

From: [Dillon Bickell](#)
To: [Jill Lewis](#)
Subject: Rama First Nation Comments on First Draft of Official Plan - Oct 31/2025
Date: Friday, October 31, 2025 8:44:52 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Aaniin Jill,

As mentioned, I have reviewed the Draft Official Plan and have provided some comments below:

- - Section 1.1 (page 1) – Orillia’s Past & Present
 - **We’ve reviewed the text in this section and I am wondering why the last paragraph and a half are omitted? Also FYI, we are working to update this text and I am hoping that those new changes can be incorporated. I’ll pass this along once it is ready.**
- - Section 2.2 (page 6) – Be Leaders in Sustainability & Stewardship
 - *Learn from Indigenous land-based cultural practices and stewardship in the spirit of reconciliation, based on mutual understanding of each other and the environment. Do you have real world, specific examples of what this means and how these principles would be applied?*
- Section 5.2.1 (page 95) – Parks Provision and Acquisition
 - *g) Parks will provide opportunities for physical activity, socialization, cultural pursuits, community gardens, and nature education. All publicly owned components of the open space network will be open and accessible to the public. Does cultural pursuits include harvesting (plants, medicines, etc.)?*
- Section 6.1 (page 101) – Cultural Heritage Introduction
 - *c) The City will engage with all interested First Nations and local Indigenous Communities and consider their interests when identifying, protecting and managing cultural heritage resources and archaeological resources. I’d like further clarification on what ‘local Indigenous Communities’ means. Additionally, a proposed language change from interested First Nations to Aboriginal and Treaty rights holding First Nations or something to that effect. I think it is important to remember that the Duty to Consult applies regardless if a First Nation expresses explicit interest or not.*

- Section 6.2.6 (page 104) – Archaeological Resources
 - *b) The City will engage with all interested First Nations and local Indigenous Communities and consider their interests when identifying, protecting and managing cultural heritage resources and archaeological resources. **Similar comment as the above, what specific Nations does this include, and the use of ‘local Indigenous Communities’ is potentially covering a very large group of Nations and/or groups whom this may not be applicable to.***
 - *c) Development or site alteration on lands containing archaeological resources and areas of archaeological potential are to be determined and assessed through an Archaeological Assessment and confirmed by the Province:*
 - i. A Stage 1 archaeological assessment will be prepared prior to submission of an application for plan of subdivision or plan of condominium and may be required for other applications where substantial site alteration is contemplated. Where the Stage 1 assessment identifies areas of archaeological potential, a further Stage 2 archaeological assessment and fieldwork by a licensed archaeologist will be provided at the time of submission of an application for plan of subdivision or plan of condominium. If archaeological resources are identified in the assessment, the application will include a conservation plan to conserve any archaeological resources identified for protection. **What constitutes a ‘substantial site alteration’? Concern that even ‘minor or less substantial’ projects can still have impact and the potential for archeological investigation may still be applicable.***
 - *e) Where burial sites are encountered during any excavation or other action, the provisions of the Funeral, Burial and Cremation Services Act and its regulations will apply. First Nations will be notified about the encounter of all burial sites and those archaeological resources of an Indigenous context. **Would like to see added language of ‘burial sites or ancestral remains’.** **It states that First Nations will be notified, which specific Nations are you referring to?***
- Section 7.1 (page 106) – Economy Introduction
 - *a) Orillia’s economic assets support growth and quality of life which set it apart from other communities. The city’s location between Lake Couchiching*

and Lake Simcoe, and its historic Downtown, make Orillia a destination for tourism and recreation. The city features excellent transportation infrastructure, including Highways 11 and 12, and proximity to Lake Simcoe Regional Airport in Oro-Medonte, ensuring efficient logistics for business operations. Orillia is also home to key institutions such as the Ontario Provincial Police Headquarters, Orillia Soldiers' Memorial Hospital, Lakehead University, and Georgian College. **Suggestion of including language around the City of Orillia being neighbours to the Chippewas of Rama First Nation and Casino Rama. Also, the Lake Simcoe Regional Airport in Oro-Medonte is mentioned, can the Orillia Rama Regional Airport in Ramara also be included.**

- *d) The City will work collaboratively with all interested First Nations and local Indigenous residents to identify shared priorities for economic development and recognize Orillia's Indigenous past, present, and future through economic opportunities. **Similar comment as previously stated in regards to 'interested First Nations'. Noticed the inclusion of Indigenous residents in this section, will there be structured outreach to engage with local Indigenous residents?***

- Section 8.2.4 (page 122) – Environmental Impact Studies
 - *f) The City, in consultation with First Nations and Provincial and Federal governments, may prepare Environmental Impact Study Terms of Reference to assist applicants in identifying the scope of a required Environmental Impact Study. **As mentioned above, which specific First Nations are being referenced here?***

- Section 8.4.1 (page 135) – Climate Change Introduction
 - *d) The City will collaborate with First Nations to explore ways to mitigate and adapt to a changing climate. . **As mentioned above, which specific First Nations are being referenced here?***

- Section 10.6.1.1 (page 173) – Consultation with Indigenous Peoples
 - *a) In the spirit of reconciliation and in accordance with the Aboriginal and treaty rights set out under section 35 of the Constitution Act, the City will work with all interested First Nations and other Indigenous Peoples on building a constructive and cooperative relationship, based on mutual respect, between planning authorities to facilitate knowledge-sharing and inform decision-making in land use planning. **Proposed language change from interested First Nations to Aboriginal and Treaty rights holding First***

Nations or something to that effect. Suggestion on the use of consistent language, in this section Indigenous Peoples are mentioned, when in other earlier sections it is Indigenous residents or Indigenous communities.

Miigwech,

Dillon

Dillon Bickell, C.E.T. (he/him)
Community Consultation Worker, Legal
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From: Jill Lewis <JLewis@orillia.ca>
Sent: Tuesday, October 21, 2025 1:19 PM
To: Dillon Bickell <dillonb@ramafirstnation.ca>; Community Consultation <consultation@ramafirstnation.ca>
Subject: RE: Orillia's First Draft of Official Plan

Aaniin Dillon,

Looking forward to meeting with you tomorrow at 11am. I know our Official Plan is a really big document and deals with a variety of topics, I want to help focus your review by pointing out a few of the key policies that relate to First Nations:

- Section 1.1 – Orillia’s Past and Present – starting on page 1
- Section 2.0 – Vision and Guiding Principles – starting on page 5
- Section 5 – Parks and Open Space – starting on page 93
- Section 6 – Cultural Heritage – starting on page 101
 - Including Section 6.2.6 – Archaeological Resources – starting on page 104
- Section 7 – Economy – starting on page 106
- Section 8.2.4 – Environmental Impact Studies – page 122

- Section 8.4 – Climate Change – starting on page 135
- Section 10.6 – Consultation – starting on page 173

Schedule C – Natural Heritage mapping might be of greatest interest to you in your review of the First Draft of the Official Plan.

Miigwech,
Jill



Jill Lewis, B.Com., M.A., RPP | Senior Planner
Development Services & Engineering Department
Development & Infrastructure Planning Division
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From: Dillon Bickell <dillonb@ramafirstnation.ca>

Sent: Monday, October 20, 2025 1:10 PM

To: Jill Lewis <JLewis@orillia.ca>; Community Consultation <consultation@ramafirstnation.ca>

Subject: RE: Orillia's First Draft of Official Plan

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Aaniin Jill,

Thank you for this ahead of time! I think the best approach is I'll review and we can discuss this week, and then I can help summarize some of the key points for leadership's review prior to scheduling any potential meetings.

Miigwech!

Dillon

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From: Jill Lewis <JLewis@orillia.ca>
Sent: Friday, October 17, 2025 9:57 AM
To: Dillon Bickell <dillonb@ramafirstnation.ca>; Community Consultation <consultation@ramafirstnation.ca>
Subject: Orillia's First Draft of Official Plan

Aaniin Dillon,

This week the City received the First Draft of the Official Plan for review and comment. Please find attached a Word version of the First Draft of the Official Plan and our draft mapping for the Natural Heritage. I can send you all of the draft mapping by our 2Big4Email system, so you can have a look at the mapping. You'll get a separate email which you'll need to download the schedules within 2 weeks otherwise the link will expire.

We will be formally circulating all of the Indigenous Communities on November 6, 2025 this First Draft of the Official Plan and you will be receiving that information at that time as well, but I wanted to personally provide you with the First Draft of the Official Plan and I would be more than happy to speak with you about it at our monthly touchpoint next week.

We can also arrange a virtual meeting with your Chief and Council to discuss the First Draft of the Official Plan if you would find that to be beneficial. Please let me know if that is something you would like us to arrange?

Looking forward to working with you through this process and see you next Wednesday.

Miigwech,

Jill



Jill Lewis, B.Com., M.A., RPP | Senior Planner
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December 22, 2025

Jill Lewis, Senior Planner
City of Orillia – Planning Division
50 Andrew Street South
Orillia, ON, L3V 7T5

**RE: Comment Letter Submission for City of Orillia Official Plan Review
Cornerstone Baptist Church, Orillia
265 Coldwater Road W, Orillia, ON, L3V 3M1**

Dear Ms. Jill Lewis,

Cornerstone Baptist Church, Orillia (“Cornerstone” or “we”) is pleased to submit this letter as part of the ongoing City of Orillia Official Plan Review (“OP Review”).

Cornerstone owns the six-acre subject property that is municipally known as 265 Coldwater Road W. It is bounded by Coldwater Road to the north, an undeveloped wooded lot to the east, low-rise residential dwellings to the south, and a gas station and commercial-retail shopping centre to the west (the “Property”). Existing uses on the site include a Place of Worship, an Office Use building (single-storey church office fronting Coldwater Road), an ice rink that has been used in the past by the City of Orillia for outdoor skating in the winter and pickleball in the summer, and surface parking. The Property is designated *Intensification Area* in the current Orillia Official Plan and zoned I2 and C3i in the Orillia Zoning By-law. Through the OP Review process, the Property is proposed to be redesignated to *Mixed-Use – Growth* in the new Official Plan (“New OP”).

Cornerstone is generally supportive of the proposed changes to the designation of the Property and its associated policies as drafted in the New OP. However, we wish to provide the following minor comments for staff’s consideration and kindly request that the necessary text amendments be made to accommodate same:

1. Minimum Storey Exemption for Places of Worship and Accessory Uses Within Mixed Use – Growth Development Policies Subsection 3.4.3.3.a

Section 3.4.3.3.a of the New OP requires that “New buildings be a minimum height of three storeys, except for stand-alone commercial uses.” Cornerstone supports the intent of this Development Policy for higher-order mixed-use redevelopment within the *Mixed Use – Growth* designation. However, we request that staff expand the three-storey minimum exemption for stand-alone commercial uses to include Places of Worship and associated Accessory Uses, such as Recreational Facilities and Public Service Facilities. Should Cornerstone wish to redevelop its existing uses and/or expand its facilities in

future, the requested exemption seems reasonable and appropriate to avoid a requirement for a three-storey minimum.

2. Clarify That Only Comprehensive Site Redevelopment Requires Block Patterns and Street Conveyance in Mixed Use – Growth Development Policies Subsection 3.4.3.3.e.

Section 3.4.3.3.e. requires that “Development on larger sites will create a more fine-grained block pattern through the conveyance of public streets and/or addition of mid-block connections.” Per the New OP’s definition of *Development*, this policy would apply to “the construction of buildings and structures or an addition or alternation to a building or structure that substantially increases the size or usability of the site.” Accordingly, we request that language as drafted in subsection 3.4.3.3.e. be revised to clarify that only comprehensive site redevelopment be subject to this policy and that construction of buildings, structures, additions or alterations be exempt.

3. Clarification of Reference to Section 1.1.1 and 1.1.1.1

Mixed Use – Growth designation policies 3.4.3.2.a and 3.4.3.2.b make reference to Section 1.1.1 and 1.1.1.1 respectively. Sections 1.1.1 and 1.1.1.1. do not exist in the New OP. Please confirm whether these are placeholders and/or intended to reference a different section. If intended to reference a separate section, please clarify which sections these are intended to reference.

We thank staff for the opportunity to participate in the OP Review process and for their review and consideration of our submitted comments. Should you have any questions relating to the comments provided herein, please do not hesitate to reach out to the undersigned to discuss.

Sincerely,
Cornerstone Baptist Church, Orillia

Per: 
Kirk Mawhinney
Executive Pastor

Per: **Michael Hurlburt**
Board Chair

cc: Cornerstone Baptist Church, Orillia Board

Don Munro
[REDACTED]

15 Francis Rd, Orillia, L3V 2L6

December 17, 2025

Submission on the Draft Orillia Official Plan (2025)

Introduction

I previously submitted comments on the Official Plan in October 2024.

The 2025 Draft reflects contemporary planning priorities, sustainability, housing diversity, intensification, and mixed-use development while adding specificity, enforceability and defensibility.

I support the City's objective of limiting urban sprawl through intensification while protecting waterways and natural heritage features. In addition to shoreline protection through minimum setbacks, **the Official Plan should ensure the protection and enhancement of watercourses such as Ben's Ditch, Mill Creek, and other sensitive areas identified through the 2023 Floodplain Mapping Study.**

To meet Provincial growth requirements, the Draft Plan appropriately promotes intensification through increased building heights and building forms. The stated intention to manage height and density through site-specific zoning and implementing zoning by-law amendments—rather than rigid, designation-based height limits—is a sound and context-sensitive approach.

Building Heights on Memorial Avenue and Atherley Road

I recommend increasing the maximum permitted building heights from six (6) storeys to twelve (12) storeys along the following arterial road segments:

- **Atherley Road:** from Millard Street to Industrial Road
-

- **Memorial Avenue:** from Old Barrie Road at Dunlop Street to James Street or beyond to Highway 12 bypass

These corridors offer advantages not present on other arterial, collector or local roads, such as existing infrastructure capacity, strong exposure for retail and professional uses, access to trail networks, proximity to parks and green spaces, possible lake views and adjacency to natural heritage features. Increased height permissions would support a broader range of rental and condominium price points while enabling active, mixed-use ground floors.

Opportunities include ground-level commercial uses such as restaurants with patios or decks fronting Ben's Ditch and the Millennium Trail, and the potential incorporation of public open space or natural heritage features, particularly on or near the former Rexton property,

Previously, I recommended that high-rise developments be required to link to or contribute to trail connections and provide public or publicly accessible green space proportional to unit count. If such policies are included in the Official Plan, these developments may be able to have these requirements waived.

Built form controls for taller buildings on these arterial roads should include street-facing upper-storey step-backs beginning at the second or third storey to improve pedestrian scale and allow for terraces, landscaping, and amenity space in keeping with the Official Plan's wellness and livability objectives.

Coldwater Road and Laclie Street arterial roads and other collector roads do not offer the same combination of opportunities and should not necessarily be treated identically.

HRC Property

The City should maintain a strong priority on securing the HRC property. The Draft Plan currently protects the first 30 metres from the shoreline as public open space and/or Natural Heritage System. However, Policy 3.4.12.5(a)(i) does not clearly indicate whether Natural Heritage System lands permit walking and cycling trails or other low-impact public uses.

If such uses are not permitted, the Official Plan should extend shoreline protection an additional 70 metres to ensure space for usable public parkland while maintaining environmental protection.

Given the Draft Plan's emphasis on housing supply and affordability (Section 3.6), I recommend revising the land use designations for this site as follows:

- Designate the **ridgeline area**, incorporating the ancient shoreline, as **Mixed Use – Evolving** to accommodate residential development.
- Retain the remainder of the site as **Major Institutional** and **Park and Major Open Space**, with full protection and enhancement of Natural Heritage Features.

In keeping with Planning Objective 3.2(viii), residential development along the ridgeline should encourage innovative design and energy efficiency through passive solar, thermal strategies, and site-responsive architecture.

Floodplain Lands

Where feasible, the Official Plan should explicitly state that floodplain-mapped areas will be protected and enhanced, while also incorporating bicycle and nature-walk trails where environmental conditions allow.

Natural Heritage System Connectivity

Under Section 10.3.5 (Public Land Acquisition), does the Draft Plan provide the City with sufficient authority to establish the following Natural Heritage System linkages (as referenced in my earlier submission)?

1. From Foundry Park, following Ben's Ditch to Lake Simcoe
2. From Elgin Street and Veterans Park, via the King Street right-of-way, paralleling Cedar Island Road to Forest Avenue North

Explicitly identifying these as Natural Heritage System linkages under Section 10.7.1.39(a) would reduce the likelihood of future appeals or Official Plan amendments should these connections be pursued.

Affordable Housing and Parking

Does the Draft Official Plan permit the development of affordable housing above existing municipal parking lots in the Downtown Core without requiring amendments? If not, this should be clarified or enabled through policy.

Public Realm: Streetscape and Tree Canopy (Sections 3.5.2.4 and 3.5.2.5)

In addition to street tree planting between the curb and sidewalk, the Official Plan should explicitly permit and encourage the planting of native vegetation in these area. Other cities, such as Montreal, support this approach by providing residents with free, city-grown native plants.

Open Space and Connectivity in the North Ward

The Draft Plan should address the lack of parks, open space, and trail connections in the North Ward, particularly in the area between West Street and Lacie Street—both arterial roads designated for intensification. Without policy direction, this deficiency may create long-term livability and equity issues.

Boundary Expansion

Does the Draft Official Plan specify that any future boundary expansion is to be limited to industrial, commercial, and recreational purposes only, until all non-sensitive lands within the existing boundary are fully utilized? If not it should be and it should be enforceable—through holding provisions or other mechanisms.

Monitoring and Accountability

While the Draft Plan builds on the 2010 Official Plan with more detailed land use and design policies, it weakens implementation accountability. The 2010 Plan required annual monitoring reports; the current Draft (Policy 10.2(b)(c)(i–iv)) states that staff may prepare such reports.

Publicly accessible records indicate that monitoring reports under the 2010 Plan were rarely produced. Without enforceable accountability, policies risk remaining aspirational. To address this, I recommend:

1. **Mandatory Annual Public Reports** on housing starts, intensification targets, Community Improvement Plan outcomes, and climate objectives
2. **Five-Year Independent Audit** publicly assessing achievement of Official Plan objectives
3. **Staff Accountability Reporting** on conformity of development proposals with the Official Plan
4. **Public Online Dashboard** displaying key growth and implementation metrics
5. **Infrastructure-Linked Growth Reporting** demonstrating that development aligns with servicing capacity

The updated Official Plan should also include a retrospective audit of the 2010–2025 period, with a public report card outlining what was achieved, what was not, and the reasons why.

Conclusion

While the 2025 Draft Official Plan strengthens policy language and regulatory tools, it weakens accountability for implementation. Without clear, enforceable monitoring and reporting requirements, the Plan risks repeating past shortcomings rather than delivering its stated objectives.

From: [REDACTED]
To: [Jill Lewis](#)
Subject: DRAFT OFFICIAL PLAN (SITE SPECIFIC AREA 3.3.11.3)
Date: Friday, December 5, 2025 11:12:15 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)

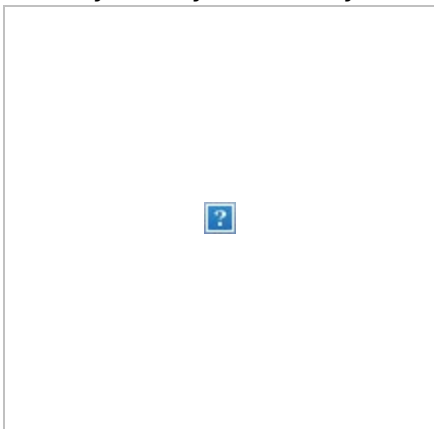
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Hello,

I am reaching out regarding a property located within the Area-Specific Policy area (see image below). Upon reviewing the Draft Official Plan, I noted that Policy 3.3.11.3 does not appear to be included.

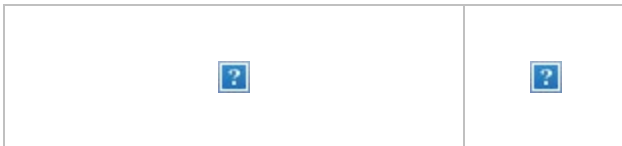
If you are aware of the reason for its omission, we would appreciate clarification. Additionally, if the policy exists elsewhere or under a different reference, kindly provide the applicable policy for our review.

Thank you very much for your assistance.



Thank you,

Filippo Micela , B.Comm | Research Analyst



Antec Appraisal Group - Toronto

Centennial Centre | 5401 Eglinton Avenue West, Suite 107 | Etobicoke, ON | M9C 5K6

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November 4, 2025

City of Orillia
Lorrie Jackson
Administrative Assistant
50 Andrew Street South, Suite 300,
Orillia, Ontario, L3V 7T5

Via Email

RE: Official Plan Review – Policy Implications for Electricity Generation Facilities and Transmission and Distribution Systems

Canacre Ltd. has been retained by Infrastructure Ontario (IO) and Hydro One Networks Inc. (Hydro One) to review draft Official Plans and Zoning By-laws across Ontario to ensure that hydro corridor lands are protected for their primary intended use, the transmission and distribution of electricity, while also facilitating appropriate secondary land uses.

Infrastructure Ontario is the strategic manager of the provincial government's real property, which includes hydro corridor lands, and has a mandate of maintaining and optimizing the value of the portfolio. Hydro One Networks Inc. jointly manages the hydro corridors owned by the Province with IO and is involved in the planning, construction, operation, and maintenance of their transmission and distribution network.

The Provincial Planning Statement (PPS) (effective October 20, 2024) provides direction with respect to electricity generation facilities and transmission and distribution systems. In particular, PPS Sections 3.1, 3.3, and 3.8 provide specific direction for municipalities to maintain the primacy of hydro corridor lands for the transmission and distribution of electricity throughout the province. The relevant PPS Sections include:

3.1.1 *Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

3.3.1 *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*

3.3.3 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

3.8.1 *Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.*

The purpose of this letter is to proactively advise you of IO and Hydro One's preferences as it relates to policy provisions and wording in advance of your municipality's Official Plan Review. We respectfully request that the following items be considered during these reviews and incorporated into the draft documents:

1. All reference to corridors used for the transmission and distribution of electricity should be referred to as:

"hydro corridors"

2. All reference to electricity infrastructure and facilities should be referred to as:

"electricity generation facilities and transmission and distribution systems"

3. All references to "**Hydro One Networks Inc.**" should include the entire name and should not be shortened to "Hydro One". References to "Ontario Hydro" should be replaced with "**Hydro One Networks Inc.**"

4. Due to the fact that electricity generation facilities and transmission and distribution systems may be required in any location, we request the following policy/regulation:

"Electricity generation facilities and transmission and distribution systems are permitted in all designations/zones subject to any regulatory requirements for the utility involved".

5. In order to provide clarity with respect to the types of secondary uses that are compatible with hydro corridor lands, in accordance with the Provincial Secondary Land Use Program, we request the following wording to be added in Official Plans:

"Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of a hydro corridor for the electricity transmission and

distribution systems and that secondary uses require technical approval from Hydro One Networks Inc.”

The requested policy would provide flexibility for future uses on hydro corridor lands. The inclusion of this policy offers clarity with respect to the types of secondary uses that are possible on hydro corridor lands, in accordance with the Provincial Secondary Land Use Program. Having these policies in place will also streamline the number of municipal planning approvals that a proponent must seek when they apply to Hydro One/IO for a secondary use. Additional information on the Provincial Secondary Land Use Program can be found at the following link: <https://www.infrastructureontario.ca/en/what-we-do/real-estate-services/surplus-properties-sales-program-overview/hydro-corridor--provincial-secondary-land-use-program/>

6. When policies and regulations specify that utility wires/cables should be buried, we request that the following wording be used:

“the burial of wires/cables for local electricity distribution purposes will be required only where possible and will be at the expense of the developer or proponent”.

Where applicable, IO and Hydro One are not responsible for the costs associated with burying wires/cables for local electricity distribution providers. Please note that the burial of wires for electricity **transmission** purposes is not feasible.

7. When policies and regulations specify that utilities should be screened, we request that the following wording be used:

“the screening of electricity generation facilities and transmission and distribution systems will be at the expense of the developer or proponent.”

IO and Hydro One are not responsible for the costs associated with screening electricity generation facilities and transmission and distribution systems.

8. When policies and regulations are developed to address future transportation corridors, we request that the following wording be used:

“planning for future transportation corridors should be undertaken in consultation with affected stakeholders including Hydro One Networks Inc. and Provincial Agencies.”

9. We request that any required setbacks from pipelines not apply to electricity generation facilities and transmission and distribution systems. Pipeline easements are often located in hydro corridors and we do not want any restrictions placed on the location of new or replacement hydro facilities/infrastructure or compatible secondary uses within the corridor.

We request that Infrastructure Ontario and Canacre Ltd. be informed of the Official Plan Review processes for the opportunity to comment further on matters related to hydro corridors, electricity generation facilities, and transmission and distribution systems. Infrastructure Ontario is also interested in reviewing

and providing input on proposed policies that relate to other provincial properties in the municipality, if applicable, and would do so under separate cover at the time of an update/review.

We thank you for considering our recommendations. Please do not hesitate to contact us if you have any questions.

Contact information as follows:

Joanna Craig, RPP
Planner
Infrastructure Ontario
1 Dundas St W, Suite 2000
Toronto, ON M5G 1Z3
Joanna.Craig@infrastructureontario.ca
Tel: 647-956-6703

Veronica Osei-Akoto Brown
Manager, Planning & Permitting
Canacre Ltd.
5520 Explorer Drive, Suite 201
Mississauga, ON L4W 5L1
honilup@canacre.com
Tel: (289) 206-5473

Kind Regards,

Veronica Osei-Akoto Brown
Canacre Ltd.

Cc: Shadi Shenouda, Hydro One
Greg Gowan, Hydro One
Tejinder Singh, IO

From: [REDACTED]
To: [Jill Lewis](#)
Subject: Isatu Barrie - 240 Murphy Rd - Comments on OP - Dec 17 2025
Date: Tuesday, December 16, 2025 9:10:13 PM

You don't often get email from isatu.barrie101@gmail.com. [Learn why this is important](#)

Dear Jill,

I wanted to reach out to express our sincere appreciation for hosting the recent meeting and for extending the invitation to us. Your commitment to keeping us involved and informed throughout this process has been invaluable.

We are especially grateful for the consideration you and the city have shown when zoning our area. It's clear that thoughtful planning and community engagement are priorities for you, and that makes a meaningful difference to all of us.

Thank you again for your partnership and for being so responsive to our community's needs. We look forward to continuing to work together.

Best regards,
The Barrie Family
240 Murphy Rd, Orillia

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From: [REDACTED]
To: [Jill Lewis](#)
Subject: Jeannine Huty Comments on 1st Draft of OP_Nov 17 2025
Date: Monday, November 17, 2025 2:10:21 PM

You don't often get email from peacefulpath4u@gmail.com. [Learn why this is important](#)

Good Afternoon,

I approve of the Official Plan for Orillia, however, I have a few comments below that reflect my observations, as well as some suggestions that I hope will be helpful.

1. Section 354 New buildings that are planned need to have bird safety glass in the windows such as "fritted" (dots or lines) UV reflective films or visual grids 2 x 2" patterned grids. Thousands of birds die annually flying into windows as to them it looks like open space. No new industrial or commercial buildings should be built on agricultural lands that are quickly being depleted and they are at a premium now for growing food for the ever increasing population.

2. Transportation: we need more bus shelters or benches at the bus stops for our aging population and inclement weather. A bus or shuttle to get to Couchiching Beach would be helpful. Many residents relying on public transportation miss out on events at the park, or even just to go for a day to enjoy the waterfront, particularly weekends when the bus schedule ends way earlier than most events. As it is now, the Lacie bus has only a couple of stops on the north end of the park and it is a very long walk from there to the rest of the park.

3. 3524 "Streetscape": our city is not walkable. There are very few sidewalks, and the ones that exist are not maintained regardless of season. Streets and parks are littered with garbage worse than I witnessed living in Toronto most of my life. The very few garbage cans in existence seem to be overflowing and not regularly emptied - we need more of them as well as recycle bins. Use Mariposa Folk Festival as an amazing undertaking on this issue. Perhaps an idea would be to have a youth incentive for their volunteer hours earned at school, to do frequent clean ups. Furthermore, walking in this city has become very unsafe. The Mayor, with his "strong Mayor powers" allocated by the Provincial Government, could and should have a discussion with the OPP Inspector to have officers regularly scheduled to walk or bicycle trouble areas especially downtown. Our city is overrun with drug problems and our authorities are doing nothing about it to make it safe for residents or tourists to walk anywhere.

4. 3615 Community Housing Rentals for Seniors with medical support in-house: Utilities and daily necessities are constantly increasing, but not the CPP and OAS that many rely on to pay those bills. I just received a survey from Hydro One, with their draft plan that will increase homeowners' bills by \$50+ monthly by 2032, but the pensions do not increase to pay for these increases. We desperately need Seniors Housing apartments with medical support in-house; they could be just bachelor suites to make them more affordable, or perhaps a community of tiny houses with onsite maintenance managers could be considered, as other cities in the prairies have had great success.

5. 1017.1.21 I would like to see fireworks and the release of balloons banned city-wide. The balloons are ingested by animals (domestic and wild), birds, and fish, causing suffocation, as well as pollution.

6. City water: The drinking water quality is not good; it tastes as if I am drinking someone's swimming pool water, and with the water softener to filter out the hard minerals, it is completely undrinkable without a reverse osmosis system. Furthermore, what were the city planners thinking to create the water filtration plant beside the garbage dump? Included in the future plans for Orillia, perhaps an improved new water filtration plant in a better location could be considered.

A concerned resident,

Yours truly,
Jeannine Huddy

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Written comments are due by Friday, January 16, 2026 and may be submitted to Jill Lewis, Senior Planner, jlewis@orillia.ca.

Hi Jill,

I am a business owner and citizen of Orillia seeking to find efficiencies in operating my business and improve the cohesiveness of my neighbourhood. I have lived at 252 Coldwater Road West for nearly 40 years, which is beside the subject properties outlined below.

I am proposing that through the ongoing Official Plan review a minor change be made to 58631-0018 LT (207 Rynard drive) to align it with adjacent 58631-0020 LT (254 Coldwater Rd West) zoning designation. No changes in use are proposed or planned; current use is residential and will remain as such.

Abutting property to the south and east is zoned C4i (254 Coldwater Road) and is operating as a retail garden centre with a greenhouse and landscaping company. The property to the north is a single detached home.

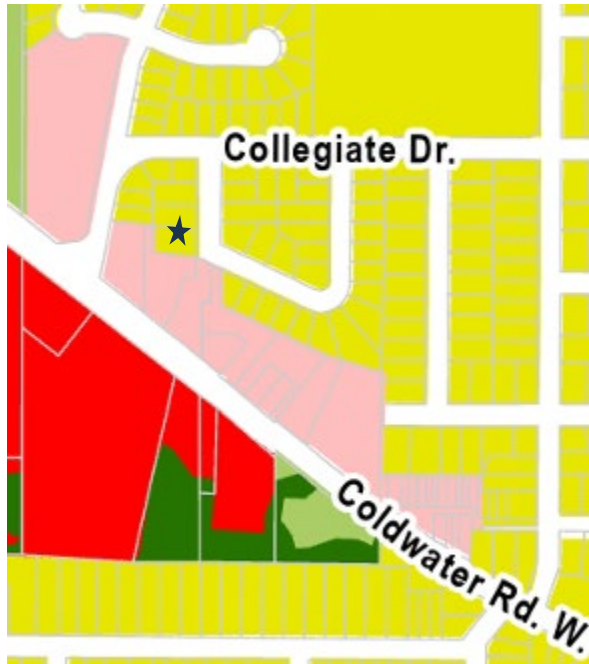
Both properties are owned by 474178 Ontario Inc.

A change from what is currently Residential Two (proposed Neighbourhood) to what is currently Commercial 4i (proposed Mixed-Use Evolving) would clean up erroneous zoning designation and would provide more flexibility for small businesses as well as potential future increased residential densities and development.

We understand that as the City of Orillia is undergoing an OP amendment, it would be an appropriate time to find alignments previously overlooked zoning designation boundaries.

This proposed alignment of zoning designations between 58631-0018 LT and 58631-0020 LT would meet the 2025 Draft Official Plan's proposed Mixed Use Growth intent section 3.4.3.1 "The Mixed-Use Growth designation applies to Downtown Orillia and Community Nodes and is intended to allow for a mix of uses and increased residential densities to support integrated, walkable, transit-oriented communities."

(See Page 2 next)



For future development and infrastructure requirements, current wastewater pipes are only 3 ft below grade. Should future residential construction occur on this property for densification, costly infrastructure work will need to occur.

Regards Kevin and Pat Scott

[Redacted]

[Redacted]

From: [Robin Cadeau](#)
To: [Jill Lewis](#)
Cc: [Jeff Duggan](#); [Katy Modaressi](#); [Jamie Galloway](#)
Subject: Municipal Heritage Committee - Draft OP Comments
Date: Tuesday, December 9, 2025 5:56:54 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
Importance: High

Hello Jill,

The following is a copy of a recommendation adopted by the Municipal Heritage Committee at its meeting held today:

*THAT the agenda submission dated December 2, 2025 from the Senior Planner regarding the City of Orillia Official Plan Review be received;
AND THAT the Municipal Heritage Committee provides the following comments for consideration by staff and the consultants:*

- *Committee agrees that the maximum heights within the Downtown Tomorrow boundaries is focused south of King Street*
- *Schedule B.1 provides a good model for height limitations*
- *Section 6 Cultural Heritage draft does not create cause for concern and that section is supported by the Committee*

The Committee appreciates the opportunity to understand the value and processes for developing an Official Plan and respectfully presents these comments.

Regards,



Robin Cadeau (*she / her*) | Assistant Clerk/Committee Coordinator/Records Manager

Corporate Services Department

Council Services Division

T: 705-558-9555

orillia.ca



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Note: Individuals who submit letters and other information to Council should be aware that any personal information contained within their communications may become part of the public record and may be made available through the Council agenda

From: [Baird, Rahim\(IO\)](#)
To: [Jill Lewis](#)
Subject: Orillia First Draft OP
Date: Thursday, December 18, 2025 1:28:44 PM
Attachments: [image001.png](#)

You don't often get email from rahim.baird@infrastructureontario.ca. [Learn why this is important](#)

Hello.

I am emailing to inquire about whether all the Area Specific Policies have been incorporated into the Official Plan. There are a couple, namely 3.3.11.4 and 3.3.11.5 that I can't find within the OP.

Thanks,

Rahim



Rahim Baird (he, him)
Infrastructure Ontario
Land Use Planning Analyst

Rahim.Baird@infrastructureontario.ca

Mobile: 647-526-8466

www.infrastructureontario.ca

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From: [Daniel Branzea](#)
To: [Jill Lewis](#)
Cc: [Allan Scully](#)
Subject: SmartCentres Comments - 1st Draft of OP_Nov 18 2025
Date: Tuesday, November 18, 2025 2:50:44 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[SC Orillia Site Plan.pdf](#)

Hi Jill,

I'm writing with regard to City's new Official Plan. We would like to thank Staff for their work on having the new policies created, and overall I can say that on behalf of SmartCentres we support the future vision for the Strategic Growth Areas.

We would like to highlight a few policies below for which we're requesting some revisions to, to allow for greater flexibility when developing the vacant lands on our shopping centre. While our intention is to continue building and operating the centre with larger-format stores and surface parking, we also welcome the ability to adapt to changing market conditions and pursue more compact, mixed-use forms if opportunities arise.

For your reference, I have attached the latest Site Plan, which shows the existing and future build out of the shopping centre. We would like to ensure that the OP policies will allow us to continue building out the shopping centre as per the current Site Plan.

Section	Policy	Proposed Revision
3.5.3.1 Site Orientation	<p>a) All development sites will be designed to place buildings toward the street, at a reasonable setback to be determined through the City's Zoning By-law.</p> <p>d) Development in Strategic Growth Areas will frame the adjacent street by creating a consistent street wall.</p>	<p>a) All development sites will be designed are encouraged to place buildings toward the street, at a reasonable setback to be determined through the City's Zoning By-law.</p> <p>d) Development in Strategic Growth Areas will is encouraged to frame the adjacent street by creating a consistent street wall.</p>
3.5.3.5 On-site Parking, Loading, and Access	<p>c) Parking, loading and service areas, where site conditions can accommodate, will not be located in the front yard of the buildings.</p>	<p>c) Parking, loading and service areas, where site conditions can accommodate, will should not be located in the front yard of the buildings.</p>
3.5.4.9 Non-Residential Buildings	<p>b) The design treatment of flanking façades visible from the street will be equal to that of the front façade. Windows will be</p>	<p>b) The design treatment of flanking façades visible from the street will is encouraged to be equal to that of the front façade. Windows will be</p>

	<p>encouraged on all facades that overlook roads and open spaces; the use of reflective glass is discouraged.</p> <p>f) Permanent parking, loading and service areas will be located in interior side or rear yards and set back from the front facade of the building. Large surface parking areas will be broken up with landscaping.</p>	<p>encouraged on all facades that overlook roads and open spaces; the use of reflective glass is discouraged.</p> <p>f) Permanent parking, loading and service areas will are encouraged to be located in interior side or rear yards and set back from the front facade of the building. Large surface parking areas will should be broken up with landscaping.</p>
4.6.1.2 Parking Facility Design	<p>a) In all Strategic Growth Areas, surface parking is discouraged. Parking for new developments should be provided below grade, or, where necessary, in above grade structures.</p> <p>c) Surface parking: i. Will not be permitted in front yards, excluding dwelling units with individual driveways;</p>	<p>a) In all Strategic Growth Areas, surface parking is discouraged. Parking for new developments should is encouraged to be provided below grade, or, where necessary, in above grade structures.</p> <p>c) Surface parking: i. Will not be permitted Is discouraged in front yards, excluding dwelling units with individual driveways;</p>
4.6.1.3 Access and Loading	<p>a) Loading areas and servicing facilities: i. Will not be permitted in front yards;</p>	<p>a) Loading areas and servicing facilities: i. Will not be permitted Are discouraged in front yards;</p>

Thank you in advance for your consideration, we look forward to receiving your feedback on our comments. Please let us know if you require any additional information, and we would be happy to arrange a meeting to discuss these policies further.

Best regards,

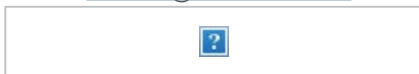
DANIEL BRANZEA, Development Manager

Direct • 647-695-4043

Office • 905-326-6400 x 7498

Mobile • 416-970-0601

Email • dbranzea@smartcentres.com



3200 Highway 7, Vaughan, Ontario, L4K 5Z5

From: Lorrie Jackson <LJackson@orillia.ca>

Sent: Thursday, November 6, 2025 9:02 AM
To: Lorrie Jackson <LJackson@orillia.ca>
Cc: Jill Lewis <JLewis@orillia.ca>
Subject: Release of First Draft of the City of Orillia’s Official Plan for Review and Comment

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

You are receiving this update from the City of Orillia because you have signed up to receive updates about the City’s Official Plan Review project.

