



## Woodway Subdivision

### Planning Justification Report

Official Plan & Zoning Amendment

Project #23-190

August 6, 2025



**vallee**

*Consulting Engineers,  
Architects & Planners*

|   |     |
|---|-----|
| <b>Table of Contents</b>  |     |
| <b>Introduction</b>   | 3   |
| <b>Site Description</b>   | 4   |
| <b>Existing and Surrounding Uses</b>                                | 5   |
| <b>Planning Applications</b>  | 6   |
| Draft Plan of Subdivision   | 6   |
| Zoning Bylaw Amendment  | 7   |
| <b>Supporting Studies</b>   | 9   |
| <b>Policy Context</b>   | 9   |
| Planning Act  | 9   |
| Provincial Policy Statement   | 13  |
| Norfolk County Official Plan  | 14  |
| Norfolk County Zoning By-Law  | 16  |
| <b>Land Use Compatibility</b>                                       | 16  |
| <b>Traffic</b>  | 17  |
| <b>Environmental</b>  | 17  |
| <b>Servicing</b>  | 18  |
| <b>Conclusion</b>   | 18  |
| <b>Appendices</b>   |     |
| Appendix A: Draft Plan of Subdivision                               | A-1 |
| Appendix B: Zoning Map  | B-1 |
| Appendix C: Planning Act – Compliance Matrix                        | C-1 |
| Appendix D: Provincial Planning Statement, 2024 - Compliance Matrix | D-1 |
| Appendix E: Norfolk Official Plan – Policy Compliance Matrix        | E-1 |
| Appendix F: Draft Bylaw   | F-1 |

