing for this roadway. Staff did suggest that this collector roadway would be of benefit for lands beyond that of the current application and there would be merit for the consideration of this roadway within the County's Development Charge Bylaw. Should the roadway be successfully added to the Bylaw Charge, this roadway could then be considered under a front ending agreement. A copy of the County's Front Ending Agreement Policy has been provided to the applicant. As the discussion resolved around how the roadway could be financed as opposed to securing confirmation on agreement of need, the Updated Alternate Access letter will be peer reviewed to ensure the County's rationale for the second northerly collector road is confirmed. Should a second northerly collector road be confirmed as justified, then this roadway could resolve the concerns of construction access and emergency services provisions for the area. Should this secondary northerly collector road be denied, these matters (construction access and any additional emergency access into the area (not within the area) will need to be addressed with suitable alternative solutions. Additionally, should a second northerly collector connection to Victoria Road not proceed, then modifications to some existing roadways may be required to accommodate the increase in travel demand on those roadways.

Given the concerns over financing of the Collector Roadway, the County proposed the following several options to the Applicant, each of which serves to ensure that the costs of this roadway (and trunk sanitary servicing) are fairly allocated to those benefiting from these services. The options include

1. The use of a Development Charges Front Ending Agreement
2. The use of an Inter-Developer Agreement
3. The use of Cost Recovery Agreement



Staff note, that the County has an active Class Environmental Assessment underway for the Simcoe Wastewater Treatment Plant. This Class EA study has identified the need/benefit for providing a new entrance/egress to this facility from Victoria Street. The proposed alignments for a new/improved facility entrance is in the same location as the proposed second northerly collector roadway being suggested to support the subdivision lands east of the Simcoe WWTP facility. Given the potential mutual benefit of this roadway, a portion of the funding of a second northerly collector road connection to Victoria Street could be attributed to the Simcoe WWTP facility expansion. The Class EA study recognizes the presence of the Lynn Valley Rail Trail and the abutting natural environment. The proposed roadway would be designed to ensure a minimum footprint and continue to support the presence of a walking trail within its boulevard area.

The County also received an updated Traffic Impact study based on no second northerly access road. The Traffic Impact Study is now out for Peer Review. Of concern is the commentary on a number of key area intersections where the overall level of service for the intersection is reduced to E or F and/or the 95<sup>th</sup> percentile queue length exceeds the available storage space (see PIC #1 comments). The attribution of these conditions to the increased traffic loading from the development and possible remedies to resolve these degradations in service, should be identified.

The August 2024 TIS attributes a 12% increase in traffic to the Queensway and Donly Drive intersection. This increase will exacerbate the operational conditions at this intersection. The August report (no longer noted in the Updated report) suggests that signal inter-connection work may be appropriate to provide 'gaps' in the Queensway traffic flow to improve operational conditions for left turns. The report lacks details on the cost for such remedial work and if the suggestion serves to return the intersection to a pre-development level of service. The report should be updated to clarify the need/benefit for these improvements and any attribution to the development.

County staff remain of the opinion that construction access should not be through the existing built community, and that a suitable construction access route through abutting land should be secured. Should the second northerly collector road be required, then this roadway could serve as a construction access route. The applicant is advised to forecast how future phases will be developed to minimize impact on new and existing residents in the area.

#### Zoning Lot Size:

Engineering has agreed to the use of a 6.0m frontage however small frontages (especially when proposed on both sides of the street) can pose challenges to providing sufficient on-street parking for the neighborhood. Engineering can support the minimum 6.0m frontage on the premise that the opposing side of the street be single family detach homes (>6.0m frontage) in order to provide a reasonable level of on-street parking.

#### Woodlot Assessment:

Engineering staff referred our earlier concerns to Forestry and Planning team whom are now in receipt of an Updated EIS.

#### August 6, 2025 – Letter of Application to Planning:

Engineering has reviewed this letter and has the following comments:

1. Statement: *Based on this report by Paradigm, Donly Drive is sufficient as the only road access to this development.*

The Paradigm report does not conclude with this statement. The report merely outlines the various volumes that will result on the 'feeder roadways' with and without a second northerly collector road. This report also over-represents the upper threshold volume for a minor collector roadway. The upset limit should be 5,000 AADT for a minor collector road, not 8,000 AADT. Donly is best described as a minor collector roadway.

2. Construction Access: Staff appreciate the sharing of past sites whereby construction access through existing neighborhood's may have happened. As those past practices posed challenges and concerns for both the County and the residents of those areas, staff continue to recommend that these situations be avoided where reasonably possible. Staff remain of the position that suggestions to date are reasonable to avoid unnecessary disruption to, and wear and tear on, the areas adjacent local road system.

#### Planning Justification Report:

The Traffic section of this report lacks commentary on the Official Plan Schedule E-2 which portrays a second northerly potential (collector) road connection to Victoria Street on the west side of the subject development area. The commentary refers to a Paradigm Transportation Solutions Limited report that suggests the increased traffic volume of 171% over original concept use (change from 3700 vpd to 6330 vpd) or 133% over the current area planned use (change 4750 to 6330) is appropriate for Donly Drive. Staff do not agree with this position.

It is important to note that the area development plan has changed since the original concept plan. The original concept plan proposed 1,156 units for the area, generating roughly 8,878 daily travel trips. The current planned number of units for this area is 1,628 units, generating roughly 10,690 daily trips (a 20% increase).

A review of the Updated Access Assessment finds that, if a second collector were provided to Victoria Street, that Donly would operate within its threshold (4,750 – 95% of its classification threshold) for a minor collector, and the new connecting road would take some 1,580 daily trips, plus truck trips accessing the Simcoe WWTP. Without a second northerly collector road, Donly Drive is forecasted to support some 6,330 daily traffic trips (approximately 27% above its threshold).

Based on the above, the area should develop (from a Traffic perspective), per the roadway fabric set out in the Official Plan with a second northerly connection to Victoria on the west side of the plan.

The Servicing section (Stormwater) of this report suggests that drainage from the site will be conveyed to a storm sewer system and managed by the existing stormwater management (SWM) facility located on Block A. The underlying SWM report suggests that a portion of the site will not be directed to the SWM pond and does not provide

clarity on how these areas will receive stormwater control and treatment. The Planning Justification report should be in harmony with the underlying detailed reports.

**Paramedic Services:** Reviewed. No comments.

**Zoning:** Reviewed. No comments.

**Accessibility:** Reviewed. No comments.

**Hydro One:** Reviewed. No comments.

**Drainage:** Reviewed. No comments.

**Finance:** No comments at this time.

**Conseil scolaire de district catholique Centre:** No comments received.

**Brant Haldimand Norfolk Catholic District School Board (BHNCDs):** No comments received.

**From:** [Fabian Serra](#)  
**To:** [Carol Caulderwood](#)  
**Cc:** [Hubby; Olivia Davies](#)  
**Subject:** RE: File 28TPL2024308 / ZNPL2024307  
**Date:** Thursday, November 14, 2024 2:07:09 PM

---

Hi Carol,

Thank you for your email. I will provide you with the agenda link when it becomes available. With that you will be able to see the report and supplementary materials.

To answer your question, yes the proposal is to extend the roads along woodway trail, basswood road and trillium way. Staff have identified this as a major concern as well and will be bringing this forward to the developer for further discussion.

If you have any other concerns or questions feel free to ask. I will be sharing the written comments provided with the agent and your comments will become apart of the public record.

I wanted to thank you for taking the time out of your day to raise your concerns on the application.

I have also cc'd our Planning coordinator that will ensure that you receive all future notifications in regards to this application going forward.

Thanks,  
fabian

**Fabian Serra**  
Planner  
Planning  
Planning and Development Division  
12 Gilbertson Drive, Simcoe, Ontario, N3Y 5L6  
519-426-5870 x8046 | 226-NORFOLK



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-----Original Message-----

From: Carol Caulderwood <[REDACTED]>  
Sent: Thursday, November 14, 2024 1:21 PM  
To: Fabian Serra <[fabian.serra@norfolkcounty.ca](mailto:fabian.serra@norfolkcounty.ca)>  
Cc: Hubby [REDACTED]  
Subject: File 28TPL2024308 / ZNPL2024307

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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From: Sharon Rochester [REDACTED]  
Sent: Wednesday, November 20, 2024 12:50 PM  
To: Mohammad Alam <Mohammad.Alam@norfolkcounty.ca>  
Cc: Councillor Alan Duthie <Alan.Duthie@norfolkcounty.ca>; Mayor Amy Martin <Amy.Martin@norfolkcounty.ca>; Councillor Doug Brunton <Doug.Brunton@norfolkcounty.ca>; Fabian Serra <Fabian.Serra@norfolkcounty.ca>  
Subject: Re: Follow Up Email

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Mayor Martin, Councillor Duthie, Fabian and Mohammad,

Thank you for your emails and for providing more details on the new development.

We are unclear about what an "integrated park" would look like but we know that this neighbourhood/community needs playground equipment for children for their growth and overall health. We hope that is the expectation from the developer. Residents in this community should not have to drive outside this neighbourhood to seek parks for their children. Part 6 looks to be a piece of woodland and this would make it complex as Mohammad stated to deal with, clear and install playground equipment.

With the Calibrex development that is said to have a "large park" and it being so close to part 6 of this development, wouldn't it be more logical to have this integrated park or even a small park close to parts 1, 2, and 3 near Basswood or Trillium? Making it more central to the community/neighbourhood. It is also close to Oakwood Cemetery, making it easy for maintenance staff to service both areas. Additionally, this community doesn't require more trails as we have so much of that around our neighbourhood.

Mayor Martin, the other issue we spoke of last summer 2023 was the 2nd exit out of this neighbourhood. Currently, we have one way in and out. A few years ago that exit was blocked. Residents were stuck for hours unable to come in or out of the neighbourhood. Not having an alternative exit out of this neighbourhood is a big concern. If there is an emergency evacuation and that one exit is blocked, this entire community would not be

able to leave. I know this is a concern for many in this community. We already have traffic with the current level of households but to add more households without creating another exit is very concerning. Can this be flagged as a top priority and concern as well?

Thank you for your time and consideration,

Sharon & Sheehan Rochester

On Tue, Nov 19, 2024 at 3:25 PM Mohammad Alam <[Mohammad.Alam@norfolkcounty.ca](mailto:Mohammad.Alam@norfolkcounty.ca)> wrote:

Good afternoon All,

I would like to confirm that the proposal includes a 1.9 hectares of parkland (identified as Part 6 in the attached drawing from the email chain). While the County discourages scattered small parks (from the maintenance inconvenience perspective), creating integrated parks and open spaces with enhanced neighborhood connections often leads to positive outcomes for the community.

Staff has begun reviewing the proposal and notes that this is a complex site with several development constraints that the applicant will need to address. At this stage, staff are thoroughly evaluating the development and anticipate significant discussions on various aspects during the public hearing.

If you have any questions, please don't hesitate to contact me or Fabian.

Sincerely,

Mohammad

Mohammad Alam, MPL, MUD, RPP, MCIP

Supervisor, Development Planning

Planning

Community Development Division

12 Gilbertson Drive, Simcoe, Ontario, Canada, N3Y 3N3

519-426-5870 x8060 | 226-NORFOLK



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From: Councillor Alan Duthie <[Alan.Duthie@norfolkcounty.ca](mailto:Alan.Duthie@norfolkcounty.ca)>

Sent: Tuesday, November 19, 2024 11:44 AM

To: Mayor Amy Martin <[amy.martin@norfolkcounty.ca](mailto:amy.martin@norfolkcounty.ca)>; 'Sharon Rochester'

[REDACTED]

Cc: Councillor Doug Brunton <[Doug.Brunton@norfolkcounty.ca](mailto:Doug.Brunton@norfolkcounty.ca)>; Fabian Serra

<[Fabian.Serra@norfolkcounty.ca](mailto:Fabian.Serra@norfolkcounty.ca)>; Mohammad Alam

<[Mohammad.Alam@norfolkcounty.ca](mailto:Mohammad.Alam@norfolkcounty.ca)>

Subject: Re: Follow Up Email

Thanks for looping me in Mayor Martin.

Sharon - this is certainly on my list also. I've heard very clearly, and agree, that a park is needed in that area.

Alan

Councillor Alan Duthie

Councillor Ward 5

Mayor and Council





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From: Mayor Amy Martin <[amy.martin@norfolkcounty.ca](mailto:amy.martin@norfolkcounty.ca)>  
Sent: Tuesday, November 19, 2024 10:09 AM  
To: 'Sharon Rochester' [REDACTED]  
Cc: Councillor Alan Duthie <[Alan.Duthie@norfolkcounty.ca](mailto:Alan.Duthie@norfolkcounty.ca)>; Councillor Doug Brunton <[Doug.Brunton@norfolkcounty.ca](mailto:Doug.Brunton@norfolkcounty.ca)>; Fabian Serra <[Fabian.Serra@norfolkcounty.ca](mailto:Fabian.Serra@norfolkcounty.ca)>;  
Mohammad Alam <[Mohammad.Alam@norfolkcounty.ca](mailto:Mohammad.Alam@norfolkcounty.ca)>  
Subject: RE: Follow Up Email

Hi Sharon,

Nice to hear from you.

Thanks for flagging this for me...

I recently had a discussion with one of the original builders- Sounds like the partnership has dissolved but- I asked why no park was included in your subdivision as I remember your concerns. I was told that the county didn't encourage it and that they paid "cash in lieu" to the county.

I will speak to planning staff and ask them to consider this moving forward while working with the developer to draft plans. I will also cc your ward councillors on this.

I am guessing that this is due to the close proximity of the "Calibrex" lands with a large park coming.



Thanks for raising this,

Amy

Mayor Amy Martin

Mayor

Mayor and Council

x1224



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From: Sharon Rochester [REDACTED]  
Sent: Monday, November 18, 2024 9:28 PM  
To: Mayor Amy Martin <[amy.martin@norfolkcounty.ca](mailto:amy.martin@norfolkcounty.ca)>  
Cc: Sheehan Rochester [REDACTED]  
Subject: Re: Follow Up Email

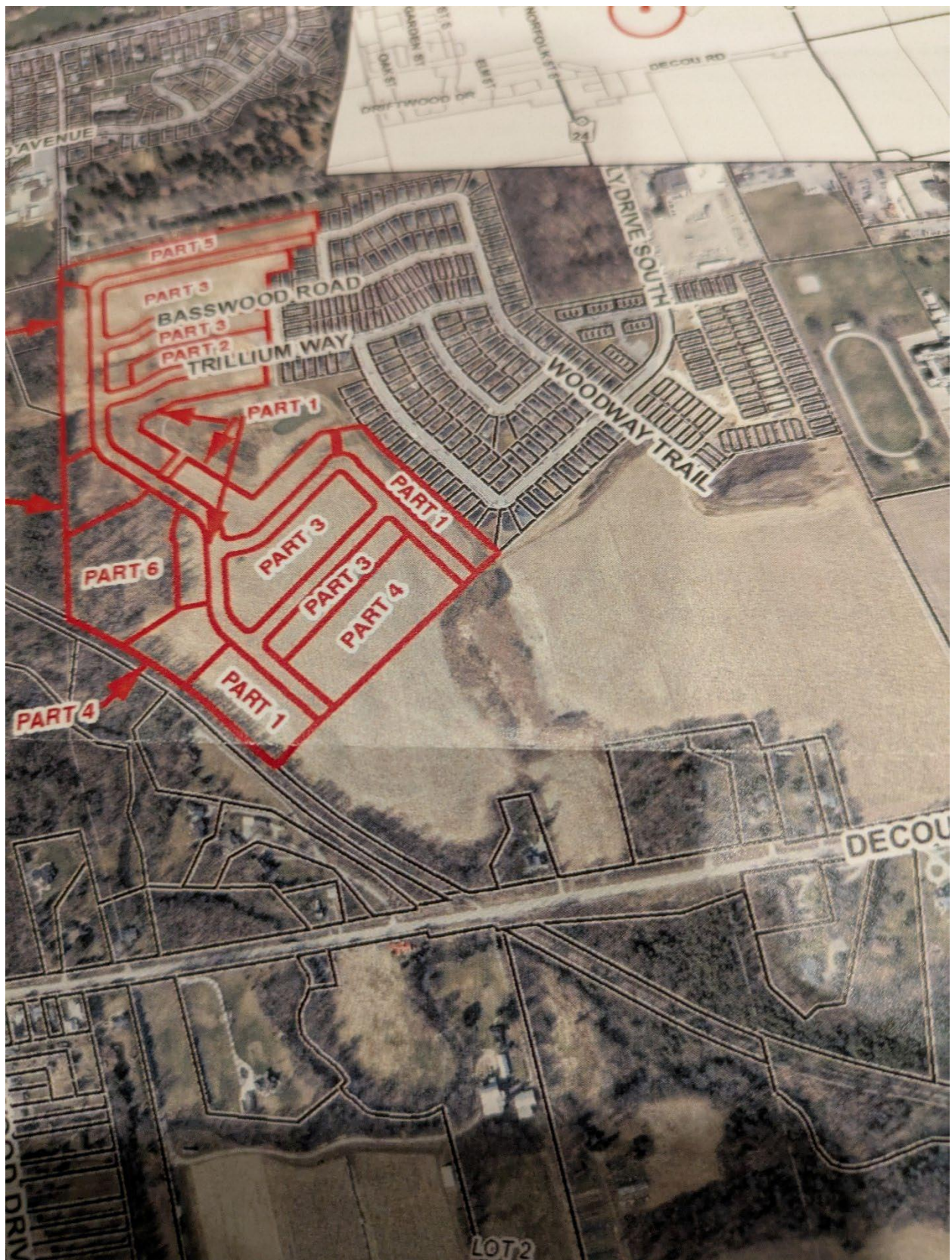
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Mayor Martin,

We had spoken to you back in the summer of 2023 about at least one or more parks in the our neighborhood/community in Woodway Trail. You had indicated that fThis.will.need.to. occur.when.the.developer.comes.forward.with.a.new.plan.to.keep.buildingf

Well, we recently received some notice (below) from the county and it looks like Fabian Serra (Norfolk County) is in charge of the new plans proposed by the developer. After living here for almost 8 years and paying property taxes requesting a park for the children in this community is the least the county can demand of the new development. The developer has submitted to the county new plans and we don't see any park included in the development plan. Is there a park included in this development? This neighborhood has a lot of young families and a park or two is needed for the amount of houses in this neighborhood already. Now, adding more houses and no parks is completely outrageous.







40101532300

356.9m

7.98m

25-24-23

36.50m

20.0m

WOODWAY TRAIL

34.0m

35.0m

30.85m

33.50m

5.57m

52

61

49

50

37M-0070

34

35

32

30

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37

36

28

42

41

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84

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WOODWAY TRAIL

37M-0070

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40101520200

295.4m

PART 1

85.1m

254.5m

PART 3

34.0m

35.0m

30.85m

33.50m

5.57m

52

61

49

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37M-0070

34

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WOODWAY TRAIL

37M-0070

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40101538730

BLOCK 67

114.82m

44.72m

13.5m

63.61m

33.1m

41.1m

66.9m

35.40m

35.40m

103.78m

PART 1

11.16m

28.9m

15.9m

34.0m

34.0m

6.02m

37M-0070

31

47

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40101520300

102.8m

PART 4

17.7m

47.5m

39.7m

80.2m

35.0m

57.2m

63.1m

141.6m

79.4m

61.6m

137.6m

40101538715

PART 3

199.7m

201.5m

196.6m

PART 3

PART 4

198.4m

40101535600

78.6m

92.6m

40101538000

40101537500

40101538100

40101538727

DOBBY DRIVE SOUTH

TRILLIUM WAY

BASSWOOD ROAD

SEGE AVENUE

WOODWAY TRAIL

REDBUD CRESCENT

NOTICE DATED NOVEMBER 12, 2024



NOTICE OF  
**PUBLIC MEETING AND  
COMPLETE APPLICATION**

**TAKE NOTICE THAT** PURSUANT TO THE PLANNING ACT, R.S.O. 1990, C. P. 13, THE CORPORATION OF NORFOLK COUNTY RECEIVED AN APPLICATION FOR A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT ON AUGUST 30, 2024, AND DEEMED SAID APPLICATION TO BE COMPLETE ON OCTOBER 15, 2024.

**IN ADDITION, TAKE NOTICE THAT** PURSUANT TO THE PLANNING ACT, R.S.O. 1990, C. P. 13, A PUBLIC MEETING CONSIDERING A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT WILL BE HELD BY THE COUNCIL OF THE CORPORATION OF NORFOLK COUNTY TO PROVIDE INFORMATION AND RECEIVE COMMENTS FROM THE PUBLIC ON:

Date	<b>DECEMBER 3, 2024</b>	Time	<b>3:00 P.M.</b>
Place	Council Chambers, Norfolk Administration Building, 50 Colborne St S, Simcoe (Talbot St Entrance)		
File Number	28TPL2024308 / ZNPL2024307		
Location	WOODHOUSE CON 5 PT LOTS 2, AND 3 RP 37R10090	Related File Number	
	PART 2 PT, PART 1	Roll Number	3310401015387150000
Civic	None Assigned		
Applicant /Agent	G. Douglas ValleeJohn Vallee 2 Talbot Street North Simcoe ON N3Y 3W4		

**PURPOSE AND EFFECT OF PROPOSED DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW  
AMENDMENT**

An application has been received for a Draft Plan of Subdivision to construct a total of 336 dwellings comprised of 140 single detached dwellings and 196 street townhouse units. A Zoning By-law amendment is also required to amend the Zoning By-Law to change the zoning on the subject lands from Development Zone to various Urban Residential Zonings. Special Provisions are required for building setbacks and other lot provisions.

**NOTICE INTENT AND ADDITIONAL INFORMATION**

We kindly ask that you put at least one park forward to planning and development department. There is meeting on Dec. 3rd at 3 pm. Unfortunately, the date and time make it impossible to attend. But we would like to be heard re: park. It would help this community tremendously. A place for children to get together and get to know each other in a safe environment.

We hope you can help bring this forward and approved as part of the new development plans.

Thank you,

Sheehan and Sharon Rochester

On Tue, Jul 25, 2023, 11:45 a.m. Mayor Amy Martin <[amy.martin@norfolkcounty.ca](mailto:amy.martin@norfolkcounty.ca)> wrote:



Hi Sharon,

Thanks for following up in writing.

I've sent a note to staff RE: 2<sup>nd</sup> exit. This will need to be done when the developer goes ahead with the next chunk of development. It's his property and its not assumed by the municipality until the development is done. It's helpful that you've flagged this for us and we will keep it in mind as more development occurs.

Unfortunately, same goes for the park. There is no space currently in your development for the addition of a park- the developer builds it and we maintain it moving forward. This will need to occur when the developer comes forward with a new plan to keep building.

You're right RE: Bylaw. We have four officers for all of Norfolk County (except in the summer when we take on students who focus on parking and other seasonal matters) so, the bylaw services are fully complaint based. We don't have the resources to be proactive on this. You'll need to keep calling them and reporting in as needed – or, alternatively you can email [bylaw@norfolkcounty.ca](mailto:bylaw@norfolkcounty.ca)

If the inconsistencies in the boulevard are bothersome to you, I recommend you connect with the roads department and bylaw. I'm certain they will apply the same rules and ask the landowners to return them to the original status with sod- but again, we don't have resources to go out on a blitz across Norfolk to require everyone to return the boulevard to sod. This is another bylaw concern. You can imagine that your neighbourhood is one of hundreds across Norfolk, its nearly impossible to sweep across the county and require this to be enforced equally but we do our best.

I understand that you are paying your property taxes and want value for that payment- In fact, I don't dispute your requests, they're reasonable. It's just a part of development in general. We won't pay to add in a park when the developer can do so and keep it off the tax levy, we will commit to maintaining it in the future for the tax payers. We also need the developer to build out their subdivision and complete the standards so that we can assume it and maintain it moving forward. We would never spend taxpayer money on private property in a development zone that isn't safe for kids to use. (I know that's not what your suggesting, I'm just painting a picture as to why the county hasn't installed a park pre-development.)