On November 6, 2025 the First Draft of the Our Orillia Official Plan, together with associated draft mapping, has been released for the public’s review and comment. To read the draft Plan and review the draft mapping, visit orillia.ca/OfficialPlan

Written comments can be submitted to Jill Lewis, Senior Planner, at jlewis@orillia.ca by no later than **Friday, January 16, 2026**.

To learn more about the Draft Our Orillia Official Plan you can attend an in-person Public Open House which will be held at the Orillia Waterfront Centre (50 Lightfoot Drive) on **Thursday, December 4, 2025 from 6:00p.m. to 8:00p.m.** See the Notice attached. No registration is required. An introductory presentation will be delivered, followed by activities and discussions with the Project Team.

It is expected that the new Official Plan will be presented to Council for adoption by no later than Q3 of 2026. Once the new Official Plan has been adopted by Council, the Province of Ontario must review and approve the new plan.

For more information, visit the project webpage at orillia.ca/OfficialPlan. Questions can also be submitted to Jill Lewis, Senior Planner, at jlewis@orillia.ca or 705-418-3232.

**** If you no longer wish to receive these emails, please respond to this email with the word “UNSUBSCRIBE”.*

Thank you,



Lorrie Jackson (*she/her*) | Administrative Assistant
Development Services and Engineering Department
T: 705-325-1870
orillia.ca

We’ve Moved - The Planning Division has relocated to the 1st Floor of the Orillia City Centre across from the Council Chamber and adjacent to the Service Canada Offices.



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November 19, 2025

Jill Lewis
Senior Planner

City of Orillia
50 Andrew Street South, Suite 300
Orillia, ON L3V 7T5

Via email: jlewis@orillia.ca

Dear Jill Lewis:

**RE: Official Plan Review – First Draft New Official Plan
City of Orillia**
MHBC File: 50104

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) are the planning consultants for TransCanada PipeLines Limited (“TCPL”), an affiliate of TC Energy Corporation (“TC Energy”). This letter is in response to the first draft of the City of Orillia’s new Official Plan. TCPL has two (2) high-pressure natural gas pipelines contained within its easement(s) (“TCPL Pipeline Right-of-Way”) and associated facilities crossing the City of Orillia.

TCPL’s pipelines and related facilities are federally regulated and are subject to the jurisdiction of the Canada Energy Regulator (“CER”). As such, certain activities must comply with the Canadian Energy Regulator Act (“Act”) and associated Regulations. The Act and the Regulations noted can be accessed from the CER’s website at www.cer-rec.gc.ca.

Policy Context

TCPL’s pipelines are defined as *infrastructure* in the *Provincial Planning Statement, 2024 (“PPS”)*. In accordance with Policy 3.3.1 of the PPS, “*planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs*”.

TCPL’s pipelines and facilities are also defined as *major facilities* in the PPS. In accordance with the policies in Section 3.5 of the PPS, where avoidance is not possible, planning authorities shall protect the long-term viability of existing or planned major facilities that are vulnerable to encroachment by ensuring that the planning and development of adjacent sensitive land uses is only permitted if potential adverse effects to the proposed adjacent sensitive land uses are minimized and mitigated, and potential impacts to major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Appropriate setbacks to the TCPL Pipeline Right-of-Way are needed to manage the safety and integrity of the pipelines, as well as ensuring adequate access for emergencies, operations and maintenance. TCPL also

provides feedback on official plan policies and zoning regulations to align with TCPL's Damage Prevention Best Practices.

In the City's draft new Official Plan, policies related to TCPL are found in Section 3.4.12.2, West Ridge Trailside Neighbourhood Plan and Section 9.3, Utilities and Pipelines. For greater alignment with TCPL's current development and regulatory requirements, we request that the policies in Section 9.3 be replaced with the following:

9.3 Utilities and Pipelines

a) TransCanada PipeLines Limited (TCPL):

- i. TCPL operates high pressure natural gas pipelines within its rights-of-way which cross through the City of Orillia as identified on Schedule 'F' to this Plan.*
- ii. TCPL is regulated by the Canada Energy Regulator (CER), which has a number of requirements regulating development in proximity to the pipelines, including approval for activities within 30 metres of the pipeline centreline.*
- iii. New development can result in increasing the population density in the area, and may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. Therefore, the City shall require early consultation with TCPL for any development proposals within 200 metres of its facilities.*
- iv. New development in proximity to a TCPL pipeline right-of-way shall incorporate appropriate setbacks in accordance with TCPL's development standards and the City's Zoning By-law.*
- v. The City will encourage the use of the TCPL pipeline right-of-way for passive parkland or open space subject to TCPL's easement rights.*

As the City's boundary has changed, there is a gap in the TransCanada Pipeline Corridor data shown on Schedule F, Development Constraints. We can provide updated GIS shape files of TCPL's Prescribed Area to the municipality; however a confidentiality agreement will need to be entered into prior to releasing the files. Please let us know if you would be interested in this option.

Thank you for the opportunity to comment. We look forward to reviewing the updated Plan. If you have any questions, please do not hesitate to contact our office at TCEnergy@mhbcplan.com.

Sincerely,

MHBC



Kaitlin Webber, MA, RPP, MCIP
Intermediate Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited

To: Jill Lewis, Senior Planner
From: Robin Cadeau, Assistant Clerk
on behalf of the Transportation and Parking Working Group
Date: January 7, 2026
Subject: **Draft Official Plan Comments**

The Transportation and Parking Working Group scheduled a meeting for January 6, 2026 to discuss the draft Official Plan and to compile comments related to transportation matters. Unfortunately, due to inclement weather, a quorum of the membership was not available. A second special meeting was not a feasible option, and therefore, members were requested to review the document and to submit feedback.

Comments received by the individual members are attached as listed below:

- Appendix A: Member Patricia Kenney email dated January 11, 2026.
- Appendix B: Member Taylor Miske email dated January 8, 2026.
- Appendix C: Member Scott Ballon email dated January 11, 2026.

While these submissions do not represent comments of the Transportation and Parking Working Group as a whole, they are forwarded to ensure these resident members are able to contribute to the public consultation.

:rc

APPENDIX A

From: [REDACTED]
To: [Robin Cadeau](#)
Subject: Re: Transportation and Parking Working Group - Special Meeting CANCELLED
Date: January 11, 2026 3:57:14 PM
Attachments: [Orillia City Plan Draft - GO Connectivity Exploration - PatKenney.docx](#)

Hello Robin,

My comments below and also in the attached document.

Purpose of this Submission

This submission proposes the inclusion of GO Transit connectivity initiatives for the City of Orillia within the 26-Year Draft Master Plan. The current draft plan contains limited strategic focus on regional transportation connectivity to the Greater Toronto Area (GTA) and major employment, educational, and service hubs. Specifically, existing content addressing regional transit linkage is confined to a brief reference in Section 4.2, General Policies, Section l) and 4.5 Public Transit, Section j).

This gap in planning fails to address a significant opportunity to integrate the City of Orillia into the broader regional framework and enhance the city's competitiveness in attracting and retaining residents, businesses, and institutional partners.

Inclusion of GO Transit Connectivity Initiatives to the City of Orillia's 26-Year Draft Plan

Strategic Alignment

Direct GO Transit connectivity to Barrie Go Transit Terminal(s) should align with the City of Orillia's 26-year plan to manage sustainable population growth, expand job access, and strengthen cultural and entertainment opportunities. This initiative positions the City of Orillia as a complete community by connecting residents to the GTA and regional economic hubs while attracting talent and investment.

Growth Management and Population Strategy

Simcoe County is experiencing sustained migration from the GTA, driven by housing affordability and quality of life. Enhanced transit connectivity enables Orillia to:

- Retain and attract residents by offering car-optional access to GTA employment, relieving pressure on congested core
- Support balanced jobs-housing distribution across the region
- Manage local growth by providing commuting alternatives to relocation

Economic and Labour Market Access

- **Workforce:** Seamless connection to GTA labour markets broadens employment options for Orillia residents and enables local employers to recruit from a larger, transit-accessible talent pool
- **Education:** Improved access to Lakehead University strengthens regional educational attainment and supports student recruitment from across Simcoe County
- **Business:** Positions Orillia as an attractive location for employers seeking communities with strong transportation links and hybrid workforce flexibility

Cultural and Recreational Opportunity

Transit-accessible connection to GTA sports venues, cultural events, entertainment, and shopping enhances quality of life; GTA residents gain convenient access to Orillia's lakes, beaches, and

cultural attractions, strengthens two-way visitor economy—driving tourism spending and local hospitality growth.

Transportation as Infrastructure

A phased approach—beginning with a commuter GO BUS express bus link (Phase 1), progressing to dedicated GO BUS transit frequent priority route (Phase 2), and preserving space for long-term rail options (Phase 3)—leverages the provincial GO Expansion program's Barrie Line investments. Double-tracking, electrification, and increased frequencies on the Barrie Line (15, 30-minute routes) make this connection operationally viable.

Environmental and Congestion Benefits

Mode shift from personal vehicles to transit reduces Highway 11 and 400 corridor congestion and emissions, supporting municipal and provincial climate targets and objectives.

Implementation

A test pilot express bus service, coordinated with Metrolinx, Lakehead University, local employers, and Barrie Transit, will test demand, refine operations, and generate data to support long-term regional mobility planning. Commuter parking, integrated PRESTO fares, and real-time coordination minimize travel time and transfer friction.

Conclusion

Transit connectivity to GO is essential infrastructure for City of Orillia's 26-year growth plan. By enabling residents to access opportunities beyond the city while remaining in Orillia, this initiative manages population growth sustainably, strengthens the local economy, and positions the City of Orillia as a preferred community for talent and investment.

Thank you, Pat

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APPENDIX B

From: [REDACTED]
To: [Robin Cadeau](#)
Subject: Re: Transportation and Parking WG - Agenda - Tues. Oct. 28 - 5:30 PM - Tudhope - Please RSVP
Date: January 8, 2026 4:55:46 PM

Hi Robin,

I'm sorry we were unable to hold the TPWG special this week. As requested, please see my high level feedback on the City's Draft Plan:

Overall

I thought the plan was extensive and well drafted. However, it could represent most cities (bit boiler plate). I think there are gaps in terms of safety, education, and business investment. There was no mention of "sunshine city" and how Orillia differentiates itself from similar cities. I would love to see a bold, transformative vision statement (north star) for Orillia that inspires its citizens and fosters growth.

Vision

The big gap for me is SAFE and CONNECTED city. If we're being honest, downtown Orillia needs to continued revitalization and measures to improve safety (everyone deserves to feel safe). And the community needs a bold statement to feel part of something (unifies/connects) that fosters hope and pride for their city.

At a minimum, I recommend the vision statement be amended to add the word "safe" as follows: "With a **safe**, vibrant downtown....". And the amend the Glossary for "Complete Community" to include the following bullet point: "Connected community where people have a sense of belonging, actively participate and feel safe".

Overarching Themes

I recommend adding themes that underpin growth and investment such as:

- Innovation
- Revitalization
- Productivity
- Transparency
- Engagement

Guiding Principles

I'm so happy to see Integrated Mobility and Infrastructure which is key for growth. I recommend adding the word "safe" when describing Complete Community (e.g., safe, vibrant downtown). I also

recommend to adding the following Guiding Principles:

- Desired Waterfront Community (e.g., continued downtown revitalization to promote investment, tourism and growth while building a thriving waterfront community)
- Education & Innovation Hub (e.g., strengthen our post secondary education offering including trades, AI and health services to attract business investment/jobs/growth)

Transportation & Mobility Comments (Section 4)

I recommend amending section 4.2.L to include the highlighted wording as follows:

“The city of Orillia will work with **‘the Province of Ontario’**, the County of Simcoe...”

Also, add reference to “Integrated Mobility and Infrastructure (e.g., Mobility as a Service). This section needs to be strengthened to dovetail with Guiding Principles.

I recommend amending section 4.6.3.G by adding the follows:

“Winter maintenance shall not restrict access to parking during transportation schedules”. For instance, parking is currently not accessible in the morning to access the 6am Northlander bus as parking is closed for snow clearing until 7am. Such transportation access points of friction must be resolved (e.g., establish a snow clearing window for transit related parking lots between midnight and 5am).

Please let me know if you have any questions or require clarification.

Best regards,
Taylor

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APPENDIX C

From: [REDACTED]
To: [Robin Cadeau](#)
Subject: Re: Transportation and Parking Working Group - Special Meeting CANCELLED
Date: January 11, 2026 9:04:54 PM
Importance: High

Here are my comments from the draft Official Plan:

4.2. (g)

For encouraging active transportation, I think the city should consider lowering the speed limit, especially in residential areas. This would make it safer for cyclists who have to share the road with cars, safer for pedestrians as they cross roads or walk on roads when there is no sidewalk, and safer for cars because they have more time to react and the outcomes would be less severe.

4.6

It was nice to see bike parking included in there. I think it would be good to include language encouraging ground level bike parking because it makes it much more convenient and accessible for people.

I think that the city should eliminate parking minimums as many cities across North America, like Toronto, have done. Parking minimums have little to no scientific basis and make housing more expensive to build. If Orillia keeps parking minimums, I think that the city considered the option of having developers provide discounted or paid for transit passes as another option instead of in lieu fees, especially along transit corridors. I think this would be a good option because it encourages non-car travel and provides additional funding to the transit system.

Lastly, I think parking for stores should be at the back or side of the store so pedestrian access can happen from the sidewalk. This promotes active transportation and safety for those who choose non-car travel who currently have to walk through large, unsafe parking lots. It also improves the visual impact that parking lots have on the surrounding area.

Thanks,
Scott

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From: [Knecht, Charlotte](#)
To: [Robin Cadeau](#)
Subject: Active Transportation Considerations for Draft Official Plan
Date: Wednesday, January 7, 2026 2:37:48 PM
Attachments: [image002.png](#)
[image004.png](#)
[image005.png](#)
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[image007.png](#)

Hi Robin

Please find below my feedback on active transportation for consideration in the Draft Official Plan, submitted in my capacity as a member of the Transportation and Parking Working Group.

Kind Regards,

Charlotte

The Draft Official Plan provides strong direction for creating a connected, walkable, and activity-supportive built environment. It prioritizes safe and convenient active transportation through policies that enhance connectivity between neighbourhoods via trails, transit, and pedestrian networks. The Plan emphasizes pedestrian comfort and safety, supports a vibrant and mixed-use Downtown, and encourages neighbourhood-serving retail and community services in close proximity to residential areas. Mixed-use designations are well articulated, enabling a complementary blend of residential, commercial, public, and recreational uses. The Plan also promotes development in areas well served by transit, parks, community facilities, and daily-needs services, reinforcing a complete-community structure that supports physical activity and reduces reliance on automobiles.

The draft Official Plan recognizes the importance of safe and sustainable school travel. The inclusion of language in Section 4.8 Transportation Demand Management and Smart Mobility (d) that encourages coordination with local school boards on school travel planning demonstrates a strong commitment to enhancing roadway safety around schools and supporting active transportation. The City has demonstrated an appreciation for a collaborative approach and notes an opportunity to build on this work by engaging additional partners, such as the Simcoe Muskoka District Health Unit through its On the Move initiative, which supports School Travel Planning across the region. Together, these elements reflect a thoughtful approach to integrating active transportation, land use, safety and community wellbeing. The Plan's broader emphasis on walkability, transit-supportive design, and connected pedestrian and cycling networks further contributes to creating neighbourhoods where active and safe school travel is more feasible.

To ensure a built environment that supports and promotes safe active transportation as a priority travel option the following is recommended:

Add policy direction to Section 10.3.3 Comprehensive Development Plans to ensure that new neighbourhoods incorporate highly connected street networks with smaller block sizes and multiple routing options. Policies should discourage the use of cul-de-sacs and other discontinuous street patterns, except where constrained by natural features, and where infrastructure such as trails and walkways can be incorporated to support walkability, cycling, and safe active transportation.

Enhance Section 3.4.2 General Policies for All Designations to include explicit requirements for clear signage, wayfinding, and communication features in new development. These elements support pedestrian comfort, cultural expression, and safety, and help create a more navigable and inclusive public realm. To reinforce design quality and implementation, it is further suggested that Section 3.5 Urban Design and Built Environment reflect these expectations within Public Realm (3.5.2) and Site Design (3.5.3) policies. As an optional implementation measure, it is also recommended that Section 10.4 Planning and Development Controls reference these features as components to be considered within 10.4.3 Site Plan Control.

Add policy direction to Section 4.0 Transportation and Mobility (4.2 General Policies) and Section 10.6 Consultation and Engagement to encourage collaboration with local school boards on land-use planning matters that influence school siting, school retention, and the design of surrounding pedestrian, cycling, and transit networks. While Sections 3.7(a)iii Public Service Facilities and 4.5(d)i Public Transit acknowledge the importance of school connectivity to active travel and transit networks, and 4.8(d) Transportation Demand Management and Smart Mobility provides consideration for the implementation of school travel planning, additional policy direction is needed to ensure that neighbourhood schools remain safe and accessible by active modes and that school-related mobility needs are integrated into broader land-use and transportation planning. It is further recommended that Section 3.3.5.4 Neighbourhood Plans include a cross-reference to these policies to support implementation in new neighbourhoods. In addition, it is recommended to enhance Section 5.2.1 Parks Provision and Acquisition to recognize that parks and open spaces can serve as components of safe routes to school, providing low-stress, Age-Friendly active transportation connections for children and families.

To create a physical environment that prioritizes active and safe school travel the following is recommended:

Strengthen Section 3.7 Public Service Facilities by adding policy direction requiring collaboration with local school boards to ensure that schools are sited to maximize opportunities for active school travel. School locations should be accessible by sidewalks, cycling routes, community pathways, and transit, and should avoid siting on high-traffic arterial roads where possible. Enhancing this policy would help ensure that new and existing neighbourhoods support safe, convenient, and sustainable travel to school.

Enhance Section 4.0 Transportation and Mobility by adding policy direction requiring

that pedestrian, cycling, and transit infrastructure around schools meet universal design standards and support active school travel. This recommendation fits most appropriately within Section 4.2 General Policies, with complementary placement in Section 4.3.1.2 Complete Streets and potential reinforcement in Section 4.3.1.6 Arterial and Collector Streets. Direction should include providing sidewalks on both sides of school-adjacent streets, safe cycling routes, trail and walkway connections, and convenient access to public transit. Strengthening these policies would ensure that school-area infrastructure is designed to support children and youth of all abilities.

Add policy direction to Section 4.0 Transportation and Mobility to establish designated school safety zones around all schools, incorporating reduced speed limits, traffic calming measures, and limited public parking to deter personal vehicle use. This recommendation fits most appropriately within Section 4.8 Transportation Demand Management and Smart Mobility, where school travel planning is already referenced, with complementary placement in Section 4.2 General Policies and optional reinforcement in Section 4.3.1.6 Arterial and Collector Streets. Strengthening these policies would improve safety, reduce congestion, and support active and safe school travel for children and youth.

Strengthen Section 4.8 Transportation Demand Management and Smart Mobility by applying an equity lens to active school travel planning, prioritizing improvements in more economically distressed neighbourhoods. A cross-reference to Section 10.3.1 Community Improvement Plans would support implementation by enabling targeted investments in sidewalk infill, cycling connections, traffic calming, and other school-area improvements. This enhancement would promote equitable access to safe, healthy, and sustainable travel options for children and youth.

Enhance Section 10.6 Consultation and Engagement by strengthening Section 10.6.1.2 Community Consultation to formalize partnerships between planning, transportation, education, and public health to embed school travel planning into community health and mobility strategies. Strengthening this policy would support coordinated implementation and ensure that school-related mobility needs are integrated into broader land-use and transportation planning.

Add policy direction to Section 3.7 Public Service Facilities to recognize the importance of neighbourhood school retention for walkability, community cohesion, and active school travel. A cross-reference to Section 3.3.2 Community Areas would reinforce the role of neighbourhood schools as essential community anchors that support complete communities, reduce reliance on personal vehicle travel, and help create complete, connected neighbourhoods.

Charlotte Knegt, RN, BScN

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Community and Family Health Department

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City of Orillia
**Climate Change and Environmental
Sustainability Working Group Meeting
Meeting Notes**

Wednesday, December 10, 2025 - 5:30 PM
Tudhope-McIntyre Boardroom, Orillia City Centre



Members Present: Dave Dunn, Meeting Facilitator
Councillor Tim Lauer,
Brian Peterson
Rick Ruegg
Jan Veitch

Members Absent: Madeleine Fournier
Sidney Howlett

Also Present: Robin Cadeau, Assistant Clerk

Call to Order

The meeting was called to order at 5:31 PM.

Approval of Agenda

There was consensus of the members that the agenda for the Climate Change and Environmental Sustainability Working Group meeting held on December 10, 2025 be approved as distributed.

Disclosure of Interest

None declared.

Minutes or Meeting Notes

1. October 22, 2025.

There was consensus of the members that the meeting notes of the Climate Change and Environmental Sustainability Working Group meeting held on October 22, 2025 be approved as presented.

Information Items

None.

Action Items

1. Review for Comments on the Draft Official Plan.
 - a) Senior Planner's Circulation Memo. (previously circulated)
 - b) Overview of Changes. (previously circulated)

Note: Due to size, this document will only be provided via the City of Orillia's website at: <https://www.orillia.ca/en/city-hall/planning-for-the-future.aspx>. Deadline for comments is January 16, 2025.

There was consensus of the members to provide the following comments for staff and the consultants working on the Draft Official Plan:

- Urban Tree Canopy Strategy – needs to be expedited
- Official Plan should speak specifically to tree canopy goals
- Comments related to mapping reiterated from October 22 meeting notes – Schedule C “Cedar Island Road”
- Definitions – 10.7.1.50 Significant Wildlife Habitat – preference would be for better definition including examples, types of existing SWH within mapped areas, what happens if new areas are found through Env. Impact Studies – how are they then protected?

2. Assistant Clerk - re 2026 Meeting Schedule.

There was consensus of the members to approve the following schedule for 2026:

Regular Meeting Day: Second (2nd) Wednesday of the month

Location: Tudhope-McIntyre Boardroom, Orillia City Centre

Time: 5:30 PM

Dates:

- January 14
- February 11
- March 11
- April 8
- May 13
- June 10 – review/consider any Budget matters
- July 8
- August 12
- September 9 – final meeting of the 2022-2026 term of Council
- October – no meetings due to Municipal Election
- November 11 – no meeting due to Remembrance Day closure

Date of Next Meeting

Wednesday, January 14, 2026 at 5:30 PM in the Tudhope-McIntyre Boardroom, Orillia City Centre.

Adjournment

There being no further business, the Meeting Facilitator called for adjournment.

Meeting adjourned - 6:39 PM

Meeting Notes approved: _____

City of Orillia
**Climate Change and Environmental
Sustainability Working Group Meeting
Meeting Notes**

Wednesday, October 22, 2025 - 5:30 PM
Tudhope-McIntyre Boardroom, Orillia City Centre



Members Present: Rick Ruegg, Acting as Meeting Facilitator
Madeleine Fournier (electronic)
Sidney Howlett
Brian Peterson
Jan Veitch

Members Absent: Dave Dunn
Councillor Tim Lauer

Also Present: Katy Modaresi, Director of Development and Infrastructure Planning
Jill Lewis, Senior Planner
Collin Neveroff, Climate Change Action Plan Coordinator
Robin Cadeau, Assistant Clerk

Call to Order

The meeting was called to order at 5:30 PM.

Approval of Agenda

There was consensus of the members that the agenda for the Climate Change and Environmental Sustainability Working Group meeting held on October 22, 2025 be approved as distributed.

Disclosure of Interest

None declared.

Meeting Notes

1. August 13, 2025.

There was consensus of the members that the meeting notes of the Climate Change and Environmental Sustainability Working Group meeting held on August 13, 2025 be approved as presented.

Information Items

None.

Action Items

1. Introduction: Jill Lewis, Senior Planner - re First Draft of the Official Plan.

The Senior Planner reminded the members of their role with respect to reviewing planning policy matters and updates as set out in Chapter 105 of the City of Orillia Municipal Code - Committees and Public Appointments.

Members were advised that their review should focus on Section 8 of the draft plan.

2. Presentation: Will Lamond, Senior Planner, WSP attended virtually to provide a presentation on the first draft documents.

The consultant provided a section by section overview of the draft plan.

3. Overview of Key Changes and Draft Official Plan.

Members questions and comments:

- improved for study requirements
- improved for inclusion of minimum buffers
- when asked for key highlights to planning approaches, staff advised that there will be 4 storeys permitted along collector and arterial roads in "Evolving Neighbourhoods" which will also permit small scale commercial activity for things like convenience stores, barbershops, other small business, etc.
- improved to include identification of natural lands and restoration opportunities to strengthen connections for fish habitats to the lakes
- members suggested minor mapping improvements
- when asked about septic fields close to water, staff advised that the Lake Simcoe Protection Plan restricts new systems within 100 metres of the lake, but noted that existing systems can be replaced as regulated by the Ontario Building Code

Members will continue to review the draft plan and bring comments back for discussion to the December meeting.

Date of Next Meeting

Wednesday, December 10, 2025 at 5:30 PM in the Tudhope-McIntyre Boardroom, Orillia City Centre.

Adjournment

There being no further business, the Meeting Facilitator called for adjournment.

Meeting adjourned - 6:30 PM

Meeting Notes approved: December 10, 2025.



January 15, 2026

Jill Lewis
Senior Planner
City of Orillia

Regarding Orillia's draft Official Plan (October 2025)

Dear Ms. Lewis,

We are writing to you on behalf of the Couchiching Conservancy and Ontario Nature to provide our comments on the [City of Orillia's draft Official Plan \(October 2025\)](#).

The [Couchiching Conservancy](#) is a charitable non-profit land trust based in Orillia and dedicated to protecting nature for future generations. Since 1993, we have protected over 15,000 acres in the region. We believe that protecting the special natural landscapes of our region is critical for ensuring a viable future for plants, animals, and our community, and is the best solution for building resilience to climate change.

[Ontario Nature](#) is a charitable conservation organization that protects wild species and wild spaces across the province through conservation, education and public engagement. Established in 1931, we represent more than 30,000 individual members and supporters and over 150 member groups, including the Couchiching Conservancy.

Our comments focus on four key areas, aimed at building greater community resilience in particular through avoiding further wetland loss and conserving existing wetlands for flood mitigation, greater green space and a host of co-benefits. These are:

1. Protecting all wetlands, regardless of size;
2. Ensuring science-based buffers for wetlands;
3. Avoiding urban sprawl and embracing "gentle density"; and
4. Protecting the Langman Sanctuary wetland, whose size has not been adequately accounted for in the City's boundary expansion map (see attached).

Protecting all wetlands

Wetlands are natural flood fighters. As heavy rainfall becomes [more frequent](#) in Ontario, floods are expected to become an even [greater risk](#) to the public. Wetlands in southern Ontario significantly [reduce flood damage](#) by soaking up and slowing the flow of excess water. Protecting wetlands is a nature-based and cost-effective way to reduce the risk and impacts of floods in Orillia. Conserving wetlands also provides enormous co-benefits like [purifying water](#), storing carbon and [sustaining local wildlife](#).

Conversely, wetland loss leads to increased flood risk, and many Ontarians are already suffering the consequences of such losses. Communities that have lost [the most wetlands](#) also experienced the [majority](#) of major urban floods from 2010 to 2020. Cumulatively, these major urban floods caused [over \\$1.9 billion](#) in damages. As floods become more frequent and severe, homeowners insurance is also becoming [more costly](#).

As such, we encourage the city to establish policies that strictly protect all wetlands – provincially significant, locally significant or otherwise – as has been done in the City of Guelph for example. This will enable a policy framework that meets the needs of residents today and safeguards natural assets for future generations.

Ensuring science-based buffers

We also encourage the city to establish minimum buffers extending at least 150 metres from the edges of wetlands. [Research indicates](#) that wetlands in Ontario are much more effectively protected if buffers extend to 150 metres - this minimum buffer is required to prevent the entry of agricultural pollution. Additionally, many wetland species – like turtles, frogs and waterfowl – require access to [more than 30 metres](#) of wetland-adjacent habitats for their survival.

Where such science-based buffers are not viable due to social, economic or other trade-offs, it will be important to ensure that the ecological values and functions lost as a consequence are clearly factored into decision-making and mitigated to the greatest extent possible.

Embracing “gentle density”

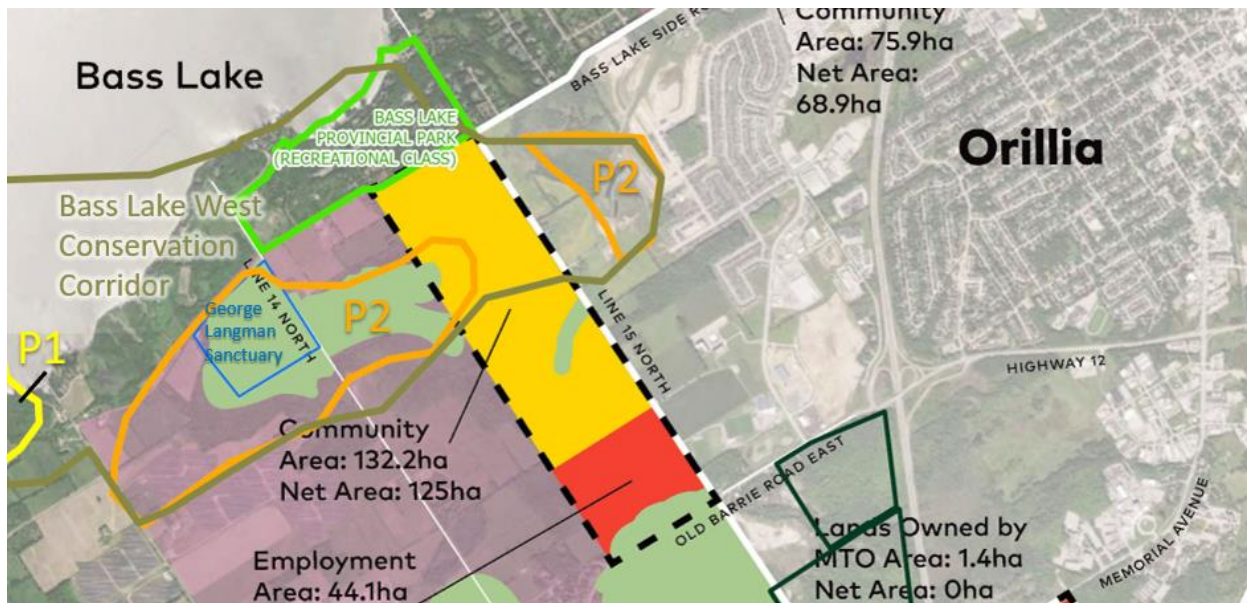
City zoning should promote [gentle density](#). Allowing more multi-unit and mid-rise buildings (e.g., smaller scale apartment buildings, semi-detached homes, townhomes and co-housing), would provide more affordable options for seniors (looking to downsize yet stay within their communities), single people and families with smaller housing budgets. According to the [Ontario Housing Affordability Task Force](#), “gentle density also

makes better use of roads, water and wastewater systems, transit and other public services that are already in place and have capacity, instead of having to be built in new areas.”

Zoning should also promote infill development. To increase housing supply and affordability, municipal zoning should promote building on vacant or underutilized lands already designated for growth (which, of course, would not include urban greenspace). Together, such policies may reduce development pressures facing Orillia’s remaining wetland ecosystems.

Protecting the Langman Sanctuary Wetland Complex

The Couchiching Conservancy’s 2020 Natural Heritage Strategy identified [priority habitats](#) for conservation. The map below identifies two areas in the proposed boundary expansion which are high priority habitats, both labelled P2. These areas are part of the Langman Sanctuary wetland complex and are critical for protection of the land and water in this area, for the same reasons outlined elsewhere in this document. We would be happy to share the shapefiles of these two priority habitats.



In conclusion, we believe these measures will go a long way to enhancing the livability, resilience and affordability of Orillia for all residents in a cost-effective and practical manner. We appreciate your consideration and are very happy to further discuss these recommendations at your convenience.


Sincerely,



Dorteia Hangaard
Executive Director
The Couchiching Conservancy
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Shane Moffatt
Conservation Campaigns and
Advocacy Manager
Ontario Nature
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The Simcoe Muskoka District Health Unit (SMHHU) appreciates the opportunity to provide comments on the City of Orillia's Draft Official Plan. Our input is provided in the spirit of collaboration and is intended to support the development of healthy, safe, and equitable communities. Our review considered key public health priority areas, including environment, injury prevention and safety, physical activity and sun safety, active school travel, food access, and social cohesion and well-being, to identify opportunities where enhanced policy direction may further strengthen health and equity outcomes. Specific sections of the Draft Official Plan have been identified for potential refinement to support clear, implementable policy direction and to reinforce the City's vision for complete, connected, and inclusive neighbourhoods.

Note: the policy numbers referred to below were sourced from SMDHU's document titled Healthy Community Design, Policy Statements for Official Plans (attached).

Environment

Goal: Protect and conserve the natural environment to ensure residents can breathe clean air, drink safe water, and have access to nature and greenspace, and to help mitigate extreme weather events.

EN 1- Ensure land use designations and zoning bylaws have a positive impact on health and protect the environment.

SMDHU commends the City of Orillia for demonstrating a strong and proactive commitment to long term protection of water sources, systems, and infrastructures. By aligning land use and development policies with local source protection plans, establishing clear and consistent expectations for stormwater management infrastructure, and encouraging water conservation technologies where feasible, the City is setting a solid foundation for responsible growth. The strengthened municipal oversight, particularly through a clearly defined role for the Risk Management Official, further reinforces the City's leadership in identifying and managing potential threats to drinking water sources.

Continued actions to safeguard the supply of local drinking water and the Lake Simcoe watershed will allow the community and its visitors to have reliable access to safe drinking water and high-quality recreational spaces. These measures support physical, mental, and social well-being, and SMDHU encourages the City to maintain this momentum and continue advancing innovative, evidence informed approaches to protect community health for the long term.

SMDHU commends the City of Orillia for its commitment to protecting natural heritage areas, preserving tree canopy, and promoting greenspace and green landscaping. These efforts help ensure that residents can breathe clean air and enjoy access to nature, supporting physical, mental, and social well-being.

To further enhance the City’s Official Plan, SMDHU encourages the City to extend these benefits to workers within Section 3.3.3 Employment Areas. Specifically, SMDHU recommends:

- Preserving where possible tree canopy, greenspace and green landscaping in areas designated as Employment Areas.
- Exploring opportunities to incorporate green landscaping to support cleaner air and healthier working environments.
- Identifying where appropriate locations for greenspaces that would offer workers a place to walk, connect socially, or take restorative breaks in natural settings.

Integrating even modest green features into Employment Areas can contribute meaningfully to workers’ physical and mental well-being, advance environmental objectives, and help create more attractive, resilient, and sustainable employment districts.

In addition, SMDHU encourages the City to apply an equity lens when considering access to parklands by evaluating the benefits and potential drawbacks of including the provision that *“the City may accept cash-in-lieu of parkland”* in Section 3.4.12.5 *Huronian Regional Centre (a)(i)* and Section 5.2.3 *Parkland Dedication (c)*. Equitable access to parklands will allow the community and its visitors access to cool, shaded spaces, improved air quality, and opportunities for social connections that support community mental and physical health and well-being,

SMDHU commends the City of Orillia for advancing land use planning and policies that positively influence both health and the environment by promoting the remediation and redevelopment of brownfield sites in alignment with Provincial policies and guidelines. SMDHU also supports the City’s use of implementation tools, including the preparation of a *Community Improvement Plan* within a defined *Community Improvement Plan Area*.

To ensure consistent and effective application of implementation tools that promote the remediation and redevelopment of brownfields and other environmentally contaminated lands across the city, SMDHU recommends strengthening the wording in Section 8.6 *Human-Made Hazards*, 8.6.1 *Introduction*, bullet (c) with the removal of “may” to align with subsequent sections in the plan that emphasizes a stronger commitment:

Replace: “Community improvement plans *may* be prepared to encourage the remediation of environmentally contaminated lands.”

With: “A Community Improvement Plan *will* be prepared to support and encourage the remediation of environmentally contaminated lands.”

EN 2- Promote renewable energy systems, conserve energy, and protect air quality.

SMDHU commends the City of Orillia for its leadership in protecting air quality by advancing policies that promote safe and accessible trails, public transit, and active transportation connections. The plan’s emphasis on higher-density development, a diverse mix of land uses, and a compact built form represents a meaningful step toward reducing the community’s reliance on vehicle transportation. These actions not only improve local air quality but also play a critical role in mitigating the impacts of climate change. By reducing emissions and supporting more sustainable mobility options, the City is helping safeguard residents from the growing risks associated with extreme heat and severe weather events.

SMDHU encourages the City to continue strengthening and expanding these efforts as the plan evolves. Ongoing commitment to cleaner transportation systems, thoughtful land use planning, and climate resilient infrastructure will help protect community health and ensure a safer, more sustainable future for the community.

EN 3- Decrease reliance on motor vehicles and provide the necessary infrastructure and social climate to support active modes of transportation and transit.

SMDHU commends the City of Orillia for its commitment to building the infrastructure and supportive social environment needed to expand active transportation and transit options, thereby reducing reliance on private motor vehicles.

In particular, we appreciate the innovative policies outlined in Section 4.8 – Transportation Demand Management and Smart Mobility, especially subsection (e), which encourages employers and property owners to provide private shuttle services. This connection makes transit more accessible and appealing while also reducing the demand for on-site parking.

We also support the direction provided in Section 4.6.1.2 – Parking Facility Design, which discourages surface parking in Strategic Growth Areas and prioritizes below grade or structured parking for new developments. This approach aligns land use planning with sustainable transportation goals.

Collectively, these measures will help shift travel from being reliant on cars to more active and low carbon modes of travel. Reducing car dependence not only lowers air pollution

and greenhouse gas emissions but also delivers significant co benefits for climate adaptation, public health, and overall community well-being.

EN 4- Develop climate change adaptation and mitigation strategies to protect the built and natural environments.

In addition to protecting green space and enhancing the tree canopy throughout the City, SMDHU commends the City of Orillia for demonstrating strong leadership in climate change adaptation and mitigation. The City’s efforts to protect residents from climate-related events, including extreme heat and cold, are reflected in several policy sections, such as:

- **Section 4.4.1.2 – Design Policies for Trails, bullet h):** Incorporates requirements for natural or built shade structures at trailheads and at regular intervals along trail routes.
- **Section 4.5 – Public Transit, bullet a) vi and vii:** Specifies that where four-sided transit shelters are not feasible, overhead open-air canopies should be provided to protect transit users from sun, rain, and snow; and that transit stops will include amenities such as seating, lighting, and climate protection.

SMDHU commends the City of Orillia for establishing six guiding principles, particularly the commitment to being *Leaders in Sustainability and Stewardship*, to guide the policies of this Official Plan.

To further strengthen the City’s Official plan, SMDHU recommends explicitly integrating sustainable design and construction practices into the following sections that reference architecture and architectural design, including:

- *Section 3.5.2.3 Waterfront Design*, bullet (e), which currently references urban architecture
- *Section 5.2.5 Downtown Parks and Open Space Network*, bullet (c), which currently references urban architecture
- *Section 3.5.3.2 Corner Lots*, which references architectural design

Embedding sustainable design and construction principles within these sections would help ensure that climate adaptation measures are incorporated into both the built form and surrounding public areas. This approach supports climate resilience, reduces greenhouse gas emissions, increases shading, and lowers overall energy consumption.