### 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.

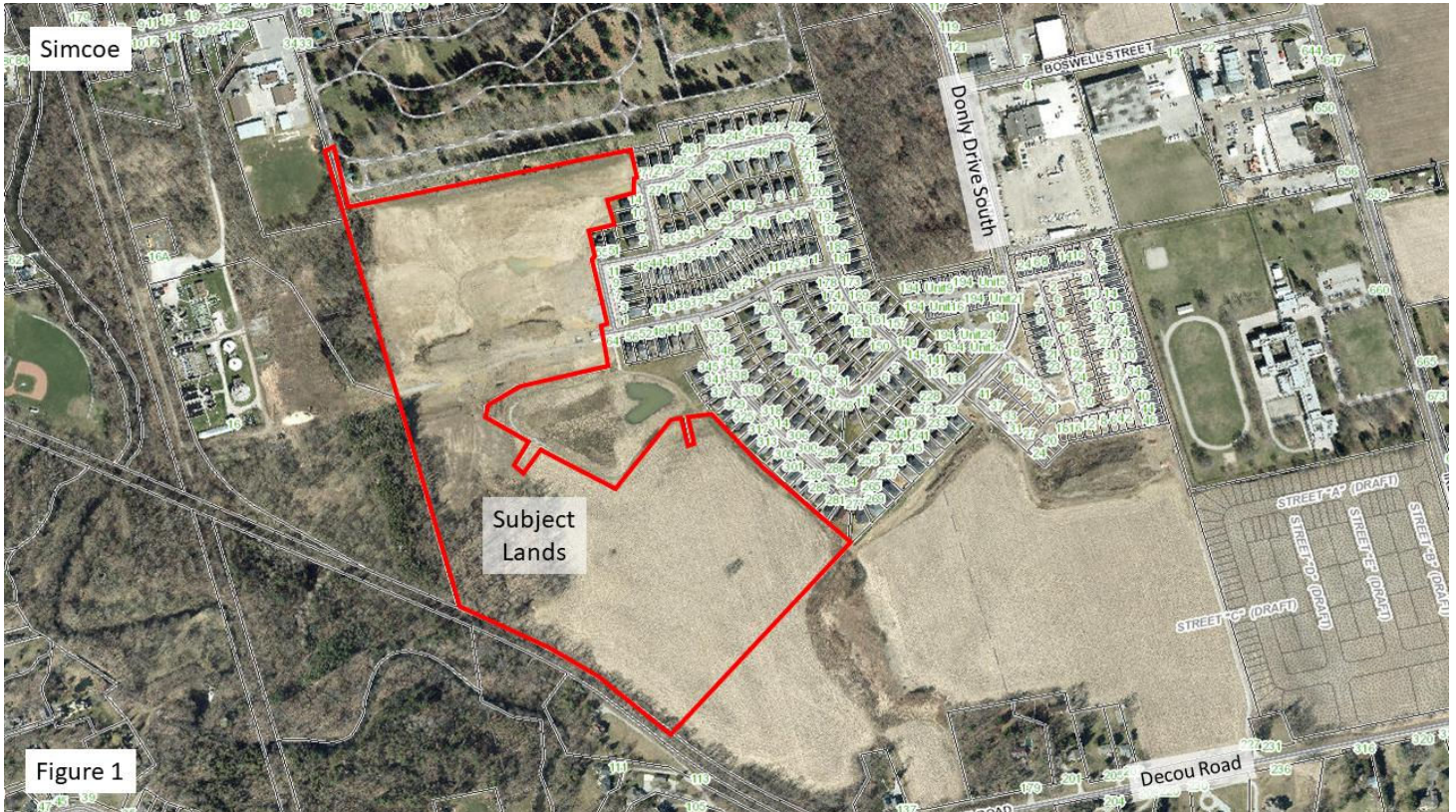


Figure 1: Location of subject lands

**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:

|  |  |
|--|--|
| <p><b>North</b></p> <ul style="list-style-type: none"> <li>• Park and open space - Oakwood Cemetery</li> <li>• Oakwood Public School</li> </ul>  | <p><b>East</b></p> <ul style="list-style-type: none"> <li>• Previously completed phase of the subdivision</li> <li>• Major institutional (Sprucedale Youth Centre)</li> <li>• Protected industrial area</li> </ul> |
| <p><b>South</b></p> <ul style="list-style-type: none"> <li>• Vacant residential lands</li> <li>• Low-density residential development</li> <li>• Rural residential development</li> <li>• Agricultural lands</li> </ul> | <p><b>West</b></p> <ul style="list-style-type: none"> <li>• Provincially Significant Wetlands</li> <li>• Major Public Infrastructure (Sewage treatment)</li> <li>• Hazard lands and open space</li> </ul>          |