Again, I've passed your concerns along to planning staff and they will be aware when the next chunk of development comes forward. I can confirm that the parcel owned by "Calibrex" has park amenities, walking trails, a splash pad and more coming when they start to develop. I just don't have a timeline from them.

Thanks for taking the time to chat with me and fill me in on life in your corner of Norfolk. I appreciate it and look forward to ensuring there is a park and additional entrances and exits to your subdivision when the developer comes forward to council.

Amy

Mayor Amy Martin  
Mayor  
Mayor and Council

x. 1224



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Good afternoon

We recently received the information about the Public Meeting and Application for this development. From the plan, it looks like Basswood Road, Trillium Way and Woodway Trail will be extended into the new development. Will these be the only roads into/out of the proposed development? Basswood and Trillium Way both feed into Woodway Trail, which, at the present, is the only way into or out of our development. We have been concerned since moving here in 2017 that if there was a blockage on Woodway Trail, there would be no way for us to get into or out of the area and there would be no way for emergency vehicles to service the area. Could you please clarify. Thank you.

Unfortunately, we will be out of the country on December 3 for the public meeting. Would it be possible to receive a copy of any additional information such as the Draft Plan or Planning Report so that we could review it and provide written comments prior to the meeting?

Thank you.

Carol and Robin Caulderwood

[REDACTED]

[REDACTED]

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PAGE 1 of 2

NORFOLK COUNTY  
PROPOSED PLAN OF SUBD & ZONING BY-LAW  
AMENDMENT

FILE # 28TPL 2024308 / 2NPL 2024307

RE: EFFECT OF THIS PROPOSED DEVELOPMENT  
ON THE EXISTING RESIDENTS

TO WHOM IT MAY CONCERN;

I AM A RESIDENT OF THE EXISTING  
SUBDIVISION SINCE OCTOBER 2016. MY  
MAIN CONCERN BACK THEN WAS "SAFETY"  
AND IS NOW EVEN MORE SO. YOUR  
PROPOSAL TO ADD AN ADDITIONAL 336  
RESIDENTIAL UNITS MAKE IT A TOP  
PRIORITY.

WE HAVE ONE ACCESS/EXIT ROAD INTO  
OUR SUBDIVISION AND IT IS THRU AN  
INDUSTRIAL AREA.

OUR SUBDIVISION HAS AN INORDINATE  
NUMBER OF RESIDENCES WITH MORE  
VEHICLES THEN PARKING SPACE/DRIVEWAY  
SPACE. COUPLE THE EXCESSIVE STREET  
PARKING, DELIVERY VANS, BUSES,  
AMBULANCE & FIRE TRUCK ACCESS  
AND YOUR PROPOSED CONSTRUCTION  
VEHICLES MAKE OUR SUBDIVISION  
UNSAFE.

I BELIEVE TO GO FORWARD WITH  
YOUR PROPOSAL, THE FOLLOWING NEEDS

PAGE 2 OF 2

TO BE ADDRESSED:

- A) BUILD A 2ND ACCESS/EXIT ROAD INTO OUR SUBDIVISION.
- B) BUILD A TEMPORARY CONSTRUCTION ACCESS/EXIT RD FOR CONST. VEHICLES ONLY. THIS WILL ELIMINATE HEAVY EQUIPMENT VEHICLES IN A RESIDENTIAL AREA.

SINCERELY,

D.T. EVANS.

D.T. EVANS

SIMCOE, ONT.

N3Y 0C8



DATE: November 15, 2024

TO: Clerk, Norfolk County, 50 Colborne St. S., Simcoe, ON. N3Y 4H3

CC: Fabian Serra, Planner

FROM: Land Owners,  
PLAN 37M70

RE: APPLICATION FOR A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW  
AMENDMENT, FILE # 28TPL2024308 / ZNPL2024307

As owners of property adjacent to the above noted Draft Plan of Subdivision and Zoning By-Law Plan, we are concerned that the developer has not provided any secondary exit or access to the said Subdivision from any alternate road. Presently, Donly Road South is the only road leading in or out of our subdivision. Should Donly Road South be blocked by emergency vehicles or any unforeseen circumstance, weather related or otherwise, we would not be able to get out to safety.

While a new walking trail/one-way path has recently been created to and from the Oakwood Cemetery, it should be noted that the developer assured us the property used for this trail/one-way path was designated as green space. This trail has been signed and marked as "for emergency use only" and does not provide for two-way traffic flow. It does not provide emergency evacuation access nor does it provide an additional escape route should Donly Road South be blocked or unavailable to moving traffic.

We were also assured by the developer of the existing adjacent subdivision that a SAFE play area for children would be provided. Will that said play area be included within the new plan?

We would like to know what additional plans have been made by the County to provide by-law enforcement within the new subdivision plan, when it should be noted that the by-laws of the existing subdivision for parking on boulevards, parking of trailers, motor homes and boats are not being enforced. Also, the By-laws for erecting sheds and outdoor buildings and fences are also not being enforced within the existing subdivision.

For your information, we plan to attend the public meeting on December 3rd.

**From:** [Catherine Cooper](#)  
**To:** [Mohammad Alam](#)  
**Cc:** [Fabian Serra](#); [Al Meneses](#)  
**Subject:** 28TPL2024308 / ZNPL2024307  
**Date:** Monday, November 18, 2024 8:14:02 AM  
**Importance:** High

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Good Morning Mohammad

Thank you again for providing access to the submission above. I have submitted a formal request thru the freedom of information and privacy act for all records related to this submission.

I have a number of comments/questions that will be forthcoming in the next week, and upon receipt of the complete file.

Firstly, I wish to enquire if **any other** Archeological Assessment was submitted for this application, other than the one completed by Mayer Heritage Consultants inc, date November 2008, and Executive Summary dated 2009, prepared for Planning Solutions,( 2 Irongate Drive, Paris Ontario)?

I would note that the Archeological Assessment referred to above, was not prepared for either the applicant of the agent on behalf of this current application. The report completed by Mayer Heritage Consultants was prepared for Planning Solutions. (see report)

I am the sole owner of Planning Solutions, and no request has been received from either the applicant or his agent to use, distribute, or rely upon the findings of this report, for the purposes of this current submission., and no authorization has been given. Given no request was made, I Catherine Cooper, owner of Planning Solutions Inc., do not permit the use of this report by any party , for the purposes of distribution, or reliance upon its findings, without the exclusive written permission to do so.

Please remove the Archaeological Assessment dated Nov 2008, and the executive summary dated Nov 2009, prepared by Mayer Heritage Consultant Inc, for Planning Solutions, from this submission and return them to Planning Solutions Inc.,

Given the ongoing issues with Canada Post, I would like to pick up the hard copies today of the Mayer Heritage Archeological Assessment, and the Executive Summary (prepared for Planning Solutions) you have in your possession, as they were not prepared for the applicant or his agent, and no authorization for use has been given. Please advise when I may do so.

Please confirm receipt of this request

Respectfully,

Catherine Cooper  
Planning Solutions Inc  
Owner.

**From:** [Catherine Cooper](#)  
**To:** [Fabian Serra](#)  
**Cc:** [Mohammad Alam](#)  
**Subject:** RE: 28TPL2024308/ZNPL2024307  
**Date:** Wednesday, November 20, 2024 12:22:30 PM

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Hello Fabian,

Can you advise if the submission of the Environment Impact Statements (Phase 1 & 2 ) was a requirement as part of a complete application for the above?, and if the reports submitted are owned entirely by the applicant.

I note that the Phase 1 & 2 reports in the file, completed by Dougan & Associates were prepared for Zitia Group. Zitia Group is not the owner of the subject lands.

In addition, I would note that these reports are 16 and 15 yrs old respectively, and i would question the validity of the findings in an environmental assessment done over 16 years ago for the purposes of evaluating the impacts to the environment in a 2024 submission.

I look forward to your reply.

Catherine Cooper  
Planning Solutions Inc.

**From:** [Catherine Cooper](#)  
**To:** [Fabian Serra](#)  
**Cc:** [Al Meneses](#); [Mohammad Alam](#); [Olivia Davies](#); [REDACTED]  
**Subject:** IMPROPER SIGNAGE POSTING  
**Date:** Wednesday, November 13, 2024 1:47:09 PM  
**Importance:** High

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Fabian,  
Further to my emails below please note:

I was in Simcoe today and take note of the attached photo of a sign being posted on Decou Road, directly in front of the entrance to 227 Decou Road. The Owner of this property is 2177546 Ontario Inc. The sign reads...**AN APPLICATION HAS BEEN RECEIVED AFFECTING THESE LANDS....** I would draw to your attention that this application in fact does NOT affect these lands, and no application has been submitted for these lands. The posting of this sign at this location is improper, misleading and must be removed immediately. It misleads the public at large and wrongfully represents the interest of this landholding. Please take the necessary steps to remove the sign TODAY and please confirm its removal when complete.

I have copied Mr. Peter Labiris, President of 2177546 Ontario Inc, and owner of the subject lands on this email, and provide this email at his direction as owner of the lands this sign purports to be subject of this application.

Regards.

Catherine Cooper  
Planning Solutions Inc.  
LANDD Consulting Group.

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**From:** Catherine Cooper [REDACTED]  
**Date:** Wednesday, November 13, 2024 at 12:27 PM  
**To:** Fabian.Serra@norfolkcounty.ca <Fabian.Serra@norfolkcounty.ca>  
**Cc:** Al.Meneses@norfolkcounty.ca <Al.Meneses@norfolkcounty.ca>, Mohammad Alam <Mohammad.Alam@norfolkcounty.ca>, Olivia Davies



<Olivia.Davies@norfolkcounty.ca>

**Subject:** Re: Application # 28TPL2024308

Hello Fabian.

Following up on my email below, and the 3 voice mail messages I have left. I have not heard back from you in this regard. When calling, your line goes directly into voicemail. I have also left a message today with Mr. Alam.

I am urgently in need of the detail of this application along with all supportive documents, that have satisfied the requirements of a “complete application” as defined, for the above noted application.

I would note this was accepted and entered on August 30<sup>th</sup>, 2024. My urgency stems from section 51(34) of the planning act and failure to make a decision within 180 days. It appears, the application has been received as complete and entered, and therefore the municipality is soon reaching 90 days after accepting, and yet there is absolutely no information provided online or available for the general public to review and participate.

***Excerpt from Ontario Planning Act, R.S.O.***

***Appeal to O.M.B.***

***51(34) If an application is made for approval of a plan of subdivision and the approval authority fails to make a decision under subsection (31) on it within 180 days after the day the application is received by the approval authority, the applicant may appeal to the Municipal Board with respect to the proposed subdivision by filing a notice with the approval authority, accompanied by the fee prescribed under the Ontario Municipal Board Act, 1994, c. 23, s. 30; 1996, c. 4, s. 28 (6); 2004, c. 18, s. 8.***

With the greatest respect, I would like to be provided a copy of the complete submission, along with all agency comments, staff reports, public meeting dates, proposed neighbour meetings, etc. Given the timeline that has already passed, it is urgent I receive at the soonest possible time. I am willing to attend the county offices today to pick up.

By way of copy of this email to Mr. Mohammad Alam, and Mr. Al Meneses, I am hopeful we can coordinate some reply to my request, in an expedited manner.

I would note that I previously had made ongoing requests to staff about an application on these lands and was told no such submission existed. I also made verbal requests to be notified immediately upon acceptance of any submission as a complete application. I only became aware of this application by visiting your website by chance and noticed the application on your mapping. I was never made aware by staff.

Thank you in advance for your attention in this regard.

Catherine Cooper  
[REDACTED]

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**From:** Catherine Cooper <[REDACTED]>  
**Date:** Monday, November 11, 2024 at 11:56 AM  
**To:** Fabian.Serra@norfolkcounty.ca <Fabian.Serra@norfolkcounty.ca>  
**Subject:** Application # 28TPL2024308

Hello

I recently became aware of the above noted Draft Plan application (28TPL2024308) to your office.

Please accept this as formal request for a copy of the complete submission, all reports, documents etc. at the soonest possible opportunity.

I would also make this formal request to be on the mailing list for all further reports, submissions, public meeting notifications, etc. related to this submission.

My contact information is  
Catherine Cooper  
[REDACTED]

Please confirm you have received this request, and that i will be added to the public notification list.

Thank you in advance for your reply and confirmation.

Respectfully,

Catherine Cooper.

**From:** [Catherine Cooper](#)  
**To:** [Mohammad Alam](#); [Fabian Serra](#)  
**Cc:** [Al Meneses](#)  
**Subject:** 28TPL2024308/ZNPL2024307  
**Date:** Wednesday, November 20, 2024 11:57:48 AM  
**Attachments:** [Screenshot 2024-11-18 at 6.47.07 AM.png](#)  
[LRO 37 - Parcel Register \(PIN 50236-0929\) - OrderID 6330121 \(1\).pdf](#)  
[section from PA regulation requiring archaeological.png](#)  
[20241106 - 28TPL2024308\\_ZNPL2024307 - NCA.pdf](#)  
[elaws\\_regs\\_060544\\_ev001.doc](#)  
**Importance:** High

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Mohammad.

Following up on my review of the submission above, and our discussion regarding the Archeological Assessment and Executive Summary (Mayer Heritage for Planning Solutions) submitted as part of the complete application for the above. As the report was prepared for my firm, and no request has been made to Planning Solutions for use of this report, I have formally requested the report be stricken from the record and removed from the file. Your staff did return the print copies the county held, to me, and i appreciate that. Can you please confirm that this report has been removed from the submission?

You had asked who i was representing in my questions and concerns. For clarity, i am representing the interests of Planning Solutions Inc. In addition, i have been contacted by members of the Woodway Trails Community group, for my input/assessment of the applications.

I did want to note a couple of technical items that i feel should warrant a review of the submission and reconsideration as to whether it meets the criteria outlined in the Planning Act, as a complete application.

1. The application form in the file lists the owner of the subject lands as 2156083 Ontario Inc.. [REDACTED] signed and certified on the application form that 2156083 Ontario Inc. is the owner of the subject lands. Please see attached a title search which confirms in fact, that 2156083 is NOT the owner of the subject lands. The lands are owned by 2177545 Ontario Inc., and entirely separate corporation, although the same individual holds 100% shares in each of the 2 corporations, the actual owner is 2177545 Ontario inc. (not [REDACTED] not 2156083 Ontario Inc.) ( see attachments ) Schedule 1, of Ontario regulation 544/06 requires that the OWNER of the property be listed on the application form. This was not provided. I believe this invalidates the application as submitted.
- 2 With the removal of the Mayer Heritage Consultants Archaeological Assessment,

prepared for Planning Solutions Inc., the applicant will need to (or may have already) submit a new Archaeological Assessment. I would draw your attention to Ontario reg 544/06 , Schedule 1, of the Planning Act, (see attached ) which reads, as part of the requirements for a complete application:

- 23. *Whether the subject land contains any areas of archaeological potential.*
- 24. *If the plan would permit development on land that contains known archaeological resources or areas of archaeological potential,*
  - a. *an archaeological assessment prepared by a person who holds a licence that is effective with respect to the subject land, issued under Part VI (Conservation of Resources of Archaeological Value) of the Ontario Heritage Act; and*
  - b. *a conservation plan for any archaeological resources identified in the assessment.*

The Planning Act stipulates, that if the subject lands contain any areas of archaeological potential, an assessment and a conservation plan are to be submitted **at the time of application**. If no new report has been provided ,as of the Oct 15, 2024 acceptance date, again, the failure to provide would invalidate this submission as a complete application.

3        The notice requirements under the act, require a description of proposed land uses in the application. The Notice circulated (attached) identifies the proposed subdivision to consist of 336 dwellings consisting of 140 single family units and 196 street towns. Upon review of the file in your offices, i was surprised to learn that the application also includes condominium blocks, (mid rise or townhouses), as well as semi detached units. These were not outlined or described in the Public Notice, which is a requirement of the planning act. No mapping was provided about location of proposed uses, or any description of what the 6 “parts” are as identified on the air photo image map. I believe the adjacent property owners are entitled to know in advance of the public meeting, what is proposed in this application, and the Public Notice fails to do that. I can confirm that some homeowners in the community were quite surprised to hear of condo (mid-rise) in the application as submitted, because the public notice makes no mention of it at all.

For the above reasons, i would request that staff re-evaluate the accuracy of the application filed, the completion of the requirements of Ontario Reg 544/06, to meet the requirements of a “complete application”, and the notice requirements outlined in the Planning Act. I believe for these 3 identified issues, the application as submitted is incomplete, and the public meeting should not be held, as the requirements of the Planning Act, have not been met.

I look forward to your reply.

Catherine Cooper  
Planning Solutions Inc.

Nov. 29, 2024

To Whom It May Concern

Absolutely No to more housing!

We're told to cut our water usage by 10% so how is building 336 more homes going to affect our water problem?

These homes may have 336-672 toilets, 1008 sinks or more and probably 672 outdoor taps.

Will this lower our outlandish water bills? No!

Will this reduce our high tax on our homes? No!

Who will profit, of course the developer, and builder and also the Indian immigrants because they can afford them.

Indians have a habit of crowding more than one family into a home which means even more water usage.

Also don't forget the traffic and garbage that will be created.

Sincerely

M. Slade

P.S. "Norfolk County" does not work! It's too costly and is one of the worst places to live. The neighbors I've talked to agree. Give me back the town of Simcoe.

Marlene Slade

Simcoe ON N3Y 0C8



**From:** [M Strawbridge](#)  
**To:** [Fabian Serra](#)  
**Subject:** Query about Woodway Trails Phase 3 - reference 28TPL2024308  
**Date:** Sunday, December 15, 2024 6:31:48 PM

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Dear Mr. Serra,

I hope you had a nice weekend. I have received the information on the new phase of this subdivision mentioned above. We reside at [REDACTED] I am not seeing a road out of the subdivision for this phase of construction, not out to Decou nor exiting out to Ireland Road or an extension of Woodway Trail exit. There is currently only one exit/entrance to this subdivision. I am very worried about the amount of traffic that this is going to cause with construction and when residents begin to move here. This is unsafe. Most of that phase will need to exit out through Trillium Way to Donly/Woodway Trail, this is way too much traffic for one residential street.

The other concern I have is the forest, it appears that large sections of the new plan involve the removal of the trees in areas of that forest, which I thought was conservation area. Along with the fact that we will no longer have any access to the trail systems according to this plan.

Has this already been approved to proceed? I don't understand how this traffic concern has not been addressed.

I look forward to your response, thank you, Margaret Burnes Strawbridge - [REDACTED]  
[REDACTED]

**From:** [Beckiee R](#)  
**To:** [Fabian Serra](#)  
**Subject:** woodway trails phase 3 reference 28TPL2024308  
**Date:** Monday, December 16, 2024 5:12:04 PM

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[You don't often get email from [REDACTED]  
[REDACTED]

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I don't approve at all of the building on woodway trail there is no reason why you need to build there at all. All it is going to do is make our very quiet and peaceful neighbourhood full of people, noise and lot of traffic all things are very unnecessary. Find somewhere else to build no one wants this in the whole neighbourhood.

**From:** [Carolyn Bedell](#)  
**To:** [Fabian Serra](#); [Councillor Alan Duthie](#)  
**Subject:** Woodway Trails - Draft Plan Application 28TPL2024308  
**Date:** Sunday, January 5, 2025 1:18:34 PM

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Hello, I have concerns regarding the new development in Woodway Trails Subdivision; specifically, my concerns relate to:

1. Current single entry-point to the subdivision for all residents
2. Impact to residents due to higher traffic volumes on existing side streets

Please ensure that roads be extended to Decou as well as to Ireland Road BEFORE construction begins of the new portion of Woodway Trails subdivision. These roads should be used specifically by construction vehicles initially, and offer alternative entrance and exit points for the whole subdivision. It is not acceptable to ask residents to wait several more years until the former hub-lands are developed in order to offer additional entrances/exits. Please ensure that there is negotiation with the Calibrex developer to the south to have the roads built BEFORE construction of the new subdivision begins.

Also, I have concerns about traffic volumes on existing side streets that were never intended to be major routes. If we use simple math that each of the new 353 units would have a minimum of two vehicles. That is 706 vehicles. If we assume each condo building is 8 storeys with 10 units per floor with each unit having two vehicles that is 160 x 3 or 480 additional vehicles. The total is well over 1100 additional vehicles to access this new part of the subdivision - all using existing side streets to enter and exit that portion of the subdivision.

I am not against development of housing - we need it! I implore you to use common sense in the planning and not severely impact existing residents in the process.

Finally, if one of the 3 condo buildings were to be Retirement Apartments for Seniors, it would help that demographic in our county as well.

Kindest Regards,

Carolyn Bedell  




**From:** [REDACTED]  
**To:** [Fabian Serra](#)  
**Cc:** [duthie.alan@norfolkcounty.ca](mailto:duthie.alan@norfolkcounty.ca)  
**Subject:** Woodway Trails Development Concerns  
**Date:** Thursday, December 19, 2024 8:43:33 PM

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You don't often get email from [bjbu@eastlink.ca](mailto:bjbu@eastlink.ca). [Learn why this is important](#)

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Greetings,

Our names are Brent and Kara Buchwald. We live at [REDACTED]  
I am writing today to express my concern with the proposed Woodway Trail development.

There is only one access to our subdivision (Donly Drive). I am concerned about the increased traffic that will be introduced with increased residences. If Donly is blocked for any reason, I am concerned that police, fire and/or ambulance will be unable to respond. I realize that this is currently the situation, however an increased population greatly increases the probability of this scenario. Much of the Donly Drive access is unlit. I often have concerns for the safety of the many residents who use this street on bicycles and electric scooters. I recognize that an access has been added to the Oakwood Cemetery, but I am unsure of who is permitted to use that as it is barricaded and unlit.

I am eager to hear/read your response to this concern.

Brent Buchwald  
[REDACTED]

**From:** [Kerry Bushell](#)  
**To:** [Fabian Serra](#)  
**Subject:** Woodway Trails  
**Date:** Tuesday, January 7, 2025 11:32:30 AM

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My concern, as a resident of the existing homes in the Woodway Trails Subdivision, is with regards to the proposed new construction which is supposed to begin soon and the construction vehicles going through this survey. There should be a service road or additional road installed so the construction vehicles do not go through the already built up area so that there is minimal disruption to residents and less congestion in these areas , especially with regards to the number of children in the subdivision.

Kerry and Elaine Bushell  
[REDACTED]

**From:** [Lynn Clare](#)  
**To:** [Fabian Serra](#)  
**Subject:** Subject File 28TPL2024308/ZNPL2024307  
**Date:** Monday, December 23, 2024 2:46:33 PM

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Dear Planning Committee/City Council Members

Subject: Concerns Regarding Proposed Development and Community Safety

I am writing regarding the Public Meeting scheduled for January 7, 2025, and the application for the proposed development that is currently only accessible via Woodway Trail and Trillium Way. This development raises serious concerns for our community, as it proposes an additional 336 dwellings without addressing critical safety and infrastructure issues.

Currently, our neighborhood has only one point of access via Donly Drive South. Adding hundreds of new dwellings without creating additional egress routes significantly increases the risk of harm or death during emergencies such as fires, gas leaks, or natural disasters. This is a longstanding concern for residents, and the proposed development exacerbates this issue.

Furthermore, our community streets were not designed to handle the heavy construction vehicles—such as haulers, belted dozers, and other equipment—that will be required during the construction phase. Prolonged use of these streets by such vehicles will likely lead to structural damage and increased safety hazards.


Another critical concern is the safety of our children. Our streets are currently used by children playing, riding bicycles, and running around. The anticipated increase in traffic, particularly with the presence of construction vehicles, poses a significant danger to their well-being.