SMDHU commends the City of Orillia for its commitment to resiliency, understood as the capacity of the community, built form, economy, and infrastructure of Orillia to both mitigate and adapt to the impacts of climate change. This focus reflects the important recognition that long-term well-being depends on preparing for evolving environmental conditions.

To further strengthen the City's Official plan, SMDHU recommends adding a new bullet to *Section 8.4.2 Community Resilience* that incorporates the use of climate projections capable of accounting for future changes. Modeling potential threats to the built and natural environment, as well as planning for long-term maintenance and sustainable upgrades helps reduce future climate-related health and environmental impacts to the community.

SMDHU commends the City of Orillia for establishing six guiding principles, including *Cultivating a Strong and Diverse Economy*, to expand tourism opportunities and reinforce the City's economic vitality.

To strengthen the City's Official Plan, we recommend integrating climate change adaptation and mitigation into *Section 7.2.4 Tourism*. Policy changes and direction that recognize climate resilience as essential helps to sustain a thriving tourism sector. A thriving tourism economy considers aspects of economy, climate change, and environmental impacts such as extreme heat, poor air quality, and environmental degradation.

To support this connection, SMDHU recommends the following enhancements:

- **Encourage heat-resilient tourism infrastructure**, including shading, cooling stations, water fountains, and expanded tree canopy in high-traffic tourism zones. These measures protect visitors during extreme heat events and help maintain the City's reputation as a welcoming destination.
- **Promote active transportation networks for tourists** by improving walking and cycling routes between attractions. This reduces vehicle emissions, enhances visitor experience, and supports a low-carbon tourism economy.
- **Support responsible use of natural areas** to prevent environmental degradation. This may include clear signage with key environmental protection messages and ensuring an adequate number of garbage and recycling receptacles in popular outdoor destinations.

Integrating these climate-resilient strategies will help safeguard the City's natural and built attractions, reduce long-term operational costs, and strengthen the City's ability to attract visitors in a changing climate that supports a strong, diverse, and sustainable tourism economy.

Injury & Safety

Goal: Create a physical environment that is safe for all residents.

IS 1- Design roads and transportation networks that support all users.

SMDHU commends the City of Orillia for its strong integration of complete streets and universal design principles throughout the Draft Official Plan. The Plan commits to reconstructing streets as complete streets and provides clear direction for continuous, accessible pedestrian linkages across arterial, collector, and local streets, as well as within parking facilities and open spaces. The emphasis on barrier-free and universally designed buildings further supports an inclusive built environment. SMDHU also acknowledges the Plan's attention to safe pedestrian access around schools, including their role within the open space network and in the planning of transit routes, stops, and transfer points. The requirement for Comprehensive Development Plans to address pedestrian and cycling connections, along with the City's commitment to coordinating with local school boards on school travel planning, demonstrates a comprehensive approach to supporting active transportation and safe mobility for all users.

To further strengthen the City's Official plan, SMDHU recommends the following:

Position "Traffic Calming Measures" as a design principle within the Public Realm (3.5.2), alongside landscaping, lighting, and accessibility features. Traffic calming enhances the safety, vibrancy, and inclusivity of streets, sidewalks, and intersections as shared community spaces. Calmer traffic supports older adults, children, and people with mobility devices, aligning with Age-Friendly and accessibility standards. SMDHU recommends that street safety features be required to promote pedestrian and cycling security, with an explicit cross-reference to Complete Streets (4.3), where traffic calming is currently referenced under Section 4.3.1.10. Expanding this reference would clarify that traffic calming measures, beyond traffic circles, are integral to creating safe, accessible, and Age-Friendly streets that support active transportation. Additionally, SMDHU recommends that traffic calming measures be incorporated into Transportation Demand Management and Smart Mobility policies (4.8) to prioritize safety in school zones, areas around health care and related facilities, and parks.

Integrate safe on-street routes, sidewalks, and multi-use trails into cycling and walking networks to create a continuous and connected system throughout the community. Placement under Public Realm (3.5.2.1 Blocks and Connections), with cross-reference to Complete Streets (4.3), will reinforce the role of active transportation in building safe, accessible, and inclusive communities.

IS 2- Improve road safety by reducing automobile dependency, while creating a safe environment for pedestrians and cyclists.

SMDHU commends the City of Orillia for its strong commitment to reducing automobile dependency and enhancing safety for pedestrians and cyclists throughout the Draft Official

Plan. The Plan acknowledges the importance of dedicated cycling infrastructure, supports high-quality pedestrian amenities, and emphasizes the integration of transit with cycling to create seamless multimodal travel options. By ensuring that residential and employment areas are well-served by transit, the Plan advances a connected, accessible, and sustainable transportation system that supports safer streets and healthier mobility choices for all users.

To further strengthen the City's Official plan, SMDHU recommends the following:

Within Designated Growth Areas, the Intent (3.3.5.1) should establish that new development is required to integrate active transportation and transit. Land Use policies (3.3.5.2) should ensure the provision of safe, continuous walking and cycling routes, with sidewalks provided on both sides of streets and supported by amenities such as benches and lighting. Transit connections should be designed to accommodate bicycles and provide seamless service between residential and employment areas, with an explicit cross-reference to Complete Streets (4.3) to maintain consistency in design standards.

IS 3– Manage alcohol outlet locations and density to create a safer social environment.

SMDHU acknowledges that the Draft Official Plan establishes a strong foundation for supporting safe and healthy social environments through its emphasis on land use compatibility, complete communities, and the protection of equity deserving populations. While the retail landscape for alcohol has shifted with grocery and convenience stores now permitted to sell alcohol, the rationale for managing outlet location and density remains fully relevant. Even within the evolving alcohol retail context, municipalities still influence clustering, proximity to sensitive uses, and compatibility within mixed-use areas. Incorporating policy direction on alcohol outlet location and density would strengthen the Plan's existing foundation and help reduce exposure for children and youth, support safer social environments, and align with broader goals of healthy, inclusive communities.

To further strengthen the City's Official plan, SMDHU recommends the following:

Under Designated Growth Areas (3.3.5.1 Intent), new development shall contribute to safe and healthy communities by managing the location and density of alcohol outlets. Land Uses (3.3.5.2) shall require minimum separation distances from sensitive uses and prevent clustering of alcohol outlets. These provisions should be cross-referenced to 3.5 Urban Design and Built Environment, specifically 3.5.2 Public Realm (3.5.2.4 Streetscape), to reduce exposure for equity deserving groups, particularly children and youth, to support healthy development and community well-being.

Physical Activity & Sun Safety

Goal: Create a physical environment that provides opportunities for safe daily physical activity.

PA 1- Ensure a built environment that supports and promotes safe active transportation as a priority travel option.

The Draft Official Plan provides strong direction for creating a connected, walkable, and activity-supportive built environment. It prioritizes safe and convenient active transportation through policies that enhance connectivity between neighbourhoods via trails, transit, and pedestrian networks. The Plan emphasizes pedestrian comfort and safety, supports a vibrant and mixed-use Downtown, and encourages neighbourhood-serving retail and community services in close proximity to residential areas. Mixed-use designations are well articulated, enabling a complementary blend of residential, commercial, public, and recreational uses. The Plan also promotes development in areas well served by transit, parks, community facilities, and daily-needs services, reinforcing a complete-community structure that supports physical activity and reduces reliance on automobiles.

To further strengthen the City's Official plan, SMDHU recommends the following:

Add policy direction to Section 10.3.3 Comprehensive Development Plans to ensure that new neighbourhoods incorporate highly connected street networks with smaller block sizes and multiple routing options. Policies should discourage the use of cul-de-sacs and other discontinuous street patterns, except where constrained by natural features, and where infrastructure such as trails and walkway can be incorporated to support walkability, cycling, and safe active transportation.

Enhance Section 3.4.2 General Policies for All Designations to include explicit requirements for clear signage, wayfinding, and communication features in new development. These elements support pedestrian comfort, cultural expression, and safety, and help create a more navigable and inclusive public realm. To reinforce design quality and implementation, SMDHU further suggests that Section 3.5 Urban Design and Built Environment reflect these expectations within Public Realm (3.5.2) and Site Design (3.5.3) policies. As an optional implementation measure, SMDHU also recommends that Section 10.4 Planning and Development Controls reference these features as components to be considered within 10.4.3 Site Plan Control.

SMDHU recommends adding policy direction to Section 4.0 Transportation and Mobility (4.2 General Policies) and Section 10.6 Consultation and Engagement to encourage

collaboration with local school boards on land-use planning matters that influence school siting, school retention, and the design of surrounding pedestrian, cycling, and transit networks. While Sections 3.7(a)iii Public Service Facilities and 4.5(d)i Public Transit acknowledge the importance of school connectivity to active travel and transit networks, and 4.8(d) Transportation Demand Management and Smart Mobility provides consideration for the implementation of school travel planning, additional policy direction is needed to ensure that neighbourhood schools remain safe and accessible by active modes and that school-related mobility needs are integrated into broader land-use and transportation planning. SMDHU further recommends that Section 3.3.5.4 Neighbourhood Plans include a cross-reference to these policies to support implementation in new neighbourhoods. In addition, SMDHU recommends enhancing Section 5.2.1 Parks Provision and Acquisition to recognize that parks and open spaces can serve as components of safe routes to school, providing low-stress, Age-Friendly active transportation connections for children and families.

PA 2- Provide greenspaces, places to play and gather, and recreational facilities and opportunities for all.

SMDHU commends the City of Orillia for the strong integration of physical activity, recreation, and access to nature throughout the Draft Official Plan. The Plan meaningfully embeds active transportation within the broader mobility framework, emphasizing pedestrian, cyclist, and transit-supportive design and recognizes trails as both recreational assets and key mobility connections. SMDHU also acknowledges the thoughtful incorporation of parks, open spaces, and natural areas into the city structure, including policies that support healthy, active lifestyles and enhanced access to nature. Requirements within Neighbourhood Plans to coordinate parks, trails, and community facilities are particularly effective, as are Public Service Facilities policies that support siting community amenities in locations accessible by active modes. The emphasis on high-quality, inclusive public realm design in the Urban Design and Built Environment section further contributes to safe, comfortable, and accessible environments for residents of all ages and abilities. The recognition of the waterfront as a defining public asset and its integration into the Open Space Network is also commendable. Collectively, these elements demonstrate a comprehensive and health-supportive approach to planning for an active and connected Orillia.

To further strengthen the City's Official plan, SMDHU recommends the following:

Enhance Section 5.2 Open Space Network Policies to more explicitly prioritize the provision of both active and passive parks in new development and intensification areas. While Section 5.1(b) identifies the importance of equitable access to amenities, natural

areas, and recreation opportunities, and Section 5.2.1(c) outlines approaches to address gaps or undersupply of parks, additional policy direction is needed to ensure that a balanced mix of active and passive park types is proactively planned and delivered as part of new growth. This will help support physical activity, recreation, and access to nature for residents across all neighbourhoods.

Augment Section 3.7 Public Service Facilities to clarify that new community facilities should be planned and coordinated with nearby parks, trails, and open spaces. Strengthening this connection will help ensure that community facilities support recreation, active living, and the development of healthy, active neighbourhoods.

Within Section 3.5 Urban Design and Built Environment and Section 5.2 Open Space Network Policies include explicit universal design requirements. Strengthening these sections will help ensure that parks, open spaces, trails, and civic buildings are designed, built, and managed to be accessible and usable by people of all ages, sizes, and abilities. Within Section 3.5, universal design principles could be incorporated into 3.5.2 Public Realm (particularly 3.5.2.1 Blocks and Connections) and 3.5.4 Buildings (particularly 3.5.4.1 General Policies for All Buildings) to reinforce inclusive movement networks and accessible building interfaces. Reflecting this same direction in Section 5.2 Open Space Network Policies would help ensure that accessibility is consistently applied across the City's parks and open space system.

Include language in section 5.2 Open Space Network Policies (5.2.1 Parks Provision and Acquisition) to support four-season public access to shorelines across the city, including consideration of winter maintenance, year-round trail use, and seasonal programming to ensure equitable, continuous access to the waterfront. This recommendation complements Section 7.2.4 Tourism (c)(v), which encourages all-season waterfront programming, by ensuring that physical access and a maintenance framework is in place to support year-round use.

Build on the existing direction in Section 3.3.5.4 Neighbourhood Plans (c)(i)(3) by enhancing Neighbourhood Plans to include explicit guidance that new neighbourhoods be planned in close proximity to parks, open spaces, greenspace, trails, and recreation opportunities. If it is not possible to situate new neighbourhoods in close proximity to parks, open spaces, greenspace, trails, and recreation opportunities, then include explicit language that these amenities will be built into new neighbourhood designs. Adding clear proximity expectations will strengthen equitable access to recreation and nature and complement the current requirement to demonstrate multimodal access to these uses.

Build on the Draft Official Plan's strong emphasis on connectivity by strengthening Section 4.0 Transportation and Mobility and Section 5.2 Open Space Network Policies to explicitly highlight connectivity between neighbourhoods and parks, open spaces, greenspace, trails, and recreation opportunities. Cross-referencing these sections will help ensure a coordinated, connected active transportation network that supports equitable access to recreation and nature.

Augment Section 3.4 Land Use Designations (3.4.2 General Policies for All Designations) to encourage landscaped, outdoor on-site amenity areas that support employee well-being, provide shade, and offer opportunities for rest and physical activity. These spaces contribute to healthier workplaces and support heat mitigation. This direction can be implemented through the site design expectations outlined in Section 3.3.3.2 Site Plan Control in Employment Areas.

PA 3- Ensure natural and built shade features are available in outdoor public spaces.

The Draft Official Plan demonstrates a strong foundation for enhancing comfort, safety, and climate resilience in outdoor public spaces through its numerous references to tree planting, green infrastructure, and high-quality park and trail design. Building on these existing references to shade and tree canopy, found across Sections 3.5, 4.0, and other chapters, there is an opportunity to strengthen and better coordinate policy direction within Section 5.2 Open Space Network Policies and Section 3.5 Urban Design and Built Environment to more explicitly incorporate shade and sun-safety considerations into the design of parks, trails, playgrounds, and public spaces. While shade and canopy appear in several site-specific contexts, including streetscapes, site design, amenity areas, trailheads, and parking facilities, enhanced policy language in Sections 5.2 and 3.5 would help ensure consistent, city-wide application of natural and built shade features, such as tree canopy, shade structures, and other heat-mitigating design elements, that support public health and year-round usability.

To further strengthen the City's Official plan, SMDHU recommends the following:

In Section 3.5.3.3 Site Landscaping (under Section 3.5.3 Site Design), build on the existing landscaping direction by requiring new developments to incorporate natural or constructed ultraviolet radiation (UVR) protection features, such as tree planting, shade structures, or landscape design elements, into outdoor spaces. Strengthening this policy would ensure that shade and sun safety are consistently integrated into site planning and contribute to healthier, more climate-resilient neighbourhoods.

In Section 3.5.4.1 General Policies for All Buildings, build on the existing urban design direction to require natural or constructed shade features in all outdoor areas associated

with municipal buildings and civic spaces. Strengthening this policy would ensure that high-use public spaces provide adequate protection from UVR exposure and support comfort, safety, and equitable access for all users.

In Section 8.4.2 Community Resilience include explicit language to integrate shade and vegetation into the City's heat-adaptation strategies. Enhancing this policy would help mitigate urban heat islands, reduce exposure during extreme heat events, and protect equity deserving populations through the intentional use of tree canopy, shade structures, and other cooling design elements.

Active School Travel

Goal: Create a physical environment that prioritizes active and safe school travel.

AST 1- To support active school travel the municipality collaborates with school boards on land-use planning matters that impact the location and potential retention of schools in neighbourhoods.

SMDHU commends the City of Orillia for recognizing the importance of safe and sustainable school travel within the Draft Official Plan. The inclusion of language in Section 4.8 Transportation Demand Management and Smart Mobility (d) that encourages coordination with local school boards on school travel planning demonstrates a strong commitment to enhancing roadway safety around schools and supporting active transportation. SMDHU appreciates the City's collaborative approach and notes an opportunity to build on this work by engaging additional partners, such as the Simcoe Muskoka District Health Unit through its On the Move initiative, which supports School Travel Planning across the region. Together, these elements reflect a thoughtful approach to integrating active transportation, land use, safety, and community well-being. The Plan's broader emphasis on walkability, transit-supportive design, and connected pedestrian and cycling networks further contributes to creating neighbourhoods where active and safe school travel is more feasible.

To further strengthen the City's Official plan, SMDHU recommends the following:

Strengthen Section 3.7 Public Service Facilities by adding policy direction requiring collaboration with local school boards to ensure that schools are sited to maximize opportunities for active school travel. School locations should be accessible by sidewalks, cycling routes, community pathways, and transit, and should avoid siting on high-traffic arterial roads where possible. Enhancing this policy would help ensure that new and existing neighbourhoods support safe, convenient, and sustainable travel to school.

Enhance Section 4.0 Transportation and Mobility by adding policy direction requiring that pedestrian, cycling, and transit infrastructure around schools meet universal design standards and support active school travel. This recommendation fits most appropriately within Section 4.2 General Policies, with complementary placement in Section 4.3.1.2 Complete Streets and potential reinforcement in Section 4.3.1.6 Arterial and Collector Streets. Direction should include providing sidewalks on both sides of school-adjacent streets, safe cycling routes, trail and walkway connections, and convenient access to public transit. Strengthening these policies would ensure that school-area infrastructure is designed to support children and youth of all abilities.

Add policy direction to Section 4.0 Transportation and Mobility to establish designated school safety zones around all schools, incorporating reduced speed limits, traffic calming measures, and limited public parking to deter personal vehicle use. This recommendation fits most appropriately within Section 4.8 Transportation Demand Management and Smart Mobility, where school travel planning is already referenced, with complementary placement in Section 4.2 General Policies and optional reinforcement in Section 4.3.1.6 Arterial and Collector Streets. Strengthening these policies would improve safety, reduce congestion, and support active and safe school travel for children and youth.

Strengthen Section 4.8 Transportation Demand Management and Smart Mobility by applying an equity lens to active school travel planning, prioritizing improvements in more economically distressed neighbourhoods. A cross-reference to Section 10.3.1 Community Improvement Plans would support implementation by enabling targeted investments in sidewalk infill, cycling connections, traffic calming, and other school-area improvements. This enhancement would promote equitable access to safe, healthy, and sustainable travel options for children and youth.

Enhance Section 10.6 Consultation and Engagement by strengthening Section 10.6.1.2 Community Consultation to formalize partnerships between planning, transportation, education, and public health to embed school travel planning into community health and mobility strategies. Strengthening this policy would support coordinated implementation and ensure that school-related mobility needs are integrated into broader land-use and transportation planning.

Add policy direction to Section 3.7 Public Service Facilities to recognize the importance of neighbourhood school retention for walkability, community cohesion, and active school travel. A cross-reference to Section 3.3.2 Community Areas would reinforce the role of neighbourhood schools as essential community anchors that support complete communities, reduce reliance on personal vehicle travel, and help create complete, connected neighbourhoods.

Food Access

Goal: Increase availability of nutritious food for all residents.

FA 1- Ensure that nutritious food is available in every neighbourhood.

SMDHU commends the City of Orillia for thoughtfully integrating several elements that support a healthier, more sustainable, and resilient local food system within the Draft Official Plan. The Plan's recognition of community gardens, edible landscaping, and green infrastructure demonstrates an appreciation for the role that urban agriculture can play in enhancing neighbourhood vibrancy, environmental stewardship, and community well-being. Notably, Section 7.2.8, Local Food Production, highlights the City's commitment to strengthening the local food economy and supporting food-related initiatives as part of Orillia's broader economic development strategy. In addition, the Plan's strong emphasis on walkability, mixed-use development, and complete communities provides a supportive foundation for improving access to daily needs, including food, across Strategic Growth Areas and neighbourhoods. These directions align well with the guiding principles of Inclusion, Wellness, Sustainability, and Resilience, and reflect the City's commitment to creating environments where all residents can thrive.

To further strengthen the City's Official plan, SMDHU recommends the following:

Enhance Section 3.2 Growth Forecasts and Planning Objectives 3.2 (a), particularly Objective vii, which prioritizes pedestrian-oriented development, and Objective ix, which calls for a full range of shops and public service facilities be located in proximity to housing, by explicitly recognizing access to nutritious, affordable food as a core daily need that requires services supportive of walkability to reduce automobile dependence.

To operationalize this objective, SMDHU recommends strengthening Section 3.4 Land Use Designations, specifically Sections 3.4.3 Mixed-Use – Growth, 3.4.4 Mixed-Use – Evolving, and 3.4.5 Neighbourhoods, to explicitly permit and encourage small and medium-sized food retailers, including grocery stores, mobile food vendors, and farmers' markets, within or adjacent to residential areas.

Update Section 3.3.1 Strategic Growth Areas, particularly Sections 3.3.1.4 Nodes and 3.3.1.5 Corridors, to prioritize food access in areas planned for intensification. Embedding food-access policies in these sections would support walkability, reduce transportation barriers, and advance the Plan's guiding principles of Inclusion and Wellness, with particular benefit to underserved neighbourhoods.

Strengthen Section 3.5 Urban Design and Built Environment, including Section 3.5.1(b) to recognize urban agriculture as a built-environment element, Section 3.5.2.3 Waterfront

Design and Section 3.5.2.4 Streetscape to incorporate edible landscaping and food-producing plantings into the public realm, and Section 3.5.3.3 Site Landscaping to encourage community gardens, edible landscaping, rooftop food gardens, and the use of existing food-producing assets such as the waterfront greenhouse as part of site-level design and community programming.

Enhance Section 5.2 Open Space Network Policies, specifically Section 5.2.1(g) Parks Provision and Acquisition and Sections 5.2.2.2 Waterfront Parks, 5.2.2.3 Community Parks, 5.2.2.4 Neighbourhood Parks, and 5.2.2.5 Parkettes, to explicitly permit and encourage community gardens, edible landscaping, and other forms of urban agriculture within the parks system, including opportunities to integrate and support the existing waterfront greenhouse as a community food-growing, education, and demonstration facility.

To ensure consistent application across the city, SMDHU recommends expanding Section 3.4.2(a)(v) General Policies for All Designations to include edible landscaping and rooftop food gardens and embedding urban agriculture as a permitted or encouraged use within the relevant Land Use Designations, including Residential Areas, Mixed-Use Areas, Institutional Areas, and Community Uses. These enhancements would build on the intent of Section 7.2.8 Local Food Production and support climate resilience, neighbourhood vibrancy, and access to fresh food, while recognizing the waterfront greenhouse as an important existing asset within Orillia's local food system.

Strengthen Section 3.4 Land Use Designations, particularly the Mixed-Use Areas, Community Uses, and Institutional Areas, to explicitly permit small-scale food processing and distribution facilities, including community kitchens, food co-ops, food hubs, and community food centres. These uses support local food production, food literacy, and community resilience. As part of this enhancement, the City should recognize and enable the existing waterfront greenhouse as a community food-growing, seedling-production, and education facility that could support neighbourhood-level food initiatives and partnerships.

Expand Section 7.2.8 Local Food Production to identify community food infrastructure, including the waterfront greenhouse, as an important asset within Orillia's local food economy. This section should acknowledge the role of such facilities in supporting local food production, community programming, and food-system resilience.

To support community access and programming, SMDHU also recommends enhancing Section 3.7 Public Service Facilities to permit and encourage the use of municipal facilities, including the waterfront greenhouse, for community food initiatives, food-growing education, seedling distribution, and partnerships with schools, Indigenous communities,

and local organizations. Embedding these uses within Public Service Facilities policies would strengthen the City's capacity to support food literacy, community resilience, and local food access.

Strengthen Section 3.4 Land Use Designations, specifically Sections 3.4.3 Mixed-Use – Growth, 3.4.4 Mixed-Use – Evolving, 3.4.7 Major Institutional, 3.4.8 Core Employment, and 3.4.9 Flex Employment, to explicitly permit small-scale amenity retail and services that provide access to nutritious food for workers, such as cafés, small grocers, prepared-food vendors, and other daily-needs food services. Embedding these uses within these designations would support worker well-being, reduce off-site vehicle trips, and contribute to more complete, people-supportive employment districts.

To reinforce this direction, SMDHU recommends enhancing Section 3.5 Urban Design and Built Environment, particularly Section 3.5.3 Site Design, to encourage the integration of food-access amenities into employment-area site planning, including pedestrian-friendly access to on-site food services, shared amenity spaces, and opportunities for small-scale food vendors. These enhancements align with the Plan's guiding principles of Wellness, Inclusion, and Sustainability, and support the broader objective of creating complete communities where residents and workers can meet daily needs, including access to nutritious food, without relying on automobile travel.

Strengthen Section 10.2 Monitoring by establishing a set of food-system resilience indicators that the City can reliably measure within its planning mandate. These indicators may include neighbourhood-level measures of food-retail availability, walkable and transit-based accessibility to food retailers, and the presence of community food-growing and food-infrastructure assets. Collecting information and reporting on these indicators would support evidence-informed decision-making and help evaluate progress toward equitable food access towards creating complete, healthy, and inclusive communities.

To ensure these indicators meaningfully inform implementation, SMDHU further recommends integrating food-system monitoring into Section 10.3 Implementation Tools, specifically Section 10.3.1 Community Improvement Plans, Section 10.3.3 Comprehensive Development Plans, and Section 10.3.6 Zoning By-laws. Using neighbourhood-level food-access data within these tools would help guide Community Improvement Plan priorities, shape master-planned areas, and inform future zoning updates, ensuring that food access and local food infrastructure are consistently considered in planning and development decisions.

Strengthen Section 2.2 Guiding Principles by explicitly recognizing that equitable access to food-related services and infrastructure is a core component of a Complete Community.

Embedding this direction within the Guiding Principles would help ensure that planning decisions consider how food access varies across neighbourhoods and population groups, and that improvements in the built environment benefit residents equitably.

To operationalize this equity lens, SMDHU recommends enhancing Section 10.3 Implementation Tools, particularly Section 10.3.1 Community Improvement Plans and Section 10.3.3 Comprehensive Development Plans, to prioritize neighbourhoods experiencing disproportionate barriers to food access for supportive planning tools, incentives, and community-infrastructure investments. Integrating equity considerations into these tools would help ensure that areas with limited access to food retailers, community food-growing spaces, or food-infrastructure assets receive targeted attention in planning and redevelopment processes.

SMDHU further recommends strengthening Section 7.2.8 Local Food Production to encourage the equitable distribution of community food-growing opportunities, such as community gardens and other local food-production assets, across Orillia's neighbourhoods. Ensuring that these assets are available in multiple parts of the city would help broaden participation in local food production and support more inclusive access to its benefits.

Strengthen Section 10.6 Consultation and Engagement, particularly Section 10.6.1.1 Consultation with Indigenous Peoples and Section 10.6.1.2 Community Consultation, by explicitly identifying Indigenous Peoples, public health, community organizations, educational institutions, and local food-system actors as key partners in planning and implementation processes related to food access, local food production, and sustainable community food infrastructure. This should include recognition of the Orillia & Area Food Strategy, currently under development in collaboration with the Orillia Sharing Place Food Centre, as an emerging cross-sector initiative that can help guide future collaboration and community-driven food-system priorities. Embedding these interest holders within Sections 10.6.1.1 and 10.6.1.2 would help ensure that planning decisions are informed by Indigenous perspectives, lived experience and diverse expertise.

To support implementation, SMDHU further recommends enhancing Section 7.2.8 Local Food Production to encourage collaboration between the City, public health, Indigenous communities, schools, community organizations, and other partners involved in the Orillia & Area Food Strategy, including the Orillia Sharing Place Food Centre, in the development, stewardship, and programming of community gardens, greenhouses, and other local food-production assets. This would help ensure that local food initiatives are community-driven, well-supported, and responsive to neighbourhood needs.

SMDHU also recommends incorporating cross-sector collaboration into Section 3.7 Public Service Facilities by encouraging partnerships that enable municipal facilities, including community centres, libraries, and the waterfront greenhouse, to support food-related programming, education, and community initiatives. Integrating collaboration into Section 3.7 would help maximize the reach and impact of existing public assets and align future programming with the Orillia & Area Food Strategy as it evolves.

FA 2- Protect and conserve land and water for use in the growing and production of food as part of a sustainable local food system.

SMDHU commends the City of Orillia for recognizing the importance of local food production within the Draft Official Plan, particularly through Section 7.2.8 Local Food Production, which supports community gardens and acknowledges the role of local food initiatives in contributing to a resilient and diverse economy. SMDHU also recognizes the Plan's guiding principles of Sustainability, Collaboration, and Stewardship, which provide a strong foundation for strengthening the urban–rural food system interface as the city continues to grow.

To further strengthen the City's Official plan, SMDHU recommends the following:

Enhance the Draft Official Plan to more explicitly address agricultural land protection and the urban–rural food system interface, particularly in light of anticipated boundary expansion. These enhancements do not limit the City's ability to accommodate projected residential or commercial growth. Instead, they support orderly development, reduce long-term servicing costs, and ensure compatible transitions between new neighbourhoods and adjacent agricultural lands as the City expands.

To support responsible growth management, SMDHU recommends strengthening Section 3.4 Land Use Designations by adding policy direction to restrict the fragmentation of agricultural lands and to guide subdivision through clear criteria for lands with agricultural importance or potential. SMDHU further recommends that Section 3.4 be expanded to identify agricultural priority areas so that lands with agricultural value are protected from non-agricultural development as the city grows, without constraining the supply of land needed for housing or employment.

To support cultural heritage and landscape continuity, SMDHU recommends enhancing Section 6.0 Cultural Heritage to recognize rural and cultural landscapes at the city's edges as valued heritage resources, particularly where agricultural landscapes contribute to Orillia's cultural identity and reconciliation commitments. This addition would help ensure that new development respects and integrates the character of adjacent agricultural landscapes while still enabling planned growth.

To strengthen local food production within the urban fabric, SMDHU recommends expanding Section 7.2.8 Local Food Production to explicitly permit a diversity of small-scale agricultural uses, including greenhouses, orchards, and locally oriented market gardens, within appropriate land use designations. Complementary to this, SMDHU recommends that Section 3.4 Land Use Designations be updated to permit and encourage small-scale home industries and food-based enterprises that support local agriculture within Residential, Mixed-Use, and Community Areas. These uses are compatible with urban development and contribute to a resilient local food economy.

To support regional food distribution and economic development, SMDHU recommends enhancing Section 3.4 Employment Areas and Section 7.2 Economic Drivers to explicitly permit and support food-system infrastructure such as food hubs, small-scale processing facilities, and agricultural product warehouses. These uses are well suited to Employment Areas and complement the City’s goals for job creation and economic diversification.

Additionally, SMDHU recommends strengthening Section 10.2 Monitoring by incorporating resilience indicators related to agricultural land protection and local food production capacity and enhancing Section 10.6 Consultation and Engagement to integrate agricultural land protection into broader climate and health strategies through collaboration with public health, environmental, and agricultural partners. These additions support the Plan’s implementation framework and reinforce the City’s commitment to sustainability and evidence-informed decision-making.

To further strengthen the Draft Official Plan’s support for local food systems, SMDHU recommends adding policy language that ensures community gardens and other urban agriculture spaces have reliable access to water. Access to water is essential for successful food growing, community programming, and climate-resilient local food production. This direction is best incorporated into Section 7.2.8 Local Food Production, with complementary placement in Section 5.2.1 Parks Provision and Acquisition where community gardens are located within parks. Including this policy would reinforce the City’s commitment to food access, neighbourhood resilience, and community-led food initiatives.

Social Cohesion & Well- Being

Goal: Create a physical form within communities that encourages social interaction, promotes social capital, and sustains the well-being of all residents.

SC 1- Create complete neighbourhoods that include a mix of densities, a variety of uses, employment opportunities, and affordable housing options for people of all ages and socioeconomic status.

The Draft Official Plan demonstrates a strong commitment to creating a built environment that supports social interaction, strengthens social capital, and enhances the well-being of all residents. The Plan's emphasis on compact, mixed-use development; complete communities; active transportation; and the co-location of public service facilities reflects contemporary best practices in healthy community design. The direction to provide a diverse range of housing types and tenures, support non-traditional housing arrangements, and integrate parks, community services, retail, and employment opportunities within walkable neighbourhoods is particularly commendable. These policies collectively support vibrant, connected neighbourhoods where residents of all ages, incomes, and abilities can thrive. The alignment with the City's Community Improvement Plan, particularly its focus on affordability, accessibility, and inclusive engagement, further reinforces the Plan's commitment to building socially connected and equitable communities.

To further strengthen the City's Official plan, SMDHU recommends the following:

While the Draft Official Plan provides strong direction on housing diversity and affordability, it does not explicitly identify lower-income households or equity-deserving populations as priority groups within its affordable housing policies. Adding this clarity would strengthen the Plan's equity lens and reinforce alignment with Section 10.3.1(e) Community Improvement Plans, which enables the City to prioritize specific areas or issues through the designation of Community Improvement Project Areas and the preparation and adoption of Community Improvement Plans. To support this intent, SMDHU recommends adding a policy to Section 3.6.1.5 Affordable Housing (3.6 Housing Supply and Affordability) stating that the City will prioritize the housing needs of lower-income households and equity-deserving populations when applying affordable housing tools, including the use of surplus lands, financial incentives, and Community Improvement Plans. This addition would help ensure that the City's affordable housing strategies are directed toward those with the greatest need and would further advance the Plan's commitment to building inclusive and complete communities.

While the Draft Official Plan acknowledges the importance of accessible and inclusive design, the current housing policies do not clearly articulate expectations for universal accessibility within new residential development. Strengthening this direction would better support aging in place, residents with disabilities, and households requiring adaptable housing options. To enhance clarity, SMDHU recommends adding language to Section 3.6.1.1 Housing Demand (3.6 Housing Supply and Affordability), supported by a cross-reference to Section 3.5.4.1 General Policies (3.5.4 Buildings) for All Buildings, to encourage new multi-unit residential developments to include accessible and visitable units. This addition would reinforce the City's commitment to universal design principles

and ensure that new housing contributes to a built environment that supports residents of all ages and abilities.

SMDHU recommends strengthening the Draft Official Plan’s public participation policies by explicitly requiring inclusive, accessible, and culturally safe engagement practices that proactively reach equity-deserving groups, including Indigenous communities, youth, older adults, newcomers, renters, and lower-income households. This may include offering multiple engagement formats, providing supports such as childcare or transit fare where feasible, ensuring accessible meeting materials and locations, and partnering with community organizations to reduce participation barriers. This enhancement is best incorporated into Section 10.6.1.2 Community Consultation, with a cross-reference to Section 10.3.1 Community Improvement Plans (10.3 Implementation Tools) to ensure that equitable engagement practices are consistently applied across neighbourhood-level planning and implementation tools.

The Draft Official Plan demonstrates a strong commitment to housing affordability and reflects a clear understanding of Orillia’s current and future housing needs, supported by the City’s Housing Needs Assessment (2023). To further strengthen this direction, SMDHU recommends adding policy language within Section 3.6 Housing Supply and Affordability, specifically within Section 3.6.1.1 Housing Demand or 3.6.1.5 Affordable Housing, which encourages exploration of municipal tools that can increase the availability of existing housing stock. Municipalities in Ontario have implemented tools such as a Vacant Home Tax, enabled under the Municipal Act, 2001, to support housing availability. Acknowledging the potential role of such tools within the Official Plan would reinforce the City’s commitment to improving housing affordability and align with its broader housing objectives.

SC 2- Provide public spaces, parks, open spaces, greenspaces and community facilities where residents can meet, connect and congregate for social interaction.

The Draft Official Plan provides strong direction for the development of high-quality public spaces by emphasizing the accessibility of parks, open spaces, and trail networks for residents of all ages and abilities. The Plan encourages locating public spaces near key community destinations such as schools, seniors’ centres, workplaces, and residential areas, supporting walkability and daily access. Safety considerations, including Crime Prevention Through Environmental Design (CPTED) principles, are acknowledged in the design and review of parks and trails. The Plan also supports the creation of new parks and community facilities that meet the needs of diverse residents, encourages the co-location of community facilities and partnerships to enhance service provision, and promotes all-season recreational opportunities to support year-round community well-being.

To further strengthen the City’s Official plan, SMDHU recommends the following:

SMDHU commends the Draft Official Plan for emphasizing equitable access to parks, open spaces, and naturalized areas, including the commitment in Section 5.1 Introduction (b) (5.0 Parks and Open Space) to ensure a balanced distribution of amenities and recreation opportunities within a walkable distance of all neighbourhoods. To further strengthen this direction, SMDHU recommends adding language that supports targeted investment in neighbourhoods that experience barriers to high-quality public spaces, including lower-income or underserved areas. This enhancement would complement the Plan’s existing focus on geographic equity by incorporating a social equity lens, helping ensure that residents who face the greatest access challenges benefit from improved park and greenspace provision. A cross-reference to Section 10.3 Implementation Tools (10.3.1 Community Improvement Plans) would further support neighbourhood-level implementation.

Encourage the integration of neighbourhood-level gathering spaces, such as small community rooms, outdoor common areas, or flexible public spaces, within new developments and through improvements to existing parks and facilities. While Orillia’s recreation centres, library, and parks already serve as important community hubs, additional neighbourhood-scale spaces can help support social interaction, community programming, and resident connection. This direction is best incorporated into Section 3.5.3.4 Amenity Areas (3.5.3 Site Design), with cross-references to Section 3.4.5 Neighbourhoods (including 3.4.5.6 Development Policies in Evolving Neighbourhoods) to reinforce the role of gathering spaces in neighbourhood design, and to Section 5.2.1(c) Parks Provision and Acquisition (5.0 Parks and Open Space) to acknowledge opportunities for incorporating gathering spaces through park improvements and public realm enhancements.

SMDHU recommends strengthening the Draft Official Plan by requiring that new parks, public spaces, and community facilities be designed using inclusive, culturally responsive, and universally accessible design principles, and by encouraging all-season recreational opportunities through winter-friendly design and maintenance. While the Plan supports visibility, connectivity, and year-round use, more explicit direction would help ensure that public spaces meet the needs of residents of all ages, abilities, and backgrounds throughout the year. This direction could be incorporated into Section 5.0 Parks and Open Space, with complementary design guidance added to Section 5.2.2 Design of Parks and Open Space and Section 3.5.3.4 Amenity Areas to reinforce inclusive, accessible, and all-season design expectations across both public spaces and development-related amenity areas.

The Draft Official Plan demonstrates a strong commitment to community health and well-being through its policies on parks, recreation, and Age-Friendly design. Building on this foundation, SMDHU recommends adding explicit policy language supporting year-round public access to safe, accessible drinking water and public restrooms in high-use public spaces. This includes requiring drinking water fountains or refill stations in new and redeveloped parks, public facilities, recreation centres, and major transit hubs. This direction is best incorporated into Section 5.2.1 Parks Provision and Acquisition (5.2 Open Space Network Policies), with complementary placement in Section 3.5.3.4 Amenity Areas (3.5.3 Site Design) to reinforce hydration access as part of Age-Friendly, inclusive public-realm design.