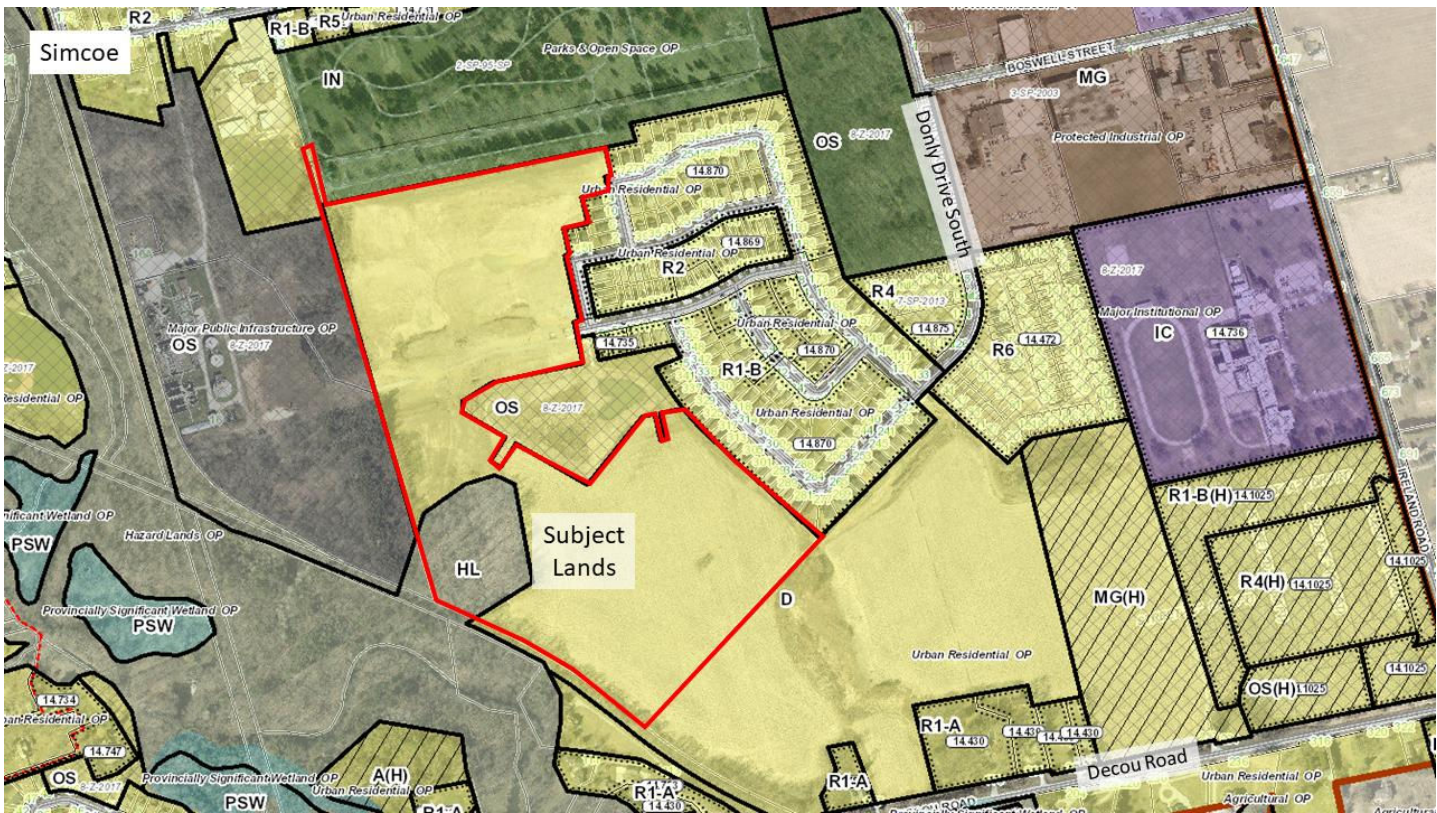


Figure 2: Adjacent land uses

## Planning Application

### Draft Plan of Subdivision

As shown in Appendix A and Figure 3 below, the proposed development will include the following forms of housing:

- 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
- Total anticipated number of dwelling units – 495