For these reasons, I strongly urge the planning committee to address and resolve these concerns before any development proceeds. Ensuring additional egress routes, mitigating construction-related risks, and prioritizing the safety of residents—especially children—must be the top priorities for this project.

Thank you for considering these issues seriously. I look forward to the opportunity to attend the Jan7th meeting and how these issues will be addressed..

Sincerely,

Marilyn Clare

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes or dates that might have been present.

**From:** [Jim Swire](#)  
**To:** [Fabian Serra](#)  
**Cc:** [Carol Caulderwood](#); [Lynn Clare](#)  
**Subject:** Application for a Draft Plan of Subdivision WOODHOUSE CON 5 PT LOTS 2, AND 3 RP 37R10090 PART 2 PT, PART 1  
**Date:** Tuesday, December 3, 2024 8:05:16 PM

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Mr Fabian Serra

File number: 28TPL2024308 / ZNPL2024307

Roll Number: 3310401015387150000

Location: WOODHOUSE CON 5 PT LOTS 2, AND 3 RP 37R10090 PART 2 PT, PART 1

Applicant and Agent: G. DOUGLAS VALLEE JOHN VALLEE 2 TALBOT STREET NORTH Simcoe On N3Y 3W4

Sir:

As outlined in the Notice of Public Meeting And Complete Application:

We are current residents on Donly Drive South Simcoe On and wish to be put on record that we have numerous questions and concerns about the proposed development of lands located at WOODHOUSE CON 5 PT LOTS 2, AND 3 RP 37R10090 PART 2 PT, PART 1.

Our questions and concerns are as follows:

1. Our current subdivision has only one ingress and egress to enter and exit the subdivision. Is the County of Norfolk going to construct a second egress to compensate for the additional traffic and heavy construction equipment?
2. The current water retention pond is shallow and during times of heavy rainfall the pond swells and standing water occurs. Will the drainage and grading plans illustrate where and how the additional ground water will not cause flooding and additional standing water? Are there provisions for 100 year storms?
3. Is there going to be a walking path for the residents of the current subdivision to access the L.E. & N TRAIL E & N walking trail that runs west of the proposed subdivision?
4. Park, play area for the children. Will there be provisions made for a play ground for the children of the area?
5. Will the Site Plan Agreement address the construction dust, road dirt and construction noise?
6. Starting Date for the construction of the new subdivision?

We will be attending the January 7, 2025 meeting and trust these concerns will be addressed.

January 6<sup>th</sup>, 2025

Mayor Amy Martin, and member of County of Norfolk Council, Planning Advisory Committee

RE: Application 28TPL 2024308 & ZNPL2024307  
2156083 Ontario Inc./ G Douglas Vallee Limited.

2177546 Ontario Inc is the owner of the land parcel to the south of the proposed development. I, Peter Labiris, am the sole shareholder of 2177546 Ontario Inc.

I have no objection to these lands being developed in a proper and well thought out development plan that takes into consideration the needs of the immediate neighbourhood, the community and the overall community node for this area.

The proposal as submitted shows 3 direct access points onto the lands which my company owns. There has been no contact by either the applicant or any of his agents with me or any of my agents to discuss the merits or viability of the road patterns proposed. I have not been able to get copies of any of the studies provided in support of the application. No attempt by the applicant or his agents at any level has occurred to discuss the logical inter-development discussions that must occur before any consideration of the proposed plan can be taken seriously.

I cannot agree to the access points to my lands as proposed. The applicant will need to find alternative routes for additional road access to the subject lands if they wish to proceed with what is proposed. Until proper professional dialogue occurs that engages all the development interests in this corridor of development in southeast Simcoe., I cannot support the proposed road extensions in those locations, on to my landholding.

To ensure a complete community, the municipality must consider future proposed development applications and additional consultation is required with the adjacent landowner as consideration for development plans of adjacent land is underway.

Respectfully submitted



Mr. Peter Labiris  
President  
2177546 Ontario Inc.



**From:** [Liane Varga](#)  
**To:** [Fabian Serra](#)  
**Cc:** [Councillor Alan Duthie](#)  
**Subject:** Woodway trail subdivision expansion  
**Date:** Sunday, January 5, 2025 10:10:28 AM

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[Some people who received this message don't often get email [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Serra,

Re: 28TPL2024308

I live at [REDACTED] in Simcoe and have some concerns over the proposed expansion of our subdivision. I did not receive the notification from the county of this expansion.

My concerns include:

- 1) construction traffic in the subdivision if no new roads are put in- the ONLY road into the subdivision (Donly) is already very busy but the introduction of construction vehicles would definitely negatively impact those of us that already live there,
- 2) Donly is already very busy servicing the current homeowners. If new roads into this expansion are not done, traffic in and out of the subdivision will be a challenge,
- 3) Without an additional homeowner access in and out puts us at risk in the event of an emergency,
- 4) parking in the neighbourhood is already a challenge, so additional vehicles from construction workers will increase this issue,
- 5) there is a need for a park in the development for all the children in the neighbourhood and,
- 6) I am concerned that if this expansion is not done with all these concerns addressed, I am concerned about a negative impact to property values.

Thank you,

Liane Varga

Sent from my iPhone

**From:** [Chad Cail](#)  
**To:** [Councillor Alan Duthie](#); [Councillor Doug Brunton](#); [Fabian Serra](#)  
**Subject:** Woodhouse Concession 5, Part Lots 2 and 3, RP 37R1009  
**Date:** Tuesday, October 14, 2025 9:31:40 PM

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I wanted to share the below letter with you. I will also drop off a copy tomorrow or Thursday to the Clerk at 50 Colborne St South, to file as well.

I believe I also have a teams meeting setup with Fabian Thursday at 10am.

We received the notice today of the changes and wanted to make sure I get the item filed.

**Chad Cail**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Date:** Oct 14, 2025

**To: Clerk**

Norfolk County

50 Colborne St South

Simcoe, Ontario N3Y 4H3

**Subject:** Objection to Draft Plan of Subdivision / Zoning Amendment

**File No.:** 28TPL2024308 / ZNPL2024307

**Location:** Woodhouse Concession 5, Part Lots 2 and 3, RP 37R10090

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Dear Planning Department / Clerk,

I am writing to formally object to the above-noted development proposal(file No). I am the holder of a registered **easement** over the affected property, which grants me ongoing access and use rights to the property in question.

I wish to make it clear that **I do not consent to the removal, alteration, or interference** with my existing easement without reasonable compensation. The easement is a legal right attached to my property, and I rely on it for access and enjoyment of the land. Any proposed development that compromises this right would **adversely affect my and my**



**family's property interests and enjoyment**, and would not be acceptable to me.

I respectfully request that Norfolk County ensure my easement remains fully **protected and accessible** in any approved plans, and that **no conditions, dedications, or changes** be approved that would extinguish or restrict this right without my express written consent.

Please record this letter as part of the **public record** for File No. 28TPL2024308 / ZNPL2024307, and notify me of any upcoming meetings, hearings, or decisions regarding this application.

Thank you for your attention to this matter.

Sincerely,

**Chad Cail**

**From:** [Lynn Clare](#)  
**To:** [Fabian Serra](#)  
**Subject:** Community Concerns with Revised Subdivision Plan Project #23-190 Dated August 6, 2025  
**Date:** Tuesday, October 21, 2025 7:56:24 PM

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Tuesday, October 21, 2025

Community Concerns with revised Subdivision Plan Project #23-190 Dated August 6, 2025

I am not writing to object to a Subdivision of part Lot 2 Concession 5. I am writing to show my concerns to the revised subdivision draft plan.

The park: in this plan the neighbour park has been reduced to less than the minimum 5% requirement. The park is a very small area and located at the far end of the development by the cemetery rather a central area, such as Block 3 a convenient space for all phases in a walkable community. The proposed park is a token sliver of green space, not a play park with swings, slides, and apparatuses for both toddlers and older children. New developments in Anderson Road Park in Brantford include all the above and a basketball net on a concrete pad, with an adjoining splash pad. The closest splash pad in Simcoe is on 281 Head St N., 4.2 KM or 9 Minutes by Car. Our community will not accept an in lieu of payment to the Norfolk county in place of a park. The county accepted that with the prior developer. We have to have a proper play area for the children in our community. The suggestion of the bordering cemetery being a play area was absurd. Block 3 is currently a designated space for an additional 60 Mid rise condos, from Low rise

The pond: The grass gravel pathway around the storm pond has never been anything but a walkway for pedestrians. At one time this walkway was on the Norfolk Trail Map. The revised plan shows two walkways to this area, not wide enough for emergency vehicles, and numerous cars. Historically the walkway and surrounding ground around the pond after a heavy rain has extremely soggy areas, and the walkway is flooded. The pond and surrounding area is home to several different species of amphibians, a resting place for various types of ducks, geese, the occasional swan, and a feeding home to rabbits, coyotes, fox, deer and raccoons. It's nature's window to several types of birds, that have their nests in the grasses around the perimeter. This pathway is totally unacceptable as an emergency exit route.

-Access and Regress - stated at the January council meeting regarding this development several members of our community voiced their concerns of only 1 way in and out via Donly Dr. S., as we have had a couple of incidents of blockage around the Woodway and Donly area. The original plan for this next development had shown 2 additional access and regress points. Now because two owners can't solve their disputes, this engineering company and one developer are ignoring all our safety issues trying to make us believe we can exist with an emergency lane through a cemetery. This is totally unacceptable. We have a serious safety issues with a blockage, heavy traffic, additional cars parked on the roads, emergency vehicles having to turn around and try to enter on another street because of parked cars. Now add an additional 495 units with 2 cars per household, without these 2 access/exit points. It is ludicrous to even image this!

Traffic Survey - submitted July 14, 2025 but when was the data collected? What times were they taken. People travel early to work, take kids to school, come home for lunch, pick up kids from school, come home from work. What are the peak times they mention because there are several. Did they calculate the additional cars of at least 2 cars per family for 495 dwellings? Numerous School buses will be coming and going through the new area for different school areas, as the current area schools are full.

Marilyn A Clare

[REDACTED]

Simcoe, ON

[REDACTED]

**From:** [David Elliott](#)  
**To:** [Fabian Serra](#)  
**Subject:** Woodway Trails development  
**Date:** Tuesday, October 21, 2025 4:40:03 PM

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## **Attention: Fabian Serra**

I will not be able to attend the meeting on November 4th but I do have some concerns about the future development. My house is located overlooking the pond at [REDACTED]

**1. Increased number of units:** The developer is seeking to increase the number of units dramatically from 336 to 495. This will greatly increase the road traffic once the development is completed. Which will also mean a greater need for parking that will further congest the roads. Currently there are many people who are parking on the streets, often on both sides resulting in only one lane for traffic. This will no doubt be the same in the new development area, as many people will have 2 vehicles and some more. Even with the attached garages many residence fail to use them for their vehicles because they are used for storage. I did not notice any additional space for off road parking.

**2. Access Road to the subdivision:** This was a main area of concern at the last meeting. The information I received has not addressed that concern raised by many people present at the meeting. It would seem to be poor planning to not include an additional access point to one of the main roads. Originally, this would have been addressed by the two developers. Since they divided the property the two of them should be responsible to fulfill the original plan for road access.

**3. Park space:** I did not notice on the plan a designated area for park space. Since so many town houses are being added there is a highly likelihood of increased young families with children. A proper amount of space needs to be made available for children to safely play, not on the roads.

**4. Mid-rise buildings or townhouses:** It appears the developer is cramming in as much as possible with a lack of concern for the livability of the residence, both present and future.

On the map it gives varies numbers as parts 1-6, but I do not see anything that indicates which phase is first and how it is going to progress. This development may take many years to complete, which will mean extra dirt and construction materials that may be blown throughout the neighbourhood. I have lived through

such developments in the past and know that developers do not always keep their work areas cleaned up of extra construction materials.

Concerned tax payer,

David Elliott

**From:** Wally Simmons [REDACTED]  
**Sent:** Tuesday, October 14, 2025 9:45 PM  
**To:** Councillor Alan Duthie <[Alan.duthie@norfolkcounty.ca](mailto:Alan.duthie@norfolkcounty.ca)>; Councillor Doug Brunton <[Doug.brunton@norfolkcounty.ca](mailto:Doug.brunton@norfolkcounty.ca)>  
**Subject:** Woodway Trails Development Plan

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Good morning

I am writing you with my concerns in regards to the revised Woodway Trail Development plan. It is my understanding that a temporary road is being built for the heavy equipment to access the development. This is unacceptable. Currently Woodway Trails has only one access road.

This is a safety issue. There has been one incident where the access was blocked by emergency services. Thankfully, the incident occurred during a “non busy period” for traffic.

The original plans for this development had a second access road that connected with Decou road. This road is a MINIMUM REQUIREMENT before any more homes are to be built.

Feel free to contact me via email or phone if you have any questions

Thank you

Wally Simmons  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED] my iPad





## SURVEY REFERENCE


PROPERTY LIMITS BASED ON  
PART 1 & PART 3,  
PLAN 37R-11505,  
BY WEST & RUSSA LTD.,  
ONTARIO LAND SURVEYORS  
DATED: 2022/C3/30

[illegible]

DATE JAN 22/24	REVIEWED BY JAN 14/25	REVISION GENERAL REVISIONS PER CLIENT DIRECTION
DATE MAY 20/25	REVIEWED BY	REVISION GENERAL REVISIONS TO HONOLULU COUNTY

## SUBDIVISION DRAFT PLAN

### TOWN OF SIMCOE

DRAWN BY DUSTIN	DESIGNED BY JAY	CHECKED BY JAY	SCALE AS SHOWN
			NOVEMBER 2023 DRAWING NO. 23-190 DP
G. DOUGLAS VALLEE LIMITED 3140 KAUAI AVENUE, SUITE 104 (916) 426-4270			

Center lots require 1.8 m additional footage to account for 3 m external side street

4.9 PARKING SPACE REQUIREMENTS FOR RESIDENTIAL USES		
	SINGLE DETACHED DWELLING	2 SPACES PER UNIT

Project Name	Project Location	Project Type	Project Status	Project Description	Project Details	Project Notes
4.9 PARKING SPACE REQUIREMENTS FOR RESIDENTIAL USES						

TOWNHOUSE DWELLINGS		2 SPACES PER UNIT	TO BE DETERMINED AT CITY DISCRETE SIGN APPLICATION
ADVERTISING SIGNAGE		SEE TOWNHOUSE UNIT	YES







## **The Corporation of Norfolk County**

### **By-Law \_\_-Z-2025**

**Being a By-Law to Amend Zoning By-Law 1-Z-2014, as amended, for property described as WOODHOUSE CON 5 PT LOTS 2, AND 3 RP 37R10090 PART 2 PT, PART 1, 112.85AC FR D, Municipally referred to as Woodway Trails.**

Whereas Norfolk Council is empowered to enact this By-Law, by virtue of the provisions of Section 34 and 36(1) (Holding) of the *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended; and

Whereas this By-Law conforms to the Norfolk County Official Plan; and

Now therefore the Council of The Corporation of Norfolk County hereby enacts as follows:

1. That Schedule A of By-Law 1-Z-2014, as amended, is hereby further amended by changing the zoning of the subject lands identified as Part 1 of the subject lands on Map A (attached to and forming part of this By-Law) from Development (D) Zone to Urban Residential Type R1-B (R1-B)(H)) with Special Provision 14.1070;
2. That Schedule A of By-Law 1-Z-2014, as amended, is hereby further amended by changing the zoning of the subject lands identified as Part 2 of the subject lands on Map A (attached to and forming part of this By-Law) from Development (D) Zone to Urban Residential Type R4 (R4)(H)) with Special Provision 14.1103;
3. That Schedule A of By-Law 1-Z-2014, as amended, is hereby further amended by changing the zoning of the subject lands identified as Part 3 of the subject lands on Map A (attached to and forming part of this By-Law) from Development (D) Zone to Urban Residential Type R6 (R6)(H)) with Special Provision 14.1104;
4. That Schedule A of By-Law 1-Z-2014, as amended, is hereby further amended by changing the zoning of the subject lands identified as Part 4 of the subject lands on Map A (attached to and forming part of this By-Law) from Development (D) Zone to Open Space (OS)(H));

Applicant: 2177545 Ontario Inc.

File Number ZNPL2024307

Report Number CDS 25-042

Assessment Roll Number 3310401015387150000

5. That Subsection 14 Special Provisions is hereby further amended by adding new Special Provision 14.1070 as follows:

14.1070 - In lieu of the corresponding provisions in R1-B Zone, the following shall apply:

In addition to the permitted uses in the R1-B Zone, the following uses shall also be permitted:

- a) Dwelling, single detached
- b) Bed & breakfast, subject to Subsection 3.4
- c) Home occupation
- d) Accessory Residential Dwelling Unit, subject to Subsection 3.2.3.

In addition to the Zone Provisions uses in the R1-B Zone, the following Zone Provisions shall apply:

Provision	R1-B
a) Minimum <i>Lot Area</i>	
i) interior lot	308 square meters
ii) corner lot	377 square meters
b) Minimum <i>Lot Frontage</i>	
i) interior lot	11 meters
ii) corner lot	13 meters
c) Minimum <i>Front Yard</i>	6 meters
i) <i>detached garage with rear lane</i>	3 meters
d) Minimum <i>Exterior Side Yard</i>	3 meters
e) Minimum <i>Interior Side Yard</i>	
i) detached garage	3 meters & 1.2 meters
ii) detached garage with a rear lane; attached garage	1.2 meters each side
f) Minimum <i>Rear Yard</i>	7.5 meters

g) Maximum building height	11 meters
<p>h) Projection of an Attached Garage</p> <p>The wall of an attached garage facing the street in an R1-B Zone shall project no more than 3.5 metres from the main front wall of the dwelling. This projection shall be measured from the wall of the garage facing the front lot line to the nearest structural element of the front wall of the dwelling facing the front lot line, including any covered porch which extends along the entire front wall of the dwelling, but excluding eaves, stairs or gutters. This provision shall not apply where:</p> <ul style="list-style-type: none"> <li>i. the front wall of the <i>dwelling</i> and the wall of the attached garage containing the opening for vehicular access do not face the same <i>lot line</i>; or,</li> <li>ii. the width of the attached garage is less than 60 percent of the width of the <i>dwelling</i>.</li> </ul>	

7. That Subsection 14 Special Provisions is hereby further amended by adding new Special Provision 14.1103 as follows:

In addition to the permitted uses in the R1-B Zone, the following uses shall also be permitted:

- a) Group Townhouse
- b) Stacked Townhouse
- c) Street Townhouse
- d) Semi-detached, duplex, tri-plex, and four-plex dwellings provided they are located on the same lot with, and in accordance with the Zone provisions of group townhouse
- e) Home Occupation
- f) Accessory Residential Dwelling Unit, subject to Subsection 3.2.3.

14.1103 In lieu of the corresponding provisions in the R4 Zone, the following shall apply:

Provision	Street Townhouse (per unit)	Group Townhouse Stacked Townhouse
a) Minimum <i>Lot Area</i>		
i) attached garage	156 square meters	195 square meters
ii) corner lot	243 square meters	195 square meters
iii) detached garage	162 square meters (access via rear lane)	215 square meters
b) Minimum <i>Lot Frontage</i>		
i) interior lot	6 meters	30 meters
ii) corner lot	9 meters	30 meters
iii) corner lot accessed by a rear lane	6 meters	
c) Minimum <i>Front Yard</i>		
i) attached garage	6 meters	6 meters
ii) detached garage or rear yard parking	1.5 meters	1.5 meters
d) Minimum <i>Exterior Side Yard</i>		
i) with a 6 meter front yard	3 meters	3 meters
ii) with a 1.5 meter front yard	1.5 meters	1.5 meters
e) Minimum <i>Interior Side Yard</i>	1.2 meters	1.2 meters
f) Minimum <i>Rear Yard</i>		
i) attached garage	6.5 meters	6.5 meters
ii) detached garage	13 meters (access via a rear lane)	7.5 meters



	including half of the lane)	
g) Minimum Separation between townhouse dwellings	2 meters	2 meters
h) Maximum Building Height	14 meters	14 meters
i) Setback from Mutual Side Lot Line  Notwithstanding the required side yard, on a mutual side lot line separating two (2) attached townhouse units, no interior side yard is required where the walls are joined, where the walls are not joined, a 1.2 metre side yard shall be required.		
j) Maximum Units in a Townhouse Dwelling  No more than eight (8) dwelling units shall be located in a townhouse dwelling.		

8. That Subsection 14 Special Provisions is hereby further amended by adding new Special Provision 14.1104 as follows:

14.1104 In lieu of the corresponding provisions in the R6 Zone, the following shall apply:

In addition to the permitted uses in the R6 Zone, the following uses shall also be permitted:

- e) Dwelling, apartment
- f) Home occupation
- g) Retirement home
- h) Street townhouse
- i) Group townhouse

14.1104 In lieu of the corresponding provisions in the R6 Zone, the following shall apply:

Provision	R6
a) Minimum <i>Frontage</i>	30 meters
b) Minimum <i>Front Yard Frontage</i>	3 meters

c) Minimum <i>Exterior Side Yard</i>	3 meters
d) Minimum <i>Interior Side Yard</i>	3 meters
e) Minimum <i>Rear Yard</i>	9 meters
f) Maximum <i>Building Height</i>	Eight (8) Storeys
g) Maximum <i>Floor Area Ratio</i>	i) Four (4) <i>storey building</i> 0.72 ii) Five (5) <i>storey building</i> 0.79 iii) Six (6) <i>storey building</i> 0.86 iv) seven (7) <i>storey building</i> (0.93) v) eight (8) <i>storey building</i> 1
h) For Apartment Dwellings Three (3) storeys or less  Notwithstanding the provisions in Subsubsection 5.6.2, <i>apartment dwellings</i> three (3) <i>storeys</i> or less shall use the Urban Residential Type 5 (R5) Provisions.	

Section 5.6.3 – Step back of Upper Floors, shall not apply.

Section 5.6.4 – Angular Plane, shall not apply.