The Draft Official Plan demonstrates a strong commitment to creating inclusive, Age-Friendly, and accessible public spaces. Expanding this vision to include clear, accessible wayfinding systems would further strengthen the usability and equity of Orillia’s public realm by helping residents and visitors easily locate essential amenities. SMDHU recommends adding policy language requiring that new and redeveloped public facilities, parks, recreation centres, downtown areas, and major transit hubs incorporate accessible wayfinding signage that directs users to public restrooms, drinking water, transit stops, recreational facilities, and community services. This direction is best incorporated into Section 3.5.2.4 Streetscape (3.5.2 Public Realm), with complementary placement in Section 5.2.1 Parks Provision and Acquisition (5.2 Open Space Network Policies) to reinforce wayfinding as a core component of inclusive, Age-Friendly, and activity-supportive public-realm design, while also supporting the visitor experience and aligning with Section 7.2.4 Tourism.

Affordable childcare is under the authority of the County of Simcoe; however, the City of Orillia plays an important enabling role through land use planning, zoning, and infrastructure alignment. To strengthen the Draft Official Plan’s commitment to equity and community well-being, SMDHU recommends adding policy language acknowledging the City’s role in facilitating land use and community service planning that supports County-led childcare initiatives. This includes encouraging the location of childcare facilities near transit, schools, parks, and employment areas, and integrating childcare considerations into community hub planning. This direction is best incorporated into Section 3.7 Public Service Facilities, with a complementary cross-reference in Section 3.6 Housing Supply and Affordability to reinforce the importance of childcare access in supporting complete, family-friendly communities.

The Draft Official Plan provides strong direction on housing diversity and affordability; however, it does not explicitly acknowledge the role of Indigenous governments and

Indigenous-led housing providers in meeting housing needs within Orillia. Recognizing these partnerships would strengthen the Plan’s equity lens and reflect existing Indigenous housing initiatives in the community. SMDHU recommends adding language encouraging collaboration with Indigenous governments and Indigenous-led organizations in planning for affordable, supportive, and culturally appropriate housing. This addition fits best within Section 3.6.1.5 Affordable Housing (3.6 Housing Supply and Affordability), with complementary placement in Section 10.6.1.1 Consultation with Indigenous Peoples (10.6 Consultation and Engagement) to reinforce ongoing partnership during implementation.

The Draft Official Plan includes a definition of “resilience” in Section 2.1, which helps clarify the City’s intent; however, the term has received public pushback and is not always favoured by Indigenous communities, as it can imply adapting to harmful conditions rather than addressing the broader drivers that shape community well-being. To support clarity and cultural sensitivity, SMDHU recommends carrying the Section 2.1 definition into the Glossary to ensure consistent interpretation across policy areas and to reinforce that resilience refers to systems-level supports rather than individual responsibility. This addition fits best within the Glossary section, with complementary reinforcement in Section 2.2 Guiding Principles.

In summary, this feedback identifies opportunities to strengthen the Draft Official Plan by refining policy language, improving internal consistency, and clarifying implementation pathways across key public health priority areas. The recommendations are intended to support clear, actionable direction that aligns with best practices and can be effectively operationalized through the City’s planning tools and development review processes.

References:

Multiple resources were used to support creation of this feedback document including:

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University of Alberta, Department of Medicine, Division of Preventive Medicine. (2023). Healthy community guidelines. Edmonton, AB: Housing for Health, University of Alberta. <https://www.ualberta.ca/en/department-of-medicine/media-library/divisions/preventive-medicine/housing-for-health/healthy-community-guidelines-final-2023.pdf>

Prepared by:

Charlotte Knegt, RN, BScN, Public Health Nurse

Chronic Disease Prevention Program, Community and Family Health Department

&

Pauline Loo, BSc, CPHI(C), Senior Public Health Inspector

Emergency Management and Health Hazards, Environmental Health Department

Simcoe Muskoka District Health Unit

To: Jill Lewis, Senior Planner
From: Robin Cadeau, Assistant Clerk
on behalf of the Transportation and Parking Working Group
Date: January 7, 2026
Subject: **Draft Official Plan Comments**

The Transportation and Parking Working Group scheduled a meeting for January 6, 2026 to discuss the draft Official Plan and to compile comments related to transportation matters. Unfortunately, due to inclement weather, a quorum of the membership was not available. A second special meeting was not a feasible option, and therefore, members were requested to review the document and to submit feedback.

Comments received by the individual members are attached as listed below:

- Appendix A: Member Patricia Kenney email dated January 11, 2026.
- Appendix B: Member Taylor Miske email dated January 8, 2026.
- Appendix C: Member Scott Ballon email dated January 11, 2026.

While these submissions do not represent comments of the Transportation and Parking Working Group as a whole, they are forwarded to ensure these resident members are able to contribute to the public consultation.

:rc

APPENDIX A

From: [REDACTED]
To: [Robin Cadeau](#)
Subject: Re: Transportation and Parking Working Group - Special Meeting CANCELLED
Date: January 11, 2026 3:57:14 PM
Attachments: [Orillia City Plan Draft - GO Connectivity Exploration - PatKenney.docx](#)

Hello Robin,

My comments below and also in the attached document.

Purpose of this Submission

This submission proposes the inclusion of GO Transit connectivity initiatives for the City of Orillia within the 26-Year Draft Master Plan. The current draft plan contains limited strategic focus on regional transportation connectivity to the Greater Toronto Area (GTA) and major employment, educational, and service hubs. Specifically, existing content addressing regional transit linkage is confined to a brief reference in Section 4.2, General Policies, Section l) and 4.5 Public Transit, Section j).

This gap in planning fails to address a significant opportunity to integrate the City of Orillia into the broader regional framework and enhance the city's competitiveness in attracting and retaining residents, businesses, and institutional partners.

Inclusion of GO Transit Connectivity Initiatives to the City of Orillia's 26-Year Draft Plan

Strategic Alignment

Direct GO Transit connectivity to Barrie Go Transit Terminal(s) should align with the City of Orillia's 26-year plan to manage sustainable population growth, expand job access, and strengthen cultural and entertainment opportunities. This initiative positions the City of Orillia as a complete community by connecting residents to the GTA and regional economic hubs while attracting talent and investment.

Growth Management and Population Strategy

Simcoe County is experiencing sustained migration from the GTA, driven by housing affordability and quality of life. Enhanced transit connectivity enables Orillia to:

- Retain and attract residents by offering car-optional access to GTA employment, relieving pressure on congested core
- Support balanced jobs-housing distribution across the region
- Manage local growth by providing commuting alternatives to relocation

Economic and Labour Market Access

- **Workforce:** Seamless connection to GTA labour markets broadens employment options for Orillia residents and enables local employers to recruit from a larger, transit-accessible talent pool
- **Education:** Improved access to Lakehead University strengthens regional educational attainment and supports student recruitment from across Simcoe County
- **Business:** Positions Orillia as an attractive location for employers seeking communities with strong transportation links and hybrid workforce flexibility

Cultural and Recreational Opportunity

Transit-accessible connection to GTA sports venues, cultural events, entertainment, and shopping enhances quality of life; GTA residents gain convenient access to Orillia's lakes, beaches, and

cultural attractions, strengthens two-way visitor economy—driving tourism spending and local hospitality growth.

Transportation as Infrastructure

A phased approach—beginning with a commuter GO BUS express bus link (Phase 1), progressing to dedicated GO BUS transit frequent priority route (Phase 2), and preserving space for long-term rail options (Phase 3)—leverages the provincial GO Expansion program's Barrie Line investments. Double-tracking, electrification, and increased frequencies on the Barrie Line (15, 30-minute routes) make this connection operationally viable.

Environmental and Congestion Benefits

Mode shift from personal vehicles to transit reduces Highway 11 and 400 corridor congestion and emissions, supporting municipal and provincial climate targets and objectives.

Implementation

A test pilot express bus service, coordinated with Metrolinx, Lakehead University, local employers, and Barrie Transit, will test demand, refine operations, and generate data to support long-term regional mobility planning. Commuter parking, integrated PRESTO fares, and real-time coordination minimize travel time and transfer friction.

Conclusion

Transit connectivity to GO is essential infrastructure for City of Orillia's 26-year growth plan. By enabling residents to access opportunities beyond the city while remaining in Orillia, this initiative manages population growth sustainably, strengthens the local economy, and positions the City of Orillia as a preferred community for talent and investment.

Thank you, Pat

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APPENDIX B

From: [REDACTED]
To: [Robin Cadeau](#)
Subject: Re: Transportation and Parking WG - Agenda - Tues. Oct. 28 - 5:30 PM - Tudhope - Please RSVP
Date: January 8, 2026 4:55:46 PM

Hi Robin,

I'm sorry we were unable to hold the TPWG special this week. As requested, please see my high level feedback on the City's Draft Plan:

Overall

I thought the plan was extensive and well drafted. However, it could represent most cities (bit boiler plate). I think there are gaps in terms of safety, education, and business investment. There was no mention of "sunshine city" and how Orillia differentiates itself from similar cities. I would love to see a bold, transformative vision statement (north star) for Orillia that inspires its citizens and fosters growth.

Vision

The big gap for me is SAFE and CONNECTED city. If we're being honest, downtown Orillia needs to continued revitalization and measures to improve safety (everyone deserves to feel safe). And the community needs a bold statement to feel part of something (unifies/connects) that fosters hope and pride for their city.

At a minimum, I recommend the vision statement be amended to add the word "safe" as follows: "With a **safe**, vibrant downtown....". And the amend the Glossary for "Complete Community" to include the following bullet point: "Connected community where people have a sense of belonging, actively participate and feel safe".

Overarching Themes

I recommend adding themes that underpin growth and investment such as:

- Innovation
- Revitalization
- Productivity
- Transparency
- Engagement

Guiding Principles

I'm so happy to see Integrated Mobility and Infrastructure which is key for growth. I recommend adding the word "safe" when describing Complete Community (e.g., safe, vibrant downtown). I also

recommend to adding the following Guiding Principles:

- Desired Waterfront Community (e.g., continued downtown revitalization to promote investment, tourism and growth while building a thriving waterfront community)
- Education & Innovation Hub (e.g., strengthen our post secondary education offering including trades, AI and health services to attract business investment/jobs/growth)

Transportation & Mobility Comments (Section 4)

I recommend amending section 4.2.L to include the highlighted wording as follows:

“The city of Orillia will work with **‘the Province of Ontario’**, the County of Simcoe...”

Also, add reference to “Integrated Mobility and Infrastructure (e.g., Mobility as a Service). This section needs to be strengthened to dovetail with Guiding Principles.

I recommend amending section 4.6.3.G by adding the follows:

“Winter maintenance shall not restrict access to parking during transportation schedules”. For instance, parking is currently not accessible in the morning to access the 6am Northlander bus as parking is closed for snow clearing until 7am. Such transportation access points of friction must be resolved (e.g., establish a snow clearing window for transit related parking lots between midnight and 5am).

Please let me know if you have any questions or require clarification.

Best regards,
Taylor

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APPENDIX C

From: [REDACTED]
To: [Robin Cadeau](#)
Subject: Re: Transportation and Parking Working Group - Special Meeting CANCELLED
Date: January 11, 2026 9:04:54 PM
Importance: High

Here are my comments from the draft Official Plan:

4.2. (g)

For encouraging active transportation, I think the city should consider lowering the speed limit, especially in residential areas. This would make it safer for cyclists who have to share the road with cars, safer for pedestrians as they cross roads or walk on roads when there is no sidewalk, and safer for cars because they have more time to react and the outcomes would be less severe.

4.6

It was nice to see bike parking included in there. I think it would be good to include language encouraging ground level bike parking because it makes it much more convenient and accessible for people.

I think that the city should eliminate parking minimums as many cities across North America, like Toronto, have done. Parking minimums have little to no scientific basis and make housing more expensive to build. If Orillia keeps parking minimums, I think that the city considered the option of having developers provide discounted or paid for transit passes as another option instead of in lieu fees, especially along transit corridors. I think this would be a good option because it encourages non-car travel and provides additional funding to the transit system.

Lastly, I think parking for stores should be at the back or side of the store so pedestrian access can happen from the sidewalk. This promotes active transportation and safety for those who choose non-car travel who currently have to walk through large, unsafe parking lots. It also improves the visual impact that parking lots have on the surrounding area.

Thanks,
Scott

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Victoria Point Ratepayers Association

Jan. 8, 2026

Jill Lewis

City of Orillia
50 Andrew Street South
Orillia, ON

Dear Ms. Lewis,

On behalf of the Victoria Point Ratepayers Association, I am writing to express our strong support for the proposed designation of the wooded areas on Victoria Point (located along Victoria Crescent and adjacent to the intersection of Heyden Avenue and Victoria Crescent) as **Significant Woodlands**. We believe the proposed re-designation of these wooded areas as **Natural Heritage** from **Stable Neighborhood**, along with the continued recognition of the area's **Significant Wetlands** and **Significant Wildlife Habitat** is consistent with environmental science best practices.

The wooded areas on Victoria Point perform essential ecological functions, including wildlife habitat, biodiversity conservation, stormwater management, erosion control, groundwater filtering, and the preservation of urban tree canopy. The mature trees and understory vegetation also contribute to improved air quality, climate moderation, and carbon storage. Beyond their ecological importance, these lands offer significant community value. They help define the natural character of Victoria Point, enhance residents' quality of life, and provide opportunities for passive recreation and connection with nature not only for those who reside in the immediate area, but for all residents in the city. Recognizing these areas through the Official Plan aligns with the City's long-term objectives for sustainable growth, environmental stewardship, and climate resilience.

The Victoria Point Ratepayers Association strongly supports the proposed Official Plan policies that maintain strong protection for the area's wetlands and significant wildlife habitat through the Natural Heritage land use designation, as indicated on Schedules C and B, and the extension of the Natural Heritage designation to the woodlands on Victoria Point. We believe these proposed designations are appropriate, evidence-based, and necessary to ensure the long-term protection of these environmentally sensitive lands for current and future residents of Orillia.

We appreciate the City's efforts in undertaking a comprehensive Official Plan review and for providing the opportunity for public input. We respectfully encourage the City of Orillia to maintain and adopt these proposed designations as the review process moves forward.

Sincerely,

Victoria Point Ratepayers Association

Jill Rettinger

Director

Victoria Point Ratepayers Association

From: [REDACTED]
To: [Jill Lewis](#)
Subject: DRAFT OFFICIAL PLAN - COMMENTS
Date: Thursday, January 15, 2026 11:16:53 AM

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Dear Jill:

I have had an opportunity to look at the draft official plan and I do have concerns that I would like to express:

I live at 131 Davey Drive which is classified as a flood zone. We do flood on our street, often, especially during significant snow melts and rain events. We call them massive flooding events with some properties having devastating damage.

In light of climate change and the now "once in one hundred year flooding" I do think the development around our area has to be given careful consideration with that in mind.

Our area is in the Downtown Growth Area and of course intensification of development is planned. While I agree we need intensification I do think it needs to be planned further and not just a whole wide swath.

I am particularly worried about development along and behind the Atherley Road / Front Street Corridor. I note on the maps there are natural heritage zones behind the corridor. I think these natural heritage zones should be expanded. That area is also a beautiful natural habitat for many birds, fish and animals. The walking trail is also in this area.

I also note that the fish spawning area in Pumpkin Bay is not noted on the map.

Development facing Front Street/ Atherley Road should be developed but not the land in behind it. (for example a development like the townhomes along Elgin and the Lakefront should not be permitted.)

As you are aware the Davey Drive neighbourhood sits at a lower level than the highest level of Lake Couchiching and many solutions have been put forward but with climate change the flooding gets worse every year.

The sewer main is also quite shallow according to Engineer reports received. The road was elevated but there was no provision for ditches. The attempts to mitigate the flooding have failed.

As we are in a flood zone we need all the natural land and swampy areas we have to soak up the water and not any more pavement or concrete that takes away the sponge. I believe these are well known factors in

planning developments.

To this end I would like some reassurance that careful planning will happen in all areas of the intensification and the individual existing neighbourhoods will be in mind.

Thank you

Elaine Peterson

131 Davey Drive, Orillia, ON

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MEMO

To: Jill Lewis, Senior Planner
From: Robin Cadeau, Assistant Clerk,
on behalf of the **Accessibility Advisory Committee**
Date: January 9, 2026
Subject: **Draft Official Plan - Comments**

The following is a copy of a recommendation adopted by the Accessibility Advisory Committee at its meeting held on January 8, 2026:

“THAT the Accessibility Advisory Committee submit the following comments with respect to their review of the Draft Official Plan:

- 3.5: the entire plan should incorporate accessibility and age-friendly considerations whenever possible;
 - 3.5.2.4 c): needs to ensure pedestrian use of all types, not just visual disability - consider the many types of mobility aids and devices needing to navigate around a sidewalk patio or sidewalk signage (“sandwich boards”)
 - 3.5.4.1 e): replace the word "should" to the word "shall" - it's not negotiable in new development
- 3.6.1.1 c):
 - replace "special needs" with "disabilities" to be consistent with verbiage used in the Accessibility for Ontarians with Disabilities Act (AODA)
 - where referring to affordable housing, please consider "affordable and accessible" housing
- 5.2.2.3 c): add the word "accessibility" before the words "stormwater management" to be first in the list.
- 5.2.4 c): raised the question "Where in the Official Plan do we reference the Multi-Year Accessibility Plan? We see reference to the Parks and Rec Master Plan, and the Multi-modal Transportation Master Plan, but no specific cross-reference to the City's 5 year Accessibility Plan mandated by the AODA.
- 7.2.3 c) ii: Accessibility, inclusivity, and diversity could stand alone as a driver for community improvement plans; could be applied to Public realm, as well as new development and redevelopment.”

The Committee appreciates the opportunity to be consulted and provide feedback.

From: [REDACTED]
To: [Jill Lewis](#)
Subject: Official Plan Review Feedback
Date: Thursday, January 15, 2026 1:16:39 PM

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Dear Jill Lewis

It has recently come to my attention the information on your " PLANNING FOR THE FUTURE " web site page and the response date of January 16th

I am responding and would like further information such as is there a meeting we can attend that will provide further information addressing our concerns regarding this plan?

I reside at 124 Davey Drive a high flood area in the Downtown area on Pumpkin Bay and feel I and others on my street could be at further rise of severe flooding. I was recently flooded last year when the Ice Storm occurred on March 31 and then when the Pump Station lost power and a flowing river came down Dave Drive settling on and in my property creating devastating damage to both home and property.

We are not allowed to have a second floor on this street but within blocks there may be buildings allowed up to 6 to 8 stories? How you or the City securing there are will be enough free and open land allowing for proper water soakage especially after severe rainstorms, and winter and spring thaws?

We have been fighting for proper street drainage for years. The last time our street was worked on they did not even address this issue but just heightened the middle road providing no culvert draining or catch basin or side drain system AKA Storm water drains to protect us from the high risk we are or addressing our constant flooding risk, As unbelievable as this appears, it indeed was the case and only enhanced more water flow all onto on our properties

Re the above paragraph Cedar Island Road, Davey Drive and the sanitary sewers were reconstructed during 2000/2001 to mitigate the conveyance of lake water and storm water to the sanitary sewers. This did not fully address or improve our situation; during 2009 a small pumping system was installed to convey runoff from the intersection. While the system is unable to operate during the winter due to freezing condition it was an improvement. I am aware the City retained a consultant to undertake a study to review the drainage conditions while providing alternative solution to mitigate the ongoing issues. I am unsure of the results but need to ask if you have considered this resource in your planning.

<https://ca.search.yahoo.com/search?fr=mcafee&type=E210CA1494G0&p=www.isrca.onca%2Fpages%2Flake-simcoe-waterlevels.aspx>.

Re the recent pump station build on Cedar Island Rd. Certainly there was not a lot of consideration was given there as well. Numerous problems occurred during its building that expanded both the time frame well over a year or more to build and the original cost extended by my estimate over a million dollars.

So you can see my great concern that maybe not enough thought and planning would be considered. Therefore I would like to be informed of more detail plainning especially in the area of Frot Street/Atherley Road area. Being that even the bullding of townhomes along Elgin resulted in further risk of increased flooding.

It is feasible that a meeting with the residents of Cedar Island Rd and Davey Rd be considered before any building plans are confirmed.

Respectfully

Elizabeth Sullivan

124 Davey Drive



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January 15th, 2026

VIA EMAIL

Jill Lewis, B.Com., M.A., RPP
Senior Planner
City of Orillia
50 Andrew Street South,
Suite 300, Orillia,
Ontario, L3V 7T5

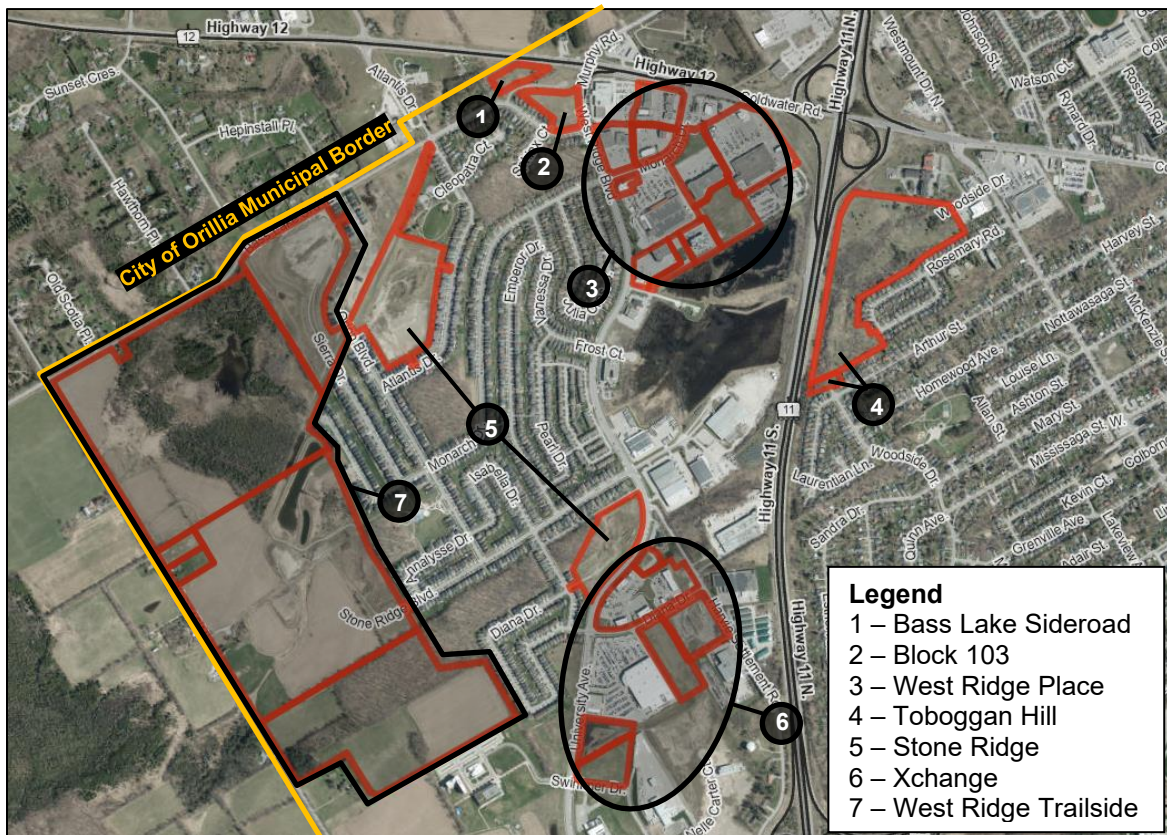
Dear Jill Lewis,

Re: City of Orillia New Official Plan – Comment Letter

Our File: ORS-25007

We represent the owners of 28 properties in the City of Orillia (outlined in red in **Figure 1**). Additional information on the addresses and ownership of each of the properties in **Figure 1** is summarized in **Appendix A**.

Figure 1. Location Map of Properties



We have reviewed the first draft of the new City of Orillia Official Plan dated November 6th, 2025, and we have provided an overview of our client’s properties and comments on the draft as outlined in the sections below:

- A. Natural Heritage**
- B. Employment Area & Flex Employment**
- C. Strategic Growth Areas**

- D. Neighbourhood Plans
- E. Site-Specific Policies
- F. Urban Design
- G. Affordable Housing
- H. Roadways and Parking
- I. Implementation
- J. Conclusion

The following sections provide an overview of our comments, as well as supporting information, on the first draft of the new City of Orillia Official Plan dated November 6th, 2025.

A. Natural Heritage

1. Mapping

Based on our review, the updated natural heritage mapping on Schedules A, B and C, was mapped using layers from the Province of Ontario’s Ministry of Natural Resources Natural Heritage Area data. We ask that City Staff confirm if this is accurate.

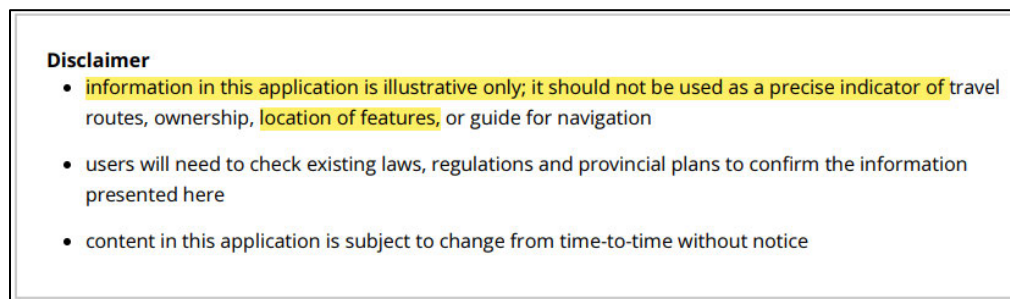
Assuming this is correct, we request that all natural heritage mapping that deviates from the current in-effect Official Plan be either removed in its entirety, amended based on new technical input, or converted to an overlay schedule so that significant refinement or removal entirely (as opposed to minor refinement) can occur without amendment to the Plan.

The reasons for this request are outlined below:

i. Provincial Disclaimer

Based on the Province’s disclaimer on the sourced website (**Figure 2**), this data is intended to map potential features for illustrative purposes only, and as a result, there are mapping inaccuracies that identify features that on-the -ground, do not exist. As such, the City is utilizing data as a precise delineation of natural heritage on Schedules A, B and C; whereas this data is intended to be approximate and subject to further review. The draft policies only allow for minor adjustments to the limits of features, which is inconsistent with the intent of the Provincial mapping.

Figure 2. Disclaimer on Province of Ontario Natural Heritage Area Map
(Link: <https://www.ontario.ca/page/make-natural-heritage-area-map>)



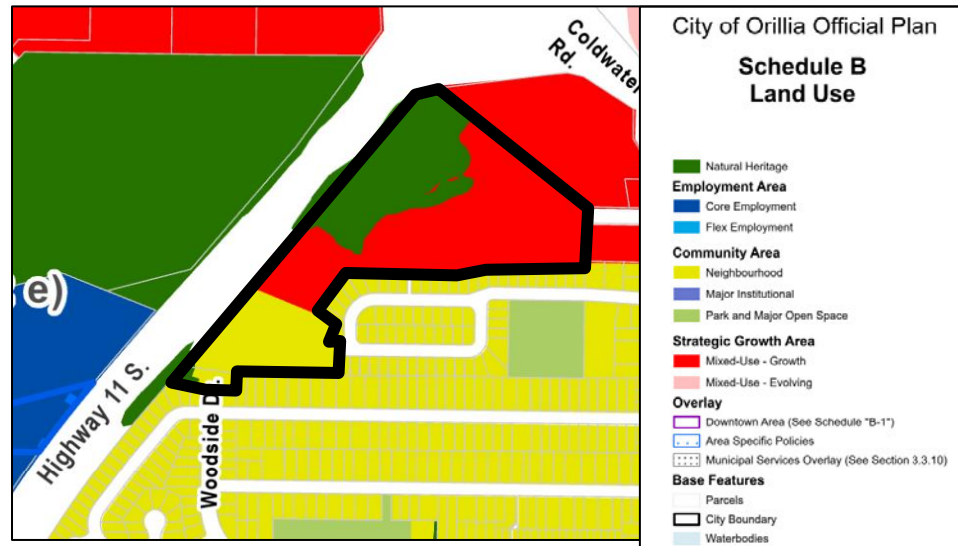
ii. Site-Specific Mapping Revisions

Based on our review of aerial photography, current as-of-right policies and land permissions, and our client’s local knowledge, the following properties have been incorrectly identified as natural heritage on Schedules A, B and C based on the assumed use of the Provinces “illustrative only” mapping:

a) Toboggan Hill (Figure 1 Map Reference #4):

- As shown in Figure 3, a portion of the Toboggan Hill lands are proposed to be designated Natural Heritage (Schedules A & B), and on Schedule C, the lands are identified as containing a local wetland and significant woodland.

Figure 3. Excerpt of Proposed Schedule B re Toboggan Hill lands.



- These lands have historically been farmed and for the last several decades, they have remained vacant and planned to some degree, for future development. A draft plan of subdivision approval existed on the lands in the early 1990s and in 1993, Reid and Associates completed an engineering design for the lands, and in 1998, the City designed and constructed municipal infrastructure.
- We note that the lands are currently designated Intensification Area and zoned Mixed Use Intensification with a Holding Provision (C4i H6) and Residential Two with a Holding Provision (R2 H6). An application for a subdivision on a portion of the lands is anticipated to be filed in 2026. Pre-Consultation on this proposed development was completed in 2025 and appropriately, there was no request for an Environmental Impact Study.
- The wetland delineated on Schedule C should be removed as no such feature is known to exist.
- The significant woodland delineated on Schedule C should be removed as although the aerial photography does show trees on the property (Figure 4), the Province’s website for the source of the woodland data linked above states the following:

“This mapping application does not identify if a woodland is “significant” (e.g. for municipal planning purposes). The woodlands displayed in this application may be considered a starting point for municipalities to help assess and determine significant woodlands within their jurisdictions.”

Figure 4. Simcoe County Aerial Photography 2025 of Toboggan Hill



b) West Ridge Trailside (Figure 1 Map Reference #7):

- The West Ridge Trailside lands have received an approved Official Plan Amendment (OPA No.19), Zoning By-law Amendment (By-law 2023-043), Draft Plan of Subdivision Approval (43T-21001), and approved Neighbourhood Plan under the current in-effect Official Plan. The approved development has required a number of studies, including the preparation of the West Orillia Neighbourhood Plan Environmental Impact Study (EIS) (April 2019).
- As shown in **Figure 5**, the proposed OP identifies a portion of the West Ridge Trailside lands as containing Fish Habitat (purple lines) on Schedule C. We request the Fish Habitat be removed from the areas outlined in red on **Figure 5** because of the reasons outlined below:
 - As illustrated on **Figure 6**, the EIS reviewed the drainage features on the lands and delineates a Watercourse that provides fish habitat, however, the other drainage features are swales that provide indirect fish habitat and are proposed to be removed. The EIS states the removal of these features required approval from Fisheries and Oceans Canada (DFO).
 - A letter was received from the DFO (June 2019), which states removal of these swales will not result in serious harm to fish or prohibited effects on listed aquatic species at risk. As such, we request the swales outlined in red on **Figure 5** and shown in **Figure 6** not be identified as fish habitat.
 - Further, as shown on aerial photography on **Figure 7**, the lands identified as Fish Habitat contain an existing City stormwater management facility and single detached dwellings.
- In addition, **Figure 5** shows a portion of the West Ridge Trailside lands identified as containing a Linkage (black line) on Schedule C. As labeled in blue on **Figure 5**, we request the Linkage be removed as the EIS concludes the

southern drainage feature is a swale (Swale A) and is proposed to be removed. Further, the EIS states no riparian natural vegetation or vegetation community is associated with this drainage feature, and it is highly unlikely that this area is functioning as a wildlife movement corridor.

Figure 5. Excerpt of Proposed Schedule C re West Ridge Trailside lands.

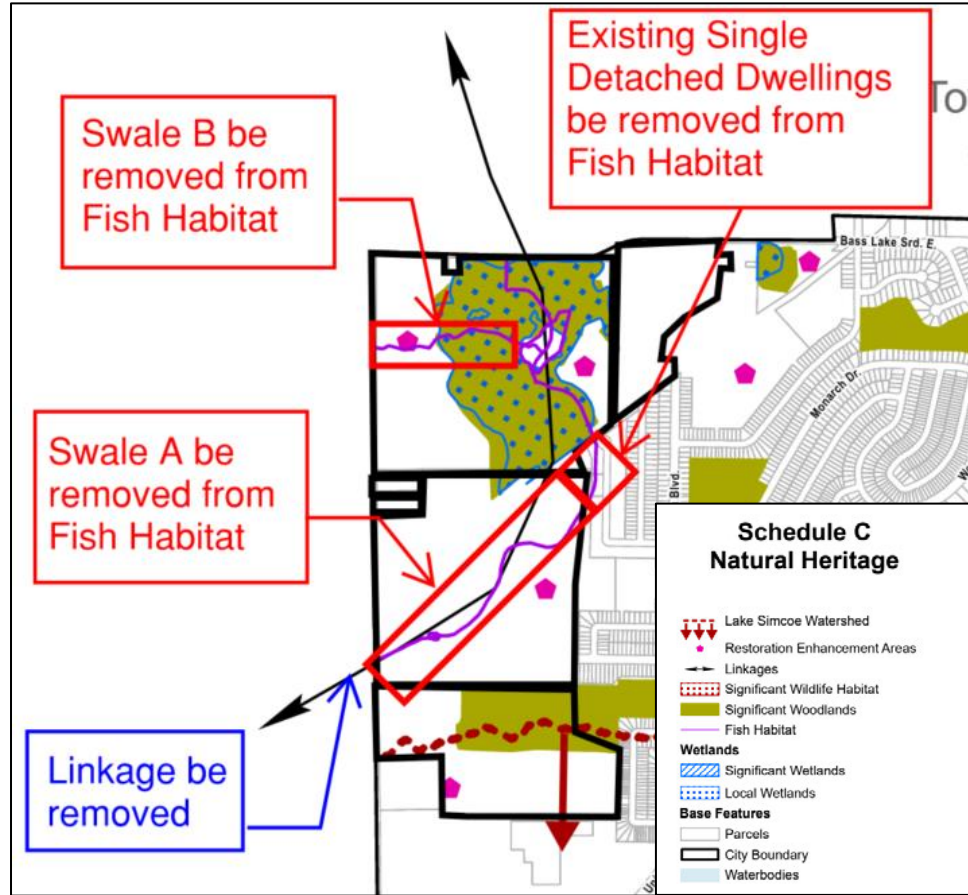


Figure 6. Excerpt from West Orillia Neighbourhood Plan EIS (April 2019), Figure 2

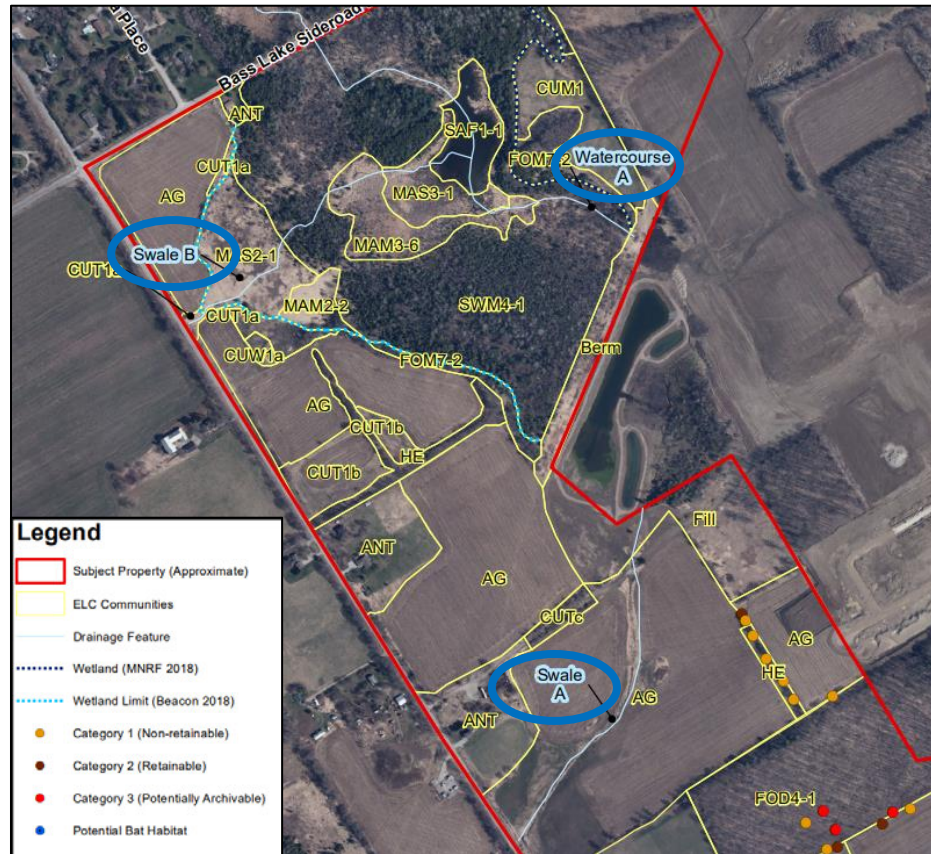


Figure 7 Simcoe County Aerial Photography 2025 of West Ridge Trailside



c) Champlain SWM Pond (24 Mulchy Ct.) (Figure 1, South of Map Reference #3):

- Our client owns land directly north to Champlain SWM Pond. Champlain SWM Pond is proposed to be designated Natural Heritage (Schedules A & B) and are identified as containing a local wetland and significant woodland on Schedule C.
- As illustrated in **Figure 8**, the lands contain a City stormwater management pond. There is no apparent wetland or woodland on this site. As such, the designation impacts our clients adjacent lands to the north (known as West Ridge Place) as it would trigger the requirement for a Natural Heritage Evaluation and the possible need for buffers.
- We note that the lands are currently designated Parkland and Major Open Space and zoned Open Space.
- As previously noted in Section A1.ii.a above, the Provincial mapping does not identify whether a woodland is significant. In light of this fact, and the fact that limited trees exist, please confirm why these lands would be considered a significant woodland.

Figure 8. Simcoe County Aerial Photography 2025 of Champlain SWM Pond



d) 3001 Bass Lake Sideroad East:

- Although our client does not own these lands, a portion is proposed to be designated Natural Heritage (Schedules A & B), and the lands are identified as containing a local wetland and significant woodland on Schedule C.
- As illustrated in **Figure 9**, there is no apparent wetland or woodland as the lands have been cleared for development. The City has provided Conditional Site Plan Approval to the Simcoe County District School Board for a new elementary school on the lands (City File: D11-471).