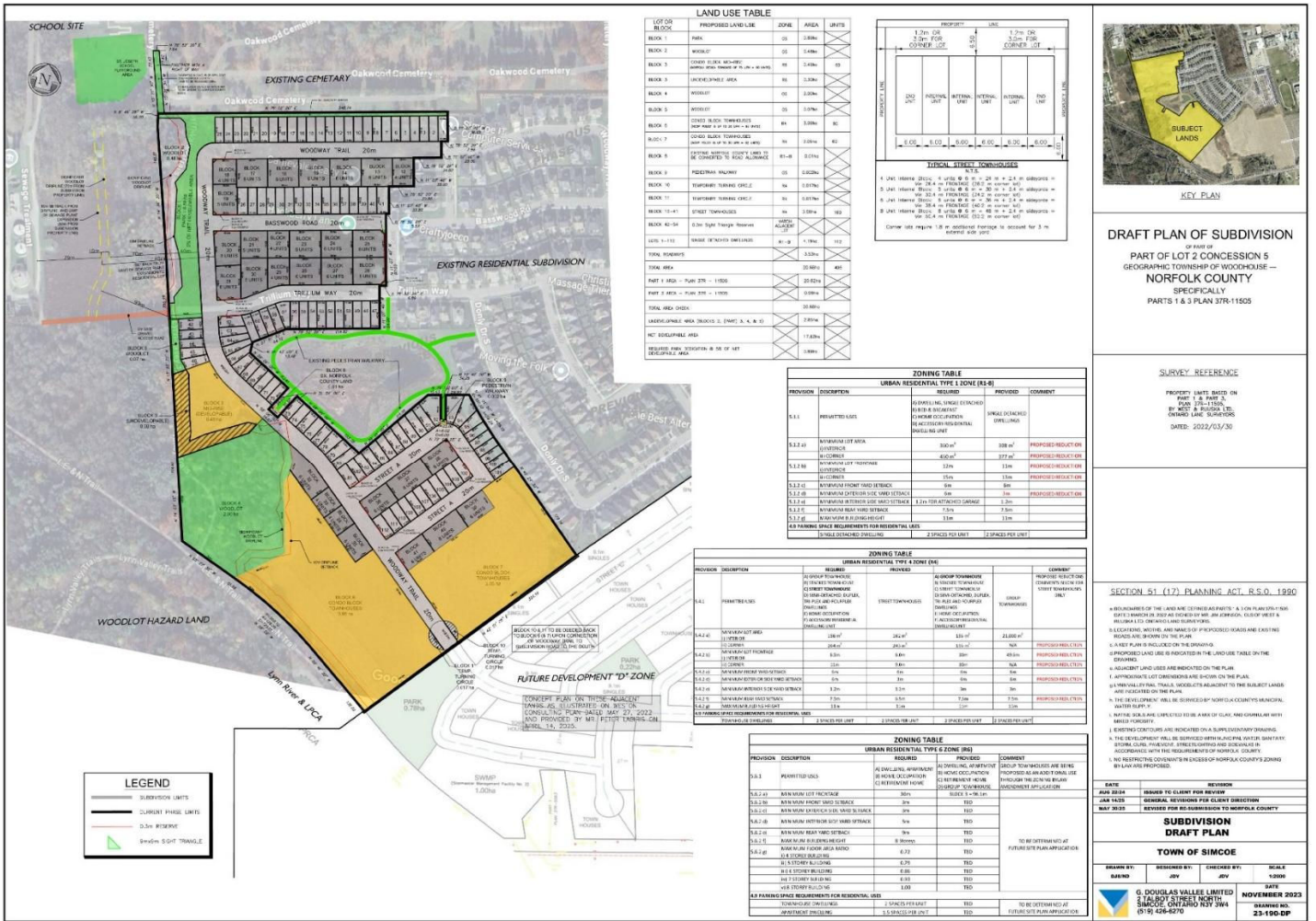


Figure 3: Draft Plan of Subdivision

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><b>3.0m</b></li> </ul>   | <b>Proposed Amendment</b><br><br>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.<br><br>The application of the R4 zone will facilitate the future construction of street townhouse dwellings. |
| 5.4.2 Zone Provisions              | Street Townhouse<br><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<br><ul style="list-style-type: none"> <li>Attached garage – 162m<sup>2</sup></li> <li>Corner lot – <b>243m<sup>2</sup></b></li> <li>Detached garage – 162m<sup>2</sup></li> </ul>  | <b>Proposed Amendment</b><br><br>The reduced minimum lot areas will allow for more efficient use of  |
| a) minimum lot area                |   |   |  |

## Woodway Trails Subdivision | Planning Justification Report

|                               |   |   |   |
|-------------------------------|---|---|---|
|                               | <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>   | <p>development land within the serviced urban area of Simcoe. This will help encourage complete and walkable communities.</p>   |
| 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> | <p>No relief is being requested.</p>  |
| 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>   | <p><b>Proposed Amendment</b></p>  |

|   |  |   |   |
|---|--|---|---|
|   | <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 – <b>6.5m</b></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 achieved.  |
| 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><b>14.0m</b></li> </ul> <p>Group /Stacked Townhouse</p> <ul style="list-style-type: none"> <li><b>14.0m</b></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><b>Street townhouse</b></li> <li><b>Group townhouse</b></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>• <b>Section 5.6.3 shall not apply</b></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>• <b>Section 5.6.4 shall not apply</b></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,