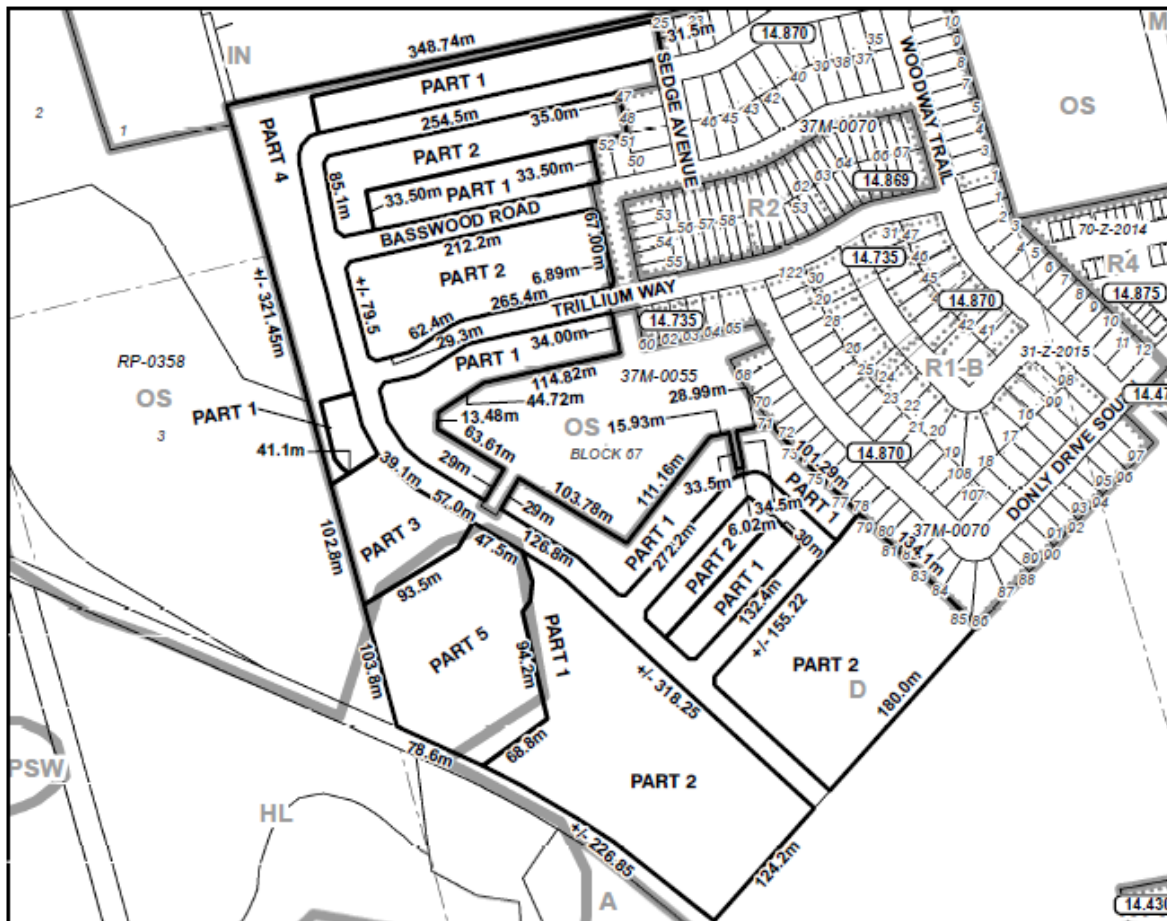
8. That the holding (H) provision of this By-Law shall be removed upon the registration of a Draft Plan of Subdivision agreement to the satisfaction of the General Manager of Community Development (or designate) which shall include, but not limited to, confirmation by the General Manager of Environmental & Infrastructure Services (or designate).
9. That the effective date of this By-Law shall be the date of passage thereof..

Enacted and passed this TBD.

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Mayor: A. Martin



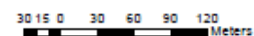


#### **Subject Lands**

(H) - Holding	PWW - Provincially Significant Wetland Zone
A - Agricultural Zone	R1-A - Residential R1-A Zone
D - Development Zone	R1-B - Residential R1-B Zone
MI - General Industrial Zone	R2 - Residential R2 Zone
HL - Hazard Land Zone	R3 - Residential R3 Zone
N - Neighbourhood Institutional Zone	R4 - Residential R4 Zone
OS - Open Space Zone	



1:5,000



This is MAP A to Zoning By-law \_\_\_\_\_ Passed the \_\_\_\_ day of \_\_\_\_\_

Mayor

Clerk

**Explanation of the Purpose and Effect of  
By-Law \_\_-Z-2025**

This By-Law affects a parcel of land described as WOODHOUSE CON 5 PT LOTS 2, AND 3 RP 37R10090 PART 2 PT, PART 1, 112.85AC FR D, Municipally referred to as 227 Decou Road.

The purpose of this By-Law is to change the zoning on the subject lands is to change the zoning of the subject lands from Development Zone to Urban Residential Type 1 with a Holding (R1-B) (H), Urban Residential Type 4 with a Holding (R4) (H), Urban Residential Type 6 (R6) (H) and Open Space (OS) Zone across multiple parts as indicated in Map A within this By-Law. The By-Law also establishes Special Provision 14.1070, 14.1103 and 14.1104 on the subject lands that allows for various lot provision adjustments to facilitate the proposed Draft Plan of Subdivision through Application 28TPL2024308.

A holding “(H)” provision is being placed on the zoning on the subject lands to ensure that the Owner has provided accepted engineering drawings to the satisfaction of the General Manager of Environmental and Infrastructure Services (or designate). The Holding Provision on the subject lands is to be lifted, through the clearance of all draft plan of subdivision conditions, final plan review and entered into a Draft plan of Subdivision Agreement that has been executed and registered on title.





## Woodway Subdivision

### Planning Justification Report

Official Plan & Zoning Amendment

Project #23-190

August 6, 2025



**vallee**

*Consulting Engineers,  
Architects & Planners*



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### Introduction

G. Douglas Vallee Limited has been retained by 2177545 Ontario Inc. to apply for a Draft Plan of Subdivision and a Zoning Bylaw Amendment on a property located in the urban area of Simcoe, Norfolk County.

The draft plan application is required to facilitate the development of a 495-dwelling residential subdivision, as shown in Appendix A. It is important to note that the subject lands are currently zoned and designated for residential development. The updated draft plan of subdivision will result in a more efficient and compact residential development, while the zoning bylaw amendment is required to implement the necessary zoning provisions. As shown in Appendix B, the zoning bylaw amendment application is seeking to permit the following zoning provisions:

- **Part 1**
  - Change the existing zone from Development to Urban Residential Type 1 (R1-B) with a special provision to permit reduced lot and yard provisions to implement a more efficient lot fabric.
- **Part 2**
  - Change the existing zone from Development to Urban Residential Type 4 (R4) with a special provision to permit reduced lot and yard provisions to implement a more efficient lot fabric.
- **Part 3**
  - Change the existing zone from Development to Urban Residential Type 6 (R6) with a special provision to add street and group townhouse dwellings as a permitted use in the R6 zone.
- **Part 4**
  - Change the existing zone from Development to Open Space (OS) to facilitate the establishment of a community park.
- **Part 5**
  - Hazard Land (HL) zone to remain.
- **Note: A full zoning review is provided later in this report. A draft by-law has been included at Appendix F for review and consideration by Norfolk County Staff.**

Approval of these applications would provide much-needed housing options to Norfolk County residents, including a variety of housing types, such as single-detached dwellings, street townhouse dwellings, and a block for the future construction of a mid-rise building.

This planning justification report provides planning support to Norfolk County staff and Council when considering the application for a Draft Plan of Subdivision and Zoning Bylaw amendment on the subject lands.

### Site Description

The subject lands are located west of the existing Woodway Trail subdivision at the dead ends of Woodway Trail and Basswood Road in the serviced urban area of Simcoe. The development area is approximately 20.68ha and is currently vacant. The property is bordered to the north by Oakwood Cemetery, to the east by existing low-density residential development, to the south by future development lands and to the west by open space and the Simcoe wastewater treatment facility.

The property is not located within a wellhead protection area and has been predominately cleared of all vegetation – except for the hazard land area.

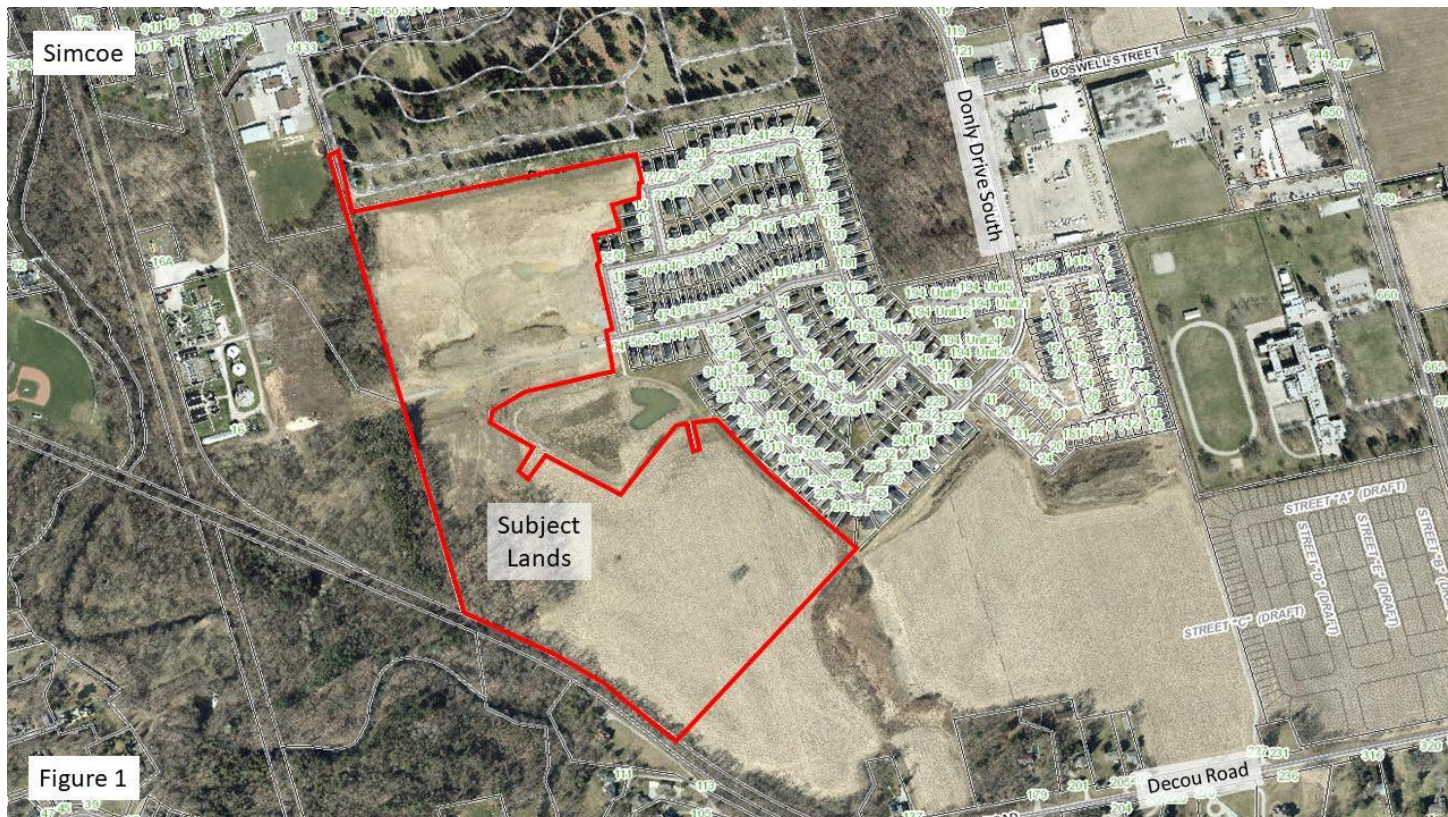


Figure 1: Location of subject lands



## Existing and Surrounding Uses

The property is designated Urban Residential and Hazard Land on Schedule B-15 of the Norfolk County Official Plan and zoned Development and Hazard Land on Schedule A-28 of the Norfolk County Zoning Bylaw. Surrounding lands uses include:

The subject lands are surrounded by a variety of land uses:

### North

- Park and open space - Oakwood Cemetery
- Oakwood Public School

### East

- Previously completed phase of the subdivision
- Major institutional (Sprucedale Youth Centre)
- Protected industrial area

### South

- Vacant residential lands
- Low-density residential development
- Rural residential development
- Agricultural lands

### West

- Provincially Significant Wetlands
- Major Public Infrastructure (Sewage treatment)
- Hazard lands and open space

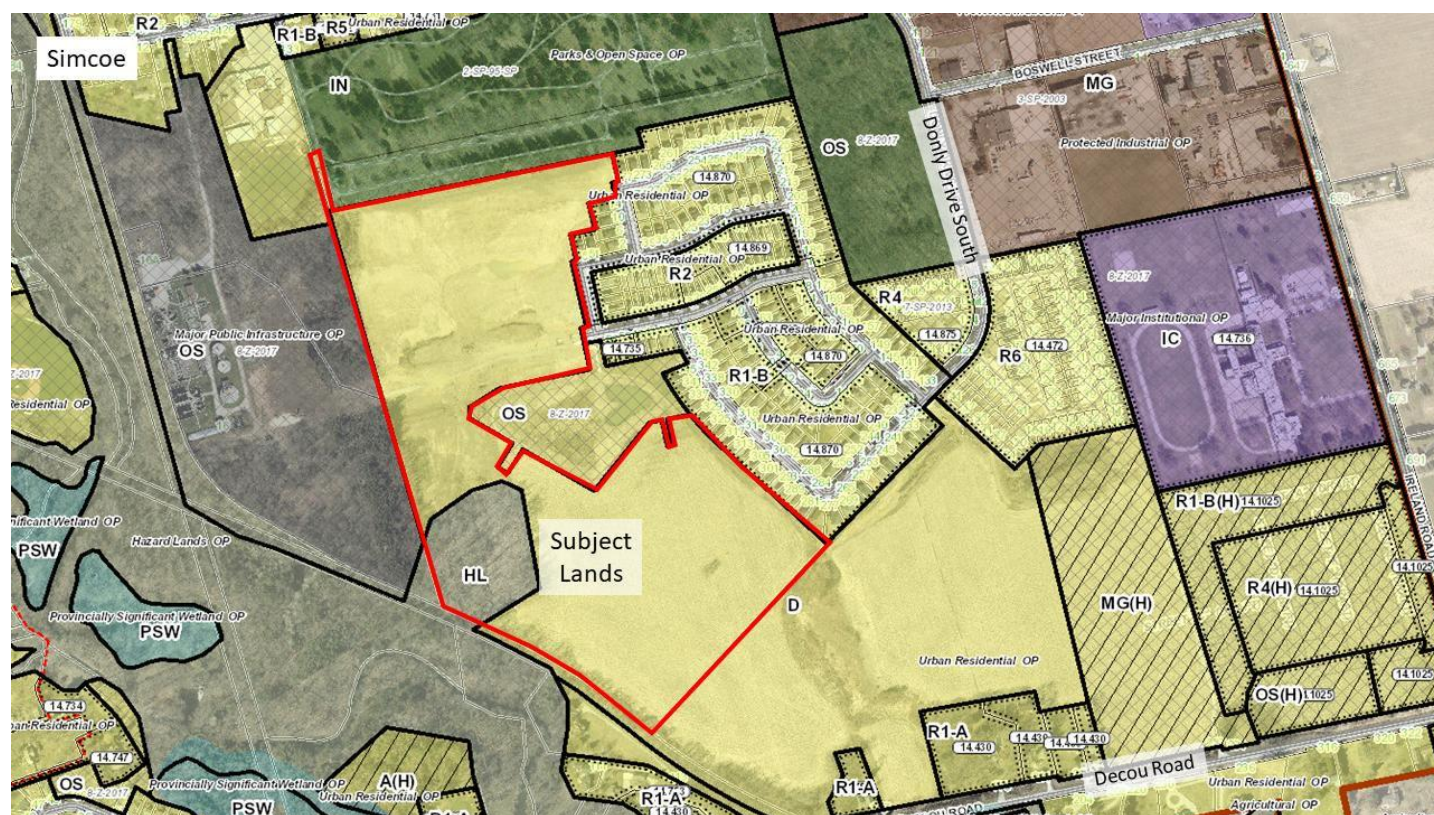


Figure 2: Adjacent land uses





At this time, the condominium/townhouse blocks are conceptual. An accurate unit count and site design for these blocks will be developed through the site plan/condominium processes. The proposed zoning bylaw amendment will apply the necessary land use permissions to facilitate future development.

The development of these lands was initially proposed as a subsequent phase of the already built-out portion of the adjacent Woodway Trails subdivision. The proposed updated draft plan for these lands will provide a more compact form of development with a variety of different housing types. The updated design will result in a more efficient use of the land while providing a greater variety of housing options for the citizens of Norfolk County.

### Zoning Bylaw Amendment

As outlined above, the proposed zoning bylaw amendment is required to apply the appropriate zoning provisions to the subject lands to permit these forms of development. While the lands are currently designated and zoned to permit residential use, the proposed amendment would enable more efficient use of the lands through reduced zone provisions and permitting alternative forms of housing.

As shown in Appendix A and B, the following is a review of the zone provisions for Parts 1-3. Part 4 will be rezoned from Development (D) to Open Space (OS) and Part 5 will maintain the existing Hazard Land (HL) zone.

Part 1 – R1-B with Special Provision			
Provision	Required	Proposed	Comments
5.1.1 Permitted Uses	<ul style="list-style-type: none"> <li>Dwelling, Single detached</li> <li>Bed and Breakfast</li> <li>Home Occupation</li> <li>Accessory Residential Dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>Dwelling, Single detached</li> <li>Bed and Breakfast</li> <li>Home Occupation</li> <li>Accessory Residential Dwelling unit</li> </ul>	<p>No additional uses are being requested.</p> <p>The application of the R1-B zone will facilitate the future construction of single detached dwellings.</p>
5.1.2 Zone Provisions	<ul style="list-style-type: none"> <li>interior Lot – 360m<sup>2</sup></li> <li>corner Lot – 450m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>interior Lot – 308m<sup>2</sup></li> <li>corner Lot – 377m<sup>2</sup></li> </ul>	<p><b>Proposed Amendment</b></p> <p>The reduced lot area will allow for more efficient use of development land within the serviced urban area of Simcoe. This will help encourage complete and walkable communities.</p>
a) minimum lot area			
b) minimum lot frontage	<ul style="list-style-type: none"> <li>interior Lot – 12.0m</li> <li>corner Lot – 15.0m</li> </ul>	<ul style="list-style-type: none"> <li>interior Lot – 11.0m</li> <li>corner Lot – 13.0m</li> </ul>	<p><b>Proposed Amendment</b></p> <p>The reduced lot frontages will allow for more efficient use of</p>



			development land within the serviced urban area of Simcoe. This will help encourage complete and walkable communities.
c) minimum front yard	<ul style="list-style-type: none"> <li>6.0m</li> <li>detached garage with rear lane – 3.0m</li> </ul>	<ul style="list-style-type: none"> <li>6.0m</li> <li>detached garage with rear lane – 3.0m</li> </ul>	No relief is being requested.
d) minimum exterior side yard	<ul style="list-style-type: none"> <li>6.0m</li> </ul>	<ul style="list-style-type: none"> <li>3.0m</li> </ul>	<b>Proposed Amendment</b>  The reduced exterior side yard to 3.0m is common practice for subdivision and condominiums in Norfolk County. This reduction will allow for a more efficient lot fabric.
e) minimum interior side yard	<ul style="list-style-type: none"> <li>detached garage – 3.0m and 1.2m</li> <li>detached garage with a rear land; attached garage – 1.2m each side</li> </ul>	<ul style="list-style-type: none"> <li>detached garage – 3.0m and 1.2m</li> <li>detached garage with a rear land; attached garage – 1.2m each side</li> </ul>	No relief required.
f) minimum rear yard	<ul style="list-style-type: none"> <li>7.5m</li> </ul>	<ul style="list-style-type: none"> <li>7.5m</li> </ul>	No relief is being requested.
g) maximum building height	<ul style="list-style-type: none"> <li>11.0m</li> </ul>	<ul style="list-style-type: none"> <li>11.0m</li> </ul>	No relief is being requested.

Part 2 – R4 with special provision			
Provision	Required	Proposed	Comments
5.4.1 Permitted Uses	<ul style="list-style-type: none"> <li>Group townhouse</li> <li>Stacked townhouse</li> <li>Street Townhouse</li> <li>Semi-detached, duplex, tri-plex and four-plex</li> <li>Home Occupation</li> <li>Accessory Residential Dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>Group townhouse</li> <li>Stacked townhouse</li> <li>Street Townhouse</li> <li>Semi-detached, duplex, tri-plex and four-plex</li> <li>Home Occupation</li> <li>Accessory Residential Dwelling unit</li> </ul>	No additional uses are being requested.  The application of the R4 zone will facilitate the future construction of street townhouse dwellings.
5.4.2 Zone Provisions	Street Townhouse <ul style="list-style-type: none"> <li>Attached garage – 156m<sup>2</sup></li> <li>Corner lot – 264m<sup>2</sup></li> <li>Detached garage – 162m<sup>2</sup></li> </ul>	Street Townhouse <ul style="list-style-type: none"> <li>Attached garage – 162m<sup>2</sup></li> <li>Corner lot – 243m<sup>2</sup></li> <li>Detached garage – 162m<sup>2</sup></li> </ul>	<b>Proposed Amendment</b>  The reduced minimum lot areas will allow for more efficient use of
a) minimum lot area			

	<p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 195m<sup>2</sup></li> <li>Corner lot – 195m<sup>2</sup></li> <li>Detached garage – 215m<sup>2</sup></li> </ul>	<p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 195m<sup>2</sup></li> <li>Corner lot – 195m<sup>2</sup></li> <li>Detached garage – 215m<sup>2</sup></li> </ul>	development land within the serviced urban area of Simcoe. This will help encourage complete and walkable communities.
b) minimum lot frontage	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>Interior lot – 6.5m</li> <li>Corner lot – 11.0m</li> <li>Corner lot accessed by a rear lane – 6.5m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Interior lot – 30.0m</li> <li>Corner lot – 30.0m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>Interior lot – <b>6.0m</b></li> <li>Corner lot – <b>9.0m</b></li> <li>Corner lot accessed by a rear lane – <b>6.0m</b></li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Interior lot – 30.0m</li> <li>Corner lot – 30.0m</li> </ul>	<p><b>Proposed Amendment</b></p> <p>The reduced minimum lot frontages will allow for more efficient use of development land within the serviced urban area of Simcoe. This will help encourage complete and walkable communities.</p>
c) minimum front yard	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 6.0m</li> <li>Detached garage or rear yard parking – 1.5m (accessed by a rear lane)</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 6.0m</li> <li>Detached garage or rear yard parking – 1.5m (accessed by a rear lane)</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 6.0m</li> <li>Detached garage or rear yard parking – 1.5m (accessed by a rear lane)</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 6.0m</li> <li>Detached garage or rear yard parking – 1.5m (accessed by a rear lane)</li> </ul>	No relief is being requested.
d) minimum exterior side yard	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>With a 6-metre front yard – 6.0m</li> <li>With a 1.5-metre front yard – 1.5m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>With a 6-metre front yard – 6.0m</li> <li>With a 1.5-metre front yard – 1.5m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>With a 6-metre front yard – <b>3.0m</b></li> <li>With a 1.5-metre front yard – 1.5m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>With a 6-metre front yard – <b>3.0m</b></li> <li>With a 1.5-metre front yard – 1.5m</li> </ul>	<p><b>Proposed Amendment</b></p> <p>The reduced exterior side yard to 3.0m is common practice for subdivision and condominiums in Norfolk County. This reduction will allow for a more efficient lot fabric.</p>
e) minimum interior side yard	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>1.2m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>3.0m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>1.2m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li><b>1.2m</b></li> </ul>	<p><b>Proposed Amendment</b></p> <p>The proposed reduction will allow for a more efficient development pattern on the future condominium blocks.</p>
f) minimum rear yard	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 7.5m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – <b>6.5m</b></li> </ul>	<b>Proposed Amendment</b>

	<ul style="list-style-type: none"> <li>Detached garage – 13.0m (access via a rear land including half of a lane)</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 7.5m</li> <li>Detached garage – 7.5m (access via a rear land including half of a lane)</li> </ul>	<ul style="list-style-type: none"> <li>Detached garage – 13.0m (access via a rear lane including half of a lane)</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>Attached garage – 6.5m</li> <li>Detached garage – 7.5m (access via a rear land including half of a lane)</li> </ul>	The proposed reduction will help facilitate the reduced frontages by allowing deeper units to ensure a sufficient floor plan and layout can be achieve.
g) minimum separation between townhouse dwellings	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>2.0m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>2.0m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>2.0m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>2.0m</li> </ul>	No relief is being requested.
h) maximum building height	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>11.0m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>11.0m</li> </ul>	<p>Street Townhouse</p> <ul style="list-style-type: none"> <li>14.0m</li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li>14.0m</li> </ul>	<p><b>Proposed increase</b></p> <p>The proposed increased building height will help facilitate the reduced frontages by allowing taller units to ensure a sufficient floor plan and layout can be achieved.</p>