Figure 9. Simcoe County Aerial Photography 2025 of 3001 Bass Lake Sideroad East



2. Restoration Enhancement Areas (REA)

We request that the Restoration Enhancement Area layer on Schedule C, and the corresponding policies in Section 8.2.3.3, be removed for the following reasons:

i. Basis of REA & Corresponding Restrictions on Development

Section 8.2.3.3(a) states: “*Schedule C conceptually identifies areas that may be suitable as enhancement areas and linkages, to be determined through an Environmental Impact Study.*”

We request clarity on the source or justification that determined the location of these areas. In our opinion, it is inappropriate to identify potential natural heritage features that require an Environmental Impact Study on lands that either contain existing development, vacant lands planned for future development, or at road intersections with no other connection to natural heritage features. As such, we further request clarity on the intended purpose of conceptually identifying these areas when it appears that there is no evidence that a natural heritage feature currently exists. Specific examples are found in the following subsection.

ii. Property Examples

Based on our review, the following properties owned by our client are inappropriately identified as containing a Natural Heritage Feature of a Restoration Enhancement Area due to existing development or planned future development:

- Block 103 has Conditional Site Plan Approval for a 37-unit townhouse development.
- 21 Diana Drive (Xchange) is designated and zoned for employment uses and is currently vacant.
- Roll Number 435203031402069 is designated and zoned for residential uses in a draft approved plan of subdivision known as Stone Ridge.
- All lands within West Ridge Trailside are planned for a mix of uses in accordance with the approved Neighbourhood Plan.

Further, the following additional properties have been identified to contain REA. Although these properties are not owned by our client, we still request clarity on the purpose of identifying these areas as containing natural heritage:

- The intersection of Highway 12 and Highway 11 South, which is directly east of West Ridge Place, is a primary transportation route for the City of Orillia.
- 3001 Orion Boulevard has received conditional site plan approval for an elementary school, and has been cleared for development.
- 50 Westmount Drive North is designated and zoned for residential uses and is currently vacant.
- 270 Hughes Road is designated and zoned for industrial uses and currently contains a self-storage facility.
- 25 Commerce Road is designated for industrial uses and currently contains a manufacturing facility.
- 225 Bay Street is located in the Downtown Area and designated and zoned for residential uses.

3. Lake Simcoe Watershed

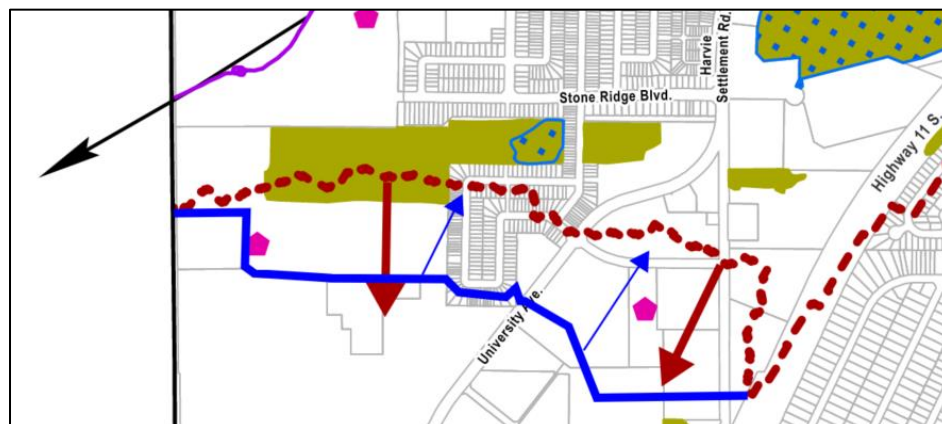
i. Name of Layer

We request that the title of the “Lake Simcoe Watershed” layer on Schedule C be revised to “Lake Simcoe Protection Act Watershed Boundary” to correctly reference the title on the map in Chapter 1 of the Lake Simcoe Protection Act, 2008. Although all lands are within this Boundary, some lands are not directed into the Lake Simcoe Watershed, as further described below.

ii. Direction of Drainage

We request that an additional line with northern directional arrows be included on Schedule C for lands that do not drain into the Lake Simcoe Watershed. The lands north of the proposed blue line on **Figure 10** have existing directed drainage flow to Champlain SWM Pond rather than Lake Simcoe, as shown in the approved External Storm Drainage Plan for the Stone Ridge Subdivision (**Appendix B**). Our Client informed us that the Storm Drainage Plan was approved by the City in 2005, which was prior to the Lake Simcoe Protection Plan, 2008.

Figure 10. Excerpt of Proposed Schedule C re Drainage to Champlain SWM Pond (blue line)



4. Fish Habitat

Based on our review, the “Fish Habitat” layer on Schedule C was mapped using the “Stream” layer on the County of Simcoe Interactive Mapping. We ask City Staff to confirm if this is correct.

Assuming this is correct, we request that the title of the “Fish Habitat” layer be revised to “Stream” as not all watercourses contain fish habitat, as this is determined by an environmental consultant.

B. Employment Area & Flex Employment

We request Schedule A be revised to remove the “Flex Employment” designation from the Employment Area, and the title of the “Flex Employment” designation be renamed to remove any reference to the word “Employment” for the reasons described below.

The 2024 PPS includes a fundamental shift in planning for Employment Areas. The PPS now specifies that Employment Areas are limited to manufacturing, related research and development, warehousing, goods movement, and associated retail, office and ancillary facilities. More importantly, institutional and commercial uses not associated with the primary employment uses are not permitted.

We note that the draft Official Plan attempts to include the “Flex Employment” designation (Schedule B) within the “Employment Area” designation on Schedule A, even though the Flex Employment designation permits a variety of uses that are not permitted in Employment Areas.

The proposed OP attempts to address this concern by introducing policy 3.3.3(d)(ii) which reads as follows:

“Flex Employment lands are not considered to meet the definition of “areas of employment” under the Planning Act and are intended to accommodate a broad range of non-residential uses, including office and retail uses, that are not feasible in Strategic Growth Areas or Community Areas, or otherwise benefit from being located in Employment Areas”

Our concern is that the inclusion of Flex Areas within Employment Areas on the schedules leads to confusion as to what is, and what is not, an Employment Area. For example, based on Section 3.3.3(d)(ii), the Flex Employment designation is located within an Employment Area according to the City, but not considered an “Area of Employment” according to the Planning Act. The reader is also left guessing whether that Flex area is within an “Employment Area” according to the PPS.

In order to address this confusion, we request that lands designated “Flex Employment” be renamed “Flex” or “Flex Service” on Schedule B, and removed entirely from the Employment Area on Schedule A. This would appropriately distinguish Employment Areas from non-Employment Areas.

If this approach is not supported, then at a minimum, we request that the following text in red be added to Section 3.3.3(d)(ii) in order to clarify that the Flex Area is not part of an “Employment Area” under the PPS.

“Flex Employment lands are not considered to meet the definition of “areas of employment” under the Planning Act or “employment area” in the PPS, and are intended to accommodate a broad range of non-residential uses, including office and retail uses, that are not feasible in Strategic Growth Areas or Community Areas, or otherwise benefit from being located in Employment Areas”

Put simply, if it is the City’s intent that the Flex Employment lands are not considered “Employment Areas” under the PPS or “areas of employment” under the Planning Act, then we recommend the designation be renamed to ensure clear and consistent language throughout policy documents.

C. Strategic Growth Areas

1. Block 103 (Figure 1 Map Reference #2):

Block 103 received Conditional Site Plan Approval on April 23, 2025 (City File: D11-407) for a 37-unit two-storey townhouse development.

Block 103 is proposed to be designated “Mixed-Use – Evolving” within a “Strategic Growth Area”.

Our concern is that the conditionally approved development does not comply with the “Mixed-Use – Evolving” designation policies, as summarized below:

i. Mixed-Use Evolving - Minimum Residential Density

- Section 3.2(a)(v) states a minimum residential density of 47 units per hectare is required for all new residential development in Strategic Growth Areas.
- The proposed development on Block 103 would not comply with this policy as the site is planned to achieve a density of 26 units per hectare.

ii. Minimum Building Height

- Section 3.4.4.3(a) states new buildings in the Mixed Use – Evolving designation will be a minimum height of three storeys.
- The proposed development on Block 103 would not comply with this policy as the townhouses are proposed to be two-storeys in height.

Given that the Owner is proceeding to final site plan approval on Block 103 and intends to establish the land use for many decades to come, we request that Block 103 be designated “Neighbourhood”. This change would remove the lands from both the “Mixed-Use – Evolving” designation and the “Strategic Growth Area”.

2. SGA - Minimum Residential Density

We request Section 3.2(a)(v) be revised to state: “Achieve a minimum residential density of 47 units per hectare for all new residential development in Strategic Growth Areas ~~and Designated Growth Areas~~ as shown on Schedule A” for the following reasons:

i. Council Direction

- The minutes of the Special Meeting of Council on February 4th, 2025, includes the following recommendation that was carried by Council:

“THAT as recommended in Report DSE-25-01 dated January 6, 2025 from the Development Services and Engineering Department, a Minimum Average Density Target for Strategic Growth Areas in the City's new Official Plan be established at 47 units per net hectare in accordance with Scenario 3 contained in the Land Needs Assessment, prepared by Hemson Consulting Ltd., dated April 25, 2023.”

This motion only refers to Strategic Growth Areas, and not Designated Growth Areas (DGA). The City Staff Report No. DSE-25-01 that contained the above motion states:

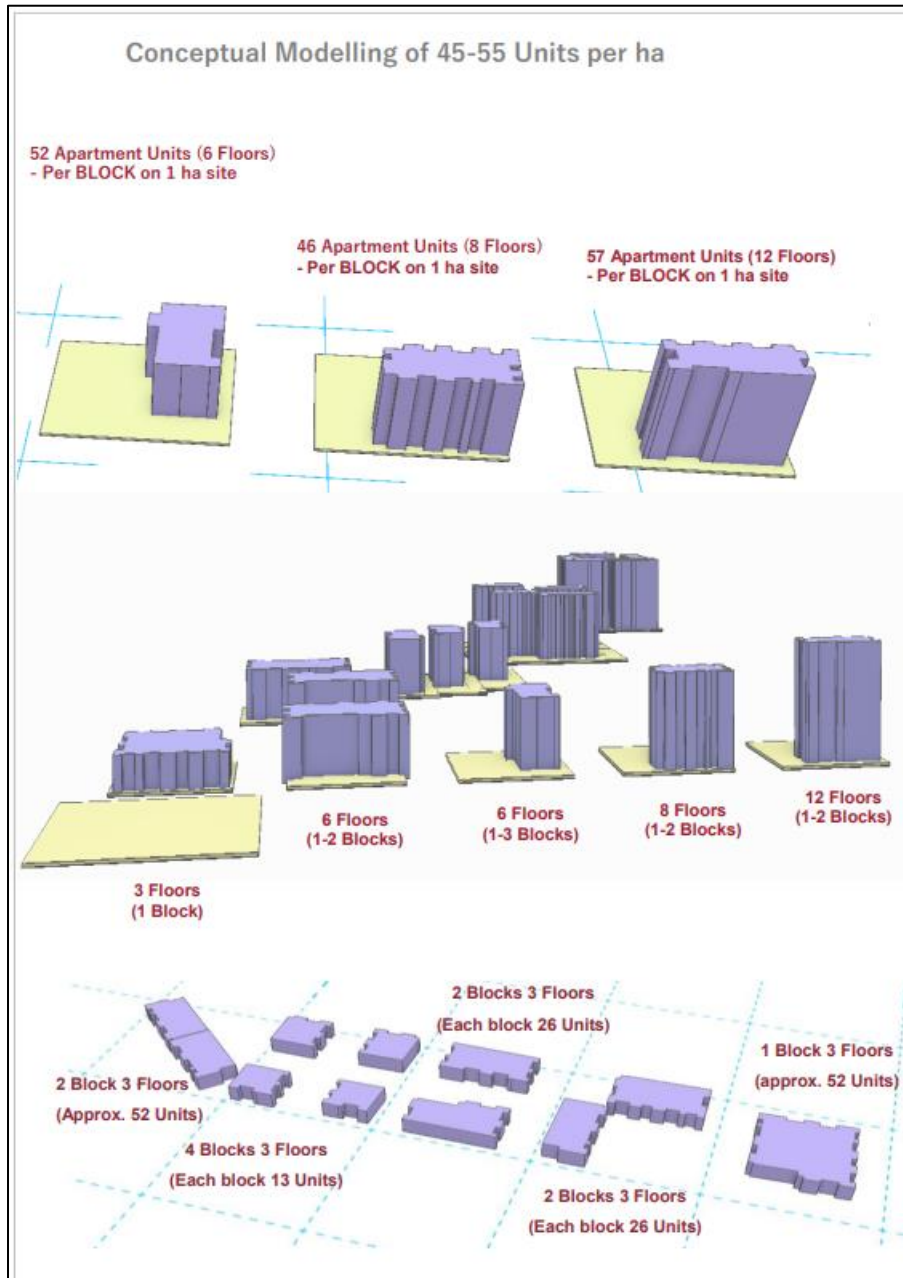
“Since Strategic Growth Areas are to be the focus of intensification, redevelopment and built compact form, Planning staff is recommending minimum density targets be established for Strategic Growth Areas in the City's new Official Plan”

ii. Intent of Designated Growth Areas

- Our client is concerned that the proposed new density target of 47 units per hectare will significantly limit the opportunity to develop an appropriate amount of new ground oriented housing in the form of single detached, semi-detached and street townhouses. This is particularly relevant because the 2024 PPS emphasizes a market demand approach to meet housing and land needs. The projected needs of Orillia will certainly include the need for new ground oriented housing.
- The proposed new 47 units per hectare density target for all new residential development in Designated Growth Areas (DGA) converts to approximately 127 people and jobs per hectare, assuming 2.7 people per unit in the DGA. This target is **triple** the current density target in the current Official Plan.
- Section 2.2 (d) of the current City Official Plan states new development in DGAs will achieve a minimum gross density of 42 persons and/or jobs per hectare, and the minimum density target for the Neighbourhood Greenfield designation is 50 persons and/or jobs per hectare.

As illustrated in **Figure 11**, the new Official Plan **triples** the current density target, which is a significant increase that will impact the built form. For this reason, the intent of the Land Needs Assessment prepared by Hemson Consulting was to apply this increased density to Strategic Growth Areas, and not the entire DGA.

Figure 11. Excerpt from Land Needs Assessment (April 2023)



iii. West Ridge Trailside

- The West Ridge Trailside lands are located within the proposed Designated Growth Area. These lands are draft plan approved (City File: 43T-21001) and the approved density falls well below 47 units per hectare. These lands are primarily planned for ground-oriented housing types including single detached dwellings and townhouses, which in our opinion, is appropriate for the area.

D. Neighbourhood Plans

We request Section 3.3.5.4(a) be revised as follows: “New development in Neighbourhoods in Designated Growth Areas which are greater than 20 **developable** hectares will require completion of a Neighbourhood Plan, with the cost borne by the development proponent(s).”

In our opinion, lands that are not developable should not be included in the lot area calculation to determine if a Neighbourhood Plan is required. For example, a property could contain a very small developable area, such as 5 hectares, with the balance being natural heritage or floodplain, and it would be inefficient and unnecessary to undertake a Neighbourhood Plan in such an instance.

E. Site-Specific Policies

1. West Ridge Trailside (Figure 1 Map Reference #7):

We request two additional sub-policies be added to Section 3.4.12.2, as shown in red below:

3.4.12.2 b) Site-specific development approvals and land use permissions in West Ridge Trailside granted prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing are deemed to conform with this Plan. Subsequent implementing development applications in West Ridge Trailside shall be subject to the land use policy framework in place prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing, and shall not require an amendment to this Plan.

3.4.12.2 c) Applications deemed complete in West Ridge Trailside prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval under the policy framework (including urban design guidelines) in place at the time the Notice of Complete Application was issued. This would include any subsequent implementing approvals.

The reasons for this request are as follows:

- The West Ridge Trailside lands have received an approved Official Plan Amendment (OPA No.19), Zoning By-law Amendment (By-law 2023-043) and Draft Plan Approval under the current in-effect Official Plan.
- The lands have an approved Neighbourhood Plan that does not align with the proposed designations on Schedule B.
- To avoid any compliance issues with current and future subsequent applications, the inclusion of the policies above will provide clarity and direction on compliance with the City Official Plan.

2. Xchange Site-Specific Policy (Figure 1 Map Reference #6):

We request a section be added to Section 3.4.12 for the Xchange lands to include the area specific policies described in Section 3.4.3.2 (e) and (f) in the current in-effect Official Plan, which is outlined in Appendix C.

The reason for this request is because the Xchange lands have these site-specific policies as a result of a former Ontario Municipal Board (OMB) decision regarding the current in-effect Official Plan. The settlement of this appeal (former OMB Case File: PL110373) resulted in a new section to the Official Plan to permit compatible supportive commercial uses on our client's lands.

F. Urban Design

1. Maximum Block Lengths

The West Ridge Trailside lands will not comply with the maximum block lengths that are required in Section 3.5.2.1 of the new Official Plan, and in our opinion, the language does not provide

sufficient flexibility for future development in Designated Growth Areas. We request that Section 3.5.2.1 (a) be revised as follows:

- a) *Generally, the maximum block length (i.e., distance between public roads) **should be encouraged to be**: i. 100 metres in Strategic Growth Areas; and ii. 200 metres in Community Areas and Employment Areas”.*

Further, Section 3.5.2.1 (d) states the following:

- d) *For development in Designated Growth Areas, the City will require proponents to demonstrate that the maximum block lengths above have been achieved through the draft plan of subdivision.*

We request that Section 3.5.2.1 (d) be removed because all developable lands within the DGA fall within the areas listed in (a), and there should be some flexibility, rather than rigid requirement (e.g. “will require”).

2. Attached Garages to Townhouses

Section 3.5.4.6 contains urban design policies for townhouses, and we request that Section 3.5.4.6(iii) be revised as follows: “~~Garages will be accessed from a rear lane wherever feasible. Where they are not, Garages are expected~~ **Garages are encouraged** to be paired to allow for more substantial front yard green space.

The current wording restricts typical street townhouse development, which have attached garages that are accessed directly across the front yard to the street. In our opinion, rear lane townhouse development is typically more costly due to increased land, road infrastructure, and long-term municipal maintenance. We request the City reconsider the impact of this wording to ensure the Official Plan is not discouraging more attainable housing forms.

3. Outdoor Amenity Areas

We request Section 3.5.3.4 be revised as follows:

- a) *Where a development includes more than ten dwelling units, **outdoor** amenity areas will be provided. **Outdoor amenity areas are encouraged to be provided where feasible.***
- b) ***Where feasible,** An outdoor amenity area should be centrally located and of sufficient size to support the creation of a gathering place for the residents of the development and for the installation of shared facilities such as community mailboxes.*

The reason for this request is that the current wording appears to require only one type of amenity area for the development of more than 10 units, whereas a range of amenity areas should be available to accommodate different site-specific restrictions, such as landscape open space, rooftop amenities, private balconies and other amenity features. Further, it may be inappropriate to require the outdoor amenity area described above on sites located within a freehold subdivision, which is able to provide parkland or cash-in-lieu.

4. Mixed Use Buildings

City Staff to clarify if mixed uses are permitted in low-rise buildings as Section 3.5.4.4 (a) states: “*Low-rise apartment buildings are **residential only** buildings which include more than four units.*”

In our opinion, the policies should allow flexibility to permit mixed use buildings of any height, including low-rise buildings.

G. Affordable Housing

We recommend that Section 3.6.1.5 (c) be revised as follows: *“It is a target that 25 percent of all new dwelling units in Strategic Growth Areas meet the definition of affordable housing. This target shall be measured across the entirety of the Strategic Growth Area, and not applied on a site-specific basis”*

The reason for this recommendation is to ensure the policy provides clear direction as requiring 25% affordable housing across all sites would be difficult to achieve due to costs of development.

H. Roadways and Parking

1. Minimum Right of Way Widths

Section 4.3.1.3, Table 2: Orillia Street Classifications, requires minimum right of way widths for all new roadways. We request that the policies be revised in accordance with the current in-effect Official Plan, which provides general minimum right of way widths for all roadways. In our opinion, this language needs to continue to be incorporated into the new Official Plan to continue to provide flexibility for future road designs. Specifically, the following roadways would not comply with these policies:

- Collector Roads will now be required to have a minimum right of way width of 26 metres, however, the extension of Woodside Drive through the Toboggan Hill lands proposes a right of way width of 23 metres.
- Private Roads/Lanes will now be required to have a minimum right of way width of 9 metres, however, Block 103 proposes a right of way width of 6 metres.

We further request that the minimum required right of way width for Private Roads/Lanes be removed as condominium development typically measures an asphalt width and does not establish a right of way.

2. Design Policies for Roads

Sections 4.3.1.6, 4.3.1.7, and 4.3.1.9 contain detailed design requirements for Arterial Roads, Collector Roads, Local Roads and Private Streets and Lanes including a minimum roadway width, minimum boulevard width, and minimum sidewalk width.

We question why the Official Plan would contain this level of detail, when City Engineering Standards are routinely updated. Accordingly, we request that these design policies be removed in their entirety.

3. Surface Parking

We request Section 4.6.1.2 (a) be revised as follows: *“In all Strategic Growth Areas, **surface parking is discouraged.** Parking for new developments **should** is encouraged to be provided below grade, or, where necessary, in above grade structures.”*

The reason for this request is that, in our opinion, the current wording does not provide flexibility to assess site-specific planning constraints, such as the built form proposed, location, water table level, soil type, lot size, lot shape, adjacent land uses, access, waste removal, grading, all of which can impact the feasibility or desirability to deliver underground/structured parking. In addition, we urge the City to consider how discouraging surface parking will have an impact on the affordability/attainability of housing and the function of sites (e.g. visitor parking).

I. Implementation

1. Transition Policies

We request a subsection be added in Section 10 which contains transition policies such as noted below:

10.X Transition

- a) *Site-specific development approvals and land use permissions granted prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing are deemed to conform with this Plan. Subsequent implementing development applications shall be subject to the land use policy framework in place prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing, and shall not require an amendment to this Plan.*
- b) *Applications deemed complete prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval under the policy framework (including urban design guidelines) in place at the time the Notice of Complete Application was issued. This would include any subsequent implementing approvals.*

The reason for this request is that the above language provides clear direction on compliance with the Official Plan. If these policies are not included, numerous sites would be considered non-compliant with the new Official Plan including Block 103, West Ridge Trailside, and Stone Ridge, which may impact future development approvals.

2. Glossary

We request all references of “Apartment Buildings” throughout the Official Plan be revised to “Tall and Mid-Rise Residential Buildings”, and include this term as a definition in Section 10.7, to ensure clarity is provided that this built form refers to all forms of ownership, including apartment and condominium.

J. Conclusion

On behalf of ownership, we respectfully request the above comments be considered in the review of the new City of Orillia Official Plan.

We look forward to your consideration of this request and please also accept this letter as our formal request to be notified of all future meetings and updates regarding the Official Plan Review process.

Sincerely,

THE JONES CONSULTING GROUP LTD.



Amanda Newlove, BURPI., MCIP, RPP
Senior Planner



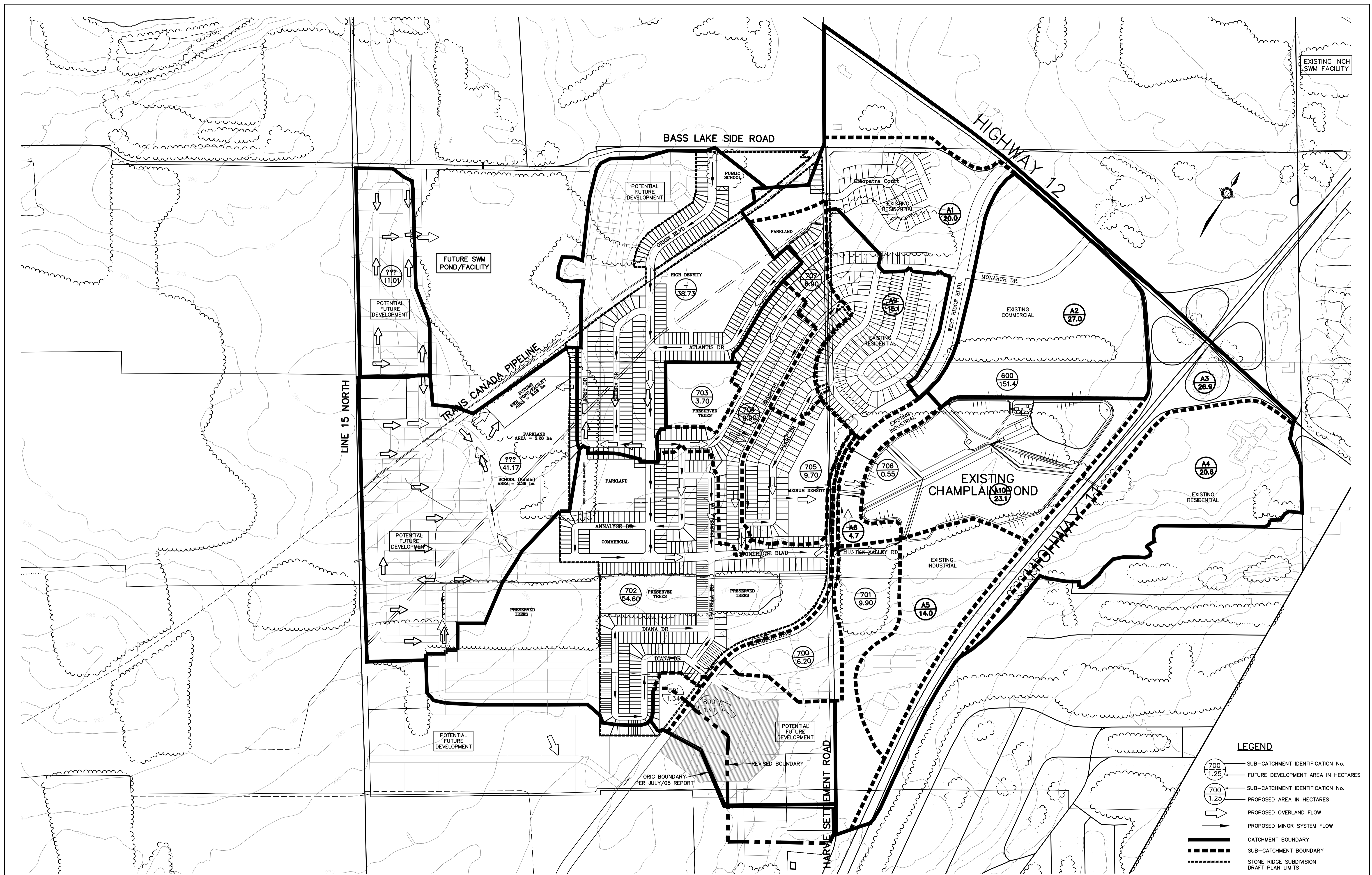
Ray Duhamel, M.C.P., MCIP, RPP
Partner

Appendix A.
Summary of Properties on Figure 1

Group # on Figure 1	Project Name	Address(es)	Ownership
1	None	3200 Bass Lake Side Road East	Charter Construction Limited
2	Block 103 (City File: D11-407)	3210 Bass Lake Side Road East	Charter Development L.P./G.P.
3	West Ridge Place	3200 Monarch Drive	VOHC Inc.
		3220 Monarch Drive	2002 Ventures Inc.
		3270 Monarch Drive	765037 Ontario Limited
		3205 Monarch Drive	2002 Ventures Inc.
		3281 Monarch Drive	Charter Property G.P. Inc.
		3275 Monarch Drive	Charter Property G.P. Inc.
		10 Mulcahy Court	2002 Ventures Inc.
		8 Mulcahy Court	VOHC Inc.
		6 Mulcahy Court	VOHC Inc.
		865 West Ridge Boulevard	Charter Property G.P. Inc.
4	Toboggan Hill	435203030904400	Westmount Landing Development Corp.
		435203030904410	Westmount Landing Development Corp.
5	Stone Ridge	435203031402069	Charter Construction Limited and Mark Rich Homes Limited
		435203031401003	Charter Construction Limited and Mark Rich Homes Limited
6	Xchange	725 University Avenue	Charter Construction Limited and Mark Rich Homes Limited
		10 Diana Drive	Charter Construction Limited and Mark Rich Homes Limited

		21 Diana Drive (City File: D14-936)	Charter Construction Limited and Mark Rich Homes Limited
		610 Harvie Settlement Road	Charter Construction Limited and Mark Rich Homes Limited
		435203031401200	Charter Construction Limited and Mark Rich Homes Limited
		435203031401220	Charter Construction Limited and Mark Rich Homes Limited
7	West Ridge Trailside	735 Line 15 North	Charter Construction Limited and Mark Rich Homes Limited
		825 Line 15 North	765037 Ontario Limited
		875 Line 15 North	Charter Construction Limited
		885 Line 15 North	710414 Ontario Limited
		925 Line 15 North	765037 Ontario Limited
		435203031402070	Charter Development L.P./G.P.

Appendix B.
Approved External Storm Drainage Plan
for the Stone Ridge Subdivision



LEGEND

- 700 SUB-CATCHMENT IDENTIFICATION No.
- 700 FUTURE DEVELOPMENT AREA IN HECTARES
- 700 SUB-CATCHMENT IDENTIFICATION No.
- 700 PROPOSED AREA IN HECTARES
- PROPOSED OVERLAND FLOW
- PROPOSED MINOR SYSTEM FLOW
- CATCHMENT BOUNDARY
- SUB-CATCHMENT BOUNDARY
- STONE RIDGE SUBDIVISION DRAFT PLAN LIMITS



BENCHMARK:

NO.	REVISIONS	DATE	INITIAL

Approved	Approved
----------	----------

STONE RIDGE SUBDIVISION
 CHARTER CONSTRUCTION LTD.
 CITY OF ORILLIA FILE No. D12-S55

ULTIMATE POST DEVELOPMENT
 STORM DRAINAGE PLAN

SCALE: 1:5000		4400413920
DESIGN PH	CHECKED MD	DWG. No STM-2B
DRAWN KS	DATE FEB 2005	

C:\Engineering\Civil Projects\Stone Ridge Subdivision\Map\VIEW\STORM.DWG, 2005-12-18 3:42:51 PM

Appendix C.
**Xchange Site-Specific Policies in Section 3.4.3.2 (e) and (f) in the
Current In-Effect City of Orillia Official Plan**

The City of Orillia Official Plan

For purposes of this policy, research uses may include premises used for conducting pure and applied research and experimentation but does not include industrial uses or manufacturing operations or any uses that result in emissions of noise, dust, vibration and/or odour beyond the subject lands.

- e) Special Exception Policy - Lands Legally Described as Part of the East Half of Lots 8 and 9, Concession 2 and Part of the West Half of Lot 7 and Part of Lot 8, Concession 3, Formerly Township of South Orillia, and Part of Lot 5, Concession 3, Geographic Township of Orillia, South Division, all now City of Orillia.

Notwithstanding 3.4.3.2 d), the following special exception policies apply to land legally described as: Part of the East Half of Lots 8 and 9, Concession 2, formerly Township of South Orillia; Part of the West Half of Lot 7 and Part of Lot 8, Concession 3, formerly Township of South Orillia; and Part of Lot 5, Concession 3, Geographic Township of Orillia, South Division, all now City of Orillia; and, all of which are designated as “Employment Lands - Business Park/Industrial” on Schedule ‘A’ – Land Use and designated as Area Specific Policy “3.4.3.2 e)” on Schedule ‘C’ – Overlay:

1. Intent

Further to 3.4.3.1 a), the ‘Business Park/Industrial’ designation is intended to permit a full range of employment uses including office and service sector businesses, high technology / knowledge based businesses, telecommunications, research / development / innovation, and manufacturing in addition to traditional industrial uses. The establishment of high-tech and innovation clusters among similar and complementary businesses is supported to foster the sharing of information, resources and business opportunities. Alternative forms of industrial development and ownership, such as industrial malls and incubator facilities, are encouraged. The policies are also structured to permit a limited amount of Light Industrial Service uses, as well as employment supportive uses in order to support the social and professional needs of businesses, employees and customers.

The City of Orillia Official Plan

2. Permitted Uses

In addition to the list of Permitted Uses outlined in 3.4.3.2 a), b) and c), the following uses are also permitted on the subject lands:

- i) Offices and research uses of all types including, but not limited to, research and development facilities, information and data processing centres, customer service centres, call centres, and computer programming facilities, telecommunication centres, and office and business service establishments such as printing and equipment rental and repair;
- ii) prestige industrial and manufacturing uses including, but not limited to, machine shops, tool and die establishments, and custom workshops;
- iii) industrial service and supply facilities;
- iv) warehouses;
- v) child care facilities (existing only);
- vi) retail functions, fitness centres and child care facilities located on the same lot as the industrial, manufacturing and/or office uses provided they are ancillary to the primary use in function and floor space;
- vii) wholesale facilities associated with those uses permitted in sub-parts ii) and iii);
- viii) tourist accommodations/conference uses;
- ix) training centres and trade schools, but shall not include elementary or secondary schools;
- x) enclosed self-storage facilities within existing industrial buildings only;
- xi) Light Industrial Service Uses (3.4.4.2 a)) – the following uses shall also be permitted provided they shall

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generally not exceed a maximum of generally 7,344 sq. m. / 79,052 sq. ft. of building footprint area:

- a) contractor sales;
- b) micro-industries that support non-noxious uses such as beverage brewing and wine-making;
- c) automotive and recreational vehicle service and rental, parts sales, gas bars, car washes, service stations, auto body repair, and ancillary vehicle sales;
- d) commercial recreational facilities;
- e) If the maximum allocation is reached, an increase in the space allocation may be considered by a zoning by-law amendment, subject to an application outlining the justification for the increase.

xii) ancillary public uses and public and private utilities.

3. Employment Supportive Uses

A limited amount of small scale employment supportive commercial uses may be permitted in the 'Business Park/Industrial' designation, subject to the policies of 3.4.3.2 e) and the regulations contained in the implementing Zoning By-law. The establishment of employment supportive uses is subject to the following criteria:

- i) Employment supportive uses shall be ancillary to and serve the primary uses within the 'Business Park/Industrial' designation as listed in 3.4.3.2 e)2. Employment supportive uses may include restaurants, financial institutions, convenience stores and small scale retail, business services, industrial services, and other service commercial uses, but shall exclude the motor vehicle uses already permitted by Sub-Section 2.xi.c) preceding.
- ii) Employment supportive uses shall generally not exceed a maximum of generally 7,344 sq. m. / 79,052 sq. ft. of building footprint area. If the maximum allocation is reached, an increase in the

The City of Orillia Official Plan

space allocation may be considered by a zoning by-law amendment. The zoning amendment application shall be supported by an analysis that demonstrates the proposed use is ancillary to, and compatible with, the permitted uses listed in 3.4.3.2 e) 2. The application shall also demonstrate that the proposed use will not displace employment that will result in a shortfall in the City's *employment areas* to meet the employment target in 2.2. of this Plan.

- f) Special Exception Policy - A Portion of the Lands Legally Described as Part of the East Half of Lots 8 and 9, Concession 2, Formerly Township of South Orillia, now City of Orillia.

Notwithstanding 3.4.3.2 d) and in addition to 3.4.3.2 e), the following special exception policies apply to a maximum of 7 hectares of land, legally described as Part of the East Half of Lots 8 and 9, Concession 2, formerly Township of South Orillia, now City of Orillia, designated as "Business Park/Industrial" on Schedule "A":

1. Intent

Further to 3.4.3.1 a), a portion of the lands within the 'Business Park/Industrial' designation may also be developed for a stand-alone major retail use as an alternative employment opportunity within the City, subject to preparation of the applicable technical reports to the satisfaction of the City and an amendment to the Zoning By-law. This use would therefore not constitute a conversion of lands within the employment areas.

2. Permitted Uses

In addition to the list of Permitted Uses outlined in 3.4.3.2 a), b), c) and e), a stand-alone major retail use (i.e. a principle building with a minimum of 9,290 sq.m / 100,000 sq. ft. to a maximum of 18,850 sq. m. / 200,000 sq. ft. gross floor area together with one (1) ancillary commercial building and/or structure), is also permitted on the subject lands subject to the following:

- i) Approval of a Zoning By-law Amendment application that will include, at a minimum, the submission and Peer Review of the following required studies:

The City of Orillia Official Plan

- a) A Traffic Impact Study completed based upon a Terms of Reference approved by the City; and,
- b) A Retail Impact Study, completed based upon a Terms of Reference approved by the City, that identifies the need for this type of new retail space, and its potential impact on other retail uses, to the satisfaction of the City.

The Retail Impact Study shall place particular emphasis on the potential impact of this new retail space on the viability and future success of the 'Downtown Area', and if required, also propose an appropriate impact mitigation strategy that protects the retail function of the 'Downtown Area', all to the satisfaction of the City; and,

- c) Notwithstanding 3.4.3.2 e), Sub-Sections 2.xi) and 3.ii) preceding, Light Industrial Service Uses and Employment Supportive Uses will be prohibited uses on the subject lands if they are utilized for a stand-alone major retail use.

3.4.3.3 Prohibited Uses

- a) Prohibited uses on lands designated 'Business Park/Industrial' on Schedule 'A' include:
 - i) public and/or private educational facilities;
 - ii) *sensitive land uses*, excluding those uses explicitly permitted in 3.4.3.2 a) and d); and,
 - iii) places of worship.

3.4.3.4 Conversion Policies

- a) Lands designated 'Business Park/Industrial' may only be converted for non-employment uses on the basis of a *Municipal Comprehensive Review* and shall demonstrate that:
 - i) there is a need for the conversion;

From: [REDACTED]
To: [Jill Lewis](#)
Subject: Feedback on Orillia Official Plan
Date: Thursday, January 15, 2026 8:22:02 PM

You don't often get email from we.are.the.streets@gmail.com. [Learn why this is important](#)

Dear Jill,

We attended the open house back in December and have been contemplating the plan as we walk around the city

The idea of planning for density/height south of the current downtown area seems sensible - there is so much open space currently and good infrastructure in place. Plus no beautiful views to block.

Along Coldwater from West Street eastward, there is a beautiful lake vista currently thanks to the slope. I would like to see a lower density/lower building heights in this corridor to maintain the view, especially for pedestrians.

I'm also very interested in affordable & accessible housing, especially tiny home communities. There are some great urban layouts which would be a wonderful fit for Orillia. Connectivity to local resources & transit/active transportation routes are key for this type of development, and the low building heights would be suitable for waterfront or nearby as they won't disrupt any views. If you could consider this in the next iteration of the plan, that would be very exciting and could attract new residents who are looking for this lifestyle.

Overall I'd like to see very strong policies around housing affordability, which is such a huge issue currently. When I lived in the UK I appreciated that this was integrated into neighbourhoods, rather than being relegated to undesirable areas (leading to a ghetto effect). Perhaps this is in the text of the plan, which I did not read through in detail... specifically I think "affordable" needs a definition informed by median and minimum local incomes as well as current benefit levels. And there should be consultation with the shelter and local housing support groups to understand what is needed.

Thank you very much for the opportunity to review the plan, which was presented in a very digestible format. I look forward to seeing what changes occur after all feedback has been reviewed!

Best regards,
Lisa Streets

CAUTION: This email originated from outside of the City of Orillia email system. Do not open attachments or click links you were not specifically expecting, even from known senders.