## Woodway Trails Subdivision | Planning Justification Report

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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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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)

|  |  |          |
|--|--|----------|
| <p>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</p>  | <p>The development will utilize existing municipal infrastructure.</p>   | <p>✓</p> |
| <p>(g) the minimization of waste;</p>  | <p>This policy is not applicable in this instance.</p>   | <p>✓</p> |
| <p>(h) the orderly development of safe and healthy communities;<br/>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</p> | <p>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.</p> | <p>✓</p> |
| <p>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</p>   | <p>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.</p>  | <p>✓</p> |
| <p>(j) the adequate provision of a full range of housing, including affordable housing;</p>  | <p>This development will provide a range of housing forms and options which are not readily available in Norfolk County.</p>   | <p>✓</p> |
| <p>(k) the adequate provision of employment opportunities;</p>   | <p>This policy is not applicable in this instance.</p>   | <p>✓</p> |
| <p>(l) the protection of the financial and economic well-being of the Province and its municipalities;</p>   | <p>This development would provide increased tax revenue to the local and provincial governments.</p>   | <p>✓</p> |
| <p>(m) the co-ordination of planning activities of public bodies;</p>  | <p>The applications will be circulated to all applicable public bodies and agencies for comments as determined by Norfolk County.</p>  | <p>✓</p> |
| <p>(n) the resolution of planning conflicts involving public and private interests;</p>  | <p>This will be achieved through the planning approvals process.</p>   | <p>✓</p> |
| <p>(o) the protection of public health and safety;</p>   | <p>The subject lands are not located within an area of natural hazard. The development will be designed and constructed</p>  | <p>✓</p> |

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,<br>(i) is well-designed,<br>(ii) encourages a sense of place, and<br>(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**

| 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)

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| 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)

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|---|--|----------|
| <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>✓</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>   | <p>✓</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:</b> | <b>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 Modelling 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 ✓  |

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

|  |   |
|--|---|
|  | 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><br><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:<br><br>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents<br><br>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. ✓<br><br>This application represents the development of an underutilized parcel within the urban area of Simcoe. |

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

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|----|---|---|---|
| c) | <p>promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> | <p>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.</p>  | ✓ |
| d) | <p>requiring transit-supportive development and prioritizing intensification</p>  | <p>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.</p> | ✓ |

| Section  | Policy   | Comments   |   |
|--|--|--|---|
| <b>Chapter 2: Building Homes, Sustainable Strong and Competitive Communities</b> |  |  |   |
| <b>2.3 Settlement Areas and Boundary Expansions</b>                              |  |  |   |
| <b>2.3.1</b>   | <p><b>General Policies for Settlement Areas</b><br/><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.</p> |  |   |
| <b>2.3.1.1</b>   | <p>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.</p>   | <p>The lands are located within a settlement area.</p>   | ✓ |
| <b>2.3.1.2</b>   |  |  |   |
| <b>a)</b>  | <p>Land use patterns within settlement areas should be based on densities and a mix of land uses, which:<br/>Efficiently use land and resources</p>  |  | ✓ |
| <b>b)</b>  | <p>Optimize existing and planned infrastructure and public service facilities;</p>   | <p>The proposed updated density and mix of housing options provides an efficient land use while ensuring compatibility with existing residential development in the area.<br/>The development will utilize existing services and public facilities including trails.</p> | ✓ |

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

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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 |

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

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|              | 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><br><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. |          |

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

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| <p><b>3.5.1</b></p> | <p>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</p> | <p>The Land Use Compatibility analysis prepared by Sonair confirms the development is adequately separated from surrounding major facilities.</p>   | <p>✓</p> |
| <p><b>3.5.2</b></p> | <p>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</p>                   | <p>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.</p> | <p>✓</p> |

| Section  | Policy   | Comments  |          |
|--|--|---|----------|
| <p><b>Chapter 3: Infrastructure and Facilities</b></p> |  |   |          |
| <p><b>3.6</b></p>                                      | <p><b>Sewage, Water, and Stormwater</b><br/><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.</p> |   |          |
| <p><b>3.6.1</b></p>                                    | <p>Planning for sewage and water services shall:</p>   |   |          |
| <p><b>a)</b></p>                                       | <p>accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal services</p>  | <p>The proposed application intends to connect to existing municipal services, thereby improving the efficiency and optimization of these services.</p> | <p>✓</p> |
| <p><b>b)</b></p>                                       | <p>ensure that these services are provided in a manner that:</p>   |   |          |

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

|              |   |  |   |
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|              | <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:   |  |   |