Part 3 – R6 with special provision			
Provision	Required	Proposed	Comments
5.6.1 Permitted Uses	<ul style="list-style-type: none"> <li>Dwelling, apartment</li> <li>Home occupation</li> <li>Retirement home</li> </ul>	<ul style="list-style-type: none"> <li>Dwelling, apartment</li> <li>Home occupation</li> <li>Retirement home</li> <li>Street townhouse</li> <li>Group townhouse</li> </ul>	<p><b>Street and Group townhouse requested as additional uses.</b></p> <p>The application of the R6 zone will facilitate the future construction of a multi-residential development in the form townhouses or a mid-rise building. Permitting additional uses will provide the applicant with flexibility to respond to future market conditions</p>
5.6.2 Zone Provisions	<ul style="list-style-type: none"> <li>30.0 m</li> </ul>	<ul style="list-style-type: none"> <li>96.0m</li> </ul>	No relief is being requested.

a) Minimum lot frontage			
b) Minimum front yard	<ul style="list-style-type: none"> <li>3.0m</li> </ul>	<ul style="list-style-type: none"> <li>3.0m</li> </ul>	No relief is being requested.
c) Minimum exterior side yard	<ul style="list-style-type: none"> <li>3.0m</li> </ul>	<ul style="list-style-type: none"> <li>3.0m</li> </ul>	No relief is being requested.
d) Minimum interior side yard	<ul style="list-style-type: none"> <li>5.0m</li> </ul>	<ul style="list-style-type: none"> <li>5.0m</li> </ul>	No relief is being requested.
e) minimum rear yard	<ul style="list-style-type: none"> <li>9.0m</li> </ul>	<ul style="list-style-type: none"> <li>9.0m</li> </ul>	No relief is being requested.
f) maximum building height	<ul style="list-style-type: none"> <li>Eight (8) storeys</li> </ul>	<ul style="list-style-type: none"> <li>Eight (8) storeys</li> </ul>	No relief is being requested.
g) maximum floor area ratio	<ul style="list-style-type: none"> <li>four (4) storey building 0.72</li> <li>five (5) storey building 0.79</li> <li>six (6) storey building 0.86</li> <li>seven (7) storey building 0.93</li> <li>eight (8) storey building 1</li> </ul>	<ul style="list-style-type: none"> <li>four (4) storey building 0.72</li> <li>five (5) storey building 0.79</li> <li>six (6) storey building 0.86</li> <li>seven (7) storey building 0.93</li> <li>eight (8) storey building 1</li> </ul>	No relief is being requested.
5.6.3 Step Back of Upper Floors	<ul style="list-style-type: none"> <li>The exterior wall of each floor of a building facing a street and located above four (4) storeys shall be stepped back 2 metres from the exterior wall of the 4th storey and each floor above six (6) storeys shall be setback an additional 2 metres from the exterior wall facing a street.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.6.3 shall not apply</li> </ul>	<p><b>Requested amendment</b></p> <p>Removal of this provision will allow a future mid-rise building to maximize unit count and achieve a higher density to help contribute to a complete community.</p>
5.6.4 Angular Plane	<ul style="list-style-type: none"> <li>Where an R6 Zone abuts an Urban Residential Zone (R1-A, R1-B or R2), no portion of an apartment dwelling shall exceed the height of a 45-degree angular plane originating at the lot line of the nearest R1-A, R1-B or R2 Zone.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.6.4 shall not apply</li> </ul>	<p><b>Requested amendment</b></p> <p>Removal of this provision will allow a future mid-rise building to maximize unit count and achieve a higher density to help contribute to a complete community.</p>

### Supporting Studies

Required studies identified through the pre-consultation process with Norfolk County staff have been completed and are enclosed in support of the proposed development. These studies are summarized as follows:

- Functional Servicing Report, prepared by G. Douglas Vallee Limited, dated June 25, 2025
- Traffic Impact Study, prepared by Paradigm Traffic Solutions Limited, dated August 2024
- Traffic Impact Study Addendum, prepared by Paradigm Traffic Solutions Limited, dated July 14, 2025
- Letter of Opinion, prepared by RC Spencer Associated Inc., dated August 21, 2024
- Land Use Compatibility Study, prepared by SONAIR Environmental Inc., dated June 19, 2025
- Stage 2 Archaeological Assessment, prepared by Archaeological Consultants Canada, dated July 10, 2025
- Environmental Conformance Assessment, prepared by GeoProcess Research Associates Inc., dated July 30, 2025

### Policy Context

The proposed Draft Plan of Subdivision and Zoning Bylaw amendment was prepared considering several planning documents, including the Planning Act, Provincial Planning Statement, Norfolk County Official Plan, and the Norfolk County Zoning Bylaw 1-Z-2014.

### Planning Act

The Planning Act provides the legislative framework for land use planning in Ontario. The applicable sections of the Planning Act that apply to this application are as follows:

Section	Content
Section 2	Lists matters of provincial interest to have regard to. These matters are reviewed in Appendix C.
Section 3	Requires that, in exercising any authority that affects a planning matter, planning authorities “shall be consistent with the policy statements” issued under the Act and “shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be”.
Section 34	Allows amendments to the Zoning Bylaw.
Section 51	Section 51 of the Planning Act allows for the consideration of draft plans of subdivision. These criteria are reviewed in Appendix C.

Section 2 of the Planning Act establishes matters of provincial interest. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest.

The proposed zoning bylaw amendment and draft plan of subdivision applications were reviewed against Section 2 of the Planning Act. As an application for a residential subdivision within a municipally serviced urban area, the proposed applications conform to Section 2 of the Planning Act and is discussed in detail in Appendix C.

Section 3 of the *Planning Act* requires that, in exercising any authority that affects a planning matter, planning authorities “shall be consistent with the policy statements” issued under the *Act* and “shall conform with the



provincial plans that are in effect on that date, or shall not conflict with them, as the case may be". A review of these applications and how they are consistent with the Provincial Planning Statement 2024 is provided in Appendix D and summarized below.

Section 34 of the *Planning Act* allows for the consideration of amendments to the Zoning Bylaw and is reviewed as part of this report.

Section 51(24) of the *Planning Act* allows for the consideration of draft plans of subdivision and is discussed in detail in Appendix C.

### Provincial Planning Statement

The subject land is identified as being within an Urban Settlement Area, according to the Provincial Planning Statement, 2024 (PPS). Details describing the applicable Provincial policies and how the applications are consistent with the PPS are included in Appendix D.

The PPS is Ontario's key policy framework for guiding land use planning to promote efficient, sustainable, and equitable growth. It aims to encourage compact development, optimize the use of land and infrastructure, and create complete, inclusive communities with diverse housing, transportation, and employment options. The PPS also seeks to protect natural resources, mitigate environmental impacts, and ensure public health and safety. Additionally, it supports economic growth by safeguarding employment lands and promoting land use compatibility to prevent conflicts. Ultimately, the PPS balances Ontario's growth needs with long-term environmental, social, and economic sustainability.

Section 2.2 of the PPS requires planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by permitting and facilitating development of new housing and promoting densities which use land, infrastructure and public services facilities efficiently. The proposed development will provide a mix of densities and housing forms while ensuring compatibility with existing residential land uses. The development will connect to existing municipal services within Simcoe.

Section 2.3 of the PPS identifies settlement areas as the focus of growth and development and encourages the efficient use of land and the optimization of existing infrastructure and public service facilities. The proposed development will have access to existing municipal services and will facilitate the efficient development of a residential block of land within the urban area of Simcoe.

Section 2.9 of the PPS encourages planning that reduces greenhouse gas emissions and builds climate resilience through compact, transit-supportive, and complete communities. The proposed development advances this objective by providing a mix of housing forms and incorporating a connected sidewalk network and trail system that supports walkability and neighbourhood integration. Public transit stops are available in proximity to the proposed development and will provide additional ridership and future transit stop options. Stormwater will be managed through a municipally reviewed system designed to ensure safe, effective servicing.



Energy efficiency will be achieved through compliance with the Ontario Building Code. These elements contribute to a resilient and sustainable community design consistent with the intent of Section 2.9.

Section 3.6 seeks to ensure development can be serviced in a financially viable manner while protecting human health and safety and the natural environment. The development will connect to existing municipal sewage and water systems, optimizing their use. The necessary modeling is expected to confirm that the development can be sustained by existing servicing capacities. The site will be designed to incorporate the necessary infrastructure for stormwater runoff, aligning with best practices for sustainable stormwater management.

Section 3.9 encourages health, active, and inclusive communities by promoting well designed public spaces and active transportation. The development will feature a linear park which will be integrated with existing trail and open space areas along the Lynn Valley Trail system. The area supports opportunities for active lifestyles and will provide a large new block for park space, along with sidewalk connectivity throughout the development.

The development leverages existing infrastructure and supports provincial goals for intensification, inclusive communities, and sustainable land use practices.

### PPS Conclusion

The proposed development is consistent with the Provincial Planning Statement 2024 by supporting compact and well-designed residential growth within an identified urban settlement area. It promotes a mix of housing types, optimizes the use of existing municipal infrastructure, and contributes to the creation of a complete community. The development's walkable layout, proximity to public parks existing trails, support active transportation and future transit-readiness. Stormwater servicing will be reviewed through municipal processes to ensure appropriate design, and all dwellings will meet or exceed current energy efficiency standards. These features collectively support the PPS objective of building resilient, sustainable communities and reflect responsible long-term land use planning in Norfolk County.

### **Norfolk County Official Plan**

The subject property is designated Urban Residential in accordance with Schedule "B-15" of the Norfolk County Official Plan. Several sections of the Official Plan are applicable when considering a plan of subdivision and zoning bylaw amendment. As part of this report, the following sections were reviewed and considered:

- |                                       |  |
|---------------------------------------|--|
| a) Section 2.2 – Goals and Objectives | e) Section 6.5.1 – Simcoe Urban Area           |
| b) Section 5.3 – Housing              | f) Section 7.7 – Urban Residential Designation |
| c) Section 5.4 – Community Design     | g) Section 8.0 – Networks and Infrastructure   |
| d) Section 6.4 – Urban Areas          | h) Section 8.9 – Water and Wastewater          |
| i) Services                           |  |

Generally, the Official Plan's policies direct and encourage the greatest amount of development to take place within the six urban areas within Norfolk County. The lands are within the Urban Area of Simcoe and are designated for residential development. The Official Plan policies encourages this form of development and is reviewed in detail in Appendix E.

On a high level, details of the Official Plan policies are captured by the overarching Goals and Objectives. Section 2.2 of the Official Plan sets out six “Goals and Objectives” to which the following five are applicable to the proposed residential development:

- Protecting and Enhancing the Natural Environment
- Maintaining and Enhancing the Rural and Small-Town Character
- Maintaining a High Quality of Life
- Upgrading and Expanding Infrastructure
- A Well Governed, Well Planned and Sustainable County

Following a review of the applicable policies, the proposed draft plan of subdivision and zoning bylaw amendment achieves the ‘Goals and Objectives’ of the Official Plan. Given the lands within an area designated for residential development, the proposed applications will provide a more efficient use of lands by providing more compact housing forms and densities.

The Official Plan specifically encourages residential intensification within its Urban Residential Areas. Section 5.3.1 seeks to implement a minimum density of 15uph on land designated Urban Residential and located outside of the Built-Up area within the County’s six urban areas, including Simcoe. The proposed application will implement a density of 27.8uph, exceeding the County’s minimum target. The proposed plan of subdivision and zoning bylaw amendment will implement a more efficient and compact form of development while ensuring compatibility with the existing uses in the area through similar housing types.

The subject lands are vacant and underutilized. They are located immediately adjacent to existing trail systems, as shown in Schedule I-2 “Active Transportation” of the Official Plan. The County’s Official Plan supports the development of vacant and underutilized lands that are compact and efficiently used and lends support to the location of the development being adjacent to active transportation networks as identified in Schedule “I”. Future residents will have easy access to the existing Lynn Valley trail.

Norfolk County’s existing infrastructure capacity will be reviewed by Norfolk County’s consultant (RV Anderson Associates) in consideration of the connections proposed to service this development and considering the Functional Servicing Report prepared by G. Douglas Vallee Limited. The proposed infrastructure will be designed and constructed in accordance with Norfolk County’s requirements and will be subject to Norfolk County’s approval through the plan of subdivision process.

### Official Plan Conclusion

The proposed development conforms to the Norfolk County Official Plan by providing a logical extension of the residential area within the urban boundary of Simcoe. The project contributes to a compact and complete community through a mix of housing types, sidewalk connectivity, and park / trail connections. The design

ensures compatibility with surrounding land uses while achieving the County's housing diversity objectives. Full municipal servicing will be provided within the designated urban area, and the layout supports efficient use of land and infrastructure. Overall, the development supports the long-term residential growth objectives of the County and represents an appropriate and well-considered form of urban development.

### Norfolk County Zoning By-Law

The subject lands are presently zoned Development and Hazard Land on Schedule A-28 of the Norfolk County Zoning Bylaw 1-Z-2014. The proposed draft plan of subdivision and zoning bylaw amendment will implement a lot fabric which maintains the intent and purpose of the Norfolk County Zoning Bylaw while providing minor exemptions to ensure a more efficient use of a greenfield development block within a serviced urban area.

A full review of the requested special provision for Parts 1 to 3 on Appendix B has been provided above. The site-specific zone provisions will allow for a more compact and efficient use of the development lands, while ensuring a safe and functional design.

In accordance with Appendix B, the application is seeking to rezone Part 3 from Development to R6 with a special provision to add an additional form of housing. At this time, the developer is setting the conditions for future development to take place on these blocks. The addition of the proposed use will provide a future builder with the flexibility to respond to market trends and provide the optimal housing form at that time. This block will require future site plan applications to ensure consistency with Norfolk County development policies.

The proposed subdivision will provide a variety of housing forms with associated zone categories. Minor requests for deviation from the parent zone provisions are being sought to implement a more efficient and compact form of development. Approval of the requested special provisions would facilitate a moderate intensification to assist in the establishment of a complete community. This development will implement a well-designed and functional subdivision which meets the intent and purpose of the Norfolk County Zoning Bylaw.

### Land Use Compatibility

As part of the pre-consultation process, it was identified that MOE D-Series land use compatibility study was required due to the proximity of the proposed application to the Simcoe wastewater treatment facility (WWTF). Included with this submission is a land use compatibility study from SONAIR Environmental dated June 19, 2025, which was completed in accordance with the Ministry of Environment, Conservation and Parks (MECP) Guidelines:

- Guideline D-1: Land Use Compatibility
- Guideline D-2 Compatibility between Sewage Treatment and Sensitive Land Uses
- Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses

The report found that based on the assessment of various major facility operations in the vicinity of the proposed development, noise, vibration, dust, and odour concerns are not expected to adversely impact the development, given adequate separation distances have been achieved.

The report prepared by a qualified professional engineer finds the proposed development is expected to be compatible with surrounding land uses.

### Traffic

Paradigm Transportation Solutions Limited prepared a traffic impact study as part of this application. Their report, dated August 2024, concludes that the study area intersections, under existing and future traffic conditions, operate at acceptable levels of service, with the exception of the movements noted in the report.

The report indicates the access via Donly Drive, the emergency access through Oakwood Cemetery, and the planned emergency access around the existing stormwater management pond provide adequate access to the subject development.

RC Spencer Associates Inc. reviewed the Paradigm report regarding the existing access via Donly Drive and the emergency access through Oakwood Cemetery. Their peer review of the Paradigm report concludes there are no operational or safety concerns related to access to the subject lands.

Paradigm Transportation Solutions Limited report provides the following recommendations:

- The County monitors the operations at Queensway East and Donly Drive, Queensway East and Ireland Road, and Victoria Street and Donly Drive for future signalization
- Access via Donly Drive, emergency access through Oakwood Cemetery, and planned emergency access around the existing stormwater management pond must be agreed to be adequate access to the subject development.

In July of 2025, Paradigm Transportation Solutions Limited prepared an addendum to their 2024 TIS to analyze traffic conditions based on the updated development plan. The addendum determined that no new critical movements are identified under 2034 total traffic conditions based on the updated plan.

Other additional traffic studies were completed and submitted at the request of staff to assess various scenarios considering external development patterns.

### Environmental

GeoProcess Research Associates Inc. was retained to conduct a conformance assessment report based on the recommendations provided in the Environmental Impact Statement (EIS) previously completed by Dougan & Associates (2008; 2010) in conjunction with the dripline survey conducted by GeoProcess and Norfolk County staff on March 6, 2025, to determine the woodland limits. The report followed the Terms of Reference (ToR) that was approved by the Municipality and Long Point Region Conservation Authority (LPRCA).

Overall, the assessment found that the proposed development for Phase 1 and 2 provides the buffer widths (10 m) from the woodland, as recommended, and entirely conforms to the 2010 EIS. It also found that the access

road to the site, which is to be constructed during Phase 1, conforms to the EIS with the exception of a minimal encroachment into the woodland dripline setback within Phase 3 lands. The lotting for Phase 3 conforms with the EIS and also provides opportunities for tree planting that can help to strengthen the woodland and offset the dripline encroachment by the road. Based on this assessment, Phases 1, 2, 3 and 4 of the development can proceed as it is in conformance with the recommendations identified in the original EIS, and therefore, in accordance with the 2025 EIS Terms of Reference. A full EIS update is not required as part of the current Phase 1 and 2 development application.

### Servicing

The servicing and stormwater approaches for the proposed development are detailed in the enclosed Functional Servicing Report (FSR) and Stormwater Management Report (SWMR). These reports demonstrate that the site can be serviced with sanitary sewers, watermains, storm sewers and stormwater management infrastructure.

As part of the previously completed phase of the Woodway Trails subdivision—located east of the subject lands—servicing infrastructure was installed with consideration for future development on these lands. The proposed development will extend the existing road network through connections at Woodway Trail, Basswood Road, and Trillium Way. Servicing connections will be provided at these locations, as outlined below.

- **Water:** Municipal watermains are available at Woodway Trail, Basswood Road, and Trillium Way. Looped watermain connections to these streets are proposed to supply the development.
- **Sanitary:** Sanitary sewers are also available at Woodway Trail, Basswood Road, and Trillium Way. The proposed development will tie into the existing municipal system at these locations. The outlet for this subdivision is located west along Trillium Way, where an existing sewer extension through the development lands connects to the Simcoe Wastewater Treatment Plant.
- **Stormwater:** Drainage from the site will be conveyed to a proposed storm sewer system and managed by the existing stormwater management (SWM) facility located just south of Trillium Way. The SWM pond is identified as Block A on the Draft Plan.
- **Modelling:** Norfolk County's consultant will complete water and sanitary modelling as part of the approvals process to confirm that sufficient capacity exists within the municipal system to support the proposed development.

### Conclusion

As outlined in this report, the proposed zoning bylaw amendment and draft plan of subdivision will provide much-needed housing in the serviced urban area of Simcoe on lands intended for residential development in the Norfolk County Official Plan.

The necessary supporting studies have been completed to ensure the development is safe and functional. The proposed development will provide a variety of housing forms that will cater to a diverse range of price points,





ages and abilities while implementing moderate intensification to aid in the establishment of a complete community.

The analysis of this application is supportive. The proposed applications are consistent with provincial policy and conform to the Norfolk County Official Plan. Accordingly, it is our opinion that the applications:

- model good planning;
- are compatible with the surrounding land uses;
- facilitate development with the most appropriate land use; and
- ensure an efficient, safe, and desirable development.

As such, it is requested that Norfolk County approve the proposed zoning bylaw amendment and draft plan of subdivision applications.

*Report prepared by:*



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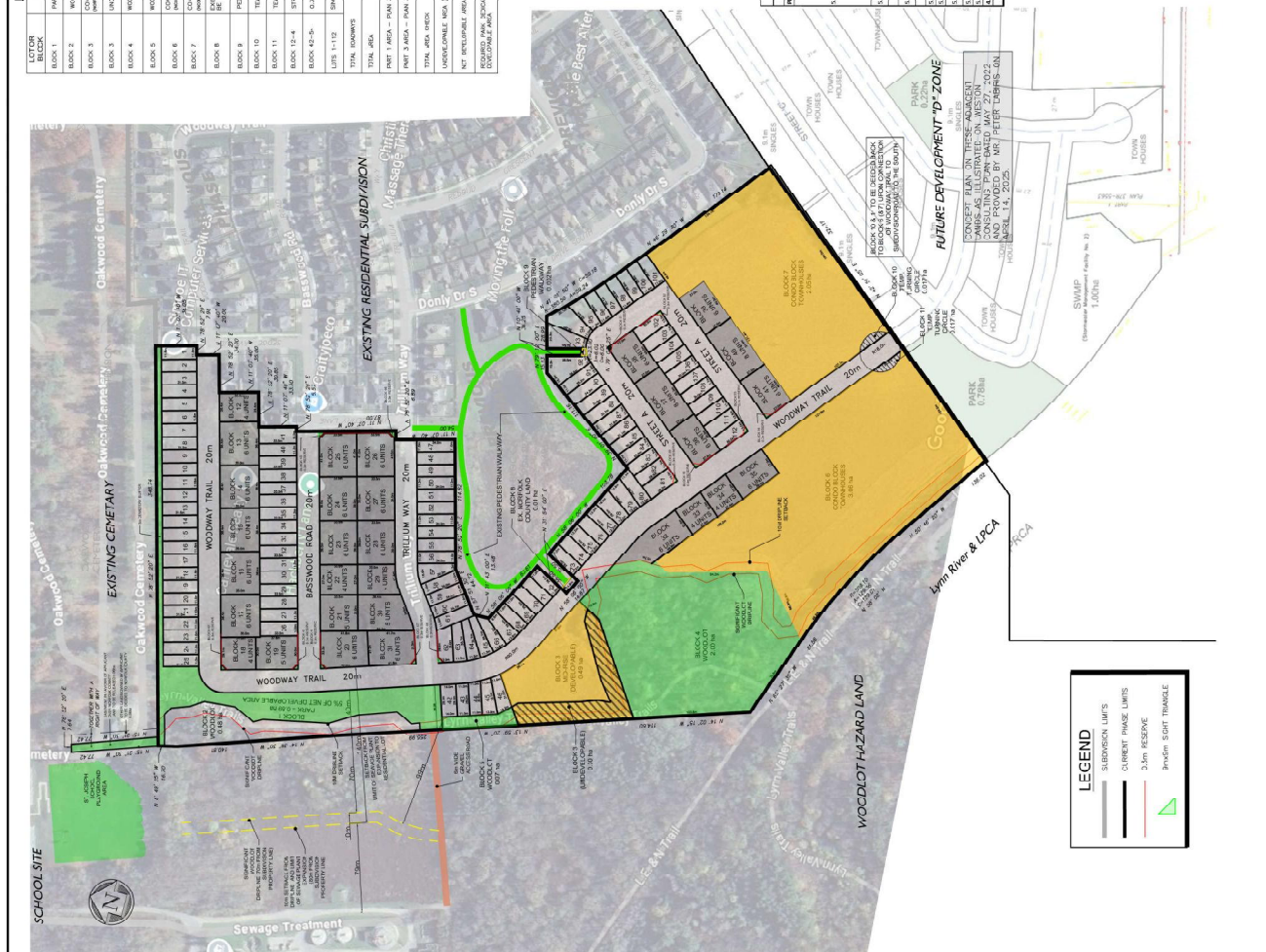
Scott Puillandre, CD, RPP, MCIP, MSc.  
Planner

**G. DOUGLAS VALLEE LIMITED**

Consulting Engineers, Architects & Planners

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ZONING TABLE				
REVISIONS	DESCRIPTION	SECTION	REQUIREMENTS	ADDITIONAL COMMENTS
			ALL GROUPS PROHIBITED	
			A. GROUPS PROHIBITED	
			C. STREET CARTRIOCKS	
			D. STREET CARTRIOCKS	
			E. STREET CARTRIOCKS	
			F. STREET CARTRIOCKS	
			G. STREET CARTRIOCKS	
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An aerial photograph showing a residential development. A large, irregularly shaped area in the center is highlighted in yellow and labeled 'SUBJECT LANDS'. This area is bordered by a residential street to the west and a larger, undeveloped lot to the east. The surrounding area includes other residential lots, a parking lot, and some greenery.