January 16, 2026

*Submitted by Email

Lorrie Jackson, Administrative Assistant
City of Orillia
50 Andrew Street South
Orillia, ON
L3V 7T5

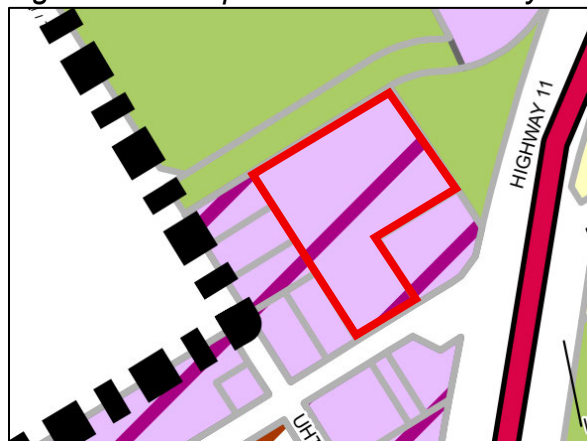
Re: 230 Murphy Road, City of Orillia
City of Orillia Official Plan Review Process

MORGAN Planning & Development Inc. (MP&D) was retained by Kevin Wood, the owner of 230 Murphy Road (the subject property) to provide comments on the City of Orillia's Official Plan review process.

The subject property is currently developed with a single detached dwelling and is serviced by individual on-site water and wastewater services.

The current City of Orillia's Official Plan designates the subject property 'Business Park/Industrial' in accordance with Schedule A – Land Use, see Figure 1. Schedule D (Transportation Network) identifies a future Arterial Road traversing through the subject property. Similarly, Schedule E (Parks & Trail System Network) identifies a new multi-use trail bisecting the property.

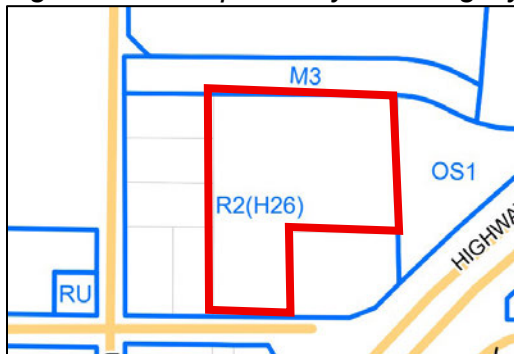
Figure 1: Excerpt of Schedule A - City's Official Plan



The subject property is zoned ‘Residential Two Holding 26 (R2(H26))’ in accordance with the City’s Zoning By-law, see Figure 2. The R2 Zone permits a variety of residential uses which include a bed and breakfast establishment, converted dwelling, a group home, a retrofit multiple dwelling, three-unit dwelling and a two-unit dwelling.

In accordance with Table 14.1, the H26 holding provision relates to the availability of sufficient servicing capacity for the subject lands (By-law 2025-031).

Figure 2: Excerpt of City’s Zoning By-law



The Draft New Official Plan identifies our Client’s site to be “Community Area” in accordance with Schedule A – City Structure, see **Figure 3** and is designated “Neighbourhood” in accordance with Schedule B – Land Use, see **Figure 4**. Schedule G – Mobility Network identifies a future trail network traversing through the subject property, see **Figure 5**.

Figure 3: Excerpt of Schedule A – City Structure

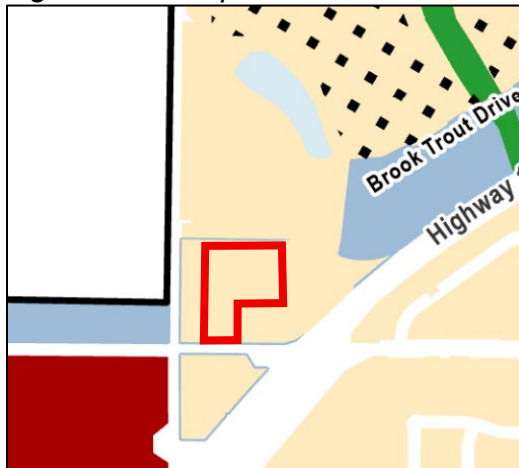


Figure 4: Excerpt of Schedule B – Land Use

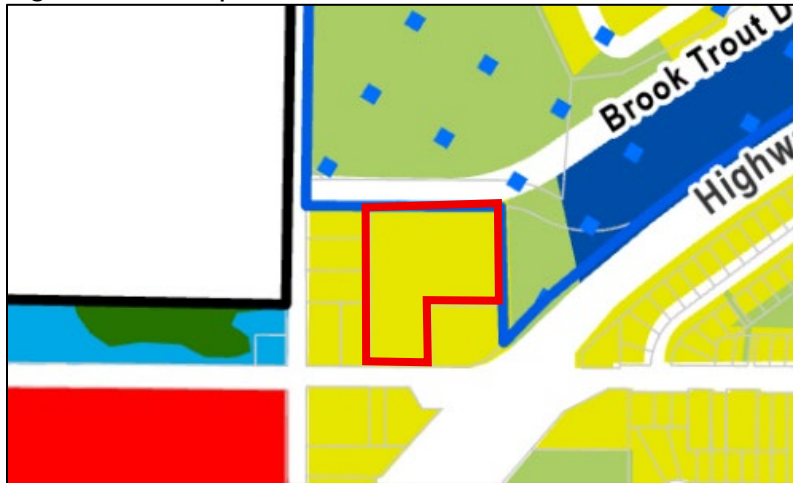
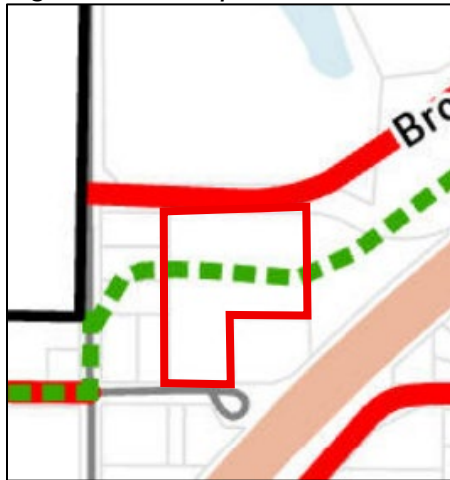


Figure 5: Excerpt of Schedule G – Mobility Network



We support the City in the decision to designate the site as “Neighbourhood” to allow for future residential development on the subject property. The re-designation of the subject property would provide the policy basis for permitting future residential development to assist with the City meeting their residential intensification targets.

We request that Section 1.3 (k) of the Draft Official Plan be amended to include minor refinements to the location of proposed **trail** network, and not limit the minor refinements to only roads.

Similarly, Section 1.3 (l) identifies that Schedule H is not intended to identify the precise location of parks and trails, however trails are included on Schedule G, and not shown on Schedule H. We request that clarity be added to either add the existing and proposed trail network to Schedule H, or alternatively include wording in Section 1.3 (k) to allow for future flexibility of the location of trails. References to trails and locations of trails should be reflected throughout the document to correspond to the applicable Schedule (i.e. Section 4 of the Official Plan).

While generally support the intent of enhancing the active transportation and trail network, we request that the Official Plan include flexibility with respect to the precise location of the trail where it traverses through our Client's property. Should development or redevelopment occur on the property in the future, it would be important to allow the trail alignment to be reviewed and potentially modified through the development approval process.

We may have additional comments upon release of a subsequent draft version of the City's Official Plan. We would appreciate an opportunity to discuss these comments in detail with City Staff at their convenience.

Respectfully submitted,
MORGAN Planning & Development Inc.



Jonathan Pauk, HBASc., MSc., MCIP, RPP
Senior Planner



Joshua Morgan, MCIP, RPP
Principal Planner

January 16, 2026.

Jill Lewis
Senior Planner
City of Orillia
50 Andrew Street South
Orillia, ON L3V 7T5
jlewis@orillia.ca

Subject: Strengthening Food Systems in the City of Orillia Official Plan

Dear Ms. Lewis,

Thank you for the opportunity to provide feedback on the Draft City of Orillia Official Plan. The Sharing Place Food Centre is pleased to see Orillia's commitment to long-term planning that supports a sustainable, and equitable community. As part of a [regional initiative](#) to strengthen food systems across Orillia and surrounding areas, we are working toward greater coordination of plans, programs, and policies that contribute to a resilient local food system.

We have outlined below feedback on the draft official plan and sample language that align with best practices in sustainable food systems planning. (see references below). We hope that City planning staff review these recommendations and consider how they may inform the final version of the Official Plan. As our regional food system planning work advances, our project team will also be reaching out to consult with municipal partners, including Orillia, to ensure strong alignment and collaboration.

Strengthening Orillia's food system is also a core climate resilience and mitigation strategy: it reduces vulnerability to supply chain disruptions during extreme weather, lowers emissions from long-distance food transport and waste, supports biodiversity and urban cooling, and enhances community self-sufficiency.

Overview

From a food system, Orillia's draft Official Plan demonstrates a strong foundation for supporting sustainable, and equitable food systems, particularly because it:

- Names local food production explicitly in the Economy chapter, including urban agriculture, community gardens, and processing in Employment Areas
- Treats grocery stores, food banks, and farmers markets as key amenities within Strategic Growth Areas
- Includes strong cross-cutting themes of Resilience, Inclusion, and Reconciliation that are well aligned with food system goals

However, there are important gaps and opportunities:

- There is no explicit policy support for a local or regional food strategy or for food system planning and monitoring, even though the Plan supports other strategic plans
- Policies reference grocery stores, food banks, and farmers markets, but include limited direction related to nutritious food, affordability, walkability to food outlets, or mobile and barrier-free food access in underserved areas
- Food is not fully integrated into parks, public facilities, housing, or transportation policies, despite existing footholds in Parks and Major Open Space and tourism-related policies for markets and food trucks
- Indigenous collaboration is acknowledged at a high level, but there is no explicit mention of traditional foods or Indigenous-led food initiatives
- The Official Plan presents an opportunity to position Orillia as a leader in sustainable, and equitable food systems by explicitly embedding food access, food security, and local food system planning across the vision, land use, parks, economy, and implementation sections.

References

[Provincial Planning Statement](#)

[Food Systems Planning in Canada. Institute for Sustainable Food Systems](#)

[Healthy Built Environment Linkages Toolkit](#)

[Healthy Community Design: Policy Statements for Official Plans](#)

[Ontario Provincial Climate Change Impact Assessment: Adaptation Best Practices Report](#)

[Healthy Social Environments Framework](#)

[Guide for Advancing Food System Priorities with a Climate Change Focus. Ontario Dietitians in Public Health Food Systems Workgroup, 2026](#)

Thank you again for your leadership in planning for a sustainable and thriving future in Orillia.

Sincerely,



Lesley McMullin, MScFN, RD
Food System Director
The Sharing Place Food Centre
lesley@sharingplaceorillia.org

RECOMMENDED POLICY DIRECTIONS

A. Support Local Food System Planning

Gaps

There is no explicit policy committing the City to develop, adopt, or implement a local or regional food system strategy or to work with partners on food system planning, despite Provincial Policy Statement (2024) encouragement to support local food and agri-food networks and Orillia City Council providing direction for the development of a Food Strategy in 2023 and the City establishing a Memorandum of Understanding with the Sharing Place Food Centre to develop a local food strategy.

Where to adjust

Section 7.2.8 Local Food Production

Sample wording

Add a new clause to Section 7.2.8 after 7.2.8(b):

c) The City will collaborate with local public health authorities and community partners to develop and implement a local and regional food system strategy that supports access to nutritious, affordable, and culturally appropriate food, strengthens the local agri-food network, and advances climate resilience and equity objectives.

B. Support Sustainable Local Food Production and Diversification

Although Orillia is primarily urban, it plays an important role in the regional agricultural system, particularly related to food processing, distribution, and markets.

Where the draft Plan helps

Section 7.2.8 supports urban agriculture, community gardens, and processing of agricultural goods in Employment Areas to support the local food supply chain.

Strategic Growth Areas are identified as focal points for commercial and community amenities such as grocery stores, food banks, and farmers markets.

Gaps

There is no explicit recognition of Orillia's role within the broader Agricultural System of Simcoe County, even though prime agricultural lands lie very near the outside of the City boundary.

There is no explicit support for regional food strategies, agricultural investment, or value-added processing beyond a general reference to processing of agricultural goods.

Where to adjust

Section 7.1 Economy Introduction

Section 7.2.8 Local Food Production

Sample wording

Add the following paragraph to Section 7.1 Introduction:

Orillia is an important hub within the broader regional Agricultural System, providing locations for the processing, distribution, and sale of local food products. The City will work with regional partners to support sustainable local food production and value-added agri-food businesses that strengthen the regional economy and food security.

Amend Section 7.2.8(b)(i) to read:

Permitting and encouraging processing of agricultural goods and other agri-food businesses in Employment Areas to support the local food supply chain and the broader Agricultural System.

C. Support Food Assets and Nutritious Food Outlets

Where the draft Plan helps

Strategic Growth Areas are identified as focal points of commercial and community amenities such as grocery stores, food banks, and farmers markets.

The guiding principle “Be a Complete Community” promotes small-scale retail, service, and community uses that support daily life in neighbourhoods.

Gaps

There is no explicit expectation that residents should have walkable or transit-accessible access to a nutritious food outlet within a reasonable distance.

There is no policy direction to encourage grocery stores or nutritious food outlets in Nodes, Corridors, and Neighbourhood Centres, or to reduce barriers to food retail in underserved areas.

Food banks and community food centres are not embedded as part of a long-term food assets network.

Where to adjust

Section 3.3.1.2 Strategic Growth Areas

Section 7.2.3(c) Community Improvement Plans

Sample wording

Amend Section 3.3.1.2(b) to read:

b) As places of gathering and higher concentrations of people and jobs, Strategic Growth Areas are the focal points of commercial and community amenities in the city such as grocery stores, food banks, farmers markets, community food centres, and other food assets that support access to nutritious, affordable, and culturally appropriate food.

Add a new clause to Section 3.3.1.2:

f) Planning for Strategic Growth Areas, including plans and major development applications, will encourage the provision of nutritious food outlets and other food assets within walking distance (for example, within approximately 800 metres) of residential areas, particularly in communities that are currently underserved.

Add a new bullet to Section 7.2.3(c):

v. Local food system infrastructure and food assets, including grocery stores, markets, and community food centres in underserved areas.

D. Support Affordable and Barrier-Free Food Access

Gaps

Markets and food trucks are primarily framed as tourism and downtown activation tools, rather than as mechanisms to improve food access in neighbourhoods with limited availability of fresh food.

There is limited attention to barrier-free food access from a design and mobility perspective, including comfortable and direct pedestrian routes, shade, and proximity to transit.

Where to adjust

Section 7.2.4 Tourism

Sample wording

Amend Section 7.2.4(c)(vii) to add the following sentence:

Where feasible, markets, food trucks, and other mobile food assets will be encouraged to provide nutritious, affordable food options and to serve neighbourhoods with limited access to fresh food.

E. Support Community Gardens, Urban Agriculture, and Food in Parks and Public Facilities

Where the draft Plan helps

Section 7.2.8 commits to encouraging urban agriculture, including community gardens, backyard growing, and shared garden allotments.

The Parks and Major Open Space designation recognizes parks as key components of the open space network, guided by the Parks, Recreation, Trails, and Culture Master Plan.

Section 5.2.1 references community gardens in parks, though in general terms.

Gaps

Community gardens, orchards, and greenhouses are not explicitly listed as permitted uses in Parks and Major Open Space.

There is no explicit policy supporting food gardens, orchards, or food forests on school sites, institutional lands, or other public facilities.

Productive urban landscapes, including community gardens, orchards, and food forests, also contribute to climate mitigation by supporting urban tree canopy, enhancing biodiversity, and increasing local carbon sequestration.

Where to adjust

Section 3.4.6 Parks and Major Open Space

Section 3.4.7 Major Institutional

Chapter 5 Parks, Open Space, and Culture

Sample wording

Add a new permitted use to Section 3.4.6.2:

vi. Community gardens, greenhouses, orchards, and other forms of urban agriculture, where compatible with park functions and site conditions.

Add to the list of permitted or encouraged ancillary uses in Section 3.4.7.2:

Community gardens, greenhouses and other urban agriculture initiatives that support food literacy and access to nutritious, local, and culturally appropriate food.

F. Support Indigenous Collaboration

Where the draft Plan helps

Reconciliation is identified as one of the four overarching themes, with commitments to strengthen relationships with First Nations and urban Indigenous residents and to integrate Indigenous perspectives into planning and decision-making.

The Economy chapter commits to working with First Nations and urban Indigenous residents to identify shared priorities for economic development and to recognize Orillia's Indigenous past, present, and future through economic opportunities.

Gaps

There is no explicit reference to Indigenous food sovereignty, access to traditional foods, or Indigenous-led food projects and businesses within Local Food Production or land use policies.

Where to adjust

Chapter 2 Vision and Themes (Reconciliation)

Section 7.2.8 Local Food Production

Sample wording

Under the Reconciliation theme in Chapter 2, add:

Reconciliation seeks to continue to strengthen relationships of mutual respect and understanding with First Nations and urban Indigenous residents, integrating Indigenous perspectives in planning, design, and decision-making processes, including support for Indigenous-led economic development and access to traditional foods and land-based activities.

Add a new clause to Section 7.2.8 Local Food Production:

c) The City will work collaboratively with Rama First Nation and urban Indigenous residents to support Indigenous-led food initiatives, including traditional food harvesting, cultivation, and distribution, where permitted by land use designations and in accordance with cultural protocols.

Recommended Glossary Addition (Section 10.7)

Text to insert:

Food Asset – Any physical place, service, or infrastructure that enables access to nutritious, affordable, and culturally appropriate food, supports local food production, processing, distribution, or food literacy, and contributes to a resilient local food system. Examples include grocery stores, farmers markets, community food centres, community gardens, greenhouses, orchards, food banks, mobile food markets, and food-related public facilities.

To: Jill Lewis, Senior Planner
CC: Recreation Working Group
From: Marcia Russell, Director of Parks and Recreation
Date: January 2, 2026
Subject: **Parks & Recreation and Recreation Working Group Comments – Draft Official Plan (First Draft Review)**

Comments by section are provided with respect to the Draft Official Plan following the review and endorsement by the Recreation Working Group at its meeting held on January 7, 2026:

1.2 Purpose of this Plan

1.3 How to Read this Plan (Page 4)

- l) Suggested wording addition: “Please refer to the Parks, Recreation, Culture and Trails Master Plan for further detail.”

3.2 Growth Forecasts and Planning Objectives (Page 10)

- x.: The section currently references “safe, convenient recreational and active transportation...” Add “parks and recreation”

3.3.5.4 Neighbourhood Plans

3.3.5.4. (Page 22)

- c) ii.: Recommendation: ensure items 1, 2, and 3 also include parks/open space identification

3.4.6 Parks and Major Open Space

3.4.6.1. (Page 34)

- c): notes that Schedule H changes will not require an OP amendment provided objectives are maintained. Concern: how does this wording protect against disposal or sale of parkland? It is recommended to develop policy language that strengthens the City’s commitment to the retention of parkland/greenspace.

3.4.6.2. Permitted Uses and Buildings (Page 34)

- a) iv.: as written, this could be interpreted broadly and may create a gateway for larger-scale or unrelated commercial uses within parkland which should be discouraged. Strengthen language to clarify that commercial uses must be clearly “subordinate” to the park use (not simply “accessory” or complementary).

3.4.12 Site and Area Specific Policies

3.4.12.5 Huronia Regional Centre (Page 46)

- a) ii and iii: The statements reference public access to Lake Simcoe shoreline and includes a 30m shoreline component. HRC lands, if/when are available, need to be specifically acquired for expanded waterfront parkland, including

space for access and parking, and the waterfront buffers in this area would be preferred to be greater than the 30 minutes set out by the Lake Simcoe Protection Plan. Recommend considering expanding beyond 30 metres (double or more) to better support future parkland and meaningful waterfront access in this area (access would have to come off Woodland Drive).

3.4.12.6 Georgian College (Page 47)

- This property is being sold. Should the OP continue to refer to this area as “Georgian College”? Note: this issue is also flagged in the Parks, Recreation, Culture & Trails Master Plan – staff direction on this update is appreciated.

3.5 Urban Design and Built Environment

3.5.1 Introduction (Page 48)

- b): Suggest including reference to culture and public art as part of the built environment and public realm objectives.

3.5.2.5 Tree Canopy – (Page 52)

- EIS has developed a list of acceptable tree species, include or reference the list here for clarity or direct readers to where this list is located. – Include as an Appendix.
- e): recommend that staff update and develop the native vegetation policy and Municipal Tree Canopy and Natural Vegetation Policy (Policy 2.3.1.3).

3.5.2.6 Lighting – (Page 52)

- a): references sidewalks and walkways - include trails to ensure trail lighting is captured in urban design expectations.

4.0 Transportation and Mobility

4.2 Introduction (Page 68)

- Does the PRC Trails Master Plan get incorporated into the Multi-Modal Transportation Master Plan, or should it ALSO be referenced here as a guiding document?

General Comment:

- In other communities, municipalities are increasingly requiring protective barriers or guardrails along trail segments that cross bridges or run adjacent to major roadways. For example, the Highway 12 trail corridor would benefit from a minimum guardrail or barrier for user safety. While these structures may fall under MTO ownership in Orillia, it would be helpful for the Official Plan to include policy direction that supports the City advocating for, and partnering with, relevant agencies to incorporate appropriate safety barriers where trails interface with bridges or high-speed transportation corridors.

4.4 Trails (Page 79)

- b): references skiing - the City does not typically support skiing on these trails; however, snowmobiling is more relevant in the community context and could be considered as an alternative reference if appropriate.

- c): references the Multi-Modal Transportation Master Plan, It is recommended to also reference the Parks, Recreation, Culture & Trails Master Plan as a guiding framework for trails.
- Suggestion: clarify that lighting should be prioritized in higher-use urban and commuter trail contexts, particularly at trailheads, key access points, high-use corridors. This will support safety and year-round use while allowing discretion in more environmentally sensitive areas.
- f): says constructed trails “may be provided” in addition to parkland dedication, can we strengthen that from may???

4.4.1.2 Design Policies for Trails (Page 80)

- Recommend adding language supporting four-season usability
- Integration of lighting considerations as part of trail design

4.5 Public Transit (Page 82-84)

- This did not occur during the design or construction of the Orillia Recreation Centre (ORC). It is recommended to strengthen wording to recognize accessibility and age-friendly design as criteria when determining bus stop locations, particularly near major public facilities.
- l): transit stops should be incorporated into recreation facility site design regardless of whether the route is currently planned to stop there, as transit planning typically evolves over time and these facilities will likely become stops in the future.
- l) vii.: amenities: garbage receptacles should be included, but the City should also acknowledge operational responsibility (who empties/maintains these and how that is funded – transit contractor?).

4.6 Parking Loading and Access (Page 88)

- f) iii.: Operational issue: staff are experiencing challenges with users parking covered mobility scooters at building entrances and bringing e-bikes into facilities for charging. Consider whether the OP can support designated micro-mobility parking areas at public facilities, appropriate charging stations for mobility devices and e-bikes as part of EV charging infrastructure discussions

4.8 Transportation Demand Management and Smart Mobility (Page 91)

- Recommend including broader coordination with school boards and management of drop-off / pick-up patterns on school sites rather than utilization of public roadways and public lots (i.e. BOA lot and Regent Park)

5.0 Parks and Open Spaces

5.1 Introduction (Page 93)

- Overall general comment that Parks should be considered City infrastructure not just an amenity within a neighborhood, they provide health, climate, equity, tourism, growth management etc.
- b): references a 600–800m walk to access a neighbourhood park, the City’s current Master Plan identifies a 400m walking distance service radius for neighbourhood parks as the minimum accessibility standard. It is recommended

that the OP standard to reflect a 400–600 metre walk from home for neighbourhood-based parks to better align with service expectations, walkability, and equity.

5.2 Parks Provision and Acquisition (Page 94)

- Question: references to the Parkland Dedication By-law: Will it be updated to align with the new OP once adopted?
- Add the concept of a phased delivery / early park block securing approach as a tool to address gaps in service. This would reflect strategies such as those recommended through the Toboggan Hill development, where the City seeks to secure a consolidated park block early in the development process, rather than accepting smaller or fragmented parcels throughout the development process.
- k): page 95 - The policy states that the City will not accept parkettes as parkland dedication but indicates that trail corridors will be accepted as dedication. Similar to 4.4.f - revise this wording to clarify that trail corridors may not always be accepted as parkland dedication, depending on context and functionality, and to ensure staff maintain discretion when determining whether a trail corridor satisfies parkland dedication intent.

5.2.2.2 Waterfront Parks (Page 96)

- b): “Development within Downtown Orillia should consider the provision of active transportation connections to Waterfront Parks.” This wording is somewhat unclear, as Tudhope Park is also classified as a Waterfront Park. Clarify the intent by either removing the reference to “Downtown” or specifying that this policy is intended to apply to connections to the Downtown Waterfront Park area (e.g., Couchiching Beach Park and associated waterfront open spaces).

5.2.2.3 Community Parks (Page 96)

- b): add “public or active transportation network” before the words “and trails”
- c): connections to adjacent schools are typically more applicable to neighbourhood parks, rather than community parks. This statement should be repositioned under neighbourhood parks.
- d): Community parks are generally intended to serve the entire community (i.e. Couchiching Beach Park or Tudhope and are not “neighbourhood” specific. Rephrase that they be located in prominent locations within the “City” not a “neighborhood”.

5.2.2.4 Neighborhood Parks (Page 97)

- a): Statement refers to neighbourhood parks offering “basic” amenities. It is recommended to remove the word “basic” to better reflect the evolving role and complexity of neighbourhood parks.
- Add splash pads explicitly as an example of amenities commonly provided in neighbourhood parks. General Comment: Splash pads play an important role in heat mitigation by providing accessible places for both children and seniors to cool down during extreme heat events, particularly in lower-income areas of the City where access to private cooling options may be limited.

5.2.2.6 Woodlots (Page 97)

- The OP notes woodlots are part of Orillia’s Natural Heritage System, clarification question: does this mean woodlots are not included as parkland dedication (i.e., they are treated primarily as Natural Heritage lands rather than dedicated parkland)?
- a): indicates “no buildings or permanent structures” which should be updated to allow for benches or maintenance sheds
- c): consider revising the policy reference (or noting future development of such a policy) and acknowledge that staff will continue working toward completing a Woodlot Policy framework.

5.2.2.7 Naturalized Parks (Page 98)

- Reference the conservation easement that exists over Scout Valley and ensure policy language reflects this protection framework.
- a): The Scout Valley Conservation Easement with the Couchiching Conservancy is a very long-term easement which should be referenced. Also, more notably a portion of the property is not restricted by the easement and the City is able to incorporate recreation features (southern section) which is contrary to the statement that there be "no development or site alteration" permitted.

5.2.2.8 Other Open Spaces (Page 98)

- General Question: what happens if the Couchiching Golf & Country Club is sold in the future? Would the City have any opportunity to secure a portion of the lands for neighbourhood parkland, particularly given the relative under-supply of parks in the north end of the City?

5.2.4 Trail Network (Page 99)

- a): expand this language to also include trail maintenance, as lifecycle operations are essential to safe and accessible trails.

5.2.5 Downtown Orillia Parks and Open Space Network (Page 100)

- b): include emphasis on four-season washrooms and water access including fountains, these amenities are critical to supporting downtown parks and open spaces
- c): this statement references high-quality design, revise wording to explicitly reflect “**high-quality four-season design**” to support year-round functionality.
- General comment - add direction to include shade and heat mitigation infrastructure (tree canopy, shade structures, cooling elements) as part of downtown parks and open space design. This supports climate adaptation, public health, and usability of parks during extreme heat events.

City of Orillia
**Recreation Working Group –
Special Meeting re Draft Official Plan
Meeting Notes**

Wednesday, January 7, 2026 - 4:30 PM
Tudhope-McIntyre Boardroom, Orillia City Centre



Members Present: Larry Smith, Meeting Facilitator
Councillor Ralph Cipolla
Don Munro
Neil Reid
Graham Richards
Garon Young

Members Absent: Dave Mitchell

Also Present: Marcia Russell, Director of Parks and Recreation
Robin Cadeau, Assistant Clerk

Call to Order

The meeting was called to order at 4:35 PM.

Approval of Agenda

There was consensus of the members that the agenda for the special meeting of the Recreation Working Group held on January 7, 2026 be approved as amended to include the addendum.

Disclosure of Interest

None declared.

For Discussion

1. Senior Planner - re [Draft Official Plan](#). Note: Due to size, this document will only be provided via the City of Orillia's website at: <https://www.orillia.ca/en/city-hall/planning-for-the-future.aspx>. Deadline for any comments related to the Working Group's mandate is January 16, 2025. Members will be polled for availability for a special meeting on Tuesday, January 6, 2026 for any comments to be submitted by the deadline.
2. ADDENDUM: Director of Parks and Recreation - re Summary of Staff Comments.

The Director provided a section-by-section overview of the Summary of Staff Comments and answered members' questions.

There was consensus of the members to fully endorse the Summary of Comments dated January 2, 2026 from the Director of Parks and Recreation with the following additional comments:

- Section 3.4.6.1: use stronger language to ensure retention of parkland and greenspace
- Section 3.4.6.2: commercial uses should be discouraged. Members agreed that the language should clarify that commercial uses be "subordinate" to the park's use instead of "complementary".
- 3.4.12.4 ii and iii: HRC lands, if/when are available, need to be specifically acquired for expanded waterfront parkland, including space for access and parking, and the waterfront buffers in this area would be preferred to be greater than the 30 minutes set out by the Lake Simcoe Protection Plan.
- 3.4.12.6: Georgian College references should be updated to identify the related property differently given the closure of the campus.
- 5.2.1: References "Parkland Dedication By-law" - will a review be undertaken to update the by-law to align with new terms and references in the Official Plan?
- 5.2.2.6 a): indicates "no buildings or permanent structures" which should be updated to allow for benches or maintenance sheds.
- 5.2.2.7 a): The Scout Valley Conservation Easement with the Couchiching Conservancy is a very long-term easement which should be referenced. Also, more notably a portion of the property is not restricted by the easement and the City is able to incorporate recreation features (southern section) which is contrary to the statement that there be "no development or site alteration" permitted.
- 5.2.2.3. b): add "public or active transportation network" before the word "trails"

Date of Next Meeting

Wednesday, January 21, 2026 at 4:30 PM in the Council Chamber, Orillia City Centre.

Adjournment

There being no further business, the Meeting Facilitator called for adjournment.

Meeting adjourned - 6:11 PM

Meeting Notes approved: _____



January 16, 2026

Mayor Don McIsaac and Members of Council

City of Orillia
50 Andrew Street South
Orillia, Ontario L3V 7T5

Re: City of Orillia Draft Official Plan (October 2025) – Lakehead University Comments

Dear Mayor McIsaac and Members of Council,

On behalf of Lakehead University, we appreciate the opportunity to provide comments on the City of Orillia's Draft Official Plan (October 2025). Lakehead has been proud to be part of the Orillia community for two decades, and we view our presence here not as a short-term initiative, but as a long-term commitment to the city. We are deeply invested in Orillia's future, its growth, its quality of life, and its capacity to retain talent and build opportunity for local families.

As a major employer and anchor institution, Lakehead plays an important role in the life of the community. Our activities contribute an estimated \$355 million annually to the City of Orillia's economy, supporting local jobs and economic stability, and helping strengthen Orillia's position as a growing regional centre. Lakehead's success and Orillia's success are closely linked, and we take seriously our responsibility to be a constructive partner in the city's long-term planning.

With that in mind, Lakehead welcomes the City's work to develop a clear Official Plan framework to guide growth and change through to 2051. We recognize the Draft Official Plan as a significant city-building document that will shape land use, infrastructure decisions, mobility, neighbourhood development, and the overall character of Orillia for decades to come. Lakehead is pleased to participate at this stage of the process, and we offer the following comments in a constructive spirit, with a focus on supporting the City's direction and encouraging an ongoing, collaborative relationship as the Official Plan is refined and implemented.

Support for the Plan's Vision and Direction

Lakehead supports the overall direction of the City's Draft Official Plan and the vision it sets out for Orillia's growth through to 2051. We welcome the City's emphasis on building complete communities that are livable, connected, and resilient, and on ensuring that growth is managed in a way that strengthens neighbourhoods while protecting the long-term sustainability of the city as a whole.

Lakehead also supports the Plan's intent to direct growth toward a more compact urban form, supported by transportation planning and an increased focus on mobility options beyond private automobiles.

In particular, Lakehead welcomes the Draft Official Plan's recognition of Major Institutional lands as an important component of Orillia's long-term success. The Plan's policy direction appropriately reflects the role that major institutions play in supporting stable employment, contributing to economic resilience, and strengthening community well-being. Lakehead is pleased to see this role clearly acknowledged and embedded within the City's long-range planning framework.

Major Institutions and Long-Term Planning

As the City continues to refine and implement the Draft Official Plan, Lakehead encourages the City to maintain clear and workable policy direction for Major Institutional lands over the full horizon of the Plan. As Council and staff will appreciate, institutions do not remain static over a 25-year timeframe. The needs of learners, research priorities, delivery models, and partnerships change over time, and post-secondary institutions must be able to adapt in order to continue serving the community effectively.

In this context, Lakehead notes the value of maintaining sufficient flexibility within the Major Institutional policy framework to support evolving academic, research, student-related and community-facing uses, while remaining fully aligned with the intent of the designation. A clear and adaptable institutional framework will help ensure that Lakehead and other institutions can plan confidently for future investment in Orillia, and that institutional growth can continue to contribute positively to the City's broader objectives for sustainable, well-managed development.

Coordination and Partnership

Lakehead also welcomes the Draft Official Plan's emphasis on coordinated growth and the clear link it draws between land use planning, infrastructure capacity, and mobility. Lakehead recognizes that successful city-building depends on early coordination, particularly where future development requires timely alignment on servicing, transportation, active mobility connections, and the sequencing of infrastructure investment.

Lakehead would welcome continued dialogue with the City as the Official Plan moves from policy direction to implementation. In particular, we would be pleased to engage with City staff as supporting strategies, secondary plans, and future planning work are advanced, to ensure that institutional growth can be integrated effectively with surrounding neighbourhoods and broader city-wide objectives.



The Draft Official Plan as an important foundation for Orillia's next generation of growth and investment. We appreciate the City's work in advancing this document and the opportunity to participate at this stage of the process. As the Plan is refined and implemented, Lakehead looks forward to remaining an active partner with the City in shaping a strong, sustainable future for Orillia.

We would welcome continued engagement with City staff and Council as appropriate as the Official Plan moves forward, particularly as implementation approaches, supporting strategies, and future planning work are developed.

Please do not hesitate to contact us should further information be helpful.

Sincerely,

Dr. Gillian Siddall

A handwritten signature in black ink that reads "Gillian Siddall".

President and Vice-Chancellor
Lakehead University

Dr. Linda Rodenburg

A handwritten signature in black ink that reads "Linda Rodenburg".

Principal, Orillia Campus
Lakehead University

January 16th, 2025

Jill Lewis
Senior Planner
City of Orillia
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Orillia ON
L3V 7T5

VIA EMAIL
jlewis@orillia.ca

OFFICIAL PLAN REVIEW
1ST DRAFT OF OFFICIAL PLAN: DECEMBER 2025
CITY OF ORILLIA

Thank you for the opportunity to review a copy of the first draft of the new Official Plan for the City of Orillia. The purpose and effect of the proposed Official Plan is to guide the future of the City and influence how Orillia grows and develops during the planning horizon to 2051. An update to the City's Official Plan is required to meet Provincial requirements and guide growth over the next 25 years. The 2021 census data indicates a population of approximately 33,411 people for the City of Orillia. The Lands Needs Assessment ("LNA") requires that the City plan to accommodate a population of 49,000 people and 26,000 employees by 2051 (Hemson City's Land Needs Assessment, 2020). This growth forecast remains unchanged and is included in the draft Official Plan in Table 1 of section 3.2 a) i. To accommodate this future population and employment growth, the City is exploring a potential boundary expansion to ensure there is enough land available to meet Provincial requirements, address community needs and support sustainable development. At a Special Meeting of Council on February 4th, 2025, Council established a minimum average density target of 47 units per net hectare. Additionally, Council decided to seek 195 gross developable hectares (482 acres) through the municipal restructuring process to expand Orillia's municipal boundary from the Township of Severn and the Township of Oro-Medonte to accommodate future growth through 2051 and beyond. The Settlement Area Boundary Expansion process is now in Phase 3 where draft expansion lands will be brought forth for Council's consideration. Additionally, supporting reports and justifications will be prepared to inform a recommended boundary expansion for approval by the Ministry of Municipal Affairs and Housing. The lands approved for expansion will be incorporated into the City's Official Plan through an Official Plan Amendment.

The Simcoe County District School Board has been involved in the Official Plan Review since the Stage 1 engagement activities in late 2023, attending the visioning workshop, and engaging in the related Settlement Area Boundary Expansion process. The board's previously submitted comments noted that Hemson Consulting's Final Executive Report included the request for 28.6 hectares of land and identified SCDSB requires four (4) new elementary schools (over and above the two (2) existing planned schools in West Orillia) and one (1) new regional secondary school. In the staff report (DES-25-01) brought to Council for the Special Meeting on February 4th mentioned above, it was determined that the 28.6 hectares of land would be required for school sites. SCDSB planning staff are pleased to see lands have been allocated for schools within the overall process. As the intensification and boundary expansion strategy unfold, the

built form, urban form, and phasing timelines will impact the board's needs regarding providing required public school accommodation. The SCDSB looks forward to further discussions and collaboration on future school site needs as part of the Settlement Area Boundary Expansion process.

The Official Plan Review (OPR) builds on the work undertaken as part of the Land Needs Assessment and Technical Land Evaluation process studying the future Settlement Area Boundary Expansion. The current Stage 3 of the OPR involves the first draft of the Official Plan for public review and consultation. The Simcoe County District School Board (SCDSB) has reviewed the proposed new Official Plan and would like to use this opportunity to provide the following comments as they relate to the provision of appropriate public school accommodation in the City of Orillia.

The *Provincial Planning Statement, 2024*, which came into effect on October 20, 2024 and replaced the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020* and the *Planning Act, R.S.O 1990*, recognizes the importance of creating healthy and sustainable complete communities. Schools are identified as "Public Service Facilities", with specific policies outlined in Section 3.1. Prioritizing and optimizing investments in public service facilities supports convenient access to housing, employment, services, and recreation. Planning authorities should support the achievement of complete communities by accommodating public service facilities to meet long term needs and optimize the use of existing and planned public service facilities. Planning authorities may only identify a new settlement area or permit a settlement area boundary expansion when it can be demonstrated that there is sufficient capacity in existing or planned public service facilities. Overall, public service facilities shall be provided in an efficient manner while accommodating projected needs, with coordination and integration with land use planning and growth management.

Education over the past 5 years has been continuously evolving as the Ministry of Education's expanded role now incorporates child care, EarlyON Centres, HUB planning and community partnerships. In addition, the Ministry of Education continues to increase supports for special education, as well as expand continuing education, alternative learning and virtual learning. These changing circumstances are reflected in the board's need for flexibility in facility program space. Further to the educational facility challenges brought about by changing programming needs, the board's facility requirements are also impacted by settlement area boundary expansions, greenfield development, residential intensification and infill within settlement areas which will significantly increase enrolment in local schools.