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

|           |  |  |   |
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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.<br><br>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.   | ✓ |

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

| Section   | Policy   | Comments  |
|---|--|---|
| <b>Chapter 3: Infrastructure and Facilities</b> |  |   |
| <b>3.9</b>                                      | <b>Public Spaces, Recreation, Parks, Trails and Open Space</b>   |   |
|   | <p><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.</p> |   |
| <b>3.9.1</b>                                    | Healthy, active, and inclusive communities should be promoted by:  |   |
| <b>a)</b>                                       | <p>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;</p>   | <p>Sidewalk, road patterns, and existing trails will facilitate the opportunity for active transportation and social interaction. ✓</p>   |
| <b>b)</b>                                       | <p>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;</p>   | <p>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. ✓</p> |
| <b>c)</b>                                       | <p>Providing opportunities for public access to shorelines; and</p>  | <p>This policy is not applicable to this development. n/a</p>   |
| <b>d)</b>                                       | <p>Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas</p>  | <p>This policy is not applicable to this development. n/a</p>   |

**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> |   |  |          |
| 2.2   | Goals and Objectives<br>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> |
|   | ✓  |

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

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|               | <p>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.</p>   |   |   |
| <b>5.3 b)</b> | <p>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.</p>  | <p>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.</p> | ✓ |
| <b>5.3 c)</b> | <p>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:</p> <p>i) supporting increased residential densities in appropriate locations and a full range of housing types, adequate land supply, redevelopment and residential intensification, where practical;</p> | <p>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.</p>           | ✓ |
| <b>5.3 e)</b> | <p>The County shall encourage innovative and appropriate housing development that exhibits design</p>  | <p>This section of the Official Plan requires the County to consider innovative and appropriate housing</p>   |   |

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

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|  | <p>and adaptability characteristics, and may represent non-traditional additions to the County's housing stock.</p>   | <p>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.</p> <p>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.</p> | ✓   |
| <p><b>5.3 h)</b></p>   | <p>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.</p>   | <p>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.</p>  | ✓   |
| <p><b>Section 5.3.1 – Residential Intensification</b><br/>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.</p> |   |   |     |
| <p><b>5.3.1 b)</b></p>   | <p>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</p> | <p>This policy is not applicable as the proposed development is located outside the built boundary.</p>   | n/a |

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

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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,   |   |

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

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|   | of the adjacent properties and surrounding neighbourhood.   | townhouses, and midrise dwelling units. These housing types are compatible with the existing development in the area.<br>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.<br><br>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.  | ✓ |

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

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|                      | <p>iii. shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;</p>  | <p>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.</p>   | ✓ |
|                      | <p>iv. shall encourage tree retention and tree replacement;</p>   | <p>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.</p>  | ✓ |
|                      | <p>v. shall ensure that design is sympathetic to the heritage character of an area, including the area's cultural heritage resources;</p>   | <p>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.</p>  | ✓ |
|                      | <p>vi. shall strongly encourage design that considers and, wherever possible, continues existing and traditional street patterns and neighbourhood structure; and</p>   | <p>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.</p>   | ✓ |
|                      | <p>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.</p>                              | <p>These requirements can be reviewed through the draft plan of subdivision and site plan approval processes.</p>  | ✓ |
| <p><b>5.4 c)</b></p> | <p>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</p> | <p>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</p> | ✓ |

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

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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 |

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

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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   | ✓ |

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

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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 |