## KEY PLAN

**DRAFT PLAN OF SUBDIVISION**  
OF PART OF  
**PART OF LOT 2 CONCESSION 5**  
**GEOGRAPHIC TOWNSHIP OF WOODHOUSE ---**  
**NORFOLK COUNTY**  
SPECIFICALLY  
**PARTS 1 & 3 PLAN 37R-11505**

## SURVEY REFERENCE

PROPERTY LIMITS BASED ON  
PART 1 & PART 3,  
PLAN 37R-1150S,  
BY WEST & FUJISHA LTD.,  
ONTARIO LAND SURVEYORS  
DATED: 2022/C3/30

SECTION 51 (17) PLANNING ACT, R.S.O. 1990

[illegible]

DATE JUL 14 2015	REVISION SUBMIT TO CLIENT FOR REVIEW
DATE JUL 14 2015	REVISION SUBMIT TO CLIENT FOR REVIEW
DATE MAY 2015	REVISION GENERAL REVISIONS PER CLIENT DIRECTION
REVISION REMITAL FOR RE-SUBMISSION TO INDIANAPOLIS COUNTY	
SUBDIVISION DRAFT PLAN	
TOWN OF SINCE	
DESIGNED BY JAY	CHECKED BY JAY
SCALE 1"=50'	DATE NOVEMBER 2023
DRAWING NO. 13010000	
G. DOUGLAS & VALLEE, LIMITED 2301 WEST STREET, SUITE 314 INDIANAPOLIS, IN 46202 (317) 254-8270	





Appendix C to Planning Justification Report  
Woodway Trails (23-190)

**Planning Act – Compliance Table**

This appendix demonstrates how the proposed application is consistent with Sections 2 and 51(24) of the Planning Act, R.S.O. 1990, c. P.13

Section 2 – Provincial Interest		
Matter	Comment	
(a) the protection of ecological systems, including natural areas, features and functions;	The proposed development is located in an established urban area. An environmental impact study has been completed to ensure no negative impact on the adjacent natural heritage feature.	✓
(b) the protection of the agricultural resources of the Province;	The proposed development is located in an established urban area. There are no impacts on agricultural resources.	✓
(c) the conservation and management of natural resources and the mineral resource base;	The proposed development is located in an established urban area on land intended for residential purposes. This application will not have an impact on natural or mineral resources.	✓
(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	The proposed development is located in an established urban area on vacant land. As part of the draft plan process the necessary archaeological clearance work will take place to ensure the protection of any identified resources if required.	✓
(e) the supply, efficient use and conservation of energy and water;	The future housing development will be designed to meet Ontario Building Code requirements to implement standard energy and water conservation. Additional measures for energy conservation can be considered by the home builders.	✓

Appendix C to Planning Justification Report  
Woodway Trails (23-190)

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The development will utilize existing municipal infrastructure.	✓
(g) the minimization of waste;	This policy is not applicable in this instance.	✓
(h) the orderly development of safe and healthy communities; (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	This development is taking place within an established urban area adjacent to existing residential development. The proposed subdivision will be constructed in accordance with the necessary design requirements. Sidewalks, curb drops and tactile plates will be provided throughout the development to help with accessibility in accordance with County standards.	✓
(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	The necessary commenting agencies (school board, health unit, etc.) will be circulated as part of the approvals process. This development will help increase the Norfolk County tax base to help fund these types of facilities.	✓
(j) the adequate provision of a full range of housing, including affordable housing;	This development will provide a range of housing forms and options which are not readily available in Norfolk County.	✓
(k) the adequate provision of employment opportunities;	This policy is not applicable in this instance.	✓
(l) the protection of the financial and economic well-being of the Province and its municipalities;	This development would provide increased tax revenue to the local and provincial governments.	✓
(m) the co-ordination of planning activities of public bodies;	The applications will be circulated to all applicable public bodies and agencies for comments as determined by Norfolk County.	✓
(n) the resolution of planning conflicts involving public and private interests;	This will be achieved through the planning approvals process.	✓
(o) the protection of public health and safety;	The subject lands are not located within an area of natural hazard. The development will be designed and constructed	✓



Appendix C to Planning Justification Report  
Woodway Trails (23-190)

	to modern code of legislative requirements to ensure a safe community design.	
(p) the appropriate location of growth and development;	The subject lands are designated residential in accordance with the Official Plan, within a serviced urban area and immediately adjacent to existing residential development.	✓
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	This development is well designed and situated to support public transit should Norfolk County consider expansion of the Ride Norfolk Service. The development will also provide connectivity to the existing trail network to support active transportation.	✓
(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;	This development provides a form of housing that will be compatible with the existing surrounding land uses, contains open space and park areas, and will be required to meet all County design requirements through the plan of subdivision process.	✓
(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.	This development has been designed to control stormwater to County standards. Sidewalks and trail connectivity will be provided to encourage active transportation and help reduce greenhouse gas emissions.	✓

Section 51(24) – Plan of Subdivision Approvals – Criteria		
Matter	Comments	
(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,		
a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	This matter was reviewed in detail above. These applications do not conflict with provincial interests.	✓
b) whether the proposed subdivision is premature or in the public interest;	The proposed subdivision is located within the urban area and is a logical next phase of an established residential development in Simcoe. The development will have access to full municipal services and will provide much needed housing options to Norfolk County.	✓

Appendix C to Planning Justification Report  
Woodway Trails (23-190)

c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	As demonstrated in Appendix E, this application conforms to the official plan and is a logical next phase for the adjacent residential development.	✓
d) the suitability of the land for the purposes for which it is to be subdivided;	The lands have undergone the necessary studies and a municipal review to demonstrate the lands are suitable to be subdivided.	✓
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	N/A	
e) the number, width, location and proposed grades and elevations of highways, 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;	The Ministry of Transportation will be reviewing the application and providing necessary comments to ensure their standards are met.	✓
f) the dimensions and shapes of the proposed lots;	As outlined in this report the dimensions and shapes of the proposed lots will meet the intent of the zoning bylaw.	✓
g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	The necessary studies have been completed to review any potential development restrictions. An adequate setback has been provided from the municipal wastewater treatment facility to ensure appropriate compatibility.	✓
h) conservation of natural resources and flood control;	The lands will be development in a matter to incorporate current stormwater management requirements. The lands are flat, clear and not located in a flood plain. An environmental impact study has been completed to ensure the form and function of the significant woodland feature are preserved.	✓
i) the adequacy of utilities and municipal services;	The necessary modelling will be completed to ensure the adequacy of municipal services.	✓
j) the adequacy of school sites;	Local school boards will be circulated as part of the application process.	✓
k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	The necessary blocks within the subdivision will be conveyed to Norfolk County for the purposes of roads, parkland, and stormwater management facilities.	✓



Appendix C to Planning Justification Report  
Woodway Trails (23-190)

<p>l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and</p>	<p>The development will provide a mix of housing forms to ensure an efficient use of the lands. The future dwellings will be constructed to modern building code standards to ensure energy efficiency while the location of the development next to existing trails encourages active transportation.</p>	✓
<p>m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the <i>City of Toronto Act, 2006</i>. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).</p>	<p>Site plan control will be applied to the proposed condominium blocks to ensure adequate and safe site design and functionality.</p>	✓

### Provincial Planning Statement 2024 – Policy Compliance Table

This appendix demonstrates the application is consistent with the applicable policies of the Provincial Planning Statement.

Section	Policy	Comments	
<b>Chapter 2: Building Homes, Sustainable Strong and Competitive Communities</b>			
<b>2.1</b>	<b>Planning for People and Homes</b> <b>Summary:</b> Section 2.1 outlines the planning framework for population and employment growth in Ontario, emphasizing that municipalities must base forecasts on provincial projections while ensuring adequate land availability for diverse housing and land use needs over a 20- to 30-year horizon. It promotes the creation of complete communities by supporting varied land uses, improving accessibility, and enhancing social equity to meet the needs of all residents.		
<b>2.1.4</b>	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:		
<b>a)</b>	maintain at all times the ability to accommodate residential growth for a minimum of 15 years	The proposed residential development will help Norfolk County achieve its development targets.	✓
<b>b)</b>	Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply	The proposed development is supported by existing infrastructure. To be verified by the County's Modeling Consultant. No issues are anticipated.	✓
<b>2.1.6</b>	Planning authorities should support the achievement of complete communities by:		
<b>a)</b>	accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses	The proposed development will provide a variety of housing options and is located in close proximity to existing public spaces and immediately adjacent to existing and planned trail networks to encourage active transportation.	✓
<b>b)</b>	improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and	The development will be constructed to meet current design standards and building code requirements to improve accessibility.	✓
<b>c)</b>	improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.	The proposed development will contain multiple forms of housing at varying price points. The design will contribute to the achievement of complete communities by providing people with	✓

		multi-modal transportation options and more attainable housing choices.	
Section	Policy	Comments	
<b>Chapter 2: Building Homes, Sustainable Strong and Competitive Communities</b>			
<b>2.2</b>	<b>Housing</b> <b>Summary:</b> Section 2.2 outlines guidelines for planning authorities to ensure a diverse range of housing options and densities that meet the projected needs of current and future residents. This includes setting minimum targets for affordable housing, facilitating various housing types to support community well-being, promoting land-efficient densities, and prioritizing transit-oriented development near transit corridors and stations.		
<b>2.2.1</b>	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:		
<b>a)</b>	establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households	The application proposes to intensify an existing concept plan of subdivision for these lands by providing additional and more compact forms of housing. These alternative forms of housing will be provided at varying and more attainable price points.	✓
<b>b)</b>	permitting and facilitating:  1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents  2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;	A variety of housing forms including blocks for multi-residential purposes will be provided to help meet the requirements of current and future residents.  This application represents the development of an underutilized parcel within the urban area of Simcoe.	✓

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<b>c)</b>	promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and	The development will provide a variety of housing forms and achieve a density of 27.8uph, which exceeds the Official Plan's target of 15uph on lands located outside the built-up area of Simcoe.	✓
<b>d)</b>	requiring transit-supportive development and prioritizing intensification	The development is located immediately adjacent to existing trails to encourage active transportation and within 800m of an existing Ride Norfolk bus stop. The development is well suited to provide additional Ride Norfolk stops to further enhance community connectivity.	✓

Section	Policy	Comments	
<b>Chapter 2: Building Homes, Sustainable Strong and Competitive Communities</b>			
<b>2.3</b>	<b>Settlement Areas and Settlement Area Boundary Expansions</b>		
<b>2.3.1</b>	<b>General Policies for Settlement Areas</b>		
	<b>Summary:</b> Section 2.3 outlines that settlement areas should be the primary focus for growth and development, particularly in strategic areas like major transit stations. It emphasizes land use patterns that optimize resources and infrastructure while supporting active and transit-oriented transportation. Planning authorities must encourage intensification and redevelopment, establish minimum and density targets for growth areas, and implement phasing policies to ensure orderly development aligned with infrastructure needs.		
<b>2.3.1.1</b>	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The lands are located within a settlement area.	✓
<b>2.3.1.2</b>	Land use patterns within settlement areas should be based on densities and a mix of land uses, which:		
<b>a)</b>	Efficiently use land and resources	The proposed updated density and mix of housing options provides an efficient land use while ensuring compatibility with existing residential development in the area.	✓
<b>b)</b>	Optimize existing and planned infrastructure and public service facilities;	The development will utilize existing services and public facilities including trails.	✓

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<b>c)</b>	Support active transportation	The lands are located immediately adjacent to the existing trail network and will be provided with new sidewalks through the development.	✓
<b>d)</b>	Are transit-supportive	The area is supported by public transit. A bus stop is located within 800m of the subject property. The subject lands would provide an ideal location of additional transit stops.	✓
<b>e)</b>	Are freight supportive	Not applicable.	n/a
<b>2.3.1.3</b>	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities	The proposed development represents an updated draft plan to support moderate intensification from the existing approved draft plan, contributing to the achievement of complete communities.	✓
<b>2.3.1.4</b>	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	Subject lands are located outside the established built-up area. However, the development exceeds the Official Plan targets for this form of development.	✓
<b>2.3.1.5</b>	Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.	This development will assist Norfolk County in achieving its growth targets.	✓
<b>2.3.1.6</b>	Planning authorities should establish and implement phasing policies, where appropriate	In consultation with the municipality, the necessary phasing plan has been established.	✓

Section	Policy	Comments
<b>Chapter 2: Building Homes, Sustainable Strong and Competitive Communities</b>		
<b>2.9</b>	<b>Energy Conservation, Air Quality and Climate Change</b>	
	<b>Summary:</b> Section 2.9 emphasizes the role of planning authorities in reducing greenhouse gas emissions and adapting to climate change. It advocates for the development of compact, transit-supportive communities, incorporates climate	

	considerations into infrastructure planning, and promotes energy conservation, green infrastructure, and active transportation. The section also encourages additional measures to enhance community resilience and improve air quality.		
<b>2.9.1</b>	Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:		
<b>a)</b>	support the achievement of compact, transit-supportive, and complete communities;	The proposed development would achieve 27.8uph, provide a variety of housing options, and is located adjacent to an existing trail network. The updated draft plan implements moderate intensification from the previously approved draft plan and encourages active transportation.	✓
<b>b)</b>	incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;	The proposed development is supported by local infrastructure, local public services in Simcoe, and stormwater can be managed appropriately.	✓
<b>c)</b>	support energy conservation and efficiency;	At a minimum, those requirements of the Ontario Building Code will be achieved.	✓
<b>d)</b>	promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and	Active transportation is encouraged by virtue of the local sidewalk, road network and trail network linking the lands to nearby commercial, institutional and open space opportunities.	✓
<b>e)</b>	take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.	Noted.	✓

Section	Policy	Comments
<b>Chapter 3: Infrastructure and Facilities</b>		
<b>3.5</b>	<b>Land Use Compatibility</b> <b>Summary:</b> Section 3.5 emphasizes the need for careful planning to ensure compatibility between major facilities and sensitive land uses. Authorities must aim to avoid or mitigate adverse effects from odour, noise, and contaminants while protecting public health and safety and the viability of major facilities. When avoidance is not possible, the planning and development of adjacent sensitive land uses can only proceed if potential negative impacts on both the sensitive uses and the major facilities are minimized and mitigated according to provincial guidelines.	



<b>3.5.1</b>	Major facilities and sensitive land uses shall be planned and developed to avoid, or minimize and mitigate any potential adverse effects from odour, noise, risk to public health and safety, and to ensure the long-term operational and economic viability	The Land Use Compatibility analysis prepared by Sonair confirms the development is adequately separated from surrounding major facilities.	✓
<b>3.5.2</b>	Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment	The Land Use Compatibility analysis prepared by Sonair does not identify any requirements for mitigation measures in accordance with the D Series analysis. Sonair consultants worked with Norfolk County employees to incorporate the required setback given a planned expansion of the water treatment facility into their report to ensure an adequate setback is provided.	✓

Section	Policy	Comments
Chapter 3: Infrastructure and Facilities		
3.6	<b>Sewage, Water, and Stormwater</b> <b>Summary:</b> Section 3.6 outlines planning requirements for sewage, water, and stormwater services. It prioritizes timely growth accommodation and optimization of existing municipal services, with municipal systems favoured for settlement areas. Private communal services are alternatives when municipal options are unavailable, while individual on-site services are permitted under suitable conditions. Partial services may be allowed to address specific failures. For stormwater management, planning must minimize volumes and contaminants, promote green infrastructure, and align with comprehensive municipal plans.	
3.6.1	Planning for sewage and water services shall:	
a)	accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal services	The proposed application intends to connect to existing municipal services, thereby improving the efficiency and optimization of these services.
b)	ensure that these services are provided in a manner that:	

	<p>1. can be sustained by the water resources upon which such services rely;</p> <p>2. is feasible and financially viable over their life cycle;</p> <p>3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</p> <p>4. aligns with comprehensive municipal planning for these services, where applicable.</p>	<p>1. The necessary water modelling will be completed by the county's consultant to ensure the development can be adequately serviced.</p> <p>2. The proposed development will be new construction supported by development charges and the tax base. These mechanisms along with moderate density increases make the services more viable over their life cycle.</p> <p>3. Municipal water will be provided throughout this development. Quality and quantity is ensured by municipal systems. An environmental impact study has been prepared to ensure the health and function of the adjacent significant wood lot will be maintained.</p> <p>4. The subject lands are intended to be used for residential purposes. This development will connect to existing municipal services in Simcoe.</p>	✓
<b>c)</b>	Promote water and energy conservation and efficiency;	Dwellings will be constructed in accordance with the Ontario Building Code.	✓
<b>d)</b>	Integrate servicing and land use considerations	The proposed application will be designed to connect to existing and future development in the area.	✓
<b>e)</b>	consider opportunities to allocate the unused system capacity of municipal water services and municipal sewage services	Modeling will be conducted to ensure that the development can be sustained by municipal services.	✓
<b>f)</b>	be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.	Complies with the hierarchy of servicing.	✓
<b>3.6.2</b>	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas	This level of the servicing hierarchy is achieved.	✓
<b>3.6.8</b>	Planning for stormwater management shall:		

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<b>a)</b>	be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;	The functional servicing report supports the proposed development. Modelling will be conducted. No issues are anticipated.	✓
<b>b)</b>	minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;	The property will be designed to manage stormwater volumes both quantify and quality.	✓
<b>c)</b>	minimize erosion and changes in water balance through the use of green infrastructure;	All open spaces will be planted with grass and landscaping where not required for hard surfaces.	✓
<b>d)</b>	Mitigate risks to human health, safety, property and the environment	The development is designed to county design requirements to include lighting, sidewalks and other safety features.  An environmental impact study has been completed to ensure the health and function of the adjacent significant woodlot.	✓
<b>e)</b>	Maximize the extent and function of vegetative and pervious surfaces	Landscaping will be maximized and pervious surfaces maintained where possible. The established portions of woodlands will be dedicated to the county to become part of their urban forestry inventory.	✓
<b>f)</b>	promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and	A stormwater management pond will ensure quantity and quality treatment are proposed to county and industry standards.	✓
<b>g)</b>	align with any comprehensive municipal plans for stormwater management	The County will review and confirm the acceptability of the stormwater management plan. No issues are anticipated.	✓

Section	Policy	Comments
<b>Chapter 3: Infrastructure and Facilities</b>		
<b>3.9</b>	<b>Public Spaces, Recreation, Parks, Trails and Open Space</b> <b>Summary:</b> Section 3.9 promotes the development of healthy, active, and inclusive communities by ensuring public streets and spaces are safe and accessible for all ages and abilities. It emphasizes the need for a diverse range of publicly accessible recreational settings, including parks, trails, and water-based resources, while encouraging public access to shorelines. The section also highlights the importance of recognizing and protecting provincial parks and conservation reserves from negative impacts.	
<b>3.9.1</b>	Healthy, active, and inclusive communities should be promoted by:	
<b>a)</b>	planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;	Sidewalk, road patterns, and existing trails will facilitate the opportunity for active transportation and social interaction. ✓
<b>b)</b>	planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;	The development will be located adjacent to the Brooks Conservation Area trail system. This area is a large, forested feature consisting of trails, the Lynn River, fishing opportunities and nature appreciation opportunities. ✓
<b>c)</b>	Providing opportunities for public access to shorelines; and	This policy is not applicable to this development. n/a
<b>d)</b>	Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas	This policy is not applicable to this development. n/a

### Norfolk County Official Plan – Policy Compliance Table

This appendix demonstrates conformity with the applicable policies of the Norfolk County Official Plan.

Section	Policy	Comments	Complies
<b>Section 2.0 – Norfolk County in 2036: A Vision</b>			
<b>2.2</b>	Goals and Objectives This section of the Official Plan sets out six “Goals and Objectives” to which the following four are applicable to the proposed residential development:		
2.2.1	Strong and Diversified Economy	The proposed application is not subject to Section 2.2.1	n/a
2.2.2	Protecting and Enhancing the Natural Environment	As the development is taking place adjacent to a significant woodland feature, an environmental impact study has been completed to ensure the form and function of the natural heritage feature are maintained. The development will be provided with a linear park feature to help enhance the enjoyment and protection of the natural environment. Any existing woodlands on the development property will be dedicated to the municipality to increase the county’s urban forestry inventory.	✓
2.2.3	Maintaining and Enhancing the Rural and Small Town Character	This application proposes to develop a compact, well-designed and efficient residential subdivision. The subdivision represents a logical extension of the existing subdivision in the area that offers compatible forms of housing while providing gentle intensification to ensure an efficient use of the lands. The development will utilize a vacant parcel within an established urban area which has been cleared of any areas of archeological significance.	✓
2.2.4	Maintaining a High Quality of Life	The proposed development implements the objectives of this policy by providing a safe, well-designed subdivision located adjacent to existing trails to encourage active transportation. The development will feature a linear park to enhance the existing open space system to encourage community connectivity.	✓
2.2.5	Upgrading and Expanding Infrastructure	The proposed development will connect to the existing municipal water, wastewater and storm water systems. The lands are near existing Ride Norfolk Stops and will provide opportunities for additional stop locations and new clients. The development will provide trail connections to the existing trail network to expand opportunities for active transportation.	✓
2.2.6	A Well Governed, Well Planned and Sustainable County	The proposed application is subject to a public process to gain information from the neighbourhood in addition to commenting agencies. The lands are intended for residential purposes and implement a more compact form of development by providing a variety of housing forms in Simcoe.	✓



<b>Section 3.0 – Sustainable Natural Heritage</b>		
<b>3.5.2</b>	<p>The Provincial Policy Statement encourages the protection and enhancement of Natural Heritage Features. Schedule “C” identifies some of the significant Natural Heritage Features, being land that represents the legacy of the natural landscape of the area and as a result has important environmental, economic and social value. Natural Heritage Features are not designated by the Plan and are not illustrated on Schedule “B”.</p>	<p>An EIS has been completed demonstrating there will be no negative impacts on the adjacent significant woodlands and the ecological functions that sustain them. Through the draft plan of subdivision process lands will be dedicated to the municipality and appropriate development controls will be implemented to ensure the 10.0m drip line requirement is maintained.</p>
		✓

<b>Section 4.0 – Ensuring Economic Vitality</b>		
<b>4.6.3</b>	<p>Forestry makes an important economic and environmental contribution to the County. Large quantities of lumber are exported annually from Norfolk County to markets within southern Ontario and world-wide. With good forestry management practices, the sustainable harvest of wood products can support local forestry and value-added forest industries and provide income to woodland owners.</p>	<p>As part of the subdivision process, areas containing portions of the woodlands will be dedicated to Norfolk County to consolidate and enhance the existing woodland feature.</p>
		✓

<b>Section 5.0 – Maintaining Healthy Communities</b>		
<b>Section 5.3 – Housing</b>		
<p>The provision of housing is an essential part of planning in Norfolk County. There are many factors that affect supply and demand in the housing market, and only some of them can be managed by a municipality in Ontario. The County may influence the location, timing, and scale of development through the provision of infrastructure and the review of residential development proposals, including site plans and plans of subdivision and condominium. It is desirable to have close cooperation between all levels of government and the private sector in order to provide sufficient and affordable housing and a stable residential housing market. The County shall ensure that a full range of housing types are provided to meet the anticipated demand and demographic change, including accessible housing forms to facilitate aging in place and for persons with disabilities.</p>		
<b>5.3 a)</b>	<p>At all times, the County shall maintain the ability to accommodate residential growth for a minimum of 10 years through land which is designated and available</p>	<p>This development is taking place on lands designated and available for residential development.</p>
		✓