Given the above policy context and acknowledgement that "Public Service Facilities" (including schools) are of Provincial Interest, SCDSB has reviewed the draft Official Plan with an emphasis on the following policy areas:

General Comments:

The board currently operates four (4) elementary schools and two (2) secondary schools in the City of Orillia. The board also has one (1) elementary school under construction and one (1) designated elementary school site in the Trailside Neighbourhood Draft Plan of Subdivision:

School	Status	Address	Designation
Couchiching Heights PS	existing	455 Laclie Street	Mixed Use-Evolving

Harriett Todd PS	existing	11 George Street	Neighbourhood
Orchard Park PS	existing	24 Calverley Street	Mixed Use-Evolving
New Orillia es	under construction	3001 Bass Lake Side Road East	Neighbourhood, Natural Heritage and Area Specific Policies
Regent Park PS	existing	160 Simcoe Street	Neighbourhood
Orillia SS	existing	250 Collegiate Drive	Neighbourhood
Twin Lakes SS	existing	381 Birch Street	Neighbourhood and Natural Heritage
New elementary school in Trailside Neighbourhood	designated site	N/A	Neighbourhood and Area Specific Policies

Section 3.3.5.4 – Neighbourhood Plans

This section of the draft Official Plan provides policies to be included in Neighbourhood Plans for new development in Designated Growth Areas which are greater than 20 hectares. Planning staff are pleased to see policy 3.3.5.4 c) v. requiring an assessment of how pupil accommodation from each publicly funded school board will be addressed in the Neighbourhood Plan. This will ensure the planning of complete communities through the planning of pupil accommodation in Designated Growth Areas and minimize alternative accommodation strategies where students may have to attend schools outside of their communities.

Section 3.4.2 - General Policies for All Designations

Section 3.4.2 a) i and ii read as follows:

- a) The following uses will be permitted in all land use designations, except the Natural Heritage designation:
 - i. Public facilities including libraries, and community centres, and hospitals, except in the Core Employment or Flex Employment designation:
 - ii. Public elementary and secondary schools, except in the Core Employment, Flex Employment, or Major Institutional designation

SCDSB planning staff are pleased to see supportive policy allowing for schools in most of the land use designations within the Official Plan. As schools and child care facilities are captured within the Provincial Planning Statement's definition of public service facilities, to help clarify the intent of the policy and to align with the PPS, SCDSB planning staff recommend that section 3.4.2 a) ii be removed and section 3.4.2. a) i be revised to read as follows,

- i. Public service facilities including libraries, child care centres and community centres, and hospitals, except in the Core Employment or Flex Employment designation

Additionally, for clarity SCDSB planning staff request that Public Service Facilities be listed as permitted uses in the Open Space designation (section 3.4.6.2) and Major Institutional designation (section 3.4.7.2).

Section 3.4.4.3 - Development Policies

This section of the draft Official Plan speaks to development policies for the Mixed-Use Evolving Designation. As noted above, SCDSB operates two elementary schools within this designation. As such we are concerned with policy 3.4.4.3 a) stating *new buildings will be a minimum height of three storeys, except for stand-alone commercial uses, and a maximum height of six storeys.* SCDSB planning staff seek clarification that should the board need to replace an existing school building to build a replacement elementary school this policy would not apply as typically our elementary schools are under three storeys.

The board would request an exemption from this policy and suggest the following additional policy under 3.4.4.3 a) i,

- i. Except for publicly funded elementary schools

Section 3.5.3.3 Site Landscaping

Section 3.5.3.3 notes that a high standard of landscaping will be required for all development particularly on lands adjacent to Arterial, Collector and Flex Streets. The schools operated by the board are within the designations that make up the Strategic Growth Areas and Community Areas and most are located along Arterial and Collector roads and as such this policy would apply. SCDSB capital projects are subject to a rigorous funding process from the Ministry of Education to ensure that projects are financially responsible and viable. Strict formulas are used to provide funding, and comprehensive landscaping designs that may include boulevard trees, would not qualify for funding within those formulas.

Sections 3.5.3.5 On-site Parking, Loading and Access, 3.5.4.9 Non-Residential Buildings & 4.6.1.2 Parking Facility Design

Section 3.5.3.5 states that parking where site conditions can accommodate will not be located in the front yard of buildings. Section 3.5.4.9 f) requires permanent parking for non-residential buildings to be located in the interior side or rear yards and set back from the front façade of the building. Additionally, section 4.6.1.2 c) i states surface parking will not be permitted in front yards. SCDSB planning staff note that schools will typically have their parking areas located in their front yards to maximize the use of play spaces and ensure safe on-site parking and vehicular traffic flow. Therefore, to permit flexibility for the design of schools, SCDSB planning staff recommend the following revision to policy 3.5.4.9 f)

“Where conditions can accommodate, permanent parking, loading and service areas will be located in the interior side or rear yards and set back from the front façade of the building. Large surface parking areas may be broken up with landscaping.”

And policy 4.6.1.2 c) i on surface parking,

“Will not be permitted in front yards, excluding dwelling units with individual driveways and public schools.”

Section 4.2 General Policies

Simcoe County District School Board planning staff are pleased to see a significant focus on prioritizing active transportation throughout the Official Plan. The board strongly encourages the use of active transportation at our schools in order to capitalize on the many physical, mental, and social benefits, including reducing impacts on the surrounding transportation system. Planning staff recommend the revised wording for the policy in section 4.2 g) iv on how the city will support increased active transportation use;

“adequate consideration in the planning of all development of a safe, efficient, and interconnected active transportation network, *which includes routes to schools.*”

Section 4.3.1.9 Private Streets and Lanes

Section 4.3.1.9 provides policy specific to private streets and lanes in the city. SCDSB planning staff have identified many developments across Simcoe County that propose direct access to residential lots via private (condominium) roads. Generally, private roads are permitted to be built at a different standard than public roads, including being built with smaller widths. These smaller sizes mean that Simcoe County Transportation Consortium school buses are unable to enter these developments due to safety and maneuverability concerns; thus, bus pick up and drop off locations will often be located outside the development on a public through street. In order to ensure that students within developments are able to safely access bus stop locations via active transportation, SCDSB planning staff respectfully request that an additional policy be added as number 4.3.1.9 b) vi, and read,

“Where private roads have been approved as part of Plan of Condominium or other similar development, access to an open, municipally-maintained public road must be available at a maximum distance of 1.6 kilometres from each residential lot in order to ensure safe access for students requiring busing.”

Section 4.4 Trails

As noted above, the board strongly encourages the use of active transportation at our schools. To facilitate this, SCDSB planning staff recommend that additional policy be considered in section 4.4 on Trails to enhance year-round active transportation opportunities and support safe, reliable routes for pedestrians travelling to and from school. Policy that includes the winter maintenance of City active transportation trails and sidewalks that may serve as connecting routes to schools throughout the winter season would significantly aid in achieving these objectives.

Section 4.8 Transportation Demand Management and Smart Mobility

SCDSB planning staff are pleased to see policy 4.8 d) speaking to a coordinated effort between the city and local school boards to implement school travel planning within the community by enhancing roadway safety around schools and encouraging a better utilization of planned active transportation improvements as identified in the draft Official Plan and the Multi-Modal Transportation Master Plan. Prioritization of active transportation is a key component of the health and well-being of students in our community. To further support this goal, planning staff recommend that additional policy be considered relating to the continued use of crossing guards to encourage and promote safe pedestrian access to schools.

5.0 Parks and Open Space

SCDSB planning staff are pleased to see various policies supportive of parks and opens within the draft Official Plan, particularly, section 5.2.1 e), 5.2.2.3 b) and c). The development of

community parks adjacent to schools and the planning for the co-location of public service facilities within neighbourhoods are key components of planning for complete communities.

Section 5.2.3 Parkland Dedication

Section 5.2.3 b) notes all development will be subject to parkland dedication. Typically, a school site identified within a plan of subdivision would have had parkland dedication paid as part of the planning approval process which occurs prior to school board ownership. Existing school sites that have not paid parkland dedication were typically created by a local municipality and dedicated to school boards upon creation of school board legislation. Thus, the redevelopment of any school site for the purposes of schools should not be subject to parkland dedication. In the event that a school site is sold and redeveloped for any other purpose, it would be appropriate for the municipality to require parkland dedication. As schools provide an important source of green space and programmed outdoor space for the community, including sharing large field activities such as ball diamonds, soccer pitches, and running tracks, all which make efficient use of the available land resources and public funds, it's the board's position that schools should be exempt from parkland dedication. Additionally, school spaces and facilities are often available for public use through a permit system and therefore serve the same function as parkland and other recreational facilities in the municipality. Therefore, the following revised policy is recommended below,

"All development will be subject to the parkland dedication provisions of the *Planning Act*, except:

- i. That the alternative parkland dedication requirement of 1.0 hectare per 600 dwelling units will not apply
- ii. *Lands owned by a public school board as defined under the Education Act*

Examples of other municipalities that exempt school boards from parkland dedication include the City of Barrie (Official Plan, Section 5.8.1. j) and Springwater Township's Parkland Dedication by-law (Section 7 Exemptions, 7.1(b)).

Section 10.3.5 Public Land Acquisition & 10.4.3 Site Plan Control

Section 10.3.5 b) of the draft Official Plan states the following, "The City will require the conveyance of Natural Heritage System lands through the development approval process, as permitted by the *Planning Act* and in accordance with the policies of this Plan." Policy 10.3.5 c) outlines the various means by which the city may acquire Natural Heritage Systems lands. Additionally, section 10.4.3 d) on Site Plan Control states that as a condition of Site Plan Control the City may require the dedication of land within the Natural Heritage System.

SCDSB operates Twin Lakes Secondary School which is partially designated as being within the Natural Heritage System as Schedule C shows the lands to contain Significant Woodlands. O. Reg. 374/23 made under the Education Act governs the disposition of land by a school board. Therefore, to ensure this policy is reflective of school board legislative requirements, SCDSB planning staff recommend the revised language below to policy 10.3.5 b),

*"Where feasible, the City may require the conveyance of Natural Heritage System lands through the development approval process, as permitted by the *Planning Act* and subject to the requirements of other relevant legislation and in accordance with the policies of this Plan. Where a conveyance has been required, the effect of the*

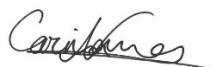
conveyance shall not have an impact on the zoning compliance or the ability for the further development or redevelopment.

Conclusion

The above-noted policies represent the major areas of concern. The justification for the inclusion of revised language is to provide greater flexibility for the provision of Public Service Facilities when and where they are needed. The intention is to streamline the planning approval process for public service facilities while ensuring a set of criteria is in place to evaluate school sites where they are deemed appropriate.

The SCDSB respectfully requests ongoing collaborative discussions with the City of Orillia regarding the Official Plan Review as it relates to future school site needs. Should you require additional information, please do not hesitate to contact this office.

Sincerely,



Carina Nunes, BES
Planner, Planning & Enrolment

cc: Simcoe County District School Board
Andrew Keuken, Manager of Planning, Enrolment and Community Use
Sandy Clee, Assistant Manager of Accommodation & Planning
Katie Kirton, Assistant Manager of Property & Planning



Simcoe Muskoka Catholic District School Board
 46 Alliance Boulevard, Barrie,
 Ontario, Canada L4M 5K3
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www.smcdsb.on.ca



Provided on behalf of the Simcoe Muskoka Catholic District School Board

January 16, 2026

Electronic Copy

Jill Lewis, MCIP RPP
 Senior Planner
 City of Orillia
 50 Andrew Street South, Suite 300, Orillia
 ON, L3V 7T5
 Email: jlewis@orillia.ca

Re: COMMENT LETTER
 City of Orillia – Official Plan Review
 Draft (October 2025)

On behalf of the Simcoe Muskoka Catholic District School Board, we confirm receipt of the Draft City of Orillia Official Plan (October 2025). With respect to this application, SMCDSB staff are encouraged and supportive of the following policies:

- 3.3.5.2.a)
- 3.3.5.4.a)
- 3.3.5.4.c).i.3
- 3.3.5.4.c).v.
- 3.5.3.1.e)
- 3.5.3.5.a)
- 3.7.a).iii
- 4.3.1.10.c)
- 4.5.d).i
- 4.8.d)
- 5.2.1.e)
- 5.2.2.3.c)
- 5.2.5.b)
- 7.2.1.a)
- 10.3.3
- 10.4.3.b)

The following comments and subsequent recommendations by SMCDSB staff are respectfully submitted regarding the proposed policies within the Draft Official Plan:

Policy Section/Page	Official Plan Language	SMCDSB Comment
3.4.2.a).ii	<i>The following uses will be permitted in all land use</i>	As the City is aware, the Ministry of Education encourages the

	<p><i>designations, except the Natural Heritage Designation:</i></p> <p><i>ii. Public elementary and secondary schools, except in the Core Employment, Flex Employment, or Major Institutional designation</i></p>	<p>inclusion of child care facilities into new elementary schools in order to increase the availability of this service throughout communities in Ontario. SMCDSB staff request that the City include 'child care facilities' to subsection (ii) to appropriately reflect this Ministry direction.</p>
<p>3.5.3.5.c)</p>	<p><i>Parking, loading and service areas, where site conditions can accommodate, will not be located in the front yard of buildings.</i></p>	<p>In order for future school sites to accommodate parking areas to the rear of the building, significant loss of activity and open space would be required based on the limited lot area provided for such use based on Ministry standards. Required bus and vehicular circulation and drop off areas, as well as Ministry of Education standards typically result in parking areas being located at the front of the side of a school and child care building.</p> <p>SMCDSB staff request that local institutional uses be exempt from this policy.</p>
<p>3.5.4.1.h)</p>	<p><i>New commercial, institutional, industrial and apartment buildings will be encouraged to incorporate a green roof into the design of the building.</i></p>	<p>While SMCDSB staff encourage the direction of this policy, it is important to note that the design of publicly funded school and child care facilities are closely directed through the Ministry of Education. Additionally, installation and ongoing maintenance costs for such design elements is not feasible given the Ministry of Education funding limitations.</p> <p>Both from a design restriction perspective, as well as cost limitations, SMCDSB request that this policy be modified to clarify 'Major Institutional', in order to</p>

		exempt local (elementary schools, secondary schools, childcare facilities) institutional uses.
3.5.4.9. b, d, e, f	<p><i>b) the design treatment of flanking facades visible from the street will be equal to that of the front façade. Windows will be encouraged on all facades that overlook roads and open spaces; the use of reflective glass is discouraged.</i></p> <p><i>d) buildings will be designed to blend in with their surroundings and with other buildings in the area.</i></p> <p><i>e) where a proposed non-residential building abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features will be utilized to ensure that there is adequate screening between the uses.</i></p> <p><i>f) permanent parking, loading and service areas will be located in interior side or rear yards and set back from the front façade of the building. Large surface parking areas will be broken up with landscaping.</i></p>	<p>The Ministry of Education dictates overall design standards and limit the cost of publicly funded school development within the Province.</p> <p>Though SMCDSB staff are generally in agreement with the direction of these policies, new school sites may not be able to adjust building design and materials based on the surrounding area on an individual basis. In addition, it is typical that school sites directly abut residential lands, which property owners are typically aware of future school location(s) prior to purchase and therefore extensive buffering should not be required beyond typical fencing for pupil safety. Additionally, as described above in this comment letter, parking and bus/vehicular circulation most often must be provided in front of a school building for safety purposes, based on Ministry requirements and to preserve appropriate open air activity areas typically provided in the rear and side yards for pupil safety.</p> <p>SMCDSB staff respectfully request that local institutional uses (elementary schools, secondary schools, childcare facilities) be exempt from these subsections (or alternatively, the entirety of section 3.5.4.9).</p>
4.3.1.7.b).ii.	<i>The following design standards apply to Local Streets:</i>	SMCDSB staff encourage the establishment of sidewalks along both sides of local roads that directly relate to local school sites

	<p><i>ii. sidewalks will be continuous on one side of the street, with a minimum width of 1.5 metres;</i></p>	<p>in order to encourage walkability and active transportation to and from school.</p> <p>SMCDSB staff request that the following addition be made to this policy:</p> <p><i>‘sidewalks will be continuous on one side of the street, with a minimum width of 1.5 metres, except on roads flanking a local institutional use where sidewalks shall be continuous on both sides of the street.’</i></p>
<p>4.4.c)</p>	<p><i>As guided by the City’s Multi-modal Transportation Master Plan, the trails network is intended to provide opportunities for recreation while also closing gaps in the City’s active transportation network. This includes providing linkages between parks, open space areas, bicycle/ pedestrian paths and recreational trail systems in adjacent municipalities, thereby fostering the development of Provincial and National trail networks.</i></p>	<p>SMCDSB staff encourage the direction of this policy section, and recommend that this policy include linkages to and from institutional uses in order to encourage active transportation to and from school.</p>
<p>4.6.1.2.c).i.</p>	<p><i>Surface parking:</i></p> <p><i>i. Will not be permitted in front yards, excluding dwelling units with individual driveways;</i></p>	<p>As previously discussed, parking areas are most often required to be located within the front yard of local institutional uses for safety, Ministry standard, and outdoor activity area purposes.</p> <p>SMCDSB staff request that this policy be expanded to include:</p> <p><i>‘Will not be permitted in front yards, excluding dwelling units with individual driveways and local institutional uses.’</i></p>

SMCDSB staff have released its Long-Term Accommodation Plan ('LTAP') which provides a detailed analysis and strategy associated with the long range school planning needs within its jurisdiction, inclusive of the City of Orillia. As described within the LTAP, SMCDSB will continue to monitor the needs of the Orillia/ Simcoe County North community, including any modifications required to the recommendations within the LTAP based on future City boundary expansion(s). The LTAP can be found [here](#).

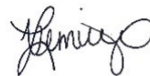
Thank you for the opportunity to provide the above noted comments and recommendations. Please do not hesitate to contact the undersigned if there is any additional information or clarification required regarding this submission.

Please note that further to the comments provided, the SMCDSB reserve the right to revise their position as needed without further notice. Should you require additional information regarding these comments, please contact planningdept@smcdsb.on.ca.

Sincerely,



Christine Hyde
Manager of Planning & Properties
Simcoe Muskoka Catholic District School Board
chyde@smcdsb.on.ca
705-722-3555 x249



Victoria Lemieux, B.URPI, RPP, MCIP
Associate Planner
MORGAN Planning & Development
vlemieux@morganplanning.ca
705-327-1873

Sent Electronically

January 15, 2026

Jill Lewis
Senior Planner
City of Orillia
jlewis@orillia.ca

Dear Jill,

Re: First Public Draft of the City of Orillia Official Plan (Released Nov 6, 2025)

Thank you for the opportunity to review the City's draft Official Plan and provide feedback on behalf of Orillia Soldiers' Memorial Hospital (OSMH).

OSMH strongly supports the City's vision for sustainable growth. The draft Official Plan establishes a solid foundation for a healthy, connected community, one that aligns closely with our vision of *Building a Healthier, More Integrated Future, For All*.

As we move forward with planning and delivering a new state-of-the-art hospital facility, we appreciate the Plan's emphasis on community infrastructure, growth, and integration. The new hospital will serve as a cornerstone of community health, and together we can create a resilient, accessible system that meets residents' needs for generations to come. At this stage, we are generally supportive of the direction outlined in the draft Plan. In particular, we appreciate the following policies:

- **Section 3.3.1.3.e.iii** – Acknowledgement of redevelopment opportunities for the existing hospital site to support intensification.
- **Section 3.4.2** – Permitting public facilities in all land use designations (except natural heritage areas).
- **Section 7.1** – Recognizing OSMH as an economic asset and highlighting its importance within the community.
- **Section 7.2.2** – Supporting innovation and encouraging health science facilities around the new hospital site.

Regarding **Section 7.2.6.a.**, we ask that ‘in west Orillia’ be replaced with ‘at Lakehead University’ when referencing the planned new campus for Orillia Soldiers’ Memorial Hospital.

We look forward to continuing conversations with City staff and stakeholders to ensure healthcare infrastructure is fully integrated into Orillia’s long-term planning framework. This collaboration will be essential to meeting future service needs and strengthening the community.

Thank you again for your leadership in this process. We welcome further engagement and the opportunity to work together as the Plan advances toward adoption.

Please notify us of any proposed revisions, upcoming meetings, or decisions by Committee or Council related to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Roberts', with a stylized, cursive script.

Tom Roberts
Executive Vice President, Corporate Services & CFO
Orillia Soldiers’ Memorial Hospital

January 26th, 2026

MGP File: 25-3482

Jill Lewis
City of Orillia
50 Andrew St S,
Orillia, ON L3V 7T5

Via email: jlewis@orillia.ca

**Attention: Jill Lewis, Senior Planner
Planning Division**

**RE: Written Comments Regarding City of Orillia Official Plan Review
Rexton Developments Ltd.**

Dear Mrs. Lewis:

Malone Given Parsons Ltd. (“MGP”) are the planning consultants to Rexton Developments Ltd. (“Rexton”), the owners of lands in the City of Orillia generally located north of Atherley Road, east of Front Street, and south of Cedar Island Road (“Subject Lands”). The Subject Lands are located in the Downtown of Orillia and are comprised of 5 parcels owned by Rexton totalling approximately 9.24 hectares (22.84 acres) in size with direct frontage onto Atherley Road, Elgin Street, Front Street, and Cedar Island Road. Rexton is currently preparing development applications to propose development of the Subject Lands with a mix of residential uses and amenities.

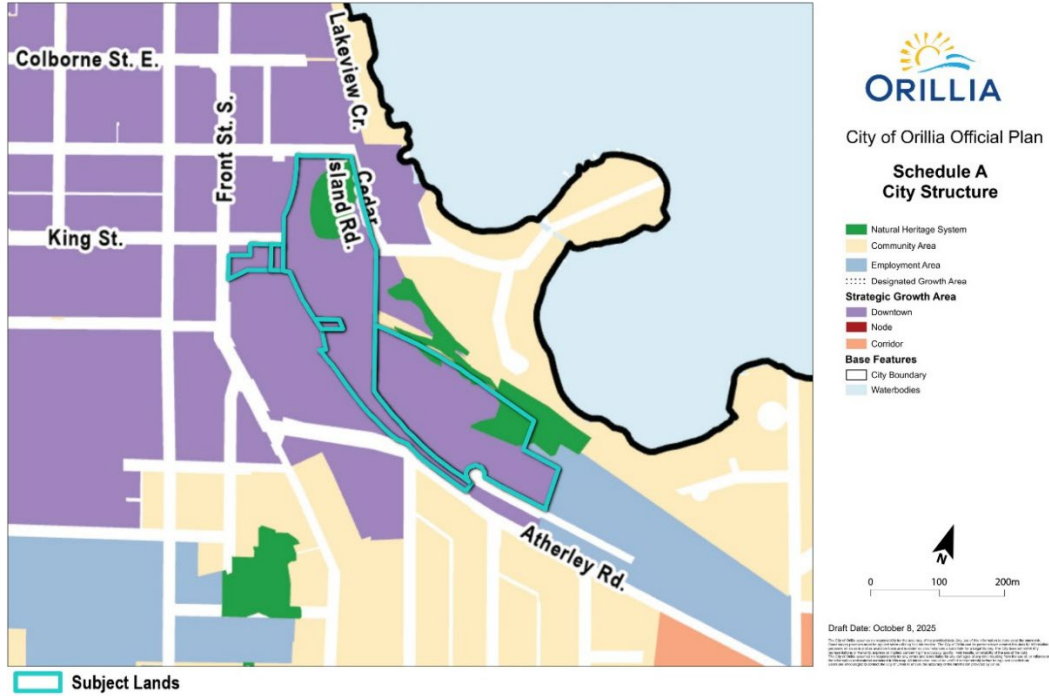
The current Orillia Official Plan, 2010 (OOP 2010) designates the Subject Lands “Downtown Area” as per Schedule A – Land Use and further designated as “Central Core Intensification Area” as per Schedule B – Downtown Area. Portions of the Subject Lands are also subject to a “Height Overlay” identified on Schedule B – Downtown Area limiting maximum heights to 4 storeys and 8 storeys subject to rezoning application. The Central Core Intensification Area designation is intended for significant development while ensuring that new development is appropriately designed and will be compatible with existing development.

City of Orillia Draft Official Plan

It is our understanding that the City of Orillia is currently undertaking a comprehensive review of its land use and planning policies as part of its Official Plan Review. On November 6th, 2025, the City released the first draft of the Our Orillia Official Plan (“Draft OOP”). We have reviewed the Draft OOP which proposes to identify the Subject Lands as part of the “Downtown” and “Natural Heritage System” as per Schedule A – City Structure shown in Figure 1 below. The Subject Lands are proposed to be designated as “Mixed-Use – Growth” with parts of the Subject Lands also being designated “Natural Heritage” on Schedule B – Land Use, as shown

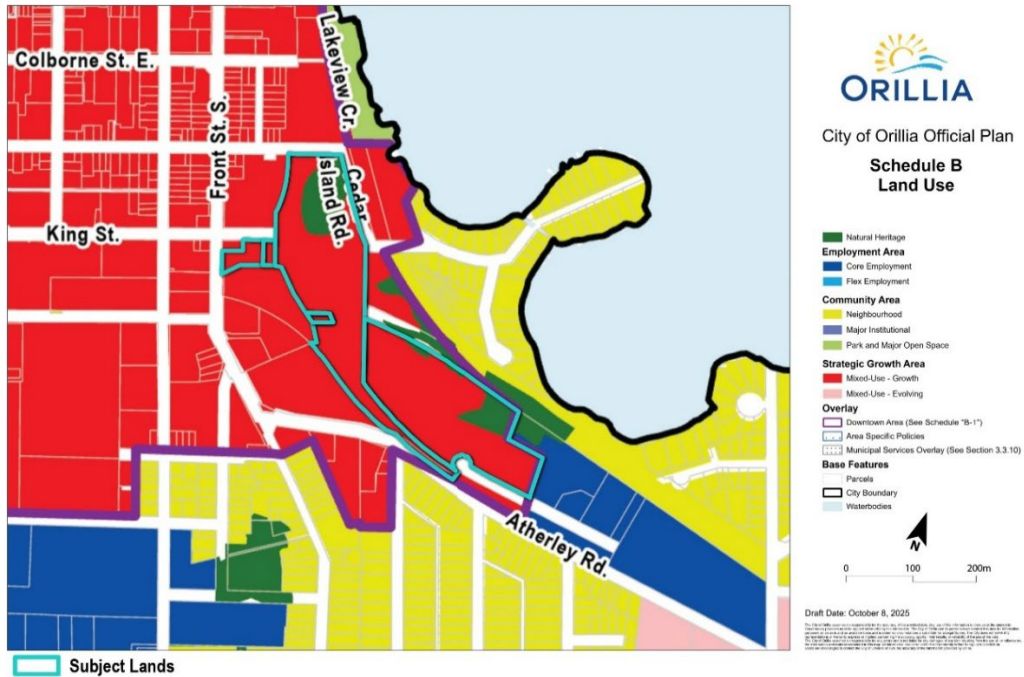
in Figure 2 below. The Subject Lands are also within a height overlay of “Up to 8 Storeys” as per Schedule B-1 – Downtown Area. These proposed designations for the Subject Lands are generally in line with existing land use designations under OOP 2010.

Figure 1: Draft OOP Schedule A with Subject Lands Overlay



Source: City of Orillia (2025) MGP (2025)

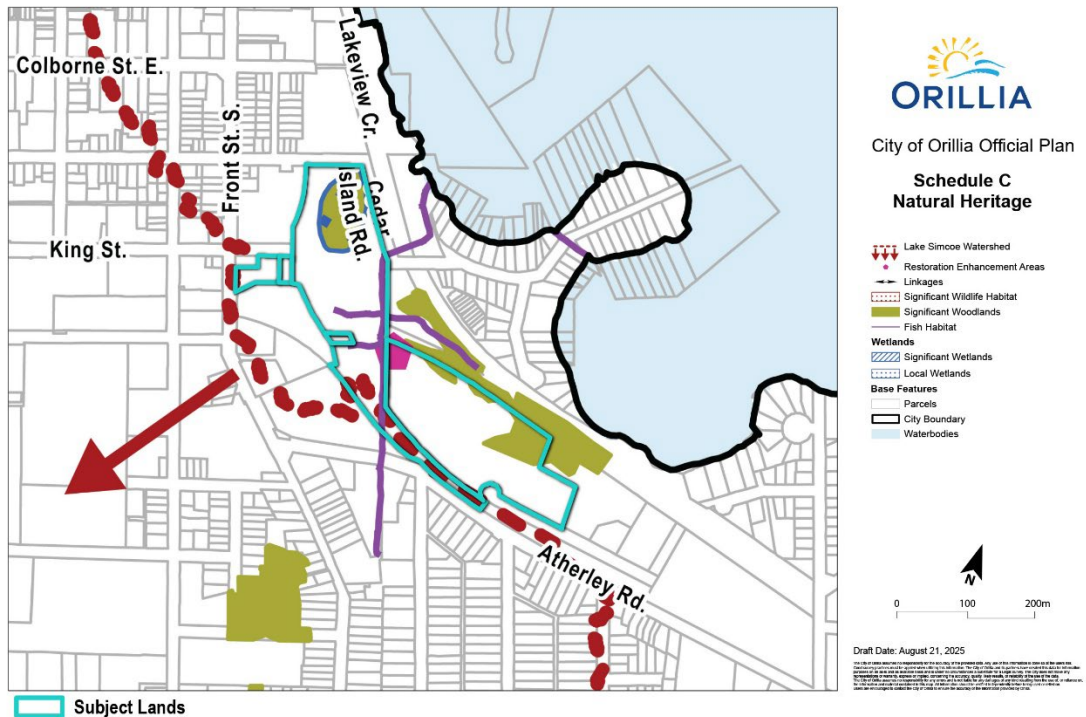
Figure 2: Draft OOP Schedule B with Subject Lands Overlay



Source: City of Orillia (2025) MGP (2025)

Contrary to the OOP 2010, the Draft OOP now identifies two portions of the Subject Lands as “Significant Woodlands” within the Natural Heritage System as shown in Figure 3 below. The first is located in the northwestern portion of the Subject Lands overlapping an identified local wetland. The second is in the eastern portion of the Subject Lands extending outside of the Subject Lands to the north.

Figure 3: Draft OOP Schedule C with Subject Lands Overlay



Source: City of Orillia (2025) MGP (2025)

As previously stated, the current OOP 2010 does not designate any portion of the Subject Lands as “Significant Woodlands” which appears to likely be the result of a change in how Significant Woodlands are defined in the Draft OOP compared to the OOP 2010.

Rexton has retained the services of Riverstone Environmental Solutions Inc. (“Riverstone”) to assist with a natural heritage review of the features on the Subject Lands which will result in the preparation of an Environmental Impact Study (“EIS”). The finalization of the EIS is ongoing however initial assessments of the Subject Lands has occurred.

Riverstone has reviewed the Draft OPP in Section 10.7.1.57 and more specifically the proposed revised definition of “Significant Woodland” which is defined as:

- i. *Comprise an area of two or more contiguous hectares based on the spatial extent of the woodland irrespective of ownership. Significant woodland areas are considered contiguous even if intersected by narrow gaps of 20 metres in widths of less; **or***
- ii. *Have at least:*
 - a. *1,000 trees of any size, per hectare; or*
 - b. *750 trees, measuring over five centimeters in diameter, per hectare, or*

Rexton appreciates this opportunity to participate in the Official Plan review process and looks forward to continued cooperation with the City of Orillia.

If a meeting to discuss the contents of this letter would be constructive to the conversation, please do not hesitate to reach out.

Yours very truly,

Malone Given Parsons Ltd.



Lauren Capilongo, MCIP, RPP
Principal

cc: *Rexton Developments Ltd.*

**Ministry of
Municipal Affairs
and Housing**
Municipal Services Office -
Central Region – Planning
Branch
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777 Bay Street, 16th Floor
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**Ministère des Affaires
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Direction de la planification pour le
Bureau des services aux municipalités du
Centre

Division des services aux municipalités et
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February 13, 2026

Jill Lewis
Senior Planner, Development Services & Engineering Department
Development & Infrastructure Planning Division
City of Orillia

**Re: MMAH One Window Comments
Draft City of Orillia Official Plan
MMAH File: 25-OP-252487**

Dear Jill Lewis,

Thank you for providing the Ministry of Municipal Affairs and Housing (“MMAH”) with the opportunity to review and provide comments on the draft City of Orillia Official Plan (“OP”). As part of the One Window Provincial Planning Service, the draft OP was also circulated to staff at our Partner Ministries for review.

The comments contained in the appended table are based on the review of the draft OP in the context of consistency with the Provincial Planning Statement, 2024 (“PPS, 2024”), conformity with provincial plans, and legislative requirements under the *Planning Act*. MMAH understands that the City is expecting to bring forward an updated draft to Council for future consideration of adoption.

In addition to the comments in the appendix, MMAH staff also note the following comments on the draft OP below:

Employment Areas

As the City may be aware, the *Helping Homeowners, Protecting Tenants Act, 2023* (Bill 97) amended the definition of “area of employment” in the *Planning Act* to areas designated for clusters of business and economic uses including manufacturing, warehousing and goods movement, research and development, and associated and ancillary facilities. The new definition explicitly excludes institutional uses (e.g., community centres and hospitals) and commercial uses as primary uses (e.g., office and standalone retail). The PPS, 2024 definition of “employment area” was revised to align with the amended *Planning Act* definition.

The draft OP includes a ‘Flex Employment’ land use designation, as part of the City’s Employment Areas. The Flex Employment designation includes uses such as commercial, offices, and medical offices, which are not consistent with the PPS, 2024 definition of ‘employment area’ and with the PPS

employment area policies which are intended to only apply to the specified employment uses in the PPS and Planning Act definitions.

It is recommended that the City rename the 'Flex Employment' designation (to avoid using the term 'employment') and remove the Flex employment policies and designations from the draft OP employment area policies and designations. Additionally, the City may consider redirecting major office and major institutional development to its Strategic Growth Areas following PPS policy 2.8.1.4; and/or utilizing transition policies to recognize lawfully established existing uses within employment areas as per *Planning Act* section 1(1.1).

The changes to employment areas were intended to allow municipalities to continue protecting key employment uses which are unable to locate elsewhere due to constraints related to size, scale, nuisances, emissions, privacy, and security, while allowing more housing in some areas by making it easier to redevelop lands for mixed-use.

Natural Hazards incl. Floodplain Mapping and Policies

Based on our November 20, 2025, meeting, it is understood that the City of Orillia is planning to undertake a comprehensive floodplain mapping exercise and exploring implementation of a two-zone floodplain concept. The current draft OP includes historic general natural hazards policies but does not identify natural hazard areas within the OP schedules within which the OP policies would apply. Based on the preliminary floodplain mapping work the City has shared with the Ministry, it appears that a large part of southern Orillia, including the majority of Downtown Strategic Growth Area is covered by the mapped flood areas.

It is recommended that the draft OP be revised to include comprehensive natural hazard policies and associated natural hazards identified on OP schedules, given the importance of identifying the extent of natural hazards throughout the City, to fully inform planning and decision-making for public health and safety, and growth management.

Complete Application Requirements (Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025)

The Ministry acknowledges receipt of the City's Council-endorsed letter (dated February 11, 2026) requesting Minister approval of the complete application requirements in the City's new draft OP.

As the City may be aware, Bill 17 introduced subsection 17(21.1) of the *Planning Act* to limit complete application requirements to what is currently identified in municipal official plans, except where the Ministry of Municipal Affairs and Housing approves the changes prior to their adoption. Please note that section 17 (21.1) only applies to official plan amendments.

In order to proceed with next steps, please clarify whether the City intends on adopting a new OP, or proceeding with an official plan amendment of the OP.

Conclusion

Thank you again for providing the opportunity to review the draft OP. Please note that the comments provided are staff level and are not considered final. Additional comments may be provided through the formal review of the adopted Official Plan.

We look forward to continuing to work with you through the development of the draft Official Plan. Should you have any questions or wish to discuss the comments in more detail, please contact us directly by email.

Best regards,

Jacky Li

Senior Planner, Municipal Services Office
Community Planning & Development Central-North Unit
jacky.li@ontario.ca

cc **Tammy Chung**, Manager, Municipal Services Office
Community Planning & Development Central-North Unit
tammy.chung@ontario.ca

Ashley Varajão, Senior Planner, Municipal Services Office
Community Planning & Development Central-North Unit
ashley.varajao@ontario.ca

Provincial One-Window Comment Table

Draft City of Orillia Official Plan

MMAH File: 25-OP-252487

Date: February 13, 2026

Revisions Suggested to Implement the Planning Act, Provincial Planning Statement, 2024 (PPS) and Provincial Plans

As part of the One Window Provincial Planning Service, the draft Orillia OP was circulated to staff at the following Ministries:

- Ministry of Agriculture, Food and Agribusiness (“OMAFA”)
- Ministry of Citizenship and Multiculturalism (“MCM”)
- Ministry of Economic Development, Job Creation and Trade (“MEDJCT”)
- Ministry of Energy and Mines (“MEM”)
- Ministry of Health (“MOH”)
- Ministry of Infrastructure (“MOI”)
- Ministry of Municipal Affairs and Housing (“MMAH”)
- Ministry of Natural Resources (“MNR”)
- Ministry of the Environment, Conservation and Parks (“MECP”)
- Ministry of Tourism, Culture and Gaming (“MTCG”)
- Ministry of Transportation (“MTO”)

The table below details staff comments. Where there are specific suggested text edits in the Proposed Revision column, text additions are in **boldface**, and deletions are in ~~strikethrough~~.

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
Section 1: Introducing the Our Orillia Official Plan					
1	1.3(c) and throughout	Please review the language throughout the draft OP to ensure it is consistent with the language of the PPS, particularly regarding the use of the words “shall”, “should” and “encourage”. As currently described in the draft OP, treating the words “should” or “encourage” as being a policy requirement, unless the City deems it is not applicable, is not consistent with the PPS.	MMAH	PPS 6.1	It is recommended that revisions be made in this section, and throughout the OP, to ensure consistency with the language of the PPS. For example: <ul style="list-style-type: none"> - Replace “will” with “shall”. - Avoid statements such as “will encourage”. - Ensure that the use of “encourage” does not create a policy requirement.
Section 3: Growth and Development					
2	3.2	The Agricultural Systems approach is required to be reflected in OP policy.	OMAFA	PPS Policy 4.3.1.1	Please consider revising the policies in this section to reflect a cross-jurisdictional connections, considering a geographically

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
				Implementation Procedures for the Agricultural System (Publication 856)	continuous agricultural land base that supports the agri-food network.
3	3.3.1, 3.3.5 and throughout	<p>Section 3.3 introduces the City Structure and land use designations; however, this section relies on terminology from the PPS that is not defined in the draft OP. The terms include:</p> <ul style="list-style-type: none"> • Community Areas • Employment Areas • Strategic Growth Areas • Designated Growth Areas <p>With respect to the “Designated Growth Areas”, these lands currently only include Community Areas as illustrated in draft Schedule A, but policy references in the draft OP also include Strategic Growth Areas”. Strategic growth areas and designated growth areas should be distinguished as different areas.</p>	MMAH	PPS 8	<p>It is recommended that “Strategic Growth Areas” and “Employment Areas” be included as defined terms, consistent with the PPS.</p> <p>It is recommended that references to “Strategic Growth Areas” in connection with “Designated Growth Areas” be removed and separated as distinct areas Please ensure consistency between what is shown on the schedules and what is described in the policy text as it relates to “Designated Growth Areas”.</p>
4	3.3.1.2(b), 3.3.5(b), 3.4.2(c) and throughout	The draft OP contains references to both “public service facilities” and “public facilities”. The draft OP glossary includes the definition of public service facilities but also underlines public	MMAH	PPS 2.1.6 and 8	Please revise the draft OP throughout to avoid confusion between “public facilities” and “public service facilities” and ensure alignment with the draft OP glossary.