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

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|  | 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 existing 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>  |  |  |
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| <b>Section 6.4 – Urban Areas</b>  |  |  |
| <p>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.</p> |  |  |
| <b>6.4 a)</b>   | <p>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.</p>   | <p>The proposed development is taking place within the urban area of Simcoe and provide a variety of housing forms.</p>  |
| <b>6.4 b)</b>   | <p>It is the policy of this Plan that the Urban Areas will incorporate the following:</p> <ul style="list-style-type: none"> <li>i. a full range of housing types, including affordable and special needs housing;</li> <li>ii. business opportunities at appropriate locations to provide a wide range of employment and services to residents, businesses and visitors;</li> <li>iii. full municipal services, as feasible and appropriate, and an appropriate level of transportation infrastructure</li> <li>iv. a concentration of community services for the County, including social, cultural, entertainment, health, educational and other supporting facilities; and</li> <li>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</li> </ul> | <p>This development will add to the range of housing types available in Simcoe.</p> <p>This policy is not applicable as the lands are designated for residential purposes.</p> <p>The subdivision will be provided with full municipal services and an appropriate road network.</p> <p>This policy is not applicable as the lands are designated for residential land uses.</p> <p>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</p> |
| <b>6.4 c)</b>   | <p>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</p>  | <p>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.</p>  |
| <b>6.4 d)</b>   | <p>New Urban Areas shall not be designated within the period of this Plan</p>  | <p>This policy is not applicable to this application.</p>  |

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

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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.  | n/a |
| <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.  | n/a |
| <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.  | n/a |
| <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  | ✓   |

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

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|  | <p>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.</p> | <p>and anticipated development on adjacent lands to ensure comprehensive and integrated planning for the area.</p>   |          |
| <p><b>Section 6.5 – Specific Urban Areas</b><br/>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.</p> |   |  |          |
| <p><b>6.5.1.1</b></p>  | <p>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.</p>   | <p>The proposed application is a logical and efficient extension of existing developed housing options for residents to live and work in Norfolk County.</p> | <p>✓</p> |
| <p><b>6.5.1.2</b></p>  | <p>Urban Structure of Simcoe</p>  | <p>The policies of this section are generally related to ensuring Simcoe remains a major service centre for the county.</p>                                  | <p>✓</p> |

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

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|  |  | This development will increase the consumer base in Simcoe to help ensure the success of local businesses. |  |
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| <b>Section 7.0 – Managing Land Use</b> |   |   |   |
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| <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.    | ✓ |

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

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|  | 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> |   |  |
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| <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> |

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

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|    | <p>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.</p>   | <p>road would be required to pass through the existing water treatment facility and existing residential development.</p> <p>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.</p> |     |
| c) | <p>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.</p>  | <p>This policy is not applicable.</p>   | n/a |
| d) | <p>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).</p>   | <p>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.</p>  | ✓   |
| e) | <p>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.</p>   | <p>A traffic impact study has been completed as part of this application. There are no anticipated sightline and traffic hazards.</p>   | ✓   |
| f) | <p>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</p> | <p>The required right-of-way width will be provided for the new roads within this development</p>   | ✓   |

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

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|  | <p>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>  |          |  |
| <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> | <p>✓</p> |  |

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

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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. | ✓ |

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

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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> | <p>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.</p> <p>The following shall be the policy of the County:</p>   |  |   |
|                | 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 within the County, the provision of 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  |   |

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

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|  | <p>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.</p>  | <p>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.</p> <p>The remaining policies of this section are not applicable to this development.</p> | ✓ |
| <p><b>Section 8.3 – Walking, Cycling and Trails</b><br/>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.</p> <p>The following shall be the policy of the County:</p> |   |   |   |
|  | <p>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.</p> <p>b) The County shall consider adapting roads to provide safer travel for bicycles, where feasible and appropriate.</p> | <p>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.</p>   | ✓ |
|  | <p>c) The County shall undertake to interconnect existing walking trails and bicycle paths, where feasible and appropriate.</p>   | <p>Through the detailed design process, the full design of the road cross-section can be reviewed.</p> <p>This development will provide opportunity of increased trail connectivity.</p>  | ✓ |
|  | <p>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</p>  | <p>While there are no employment and major community, institutional, educational, cultural and shopping locations included in this development, through the site plan</p>   | ✓ |

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

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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.  | ✓   |

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

|                    |   |   |     |
|--------------------|---|---|-----|
|                    | 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</b> | <b>8.8 – Noise, Vibration, Odour and Light Emissions</b><br>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</b> | <b>8.9 – Water and Wastewater Services</b><br>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 **1-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;<br>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<br>(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<br>ii) five (5) storey building 0.79<br>iii) six (6) storey building 0.86<br>iv) seven (7) storey building 0.93<br>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

**MAPA**

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.