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	for residential development. Additionally, the County shall ensure that where new development is to occur, land with servicing capacity sufficient to provide at least a 3-year supply of residential units in draft approved and registered plans, or in cases of residential intensification and redevelopment, land appropriately zoned in the Zoning By-law and available for development or redevelopment.		
<b>5.3 b)</b>	The County shall ensure that a full range of housing types and densities are provided to meet the anticipated demand and demographic change. All forms of housing required to meet the social, health and well-being of current and future residents, including those with special needs shall be encouraged. The County shall target that 15 percent of all new housing built in Norfolk County be multi-residential dwellings and 15 percent be semi-detached and townhouse dwellings.	It is anticipated that at least 12% of the units in the proposed subdivision will be multi-residential, while 65% of the units will be in the form of townhouse dwellings.	✓
<b>5.3 c)</b>	The provision of housing that is affordable and accessible to low and moderate-income households shall be a priority. The County shall target that 25 percent of all new housing provided throughout the County be affordable to low and moderate income households and that at least 10 percent of all new units be affordable to low income households, those with incomes falling within the lowest 20 percent of the income distribution for the County. The County shall encourage the provision of affordable housing through:  i) supporting increased residential densities in appropriate locations and a full range of housing types, adequate land supply, redevelopment and residential intensification, where practical;	The proposed development will see a variety of housing forms available at varying price points. The increased density will support the County's housing targets.	✓
<b>5.3 e)</b>	The County shall encourage innovative and appropriate housing development that exhibits design	This section of the Official Plan requires the County to consider innovative and appropriate housing	

	and adaptability characteristics, and may represent non-traditional additions to the County's housing stock.	options. As shown in Appendix A, the design of this development will include multiple forms of housing, including street townhouses and multi-unit residential buildings, which are not readily available in Norfolk County.  The proposed zoning for the future condominium blocks will establish the necessary land use permissions for these blocks to be developed in the form of residential mid-rise buildings and/or townhouses. Future development of these blocks will require a full site plan application to ensure all zone provisions are met, and adequate municipal services are available.	✓
5.3 h)	The County shall develop zoning provisions that are sufficiently flexible to permit a broad and varied range of housing forms, types, sizes and tenures, including accessory apartments in houses, except in locations serviced by individual or communal wastewater disposal systems.	The proposed zone provisions will allow for a more efficient use of the subject lands. The proposed zoning for the future condominium blocks will establish the necessary land use permissions for these blocks to be developed in the form of residential mid-rise buildings and/or townhouses. Future development of these blocks will require a full site plan application to ensure all zone provisions are met, and adequate municipal services are available.	✓
<b>Section 5.3.1 – Residential Intensification</b> The intensification of urban residential development reduces the need to use vacant designated land on the periphery of the Urban Areas. It also reduces the need for urban expansions encroaching into the Agricultural Area. Urban residential intensification, infilling and redevelopment of existing areas allow for the efficient provision of urban services, thereby helping to minimize the costs of providing services while meeting an important component of the County's housing needs.			
5.3.1 b)	The County shall target that a minimum 25 percent of its annual residential growth be accommodated through infill, intensification and redevelopment within the existing built-up areas in the Urban Areas with full municipal services. The boundary of the Built-Up areas of Simcoe, Port Dover, Delhi, Waterford and Port Rowan are indicated on Schedule "B" to this Plan and delineates the extent of existing development at the	This policy is not applicable as the proposed development is located outside the built boundary.	n/a

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	time of the approval of the Official Plan Amendment implementing the Five-Year Review of the Official Plan. Development within the Built-Up Area boundary will be considered as infill development and development situated between the Built-Up Area boundary and the boundary of the Urban Area will be considered as greenfield development.		
<b>5.3.1 d)</b>	On lands designated Urban Residential and located outside of the Built-Up areas of Simcoe, Port Dover, Delhi, Waterford and Port Rowan, the minimum overall density of residential development shall be 15 units per hectare of developable land area. Developable land shall not include Hazard Lands, Provincially Significant Wetlands and Significant Natural Areas.	The proposed development achieves an estimated density of 27.8uph.	✓
<b>5.3.1 f)</b>	The County shall consider applications for infill development through intensification based on the following criteria:	intensification and redevelopment of sites and buildings	
	i. the development proposal is within an Urban Area and is appropriately located in the context of the residential intensification study.	The proposed development is located within the urban area of Simcoe and appropriately located within an area designated for residential. The subdivision is a logical expansion of the existing residential subdivision in the area.	✓
	ii. the existing water and sanitary sewer services can accommodate the additional development.	A functional servicing report has been completed to show the conceptual servicing concept for the development. Norfolk County's consultant will complete the necessary modeling to ensure adequate servicing capacity.	✓
	iii. the road network can accommodate the traffic generated.	A traffic impact study has been completed as part of this application and confirms the existing road network can support Phase 1, 2, and 3 of the proposed subdivision. Prior to the registration of Phase 4 of the development, a second traffic access connection will be required.	✓
	iv. the proposed development is compatible with the existing development and physical character	The proposed development will include a variety of housing types including single-detached,	

	of the adjacent properties and surrounding neighbourhood.	townhouses, and midrise dwelling units. These housing types are compatible with the existing development in the area. The development as been designed to place the single detached and townhouse dwellings adjacent to existing development to ensure compatibility.	✓
	v. the proposed development is consistent with the policies of the appropriate Land Use Designation associated with the land.	As outlined in the Planning Justification Report, the proposed development is consistent with the policies of the appropriate Land Use Designation associated with the land.	✓
<b>Section 5.4 – Community Design</b> Safe and attractive neighbourhoods contribute to the overall community health of the County. Excellence in community design is essential to creating a physical environment where people have the appropriate places to interact, live, work, recreate and learn. The following policies relate to the physical design of communities, including new applications within the County for development, such as plans of subdivision, infill development proposals, and site plans. The following shall be the policy of the County:			
<b>5.4 a)</b>	Through implementation of this Plan, the County shall seek to maintain and improve the physical design characteristics of the Urban Areas in the context of new and existing development and stress a generally high quality of settlement design throughout the County.	The proposed subdivision represents a well designed and functional residential development that is compatible with surrounding land uses and is encouraged by local and provincial policies.	✓
<b>5.4 b)</b>	Through the review of development applications, including plans of subdivision, site plans and other development proposals, the County:		
	i. shall ensure that new development is designed in keeping with the traditional character of the Urban Areas, in a manner that both preserves the traditional image of the Urban Areas and enhances the sense of place within the County while maintaining the community image of existing settlement areas;	This development will provide a mix of housing options, including single-detached, townhouse dwellings along with a future mid-rise building.  As an area in transition and with changing housing markets, increased densities and a variety of housing styles are required to ensure a more appropriate price point can be achieved.	✓
	ii. shall promote efficient and cost-effective development design patterns that minimize land consumption;	The proposed development will be located on lands within the urban boundary and intended for residential development. The alternative housing options will result in an increased overall density to ensure an efficient use of the lands.	✓



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	iii. shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;	The proposed development will be located adjacent to existing open space and trail network in Simcoe. The parkland and woodlands being dedicated to Norfolk County will provide quality civic and park spaces within the community.	✓
	iv. shall encourage tree retention and tree replacement;	A tree planting plan can be provided during the plan of subdivision and site plan processes. The existing woodlands on the property will be dedicated to the county to ensure their retention.	✓
	v. shall ensure that design is sympathetic to the heritage character of an area, including the area's cultural heritage resources;	As an area in transition, the surrounding lands are mainly newly developed or lands to be developed. The proposed development will be sympathetic to the existing residential development in the area.	✓
	vi. shall strongly encourage design that considers and, wherever possible, continues existing and traditional street patterns and neighbourhood structure; and	These lands were initially intended as an extension of the recently built-out subdivision located immediately to the east. The proposed development will represent a logical extension of the street pattern and neighbourhood structure in the area.	✓
	vii. may require, at the County's sole discretion, that proponents submit design guidelines with development applications, establishing how the policies of this Section have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, sidewalks, signage, garage placement, and architectural treatment.	These requirements can be reviewed through the draft plan of subdivision and site plan approval processes.	✓
<b>5.4 c)</b>	Adequate measures shall be taken to ensure that the permitted uses have no adverse effects on adjacent land uses. Adequate buffering shall be provided between any uses where land use conflicts might be expected, and such buffering may include provisions for grass strips and appropriate planting of trees and shrubs, berms or fence screening, and other means as appropriate. Modifications to building orientation may	As indicated in the Land Use Compatibility study completed by Sonair, there are no adverse impact expected as the development is adequately separated from all major facilities. The residential subdivision will be a logical extension of the existing adjacent residential land uses and will provide similar and compatible forms of housing (street townhouses and single detached dwellings). The future mid-rise condominium blocks will be subject to	✓

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	also be appropriate buffering measures, but not in replacement of appropriate plantings.	site plan approval where any required mitigative / buffering controls can be reviewed and implemented.	
<b>5.4 d)</b>	Development design that establishes reverse lotting on Provincial Highways and County Roads will not be permitted. Development design that requires features such as noise attenuation or privacy fencing will be discouraged. Wherever possible, new development will be oriented toward streets or parks.	There is no reverse lotting proposed as part of this development.	✓
<b>5.4 e)</b>	The County shall require compatibly scaled and designed infill developments within areas designated as Downtown, which enhance the traditional character and economic viability of such centres.	This policy is not applicable as the lands are not designated as Downtown.	n/a
<b>5.4 f)</b>	A high quality of architecture and site design for institutional uses such as schools, places of worship, libraries and other public service buildings is encouraged.	This policy is not applicable as there are no proposed institutional uses within this development.	n/a
<b>5.4 g)</b>	Streetscaping that reflects the intended character of settlement areas is encouraged. In particular, traditional streetscaping in the Downtown Designations of the Urban Areas will be encouraged.	The proposed streetscape will match the existing adjacent residential streetscape with similar housing forms and yard / lot provisions. Through the draft plan of subdivision, landscaping, sidewalks and other streetscape designs matters can be reviewed and approved during the detailed design process.	✓
<b>5.4 h)</b>	A high quality of park and open space design is strongly encouraged. The land for parkland dedication shall be carefully selected to facilitate their use as a central focal point for new or existing neighbourhoods.	There is a centrally located public pedestrian walkway / stormwater management area which was provided as part of the initial build-out of this development. The proposed linear park along the west side of this development will be located in a manner to enhance the existing woodlot and provide connection to the existing trail to encourage active transportation and connection with nature.	✓
<b>5.4 i)</b>	Public art in the County shall generally be encouraged to incorporate themes supporting and promoting local history, civic pride, businesses and technology. The provision of public art in the Downtown Designations shall be encouraged. The County may consider	No public art is being proposed as part of this development.	n/a

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	granting increases in height or density for a particular development proposal in exchange for the provision of public art, in accordance with Section 37 of the <i>Planning Act</i>		
<b>5.4 j)</b>	The County may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process.	Connection to existing Norfolk County lands will be provided through the proposed park where the County can establish direct linkage to the existing trail. A large woodlot block (Block 4) will be dedicated to Norfolk County through the Subdivision process. This block will be connected to the existing trail should Norfolk County want to provide additional trail connectivity.	✓
<b>5.4 k)</b>	The County, in consultation with a development proponent(s) and the Norfolk Heritage Committee, shall define a style of street furnishing that should include shared and accessible bicycle racks, garbage receptacles, benches and streetlamps to be used in a new development.	Through the detailed design process, these elements can be reviewed.	✓
<b>5.4 l)</b>	The County may undertake the preparation of urban design guidelines to achieve the policies of this Section for all or parts of the County.	Through the detailed design process, and design guidelines can be incorporated as required and applicable.	✓
<b>5.4 m)</b>	The County shall encourage development design considering the principles of Crime Prevention Through Environmental Design (CPTED). Specifically, the County shall encourage proponents of new development to use appropriate lighting to deter crime and to situate buildings on lots to maximize natural surveillance.	Through the detailed design process, the CPTED guidelines can be reviewed and incorporated as applicable. Adequate street lighting and a safe and functional road pattern will be provided to help deter crime.	✓
<b>Section 5.5 – Urban Forestry</b>			
<b>5.5 d)</b>	The County will, where practical, incorporate existing and/or new trees into the streetscape or road rights-of-way and encourage new development or redevelopment to incorporate, protect and conserve	As part of the detailed design phase, a tree planting plan will be provided and implemented to encourage the establishment of new tree cover. As part of the subdivision process, large blocks of existing treed	✓

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	existing healthy trees and woodlands in accordance with the Community Design policies of this Plan.	areas will be dedicated to the county to increase the existing publicly owned woodlands.	
<b>5.5 g)</b>	The interface of new development with the county's natural heritage system can serve to expand tree cover in new landscapes. The County may, as a condition of the approval of a planning application, require the following to be prepared by a qualified professional:		
	i) a vegetation management plan which may include a complete Biophysical Inventory consistent with Section 9.7.1 (Environmental Impact Study) of this Plan, proposed vegetation alteration or removal and proposed tree protection measures during and after construction; and	An Environmental Impact Study has been completed and submitted as part of this application to ensure the form and function of the significant woodlots is not negatively impacted by the development.	✓
	ii) a tree planting or landscape plan.	As part of the detailed design process a tree planting plan can be submitted for review and approval.	✓
<b>Section 5.6 – Recreation</b>			
<b>5.6.1</b>	The County shall carry out programs to acquire new parks, improve existing parks and facilities and provide public parks to meet the needs of the community, as well as to address existing park deficiencies. Parks, community recreation centres and trails should be located so that they are easily accessible from residential neighbourhoods, preferably by walking.		
	The following shall be the policy of the County:		
	a) The County shall secure the maximum benefit of the Planning Act with respect to parkland dedication from development. Parkland dedication shall be conducted in accordance with Section 9.10.5 (Parkland Dedication) of this Plan.	The proposed park land dedication will be 5% as required by section 51.1 of the planning act.	✓
	b) Provision for parks shall generally be in accordance with the standards provided in Section 5.6.1.1, 5.6.1.2, 5.6.1.3, and 5.6.1.4	Section 5.6.1.2 is reviewed below.	✓
	c) Where parks are located adjacent to existing and proposed residential areas, appropriate measures may be taken to minimize potential adverse effects associated with recreation activity areas and parking areas.	The proposed park is located adjacent to publicly owned lands.	✓
	d) Waterfront park needs shall be considered in conjunction with future recommendations and planning activities associated with the Lakeshore	This policy is not applicable as there is no waterfront park proposed.	n/a

	Special Policy Area and the major river valley systems.		
<b>5.6.1.2</b>	Neighbourhood Parks	<p>The policy of this section was reviewed against the proposed parkland dedication. This policy provides general considerations for Norfolk County to consider in the design and development of their parks system.</p> <p>Although the proposed parkland is less than the minimum size requirement of a neighbourhood park, the full 5% parkland dedication requirement of the planning act has been achieved. Norfolk County will assume the land and design / develop the park itself.</p> <p>The lands to be provided are located in a manner to complement the existing open space area central to the development. The location of the proposed parkland is ideally located to enhance the exiting natural heritage feature, provides extensive street frontage, and encourages active transportation through linkages to the existing trail network.</p>	✓
<b>5.6.2</b>	Linked to Open Space and Natural Heritage System	<p>The policy of this section was reviewed against the proposed parkland dedication. The location of the proposed park will be aligned to complement and enhance the existing woodlot feature. Blocks of land containing trees will be dedicated to the county to enhance their urban forestry program. Through these blocks, trail access can be provided to link these features for the betterment and enjoyment of Norfolk residents.</p>	✓
<b>Section 5.7 – Cultural Heritage</b>			
<b>5.7.4</b>	The County recognizes that there are archaeological remains of prehistoric and historic habitation, or areas containing archaeological potential within the County.	The necessary archaeological work has been completed by a qualified person to ensure consistency with this section of the official plan.	✓



<b>Section 6.0 – Managing Growth</b>			
<b>Section 6.4 – Urban Areas</b>			
The six Urban Areas within the County have historically functioned as the focal points for growth and development activity, as well as public and private sector investment. This role will continue in the future. The Urban Areas will accommodate the greatest amount of the targeted growth throughout the planning period and will be the focus of residential, commercial, employment, government, institutional, office, entertainment, cultural, and health and social service activities.			
<b>6.4 a)</b>	The locations of the Urban Areas are illustrated on Schedule "A" – Community Structure. Each Urban Area is unique and will accommodate a varied range and type of growth and development.	The proposed development is taking place within the urban area of Simcoe and provide a variety of housing forms.	✓
<b>6.4 b)</b>	It is the policy of this Plan that the Urban Areas will incorporate the following:		
	i. a full range of housing types, including affordable and special needs housing;	This development will add to the range of housing types available in Simcoe.	✓
	ii. business opportunities at appropriate locations to provide a wide range of employment and services to residents, businesses and visitors;	This policy is not applicable as the lands are designated for residential purposes.	✓
	iii. full municipal services, as feasible and appropriate, and an appropriate level of transportation infrastructure	The subdivision will be provided with full municipal services and an appropriate road network.	✓
	iv. a concentration of community services for the County, including social, cultural, entertainment, health, educational and other supporting facilities; and	This policy is not applicable as the lands are designated for residential land uses.	n/a
	v. an open space, natural heritage and recreational network that is integrated with open spaces throughout the County, and provides appropriate passive, natural and active areas	This development will seek parkland and woodland features dedicated to Norfolk County. The location of these blocks will see them integrated with and enhance of the existing natural heritage feature	✓
<b>6.4 c)</b>	The County shall ensure through its planning activities that each Urban Area develops with efficient land use patterns that minimize the extension of municipal services and infrastructure and will sustain the community and financial well being of the County over the long-term	The location of this development will see a logical extension of existing services. The proposed density of 27.8uph will achieve an efficient land use and support the sustainment and financial viability of these municipal services over the long term.	✓
<b>6.4 d)</b>	New Urban Areas shall not be designated within the period of this Plan	This policy is not applicable to this application.	n/a

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<b>6.4 e)</b>	Boundaries of the Urban Areas are established on Schedules "B" and "G" to this Plan. Within these boundaries there is sufficient land to accommodate projected growth and development for the 20-year planning horizon to 2036.	This policy is not applicable to this application.	<b>n/a</b>
<b>6.4 f)</b>	Subject to the policies of this Plan, the boundaries of the Urban Areas shall be permitted to expand as-needed, based on a demonstrated lack of available designated land and development trends. Proposals to expand the boundaries of an existing Urban Area shall be considered through a comprehensive review of this Plan. Proposals shall be considered in the context of whether:	The policies of this section are not applicable to this application.	<b>n/a</b>
<b>6.4 g)</b>	Proposals for Urban Area boundary expansion within or adjacent to areas of significant natural resources, as illustrated on Schedule "J", shall not be permitted until it is determined that:	The policies of this section are not applicable to this application.	<b>n/a</b>
<b>6.4 h)</b>	Intensification, infill and redevelopment of designated and underutilized sites, and areas in transition in the Urban Areas will be encouraged. The intensification, infill and redevelopment of designated and underutilized sites that are contaminated, or suspected of contamination, shall be subject to the policies of Section 5.7 (Potentially Contaminated Sites). The County shall target 25 percent of its growth in the Urban Areas to be accommodated through infill, intensification and redevelopment.	While not considered intensification, infill or redevelopment, the proposed subdivision is the logical extension of existing development in the area and will see the development of an underutilized parcel of land within the urban area of Simcoe.	✓
<b>6.4 i)</b>	Development of vacant land within the Urban Area boundary on the edge of the existing built-up portions of the Urban Areas shall include efficient provision of water supply, sanitary sewers, roads, parks, schools, and other public, community and municipal services. Development shall proceed in a staged and sequential manner, considering the existing pattern of the Urban Area.	This development is the logical next phase of the existing residential subdivision to the east. Confirmation of adequate services will take place as part of the approvals process.	✓
<b>6.4 j)</b>	While specific land uses are identified and delineated for each of the Urban Areas in Section 7 (Managing Land Use) of this Plan, the County may choose to undertake a detailed Secondary Plan for an Urban Area, in accordance	A secondary plan has not been required from the municipality. As part of the design process, road patterns, traffic volumes and servicing requirements have been reviewed for existing	✓

	with Section 9.5.1 (Secondary Plans) of this Plan. A Secondary Plan may be prepared to comprehensively address the arrangement of the urban development pattern for new development areas, to rationalize development within the existing Urban Area, to promote redevelopment or intensification within an area, or for any other reason identified by Council. A Secondary Plan may also be prepared to address specific land use issues or implement a specific planning initiative, thereby providing additional guidance to private and public sector investment in the Urban Area. At the County's discretion, a Secondary Plan may be prepared for a portion of an Urban Area, provided the Secondary Plan is comprehensive in scope and considers matters of integration with adjacent urban land.	and anticipated development on adjacent lands to ensure comprehensive and integrated planning for the area.	
<b>Section 6.5 – Specific Urban Areas</b> In accordance with the objective of this Plan to maintain and promote its small-town character through its planning activities, the County will ensure the unique character of each of the Urban Areas is identified and maintained. The following Subsections deal with each of the six Urban Areas in the County. In this Section of the Plan, several Special Policy Areas are included to manage growth, maintain and promote the individual character of specific Urban Areas, and to recognize unique local land use arrangements that cannot be appropriately addressed through the land use policies of Section 7. These Special Policy Areas shall not be interpreted to mean a special policy area within the meaning of the Provincial Policy Statement.			
<b>6.5.1.1</b>	The Simcoe Urban Area, as identified on Schedule "A", is the largest Urban Area in the County. The County shall support and promote the continued development of Simcoe as a complete, balanced and sustainable urban community containing an efficient pattern of development. Simcoe plays an important role as a major employment and commercial node, and as an agricultural support centre.	The proposed application is a logical and efficient extension of existing developed housing options for residents to live and work in Norfolk County.	✓
<b>6.5.1.2</b>	Urban Structure of Simcoe	The policies of this section are generally related to ensuring Simcoe remains a major service centre for the county.	✓