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
		<p>facilities as a defined term when there is no separate definition.</p>			
5	3.3.3, 3.4.1, 3.4.8, 3.4.9 and Schedule A	<p>The PPS provides direction on planning for employment, including policies related to “employment areas”. The employment policies in the draft OP and associated Schedules require refinement to better align with the PPS.</p> <p>For example, the permissions associated with the draft OP’s Flex Employment designation within the City’s Employment Area do not meet the PPS policy intent for “employment areas”. The Flex Employment designation permits office, institutional, and retail uses, which are expressly excluded from the PPS definition of “employment areas” (PPS 2.8.2 (3b)).</p> <p>Secondly, the draft OP restricts all permitted uses in an Employment Area to be entirely contained within a building, except for accessing parking and limited accessory outdoor parking. Given the types of uses listed under the PPS “employment area” definition, this provision may be overly restrictive and would not be achievable for certain employment uses.</p>	MMAH MEDJCT	PPS 2.8, 6.1 and 8	<p>It is recommended that policies be modified to better align with section 2.8 of the PPS regarding general policies, permitted uses in “employment areas”, lands outside of “employment areas”, and policies for the removal of lands from “employment areas”. Please also update the draft OP Glossary to include the PPS definition of “employment area”.</p> <p>Consider how the Core and Flex Employment designations are structured under the Employment Area heading. Please rename the Flex Employment designation and remove the designation from the Employment Area structure and associated designations to avoid conflicts with the PPS.</p> <p>Revise Schedules A and B so that the Flex Employment designation is not part of or confused with the PPS “employment area” permissions.</p> <p>Revise the land use permissions for “employment areas” to explicitly prohibit residential uses, commercial uses (including retail and office), public service facilities, institutional uses and other sensitive land uses that are not ancillary to permitted employment uses.</p>

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
		<p>Applying Employment Area Conversion Criteria to Flex Employment lands may limit the intended flexibility of the designation and create policy overlap with Employment Areas. Please keep in mind, that the PPS introduced a narrower definition of Employment Areas and removes certain uses from that framework, the Flex Employment designation and associated policies should align with provincial policy direction.</p> <p>Additionally, draft OP Policy 3.3.3.4(c) sets out conversion criteria that exceed the provisions of PPS. While municipalities may adopt more restrictive criteria at their discretion, please ensure sufficient flexibility is maintained to support the evolution of these lands where appropriate and based on local conditions.</p>			<p>Please consider removing references to “Employment Area Conversions” and replace with “Removal of land from employment areas” to align with PPS language.</p> <p>Draft OP Policy 3.4.8.2(b) and 3.4.9.2(b) both include references to policies that do not exist in the draft OP, please revised accordingly.</p> <p>Further clarity is also required to understand what building types are permitted by Policy 3.4.8.2(b) and Policy 3.4.9.2(b), as the draft language only describe a non-residential use. References to building types in Employment Areas would be more suitable to address in the zoning by-law.</p>
6	3.3.3.3	<p>The draft OP embeds land use compatibility policies under the Employment Areas section. While the PPS Policy 2.8 does include provisions for employment areas, Policy 3.5 further establishes compatibility as a province-wide requirement.</p>	MMAH	PPS 2.8 and 3.5	<p>Please revise these policies to be two separate sections so it is clear which provisions apply City-wide and which are specific to Employment Areas.</p>
7	3.3.3.3 (b) i	<p>Land use compatibility</p>	MECP	<p>PPS 3.5</p> <p>MECP D-1 Land use compatibilit</p>	<p>Please revise this policy as follows:</p> <p>b) Permitted uses in Employment Areas will:</p>

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
				y 3.1, 3.2, 3.3 Procedure D-1-1 and D-1-2	i. Meet Provincial guidelines for noise, and odour and contaminants emissions to protect sensitive land uses and adjacent uses ; and
8	3.5.2.5(d)	Selection of tree species “tolerant to the Orillia climate” does not specify future climate – future climate projections may indicate a different set of species should be favoured to ensure long-term health of tree canopy.	MECP	PPS 2.9.1	Please revise this policy follows: A variety of tree species tolerant to the Orillia current and future climate should be used to avoid the creation of a monoculture. Preference will be given to the use of native tree species that are suitable to the planting environment.
9	3.5.4.1(a)	The municipality cannot create or require standards for the construction or demolition of buildings. It is unclear how the municipality would implement this policy, which is subjective and unclear.	MMAH	<i>Building Code Act</i> s.35(1)	Please clarify the intent of this policy and revise the language to ensure that mandating standards for the construction of buildings are not mandated. Please consider revising as follows: “Buildings are encouraged to will be pedestrian and cyclist-oriented and accessible, and supportive of public transit.
10	3.6	The PPS includes a new definition for “additional needs housing” and provides direction on planning for this housing type. It is unclear if the definition of “communal housing” in the draft OP is intended to be the same as PPS definition of “additional needs housing”.	MMAH	PPS 2.2.1(b) and 8	Replace the reference to “accessible housing for people with special needs” with “additional needs housing”. It is also recommended to include the definition of “additional needs housing” to align with the terminology of the PPS and incorporate policies to permit and facilitate “additional needs housing”. Further, consider adding the definition for “additional needs housing” and its alignment with the draft OP’s use of “communal housing”.

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
Section 4: Transportation and Mobility					
11	4.5(h)	This policy includes a reference to greenfield areas which is a term from the Growth Plan for the Greater Golden Horseshoe (2020) that was not carried into the PPS.	MMAH	Bill 97, <i>Helping Homebuyers , Protecting Tenants Act</i>	Please revise this policy to remove references to greenfield areas.
12	4.7(c)	Consider revising the text to include a reference to the Strategic Goods Movement Network as outlined in the Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe	MTO	Connecting the GGH Plan Section 4.4	Please revise the policy as follows: c) In line with the Multi-Modal Transportation Master Plan, in the future the City will develop a goods movement strategy that aligns with the Provincial Ministry of Transportation Freight Supportive Guidelines, and the 2051 Strategic Goods Movement Network as outlined in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, which will be implemented through an amendment to this Plan.
13	4.8(f)	Clause infers EVs will help adapt to climate change – whereas this is only a GHG mitigation measure	MECP	PPS 2.9.1(e)	Please revise this policy as follows: Micromobility measures, including e-scooters, e-bikes, and bike-sharing may support policies of this Plan, including reducing reliance on motor vehicles and actions to both mitigate and adapt to climate change.
Section 6: Cultural Heritage					
14	6.2(a), 7.2.3(c)(iii), 10.4.2.4(a)(vi) and throughout	Terminology should reflect that in the PPS and the <i>Ontario Heritage Act</i> and should be used consistently throughout the draft OP.	MCM	PPS 8	Please review the entire draft OP to ensure consistency with the PPS and <i>Ontario Heritage Act</i> . The following proposed revisions are not exhaustive. 6.2(a): All development or redevelopment will embrace, celebrate, and conserve cultural heritage resources, including those in Downtown Orillia. Significant built heritage resources

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
					<p>and cultural heritage landscapes resources will be identified and conserved to provide for their long-term appreciation.</p> <p>7.2.3(c)(iii): Cultural heritage conservation preservation; and ...</p>
15	6.1(c)	This policy should be revised to emphasize early engagement with Indigenous communities.	MCM	PPS 4.6.5	<p>Please revise as follows:</p> <p>The City will engage early with all interested First Nations and local Indigenous Communities and consider their interests when identifying, protecting and managing cultural heritage landscapes, built heritage resources and archaeological resources.</p>
16	6.2.5, Table 4, 10.7.1.25, 10.7.1.26, and throughout	<p>Reference to “heritage impact statement” should be replaced with “heritage impact assessment.” The purpose of a Heritage Impact Assessment (HIA) is to assist in the understanding of the cultural heritage value of each existing or potential heritage resource and apply relevant heritage conservation policies and standards in the analysis of the impact of development on its cultural heritage value, and develop mitigation measures to protect it.</p> <p>Similarly, the draft OP Glossary also includes a definition of a “Heritage Character Statement.” Both “Heritage Impact Statement” and “Heritage Character Statement” are not defined or regulated under Provincial law or guidance, “Heritage Impact Assessment” and “statement of cultural heritage interest or value” is preferred.</p>	MCM	<p>PPS 4.6.1, 4.6.3, and 8</p> <p>Ontario Heritage Toolkit, InfoSheet#5: Heritage Impact Assessment and Conservation Plans</p>	<p>The following revisions are recommended:</p> <p>6.2.5 Heritage Impact Assessments and Conservation Statements Plans</p> <p>a) A Heritage Impact Assessment Statement will be required as part of a complete application for development, redevelopment, and/or site alteration that has the potential to impact a cultural heritage resource and is proposed:</p> <p style="padding-left: 40px;">(i) On or adjacent to a protected designated heritage property;</p> <p>b) A Heritage Impact Assessment Statement required by the City must be prepared by a qualified person in accordance with the minimum requirements as outlined in the City’s Terms of Reference, which will set out the contents of each statement.</p>

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision				
		<p>Finally, the section dedicated to heritage impact and conservation statements be revised to include policy language regarding the preparation and implementation of conservation plans. Please see the above comment regarding conservation and conservation plans, as defined in the PPS. Note that conservation plans are prepared separately from archaeological assessments and can be made for built heritage resources or cultural heritage landscapes.</p>			<p>c) Any conclusions and recommendations of the Heritage Impact Assessment Statement as approved by the City will be incorporated as mitigative and/or conservation measures into the plans for development or redevelopment and into the requirements and conditions of approval of any application submitted under the <i>Planning Act</i>.</p> <p>d) Heritage Impact Assessments Statements required by the City may be scoped or waived by the City, as deemed appropriate.</p> <p>Please include a policy in this section to include Conservation Plans as one of the potential studies to be required.</p> <p>Table 4: Required Information, Studies, Reports, and Materials:</p> <table border="1" data-bbox="1607 868 2244 1161"> <thead> <tr> <th data-bbox="1607 868 1803 945"></th> <th data-bbox="1811 868 2244 945">Required Information, Studies, Reports, and Materials</th> </tr> </thead> <tbody> <tr> <td data-bbox="1607 950 1803 1161">Planning</td> <td data-bbox="1811 950 2244 1161"> <ul style="list-style-type: none"> Archaeological Assessment(s) and conservation plan Conservation Plan Heritage Impact Assessment Statement </td> </tr> </tbody> </table> <p>Please revise the title and definition of section as follows:</p> <p>10.7.1.25 Heritage Character Statement of Cultural Heritage Value or Interest</p> <p>A written description that identifies the cultural heritage value or significance interest of the said cultural heritage resource. It</p>		Required Information, Studies, Reports, and Materials	Planning	<ul style="list-style-type: none"> Archaeological Assessment(s) and conservation plan Conservation Plan Heritage Impact Assessment Statement
	Required Information, Studies, Reports, and Materials								
Planning	<ul style="list-style-type: none"> Archaeological Assessment(s) and conservation plan Conservation Plan Heritage Impact Assessment Statement 								

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					<p>also describes the resource’s heritage attributes and physical features that must be conserved in order to protect conserve its cultural heritage value or interest significance. A Heritage Character Statement Statement of Cultural Heritage Value or Interest is prepared once a cultural heritage resource property has been recommended and/or approved for heritage designation.</p> <p>10.7.1.26 Heritage Impact Statement Assessment</p> <p>[...] The study must also include an evaluation of potential cultural heritage resources identified, including a recommendation as to whether or not the subject property is of cultural heritage value or interest significance and therefore is eligible for heritage designation.</p>
17	6.2.2, 6.2.4, 6.2.5(a)(ii), 10.7.1.26 and throughout	The draft OP inconsistently refers to Cultural Heritage Value or Interest (CHVI) as “cultural heritage value” or “cultural heritage value or significance”. CHVI is determined through criteria set out under the <i>Ontario Heritage Act</i> and defined under “significance” in the PPS.	MCM	PPS 4.6.1 and 8 <i>Ontario Heritage Act, O. Reg. 9/06</i>	<p>The following revisions are recommended:</p> <p>6.2.2:</p> <ul style="list-style-type: none"> a) The City will maintain a register of properties and sites that are deemed to possess cultural heritage value or interest in accordance with the <i>Ontario Heritage Act</i>. This heritage register will include properties and sites that are individually designated or within a heritage conservation district under the <i>Ontario Heritage Act</i>. b) Individual properties may be added to the City’s heritage register, in consultation with the Municipal Heritage Committee, if they possess two or one of more of the criteria for determining cultural heritage value or interest listed in Ontario Regulation 9/06, or any of its successors.

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					<p>c) The City will seek to proactively and collaboratively work with property owners to explore:</p> <ul style="list-style-type: none"> i) Listing properties on the heritage register that possess cultural heritage value or interest and properties; <p>6.2.4:</p> <ul style="list-style-type: none"> a) The City may designate areas of cultural heritage value or interest significance as heritage conservation districts in accordance with the <i>Ontario Heritage Act</i>. Prior to designating an area as a heritage conservation district, the City will undertake a Heritage Conservation District Study to assess its feasibility. <p>6.2.5(a)(ii):</p> <p>On properties listed as non-designated properties of cultural heritage values or interest on the municipal heritage register.</p> <p>10.7.1.26:</p> <p>[...] The study must also include an evaluation of potential cultural heritage resources identified, including a recommendation as to whether or not the subject property is of cultural heritage value or interest significance and therefore is eligible for heritage designation.</p>
18	6.2.3	MCM's proposed modifications are made to account for the inclusion of cultural heritage landscapes, in addition to built heritage	MCM	PPS 4.6	The following revisions are recommended:

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		resources, into the municipal register. Additional terminological edits are proposed to align the OP with the PPS.			<ul style="list-style-type: none"> a) Designation of individual properties under the <i>Ontario Heritage Act</i> will be used a tool, where appropriate, to conserve built heritage resources and cultural heritage landscapes. b) Alterations, demolition, removal and new construction within a designated property requires: <ul style="list-style-type: none"> i. Submission of a heritage impact assessment statement to the City that meets the requirements of section 6.2.5 of this Plan; and
19	6.2.6(c)	<p>This policy should be revised to align with the PPS and further clarify the provincial archaeological framework. Note that compliance is achieved when MCM provides the consultant archaeologist with a letter that states that the report has entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:</p> <ul style="list-style-type: none"> 1. the archaeological assessment of the project area is complete and, 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. <p>The given language in this section is unclear, MCM's proposed revisions seek to make clear the</p>	MCM	PPS 4.6.2 <i>Ontario Heritage Act</i> 65.1	<p>The following revisions are recommended: Development or and site alteration on lands containing archaeological resources and/or areas of archaeological potential are to be determined and assessed through an Archaeological Assessment and confirmed by the Province:</p> <ul style="list-style-type: none"> i. A Stage 1 archaeological assessment will be prepared carried out by an archaeologist licensed under the <i>Ontario Heritage Act</i> prior to submission of any applications that may impact an archaeological resources or area of archaeological potential, including but not limited to a for plan of subdivision or plan of condominium and may be required for other applications where substantial site alteration is contemplated. Where the Stage 1 assessment identifies areas of archaeological potential, a further Stage 2 archaeological assessment and fieldwork by a licensed archaeologist will be provided at the time of submission of an application for plan of subdivision or plan of condominium.

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		<p>conditions that would trigger an archaeological assessment, both terrestrial and marine.</p> <p>As a general note, please ensure that the City relies on available archaeological site data locations from the Ontario Archaeological Sites Database maintained by the Ministry of Citizenship and Multiculturalism for the purpose of heritage conservation planning.</p>			<p>Further stages of archaeological assessment (if recommended in the Stage 1 archaeological assessment) should be undertaken prior to any ground disturbing activities and may be included as part of a complete planning application. If archaeological resources are identified in the assessment, the application will include a conservation plan to conserve any archaeological resources identified for protection.</p> <p>ii. The City, using the provincial Checklist Criteria for DeterminingEvaluating Areas of Archaeological Potential as a guide, will determine the need for archaeological assessments resource reviews for any new development. Where such potential is determined to exist, as a condition of development the proponent will retain a licensed archaeologist to carry out an archaeological assessment of the subject property prior to any demolition, grading or other soil disturbance in compliance to provincial archaeological assessment standards and guidelines.</p> <p>iii. If in-water or shoreline works are contemplated, the City, using the provincial Criteria for Evaluating Marine Archaeological Potential, will determine if an area is considered an area of marine archaeological potential. If so, the City will require the proponent to carry out a marine archaeological assessment by a</p>

Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
					<p>licensed marine archaeologist in accordance with the <i>Ontario Heritage Act</i>.</p> <p>v. All archaeological assessment reports must be submitted and entered into the Ontario Public Register of Archaeological Report registered with the Province. A copy of the assessment report and Provincial written confirmation that the archaeological assessment report(s) has been entered into the Register registry notice will be provided to the City by applicant or it's the licensed archaeologist who completed the assessment. The City will maintain copies of all reports and registry notices written confirmations for information purposes.</p> <p>e) Where burial sites or human remains are encountered during any excavation or other action, the provisions of the <i>Funeral, Burial and Cremation Services Act</i> and its regulations will apply. First Nations will be notified about the encounter of all burial sites and those archaeological resources of an Indigenous context.</p>
20	6.2.6	The archaeological resources section should be revised to provide for the preparation and implementation of archaeological management plans (AMPs).	MCM	PPS 4.6.4(a)	Please consider revising this section to provide for the preparation of an Archaeological Management Plan.
21	6.0	As a general comment, the cultural heritage section could be strengthened to include a commitment to conserve cultural heritage resources when undertaking public works.	MCM	PPS 4.6.1	Please consider incorporating policies into the cultural heritage section to indicate that cultural heritage resources will be conserved when the city undertakes public works, for example:

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					The City will conserve significant built heritage resources, cultural heritage landscapes and archaeological resources in the undertaking of municipal public works, such as roads and infrastructure project.
Section 8: Environment and Climate Change					
23	8.1(a)(ii)	Statement is scoped and should broadly protect the quality and quantity of water in watersheds.	MECP	PPS 4.2.1 LSPP Chapter 4 Water Quality policies and Chapter 5 Water Quantity policies	Please revise this policy as follows: Water quality and quantity in Lake Simcoe and Lake Couchiching watersheds ;
24	8.3.2	General note of ongoing Source Protection Plan amendment.	MECP	South Georgian Bay Lake Simcoe Source Protection Plan	The current approved South Georgian Bay Lake Simcoe Source Protection Plan is based on the 2013 Technical Rules under the Clean Water Act. The Source Protection Plan is currently being amended to align with the 2021 Technical Rules under the Clean Water Act. Once the Source Protection Plan is aligned with the 2021 Technical Rules, please ensure that the language and list of prescribed drinking water threats in the City's Official Plan is updated to align with the latest, approved Source Protection Plan.
25	8.3.2(e)	List of new, prohibited land uses does not align with the South Georgian Bay Lake Simcoe Source Protection Plan	MECP	South Georgian Bay Lake Simcoe	Ensure the language in the Official Plan is aligned with the current, approved South Georgian Bay Lake Simcoe Source Protection Plan (Chapter 16).

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		<p>OPs are required under Section 40 of the Clean Water Act to conform with significant drinking water threat policies in the SPP, which have the status of a provincial plan under the Planning Act Section 1(1). Policies that rely on Planning Act tools are outlined in Lists A (significant threats) and B (moderate threats) of the SPP.</p> <p>OP policies should provide clear direction to ensure land uses or developments associated with threat activities are managed in accordance with these standards. For reference, the applicable policies are summarized in Table 69, “Policy Summary Matrix,” of the South Georgian Bay Lake Simcoe Source Protection Plan.</p>		Source Protection Plan Amended Nov 20, 2025, Chapter 16	
26	8.3.3.3	The creation of wayside pits and quarries, and related ancillary uses, has the potential to greatly disturb a parcel of land. It is recommended that a statement be added that technical cultural heritage studies may be required. For example, if the subject property is located in an area of archaeological potential, an archaeological assessment will be required prior to any ground disturbing activity associated with wayside pits and quarries.	MCM	PPS 4.6.2 <i>Aggregate Resources Act</i>	Please consider adding a policy to clarify that ancillary uses related to mineral aggregate activities such as wayside pits and quarries may be subject to technical cultural heritage studies, such as heritage impact assessment and/or archaeological assessment.
27	8.3.3.3(o)	This policy states that a permit may be required from the Lake Simcoe Region Conservation Authority prior to development or site alteration being permitted in hazard lands, wetlands and	MNR	PPS 5.2.1 PPS 4.2.5	Please review and confirm permitting requirements from appropriate agencies and update this OP policy.

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		any proposed alterations to watercourses and shorelines within the Lake Simcoe Watershed in accordance with the <i>Conservation Authorities Act</i> . We understand that the City of Orillia does not have conservation authority coverage or oversight.			
28	8.4	Revise to be consistent with PPS 2.9.1	MECP	PPS 2.9.1	Suggest revising title to capture energy conservation policies described within the chapter as follows: 8.4 Energy Conservation and Climate Change
29	8.4	Policy sometimes conflates climate resilience and climate mitigation.	MECP	PPS 2.9.1	Ensure “resilience” is associated with climate adaptation measures.
30	8.4.3	Policy does not include any climate resilience measures, only climate mitigation	MECP	PPS 2.9.1	Suggest removing “resilience” from the policy title: Built Form Resilience
31	8.4.5	Revisions suggested to support PPS 2.9.1	MECP	PPS 2.9.1	To recognize climate change and mitigation, it is suggested that there be policies in the Official Plan encouraging energy efficient design at the single lot and multi-lot/unit development levels.
32	8.5	The draft OP contains no policies or mapping addressing areas that are unsafe due to the presence of hazardous forest types for wildland fire. MNR’s data shows that the City contains extreme, high and low potential for hazardous fuel types.	MNR	PPS 5.2.9	Please review MNR’s data and reference materials, in conjunction with PPS Policy 5.2.9, to ensure potential wildland fire hazards are addressed and that hazardous forest type mapping and wildland fire policies are implemented in a manner that is consistent with the PPS.

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		<p>MNR data to support identifying potential hazardous forest types for wildland fire can be downloaded from the Geospatial Ontario (GEO) Warehouse. The data class is called “Fire – Potential Hazardous Forest Types for Wildland Fire” (https://geohub.lio.gov.on.ca/). This data set, which is available for the entire province, provides a coarse scale assessment which identifies areas that have potential hazardous forest types and is intended to indicate areas with potential risk for wildland fire. Complete assessment of risk and determination of any needed mitigation measures can only be done with confidence on a site-specific basis. Planning authorities should undertake a detailed assessment to identify the presence of areas of high to extreme risk for wildland fire when developing official plan policies for their jurisdiction. It should be noted that, lands that are not identified by the province within this data set as being within a hazardous forest type for wildland fire still require assessment.</p> <p>In addition, the Ministry’s Wildland Fire Risk Assessment and Mitigation Reference Manual (https://www.ontario.ca/page/wildland-fire-risk-assessment-and-mitigation-reference-manual) is a reference tool for municipalities and other planning authorities, or proponents, that provides</p>			

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		<p>the province’s recommended technical criteria and approaches for assessing risk, and in areas where hazardous forest types are present, assessing and determining the environmentally appropriate measures to mitigate risks for proposed development. The Manual contains the Ministry’s wildland fire risk assessment and mitigation standards. These standards outline the approach to implementing wildland fire policies in a manner that is consistent with the PPS.</p> <p>Hazardous forest types for wildland fire should be identified in an appendix.</p> <p>The Wildland Fire policies should be housed with other natural hazard policies in Section 8.5.</p>			
33	8.5 and Schedule D	<p>The draft OP does not include comprehensive natural hazards mapping to delineate the full extent of flood hazards, erosion hazards or other hazardous lands.</p> <p>Municipalities have been delegated with the responsibility to identify areas subject to natural hazards (such as flooding) within their administrative area, and to include policies in their land use planning documents consistent with the related policy direction contained in the PPS.</p>	MNR MMAH	PPS 5.2 5.2.1, 5.2.3, and 5.2.6	It is recommended that the City include policies and mapping that address policies in PPS section 5.2 to ensure that natural hazards are adequately addressed to be consistent with the PPS.

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		<p>It is up to the City to determine how best to achieve this requirement; the use of floodplain mapping is one way to identify flood hazard areas.</p> <p>Mapping and policies are required to identify natural hazards to determine and inform appropriate land uses, intensification of strategic and designated growth areas, and future settlement area boundary expansions.</p>			
34	8.6.1 (b) and 8.6.3	8.6.1 (b) does not adequately communicate risk associated with former landfills as 8.6.3 does.	MECP	PPS 3.7 MECP Guideline D4	8.6.1(b) should be amended to include former waste sites and active waste sites listed in Schedule F. Alternatively move them into 8.6.3 to keep all the waste site policies together. Otherwise, the policy may be read as a hierarchy putting an emphasis on operation sites.
35	8.6.2 (c)	Record of Site Condition (RSC) Mandatory Filing is unclear	MECP	PPS 5.3 EPA 168.3.1	<p>Please revise this policy as follows:</p> <p>The City will require a property owner to submit a Record of Site Condition (RSC) to be filed in the Environmental Site Registry when proposing to transition a site from a change in the use of a property from industrial or commercial use to sensitive use defined in EPA O. Reg 153/04. a use which may have produced contamination to a more sensitive use.</p>
36	8.7.1 and Schedule F	<p>The first sentence reads “Lands identified within the Aggregate Resources overlay on Schedule F have been identified as having potential for mineral extraction.”</p> <p>Minerals and mineral aggregates are defined separately according to the PPS and are regulated</p>	MEM	PPS 4.4 and 4.5	<p>Please change ‘potential for mineral extraction’ to ‘potential for mineral aggregate extraction’.</p> <p>The City of Orillia has no Ontario Mineral Inventory of Abandoned Mine Information System sites and has a low mineral potential. Therefore, a section related to the wise use</p>

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		by different acts (the <i>Mining Act</i> and <i>Aggregates Resources Act</i> , respectively).			and management of minerals is not required (PPS 4.4) in the draft OP.
Section 9: Infrastructure					
37	9.1.1 (a)	Note there is a minor typo,	MECP	N/A	Planning for infrastructure and public service facilities will be integrated with planning for growth so that these are available to meet current and projected needs of the city.
Section 10: Implementation					
38	10.3.7	This language implies that legal non-conforming uses will be required to conform in the future. The <i>Planning Act</i> protects legal non-conforming uses indefinitely unless the use is abandoned or changed voluntarily, see <i>Planning Act</i> s.34(9). The criteria included in 10.3.7(c) is not consistent with the provisions of the <i>Planning Act</i> s.45(2) which applies.	MMAH	Planning Act s.34(9)	Revise this section to state that the City encourages the eventual transition of legal non-conforming uses to conforming uses, however, such uses may continue in accordance with the <i>Planning Act</i> . Delete criteria listed subpoints (i)-(iv).
39	10.3.8	Non-complying lots, buildings or structures are zoning matters outside of the purview of the Official Plan.	MMAH	<i>Planning Act</i> s.45 (2)	Please remove this section from the draft OP.
40	10.4.3	Note that as per Bill 23, <i>More Homes Built Faster Act</i> , municipalities cannot require site plan control for residential developments with 10 or fewer units, except in prescribed circumstances (e.g., near railways or natural hazards).	MMAH	<i>Planning Act</i> s.41(1.2) O Reg 254/23	Bill 23 is being flagged for the City's awareness to ensure that implementation considers exemptions outlined in the O Reg 254/23.

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41	10.5.2 and throughout	<p>Bill 17 added a new subsection 17(21.1) to the Planning Act to limit complete application requirements to what is currently identified in municipal official plans, except where the Ministry of Municipal Affairs and Housing approves the changes prior to their adoption.</p> <p>Specifically, subsection 17(21.1) of the Planning Act requires written approval from the Minister before a municipality or planning board can adopt an amendment to an official plan that adds, amends, or revokes provisions related to complete application requirements. Please refer to MMAH's email to the City on October 20, 2025, for more details about the process for requesting changes to complete application requirements.</p>	MMAH	<p><i>Planning Act</i> s.22(5), s.22, s.34, s.41, s.45, s.53, s.51; s.17(21.1)</p> <p>Bill 17, <i>Protect Ontario by Building Faster and Smarter Act</i></p>	<p>The City's policies on studies and reports required as part of a complete application submission shall be consistent with any future Minister regulation.</p> <p>In the future, a more comprehensive regulation could be made to prescribe a list of the only studies that could be required as part of a complete application. Municipalities would not be able to ask for any studies beyond those identified in the regulation.</p> <p>For example, topics that could not be required for a complete application in the future might include sun/shadow studies, wind studies, urban design studies, lighting plans, or others.</p> <p>Additional information can be found on the ERO posting: https://ero.ontario.ca/notice/025-0462</p>
42	10.6.1.1	This policy should be revised to emphasize early engagement with Indigenous communities.	MMAH	PPS 4.6.5	Please ensure that the draft OP is consistent with PPS Policy 4.6.5, including references to Indigenous communities and early engagement.
43	10.6.1.2(c)	For awareness, Bill 23, <i>More Homes Built Faster Act</i> repealed certain provisions respecting public meetings.	MMAH	<p><i>Planning Act</i> s.51 (20)(b) O. Reg. 246/23</p> <p>Bill 23, <i>More Homes Built Faster Act</i></p>	The City may want to consider whether a Consultation Strategy for Draft Plans of Subdivision and Draft Plans of Vacant Land Condominium is required for applicants since a hosting public meeting is no longer a requirement as per Bill 23: O. Reg. 246/23.

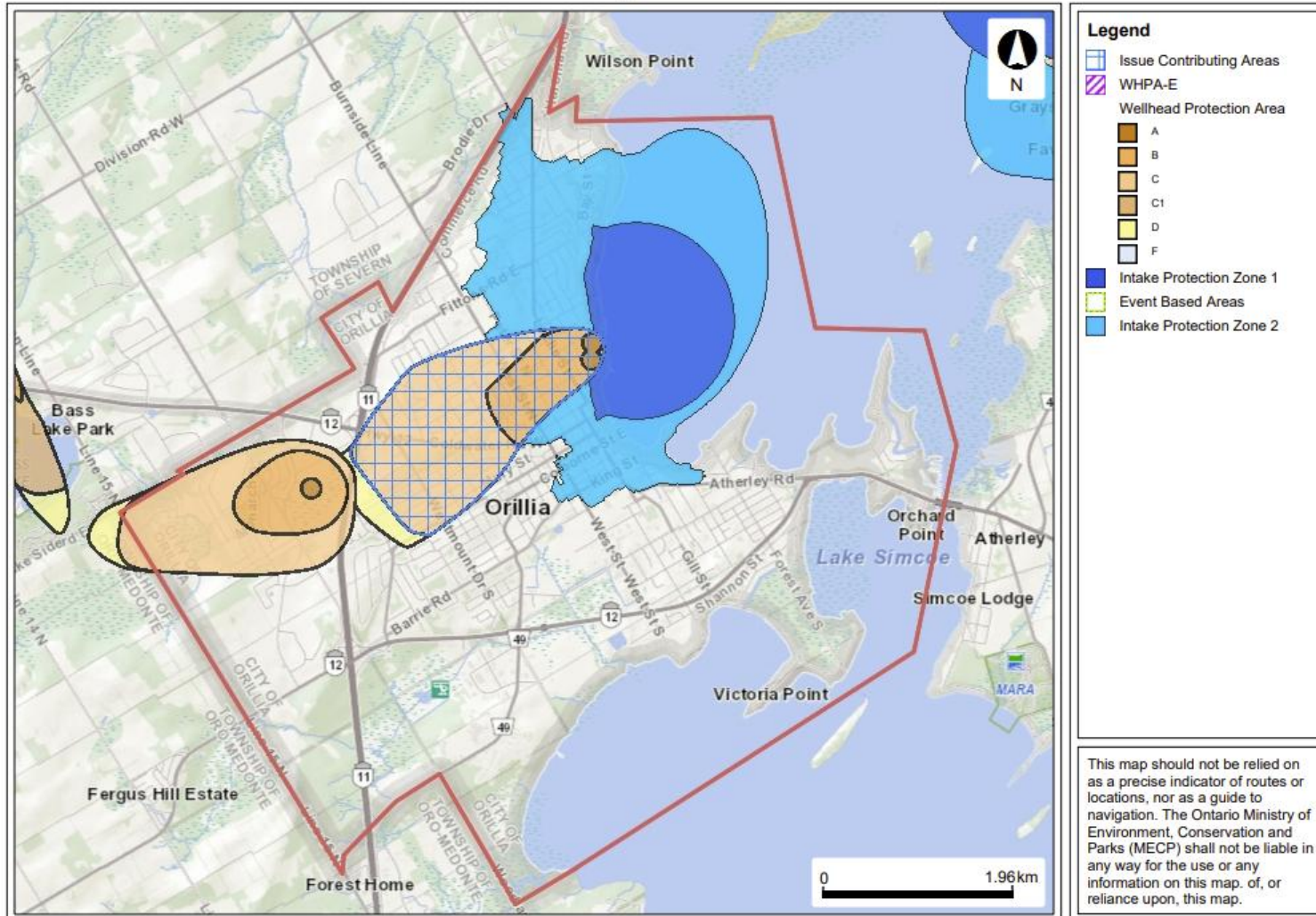
Item	Draft OP Policy Ref.	Comments/Concerns	Provincial Ministries	Policy Basis	Proposed Revision
44	10.6.1.2(d)	<i>Planning Act</i> s.45 does not require consultation beyond the Committee of Adjustment hearing.	MMAH	<i>Planning Act</i> s. 45	Please remove the requirement that a Minor Variance application may be required to prepare a Consultation Strategy.
45	10.7.1.8	Consideration for removing the specificity of “vegetated” to avoid confusion when buffer areas are unvegetated as may be the case with some habitat for endangered and threatened species.	MECP	PPS 4.1.7	Please revise the definition as follows: “A vegetated buffer area surrounding a...”
46	10.7 and throughout	There are several inconsistencies between the definitions found in the draft OP Glossary with the PPS. Moreover, there are a number of terms found within the PPS that are used throughout the draft OP that are not defined in the glossary.	MMAH MCM OMAFA MTO	PPS 8	It is recommended that the definitions in the draft OP are revised to be fully consistent with the definitions in the PPS. In addition to any terms identified above, please consider the following terms (this is not an exhaustive list): the list below includes terms that <ul style="list-style-type: none"> • Affordable housing • Brownfield • Complete community • Conserved • Designated growth area • Development • Green infrastructure • Intensification • Low impact development • Multimodal • Natural heritage features • Natural heritage system • Negative impacts • Renewable Energy Source • Renewable Energy System • Settlement area

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					<p>The following terms should be added to the glossary:</p> <ul style="list-style-type: none"> • Adjacent lands, with respects to protected heritage properties (d) • Areas of archaeological potential • Built heritage resources • Cultural heritage landscapes • Cultural heritage resources • Major Goods • Significant, with respect to cultural heritage resources • Strategic Growth Areas • Transit-supportive • Transportation demand management • Urban agriculture
47	10.7.1 8.3.3	<p>There are terms within the Lake Simcoe Watershed section (8.3.3) that identify terms that are defined in the Lake Simcoe Protection Plan (LSPP).</p> <p>Rather than pointing to another document, we recommend the City to consider adding the definitions into the Official Plan.</p> <p>This will better confirm with the LSPP and provide clarity for readers.</p>	MECP	LSPP	<p>Suggest that LSPP defined terms be integrated into the 10.7 Glossary of the Official Plan to ensure harmonization and conformity.</p> <p>Specifically, the terms “Sewage Treatment Plant”, “on-site sewage system” and “subsurface sewage works” as the terms are used in the context of a provincial prohibition.</p>
Schedules					
48	Schedule B	Area Specific Policies content is missing from the current draft OP.	MOI/IO	n/a	Please ensure that Area Specific Policies are included in the next versions of the draft OP.

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		There are provincially owned sites in Orillia where the map indicates associated Area Specific Policies, such as 3.3.11.4 and 3.3.11.5			
49	Schedule C	<p>Schedule C does not appear to be consistent with current provincial data.</p> <p>For example, the boundaries of the Victoria Point (OR1) Wetland Complex (851710427) do not match provincial data.</p> <p>MNR's natural heritage and natural resources geospatial data layers can be accessed through the ministry's GeoHub and Natural Resources Data Access Requests Ontario GeoHub.</p>	MNR	PPS 4.1.3	It is recommended that the most up to date provincially available data sets be reviewed and considered to assist in the development of the draft OP Schedules.
50	Schedule E	There is no mention of the Trichloroethylene (TCE) Issue Contributing Area in the Official Plan or in Schedule E	MECP	Lakes Simcoe and Couchiching -Black River SPA Part 2 Assessment Report Chapter 7	Add the TCE Issue Contributing Area to Schedule E (see map at the end of this document) and refer to Lakes Simcoe and Couchiching-Black River SPA Part 2 Assessment Report Chapter 7 for details; and add associated policies, as necessary.
51	Schedule F	<p>Schedule F does not appear to be consistent with provincial data.</p> <p>Known deposits of mineral aggregate resources data are missing in Schedule F. Additionally, the extent of the identified mineral aggregate resource on the west side of the City in Schedule</p>	MNR	PPS 4.5.1.1	It is recommended that the most up to date data sets be reviewed and considered to assist in the development of the draft OP Schedules.

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		<p>F surrounding a licensed mineral aggregate operation is significantly smaller than provincial data indicates.</p> <p>It is understood that provincial mineral aggregate data covers some heavily developed areas of the City, as well as parts of Provincially Significant Wetlands, and that adding this resource to Schedule F may not be appropriate. However, the mineral aggregate resource on the west, southwest and northwest sides of the City should be considered.</p> <p>MNR’s natural heritage and natural resources geospatial data layers can be accessed through the ministry’s GeoHub and Natural Resources Data Access Requests Ontario GeoHub</p>			
52	Schedule G	Schedule G: Mobility Network identifies certain areas as ‘Flexi Streets’; however, the Official Plan does not include a definition or policy framework to clarify their intended function.	MTO	N/A	Please include policy in the draft OP that clarifies the intent and application of the ‘Flexi Street’ designation, along with a clear definition of what constitutes a Flexi Street.
53	All Schedules	All schedules should clearly label the MTO-owned portions of Highway 11 and 12 as Provincial Highways.	MTO	N/A	Update schedules to clearly label MTO-owned highways as “Provincial Highways”.

City of Orillia



Legend

- Issue Contributing Areas
- WHPA-E
- Wellhead Protection Area**
 - A
 - B
 - C
 - C1
 - D
 - F
- Intake Protection Zone 1
- Event Based Areas
- Intake Protection Zone 2

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