		This development will increase the consumer base in Simcoe to help ensure the success of local businesses.	
<b>Section 7.0 – Managing Land Use</b>			
<b>7.3</b>	Hazard lands are lands that have inherent environmental hazards such as flood susceptibility, erosion susceptibility, instability and other physical conditions which are severe enough, if developed upon, to pose a risk to occupants of loss of life, property damage and social disruption. Through the Hazard Lands Designation, it is the intent of the County to protect life and property by respecting natural and human-made hazards and constraints in land use development. New development should only take place in areas which are not susceptible to hazards.	The policies of this section were reviewed against the proposed application. No development is being proposed in the area designated Hazard Land. The area designated hazard lands will be dedicated to Norfolk County to improve the county's urban forestry holdings.	✓
<b>7.7.2 a)</b>	Single, semi-detached and duplex housing forms shall generally have an average net density of 15 units per hectare (uph), save and except for land designated Urban Residential in the Courtland Urban Area, where private servicing limitations shall determine the density of development.	The proposed development provides over 27uph for the single-detached dwellings.	✓
<b>7.7.2 b)</b>	Triplex, fourplex, townhouses, and other medium density housing forms, shall generally have a net density of between 15 and 30 uph, save and except for in the Courtland Urban Area where private servicing limitations shall determine the density of development.	The proposed development will provide over 30uph for the street townhouse dwellings including the future condominium blocks.	✓
<b>7.7.2 c)</b>	High density residential uses, including apartment buildings and other forms of multiple housing of a similar density shall be carefully located.	The future condominium blocks will be subject to site plan approval. The site plan process will ensure all design considerations are adhered to.	✓
<b>7.15</b>	Norfolk County offers a wide range of recreational opportunities to residents and visitors through the uses accommodated in the Parks and Open Space Designation. Recreation needs and facilities have been identified in the Recreation Master Plan, and are further described in Section 5.6 (Recreation) of this Plan. Additionally, the cultural needs	The policies of this section were reviewed against the proposed application. Through the draft plan of subdivision process the required 5% of parkland along with additional wooded areas will be dedicated to Norfolk County to enhance its park and trails system.	✓

	of Norfolk County may be met to some degree through facilities provided in the Parks and Open Space Designation.	
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<b>Section 8.0 – Networks and Infrastructure</b>		
<b>Section 8.2 – The Transportation Network</b>		
<b>8.2 i)</b>	<p>The impact of a development proposal on the transportation system, including the means of access, shall be examined through a traffic impact study. Only those development proposals that can be accommodated in the existing system will be permitted. Where the transportation system is not adequate, the County shall require, as a condition of development approval, that the proponent of the development:</p> <ul style="list-style-type: none"> <li>i) improve the system in the vicinity of the proposed development without the County incurring any costs;</li> <li>ii) make the necessary financial contributions for the required improvements; and/or</li> <li>iii) dedicate rights-of-way for the development of roads</li> </ul>	<p>A traffic impact study has been completed as part of this application and confirms the existing road network can support Phase 1, 2, and 3 of the proposed subdivision. Prior to the registration of Phase 4 of the development, a second traffic access connection will be required.</p> <p>Any required improvements, financial contributions, and/or deeding of rights-of-ways can be addressed through the draft plan conditions for the applicable phase.</p>
<b>8.2.2</b>	<p>Public roads in the County shall be classified into a hierarchy on the basis of jurisdiction, function, traffic characteristics, speed and interconnections. The classification of roads and the existing and proposed road system is shown on Schedule "E".</p> <p>The following shall be the policy of the County</p> <ul style="list-style-type: none"> <li>a) The County shall review road corridors, in consultation with the Province, to determine if a change in road classification is necessary. The transfer of a road from one jurisdiction to another shall not require an amendment to this Plan, notwithstanding the change in classification.</li> <li>b) Any change in the function of a road shall not require an amendment to this Plan to change the classification depicted on Schedule "E". The Official Plan may be modified as a result of such a change in the function of a road at the time of a review in accordance with Section 9.3 (Official Plan Monitoring and</li> </ul>	<p>Public roads in the County shall be classified into a hierarchy on the basis of jurisdiction, function, traffic characteristics, speed and interconnections. The classification of roads and the existing and proposed road system is shown on Schedule "E".</p> <p>This policy is not applicable.</p> <p>Schedule E indicated a potential road pattern which connects Sherman Street to a potential extension of Donly Drive South. This potential road pattern is unachievable as new</p>



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	Review). Similarly, minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassification or alteration of a proposed alignment shall not require an amendment to this Plan.	road would be required to pass through the existing water treatment facility and existing residential development.  Despite the physical limitations to establishing the road, this policy allows for new roads and alterations of proposed alignments within requiring an amendment to the official plan.	
	c) The County shall, as needed, enact access control by-laws for specified County roads with present or anticipated high traffic flows. Access control by-laws may be developed for any County road where high traffic or a significant percent of truck traffic develops.	This policy is not applicable.	n/a
	d) Development shall only be permitted where frontage and access is to an open and public road that is maintained on a year-round basis, as determined by the County. Any road improvement required to bring a road up to a standard deemed appropriate by the County shall be at the expense of the benefiting landowner(s).	The proposed development will connect to the existing municipal road system in the area. Any required upgrades can be identified and completed through the draft plan conditions.	✓
	e) Road access points shall be designed to the satisfaction of the County and be in locations that will not create a hazard due to impaired line of sight, or any other geometric, transportation or land use planning consideration.	A traffic impact study has been completed as part of this application. There are no anticipated sightline and traffic hazards.	✓
	f) Minimum right-of-way widths are provided for each classification of road. However, in the Urban Areas and Hamlet Areas, and in certain other circumstances, the County may consider alternative development standards including reduced right-of-way widths. The County recognizes that in some existing developed areas the reconstruction of roads to the standards required by the policies of this Plan may be economically or physically infeasible due to constraints of existing buildings, existing services, access driveways and other conditions. In order to secure needed road improvements in such cases, it will be necessary to find a realistic	The required right-of-way width will be provided for the new roads within this development	✓

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	balance between accepted engineering standards and the disruptive effects upon existing conditions. In particular, in considering improvements in the Downtown Areas, as defined on Schedule "B", careful attention shall be given to the effects of transportation improvements upon the heritage buildings, open pedestrian areas and general character of the area.		
	<p>g) Where additional land is required for road widenings and extensions, such land shall be dedicated wherever possible, in the course of approving draft plans of subdivision or condominium, consents or site plan agreements, without amendment to this Plan. The dedication of such land shall take into account the following:</p> <p>i) the classification of the road as indicated on Schedule "E" of this Plan and the extent of the right-of-way that may be required for that road classification as established by the policies of this Plan</p> <p>ii) road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, historic building locations, grade separation, channelization, existing development or other unique conditions make the dedication of equal widenings infeasible;</p> <p>iii) the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, sight triangles at intersections including intersections of an arterial road and a railway line, railway grade separations, and/or any other traffic or road engineering consideration. The extent of the widening shall be based on specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria;</p> <p>iv) any required facilities to ensure accessibility for all members of the public, including people with disabilities; and</p>	<p>The necessary dedication of roads to support this development will take place through the draft plan of subdivision process.</p> <p>A traffic impact study has been completed as part of this application and confirms the existing road network can support Phase 1, 2, and 3 of the proposed subdivision. Prior to the registration of Phase 4 of the development, a second traffic access connection will be required.</p>	✓

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	v) requirements as established by County		
	h) No development or redevelopment of land shall be approved in close proximity to an intersection or railway crossing which is scheduled for improvement until the improvement has been sufficiently designed to determine the land requirement for the improvement.	No scheduled improvements have been identified.	✓
	i) As a measure of maintaining a satisfactory road system, the County shall pursue a program of improving road alignments, surfaces, and pavement widths, and establishing adequate road allowances for new roads as future development occurs. Provision shall be made in the Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road.	The road pattern has been designed to connect to the existing road network. Future dwellings will be provided with adequate step backs from the proposed roads.	✓
	j) Any proposals to widen, extend, realign or improve roads shall consider Natural Heritage Features and cultural heritage landscape factors and attributes of adjacent land, or views created by the road. The County may require a landscape assessment prior to approval or endorsement of any proposals to widen, extend, realign or improve roads.	The proposed roads have been aligned to connect with the existing road network while providing opportunity for future connection to future roads on adjacent properties.	✓
	k) Paved streets, curbs and gutters shall be provided for any major new development or redevelopment in the Urban Areas to the satisfaction of the County. Sidewalks may be required to be provided in new development or redevelopment as determined by the County in accordance with the policies of this Plan. The County may consider lower development standards outside of the Urban Areas, subject to the policies of this Plan.	A full road cross section with sidewalks will be installed to county standards and will be a draft plan condition.	✓
<b>8.2.2.3</b>	Arterial Roads identified on Schedule "E" are roads designed to carry high volumes of traffic from Provincial Highways and other interregional roads to the collector road system, and vice versa.	The roads within the proposed development will carry low volumes of traffic and not connect to higher order roads. All roads within this development will be considered local roads.	✓

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<b>8.2.2.4</b>	Collector roads are designed with the dual function of carrying moderate volumes of local traffic to arterial roads, and distributing arterial traffic to local roads, while providing access to abutting properties.	The roads within the proposed development will carry low volumes of traffic and not connect to higher order roads. All roads within this development will be considered local roads.	✓
<b>8.2.2.5</b>	The remainder of the streets in the County road system are classified as local roads. Local roads are intended to carry low volumes of traffic and to provide access to individual properties.		
	The following shall be the policy of the County:		
	a) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, local roads shall generally be two traffic lane roads with a minimum road right-of-way width of 20 metres and be designed to carry local traffic and to provide land access to abutting properties. In instances where more than two lanes of traffic are to be accommodated, the minimum right-of-way width shall be 23 metres.	The roads within this development will be a two-lane road and a 20.0m right-of-way has been provided.	✓
	b) Local roads shall be designed to discourage high speed traffic through frequent stop signs or other appropriate design measures.	Through the detailed design process, road design can be reviewed and approved.	✓
	c) Sidewalks may generally be required on one side of local roads. In instances where local roads lead directly to a school, park, community facility or other facility which generates pedestrian traffic, or where safety of pedestrians is of particular concern, sidewalks may be required on both sides of the road.	Through the detailed design process, road design can be reviewed and approved.	✓
	d) Some local roads are only seasonally maintained. Nothing in this Plan shall be construed to imply specific seasonal road or maintenance improvement initiatives within the planning horizon of the Official Plan.	It is the intent for these roads to be maintained year-round by Norfolk County following assumption. Prior to assumption this will be the responsibility of the developer.	✓
<b>8.2.3</b>	Given that the automobile will continue to be the principle mode of transportation sufficient parking, in terms of size, location and quantity is an important consideration in the Plan. The following shall be the policy of the County:		
	a) Except in Downtown Areas, all new development and redevelopment, including re-use of existing buildings, shall be required to provide adequate off-street parking and loading	All future single detached and townhouse dwellings will be required to meet parking standards under the	

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	spaces in accordance with standards established in the Zoning By-law. Access and egress to all off-street parking or loading spaces shall be limited in number and designed to minimize danger to vehicular and pedestrian traffic.	zoning bylaw. Through the building permit process, review and approval of adequate parking can take place. A full review of the parking requirements for the future condominium blocks can take place during the site plan review process.  The remaining policies of this section are not applicable to this development.	✓
<b>Section 8.3 – Walking, Cycling and Trails</b> Bicycle and pedestrian trails and paths contribute to healthy communities. This Plan recognizes and supports cycling and walking as alternative sustainable modes of travel. The County encourages the development of enhanced walking and cycling routes designed for people of all ages and abilities.			
The following shall be the policy of the County:			
	a) Existing and proposed trails for walking and cycling are generally illustrated on Schedule "I" to this Plan. The County shall work towards providing bicycle and pedestrian paths, separated from the roadway, on existing and proposal roads, on abandoned rail corridors, on utility corridors, and within parks and open spaces, as appropriate. Priority shall be given to the development and enhancement of routes illustrated on Schedule "I" of this Plan.	Through the draft plan of subdivision process the proposed parkland and woodlots will be dedicated to Norfolk County. These parcels of land will enhance the existing trail network by providing increased connectivity.	✓
	b) The County shall consider adapting roads to provide safer travel for bicycles, where feasible and appropriate.	Through the detailed design process, the full design of the road cross-section can be reviewed.	✓
	c) The County shall undertake to interconnect existing walking trails and bicycle paths, where feasible and appropriate.	This development will provide opportunity of increased trail connectivity.	✓
	d) The County shall encourage the integration of bicycle path and walkway systems into the design of transportation facilities, including transit services, by including facilities such as protected bicycle storage areas at places of employment and major	While there are no employment and major community, institutional, educational, cultural and shopping locations included in this development, through the site plan	✓



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	community, institutional, educational, cultural and shopping locations, where appropriate.	process these facilities can be considered for the future condominium blocks.	
e)	The County shall encourage the continued use and development of the multipurpose trail system connecting Simcoe, Delhi, Waterford and other municipalities, as well as connections to the Trans Canada Trail.	This development will provide increased connectivity to the existing off road trail network which connects to the Trans Canada Trail as identified on Schedule I-2 of the official plan.	✓
f)	The County shall work towards the development of a waterfront trail between Port Dover and Long Point, the details of which shall be established through the Lakeshore Secondary Plan, further to Section 11 (Lakeshore Special Policy Area).	This policy is not applicable to this application.	n/a
g)	The County shall use the design guidelines in the Integrated Sustainable Master Plan for the further development and enhancements of walking, cycling and trail facilities	This policy is not applicable to this application.	n/a
h)	The County will promote streetscape improvements that encourage the use of active transportation including the installation of benches, waste receptacles, bicycle racks, crosswalks, pedestrian scale lighting and shade.	Through the detailed design process, the opportunity of these elements can be reviewed.	✓
i)	The County will require that sidewalks be well lit and be accessible for all users, including people with disabilities.	As a condition of draft plan approval sidewalks will be required to be designed and constructed to county standards.	✓
j)	The County will, where appropriate, include requirements for walking, cycling and trail infrastructure in the approval of site plan and other development applications.	The proposed parkland and woodlots dedicated to Norfolk County can be used to facilitate this form of infrastructure.	✓
k)	Schedule "I" shows off-road trails that may be located within neighbourhood and community parks, conservation lands and on other public and private lands. Changes to the off-road trail system, including the re-routing, removal and addition of off-road trails will not require an amendment to this Plan.	This development will enhance the existing trail network as indicated on Schedule I.	✓
l)	The County may, where appropriate and in consultation with the Conservation Authority, provide infrastructure to access creeks, rivers and lakes for recreational boating.	This development will enhance the existing trail network located along with Lynn River.	✓

	m) The County shall prepare and regularly up-date a Walking, Cycling and Trails Master Plan.	This policy is not applicable to this application.	n/a
<b>Section 8.8 – Noise, Vibration, Odour and Light Emissions</b>			
<b>8.8</b>	The development of new industrial uses shall have regard for the Ministry of the Environment and Climate Change guidelines respecting separation distances between industrial uses and sensitive uses. In locating any sensitive land use in the vicinity of any established or approved business/employment use, the County shall have regard for the relevant Ministry of the Environment and Climate Change guidelines.	The policies of this section were reviewed against the proposed development application. The necessary study has been completed by a qualified person. The study has ensured the requirements of MECP guidelines have been met and there are no anticipated negative impacts.	✓
<b>Section 8.9 – Water and Wastewater Services</b>			
<b>8.9</b>	Municipal water systems exist in all six of the Urban Areas. The County intends to improve and extend municipal water services throughout the Urban Areas. Municipal waste water treatment systems exist in Simcoe, Port Dover, Delhi, Waterford and Port Rowan. There are also a number of private communal water supply systems, principally serving Resort Areas. The balance of the County is serviced by private wells and individual waste water disposal systems. The County will ensure that cost-effective and adequate systems for water supply and wastewater treatment are provided to support, enhance and sustain existing and future residents and businesses in the County.	The policies of this section have been reviewed against the proposed application. As a development in the serviced urban area of Simcoe this application is encouraged by these policies. The necessary engineering reports and plan will be completed to ensure adequate servicing capacity exists to support the development.	✓

**Corporation of Norfolk County**

**By-Law -Z-2025**

**Being a By-Law to Amend Zoning By-Law 1-Z-2014, as amended, for property described as Part Lot 2, Concession 5 Woodhouse, Part 1 on Registered Plan 37R-11505, Urban Area of Simcoe, Norfolk County.**

WHEREAS Norfolk Council is empowered to enact this By-Law, by virtue of the provisions of Section 34 and 36(1) of the *Planning Act*, R.S.O. 1990, CHAPTER P.13, as amended; and

AND WHEREAS this By-Law conforms to the Norfolk County Official Plan.

NOW THEREFORE the Council of The Corporation of Norfolk County hereby enacts as follows:

1. That Schedule A of By-Law 1-Z-2014, as amended, is hereby further amended by changing the zoning of the lands identified as Part 1, Part 2, Part 3 and Part 4 of the subject lands as identified on Map A (attached to and forming part of this By-Law) from Development (D):
  - a. Part 1: Urban Residential Type 1 Zone (R1-B) with a Holding (H) provision and subject to Special Provision 14.XXXX;
  - b. Part 2: Urban Residential Type 4 Zone (R4) with a Holding (H) provision and subject to Special Provision 14.XXXX;
  - c. Part 3: Urban Residential Type 6 Zone (R6) with a Holding (H) provision and subject to Special Provision 14.XXXX;
  - d. Part 4: Open Space (OS) with a Holding (H) provision.
2. That Subsection 14 Special provisions is hereby further amended by adding 14.XXXX as follows:

**Part 1:** In lieu of the corresponding provision in the R1-B zone, the following shall apply:

- i. Permitted uses:
  - a) dwelling, single detached
  - b) bed & breakfast, subject to Subsection 3.4
  - c) home occupation
  - d) accessory residential dwelling unit, subject to Subsection 3.2.3

- ii. Zone Provisions:

Provisions	R1-B
a) minimum lot area	
i) interior lot	308 square metres
ii) corner lot	377 square metres

b) minimum lot frontage	
i) interior lot	11.0 metres
ii) corner lot	13.0 metres
c) minimum front yard	6.0 metres
i) detached garage with rear land	3.0 metres
d) minimum exterior side yard	3.0 metres
e) minimum interior side yard	
i) detached garage	3.0 metres & 1.2 metres
ii) detached garage with a rear lane; attached garage	1.2 metres each side
f) minimum rear yard	7.5 metres
g) maximum building height	11.0 metres

iii. Projection of an Attached Garage

The wall of an attached garage facing the street in an R1-B Zone shall project no more than 3.5 metres from the main front wall of the dwelling. This projection shall be measured from the wall of the garage facing the front lot line to the nearest structural element of the front wall of the dwelling facing the front lot line, including any covered porch which extends along the entire front wall of the dwelling, but excluding eaves, stairs or gutters. This provision shall not apply where:

- a) the front wall of the *dwelling* and the wall of the attached garage containing the opening for vehicular access do not face the same *lot line*; or,
- b) the width of the attached garage is less than 60 percent of the width of the *dwelling*.

**Part 2:** In lieu of the corresponding provisions in the R4 zone, the following shall apply:

i. Permitted uses:

- a) Group townhouse
- b) Stacked townhouse
- c) Street townhouse
- d) Semi-detached, duplex, tri-plex, and four-plex dwellings provided they are located on the same lot with, and in accordance with the Zone provisions of, group townhouse
- e) Home Occupation
- f) Accessory Residential Dwelling Unit

ii. Zone Provisions

Provisions	Street Townhouse (per unit)	Group Townhouse Stacked Townhouse
a) minimum lot area		
i) attached garage	156 square metres	195 square metres

ii) corner lot	243 square metres	195 square metres
iii) detached garage	162 square metres (access via rear lane)	215 square metres
b) minimum lot frontage		
i) interior lot	6.0 metres	30.0 metres
ii) corner lot	9.0 metres	30.0 metres
iii) corner lot accessed by a rear lane	6.0 metres	
c) minimum front yard		
i) attached garage	6.0 metres	6.0 metres
ii) detached garage or rear yard parking	1.5 metres	1.5 metres
d) minimum exterior side yard		
i) with a 6.0 metre front yard	3.0 metres	3.0 metres
ii) with a 1.5 metre front yard	1.5 metres	1.5 metres
e) minimum interior side yard	1.2 metres	1.2 metres
f) minimum rear yard		
i) attached garage	6.5 metres	6.5 metres
ii) detached garage	13.0 metres (access via a rear lane including half of the lane)	7.5 metres
g) minimum separation between townhouse dwellings	2.0 metres	2.0 metres
h) maximum building height	14.0 metres	14.0 metres

iii. Setback from Mutual Side Lot Line

Notwithstanding the required side yard, on a mutual side lot line separating two (2) attached townhouse units, no interior side yard is required where the walls are joined, where the walls are not joined, a 1.2 metre side yard shall be required.

iv. Maximum Units in a Townhouse Dwelling

No more than eight (8) dwelling units shall be located in a townhouse dwelling.

**Part 3:** In lieu of the corresponding provisions in the R6 zone, the following shall apply:

i. Permitted Uses

- a) Dwelling, apartment
- b) Home occupation
- c) Retirement home
- d) Street townhouse
- e) Group townhouse



ii. Zone Provisions

Provisions	
a) minim lot frontage	30.0 metres
b) minimum front yard	3.0 metres
c) minimum exterior side yard	3.0 metres
d) minimum interior side yard	5.0 metres
e) minimum rear yard	9.0 metres
f) maximum building height	Eight (8) storeys
g) maximum building height	i) four (4) storey building 0.72 ii) five (5) storey building 0.79 iii) six (6) storey building 0.86 iv) seven (7) storey building 0.93 v) eight (8) storey building 1

iii. Section 5.6.3 – Step back of Upper Floors, shall not apply.

iv. Section 5.6.4 – Angular Plane, shall not apply.

v. Zone Provisions for Apartment Dwellings Three (3) Storeys or Less

Notwithstanding the provisions in Subsection 5.6.2, *apartment dwellings* three (3) storeys or less shall use the Urban Residential Type 5 Zone (R5) provisions.

3. That the Holding (H) provision of this By-Law shall be removed upon the registration of a subdivision agreement or pre-servicing agreement to the satisfaction of General Manager of Community & Development Services (or designate).

Enacted and passed this XX day of Month, 2025.

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Mayor: A. Martin

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County Clerk: W. Tigert

## **MAP A**

Insert Map

### **Explanation of the Purpose and Effect of By-Law       -Z-2025**

This By-Law affects a parcel of land described Part Lot 2, Concession 5 Woodhouse, Part 1 on Registered Plan 37R-11505, Urban Area of Simcoe, Norfolk County.

As shown on Map A, the purpose of this bylaw is to change the existing zoning of the subject lands from Development (D) to Urban Residential Type 1 (R1-B) on Part 1 to permit the construction of single detached dwellings, Urban Residential Type 4 (R4) on Part 2 to permit the construction of townhouse dwellings, Urban Residential Type 6 (R6) on Part 3 to permit the future construction of a multi-residential development (mid-rise or townhouses), and Open Space (OS) on Part 4 to permit the establishment of a County owned park facility. The existing Hazard Land (HZ) zoning on Part 5 shall remain.

The proposed zoning by-law amendment will permit the construction of a 495-unit subdivision. Special provision 14.XXXX will allow for specific modifications to the parent zone provisions to enable a more compact and efficient development pattern.

A Holding (H) provision has been placed on the entire subject lands to ensure no construction or work can take place until the applicant satisfies all engineering and technical requirements and enters a subdivision agreement or pre-servicing agreement to the satisfaction of Norfolk County.



# YOU'RE INVITED!

October 29, 2025

6:00pm - 7:30pm

(question & answer period at 6:30pm)

**Fanshawe College - Room B115**

634 Ireland Road, Simcoe

On behalf of 2177545 Ontario Inc., you are invited to attend a public information session for the proposed development located within the Woodway Trails subdivision in Simcoe.

## Get in Touch

Scott Puillandre

519-426-6270

scottpuillandre@gdvallee.ca

www.gdvallee.ca

2 Talbot St N, Simcoe, ON N3Y 3W4

## Property Features

Phased plan of subdivision, including:

- Phase 1:
  - 61 single detached dwellings
  - 109 townhouse dwellings
  - large community park
- Phase 2:
  - 51 single detached dwellings
  - 60 townhouse dwellings
  - 3 future condominium blocks (approx. 214 dwelling units total)
  - preservation of existing significant woodlot



Working together with our community

## Deputation

<b>Name</b>	Carol Caulderwood
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<b>Meeting Type</b>	Public Hearing
<b>Agenda Item</b>	
<b>Meeting Date</b>	2025-11-04
<b>Meeting attendance</b>	In-person
<b>Materials or a presentation</b>	No

<b>Purpose of Deputation</b>
I would like to voice my concerns regarding the proposed plan for the development of the Woodway Trails subdivision (File 28TPL2024308/ZNPL2024307). Specifically I would like to address the planned ingress/egress to the subdivision and related safety issues.





Working together with our community

## Deputation

<b>Name</b>	Laura Swire
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<b>Meeting Type</b>	Public Hearing
<b>Agenda Item</b>	
<b>Meeting Date</b>	2025-11-04
<b>Meeting attendance</b>	In-person
<b>Materials or a presentation</b>	No

<b>Purpose of Deputation</b>
Voice concerns regarding next phase of the Woodway Trail construction plan.



Working together with our community

## Deputation

<b>Name</b>	Jim Swire
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<b>Meeting Type</b>	Public Hearing
<b>Agenda Item</b>	
<b>Meeting Date</b>	2025-11-04
<b>Meeting attendance</b>	In-person
<b>Materials or a presentation</b>	No

<b>Purpose of Deputation</b>
Concerns regarding temporary construction road access. The impact of construction vehicles on local residential communities and roadways.