

## **Survey Results and Summary of Public Comments: Official Plan Review - Stage 2 Issues and Options Reports**

At the end of August 2024, five Issues and Options Reports were released for the public to review and comment upon. The reports focused on key policy areas such as growth management, housing, climate change, sustainability, transportation and natural heritage systems. Comments were due mid-October 2024. 297 people completed the survey and 10 written submissions were received from the following:

- Don Munro
- Sustainable Orillia
- Morgan Planning and Development on behalf of the owner of 849 West Ridge Boulevard
- Art in Public Places Committee
- Simcoe Muskoka District Health Unit
- Orillia District Chamber of Commerce
- Simcoe County District School Board
- Recreation Working Group
- Climate Change and Environmental Sustainability Working Group
- Affordable Housing Working Group

The survey results and written comments received have been assembled in this document.

### **Don Munro's Comments:**

#### **As Way of Background**

I have lived and professionally worked in the health field in Orillia for 35 years, lived 35 years in Rugby Oro-Medonte and am currently retired living back in Orillia the past 5 years I was a member of Parks and Recreation Committee for a number of years and am currently on the Recreation Working Group

I was on the Multi Use Recreation Facility Design Committee and a member of the MURF-related Public Liasson Committee

I am in agreement with Provincial Legislation, Plans and Policies. I see the purpose of the updated Official Plan as the opportunity to incorporate the principles or ideas of accessibility, the need to protect all waterways, to prevent urban sprawl with intensification, reducing climate impacts through protection of sensitive wetlands and flood plains, promoting tree cover, active transport through the continued development of trail linkages all with the ultimate goals of improving the economic health of the community and the security, physical, mental and social health of its citizens.

I have submitted a response to the city survey but wished to draw specific attention to the importance of including in the Official Plan:

Protection of all water shoreline with the city prioritizing ownership of the water shorelines when and wherever possible within its boundaries.

Maintain public access to water's edge to a minimum of 25 metres

All increases in building heights should require street-facing setbacks above the 2<sup>nd</sup> story, should have some design aesthetics and provide public/private green space proportional to the number of units built. The appeal for less parking should only be considered if the developer provides the equivalent of green or common space.

Whenever possible high-density developments should be required to contribute to the connection of the development to trail or active transport infrastructure wherever reasonable.

Having the city prioritize the securing of the HRC property and protecting all its shoreline for public use to a minimum of 100 metres. Residential, commercial and industrial development should not be permitted.

The city should provide new build and existing commercial developments with financial incentives to build residential housing above their businesses.

Any consideration for boundary expansion should be for industrial/commercial and recreation purposes only until the city fully utilizes all of its non-sensitive environmental and protected areas within its boundaries.

Rehabilitate and protection of Mill Creek and Ben's Ditch in keeping with the 2023 Floodplain Mapping Study.

Drawing particular attention to the Barrie Road, Memorial Road and Millennium Trail section from the Recreation Centre to Highway 12 Bypass (Map 5 P27 Orillia Trails Master Plan), and (Map 3 and 5 WSP Floodplain Mapping Study)

Plans for this area designated for intensification in Schedule A Land Use in the Orillia City Plan should consider stepped back high-rise residential buildings 6 stories minimum facing Memorial and Barrie Roads, incorporating commercial businesses at ground level. The opportunity for the inclusion of restaurants with patio decks fronting on Ben's Ditch and the Millennium Trail should be encouraged.

Floodplain mapped areas have the potential to enhance and protect more of the environmentally sensitive areas and should provide an opportunity to build bike and nature-walk trails.

The Official Plan wherever possible, should protect the development of green spaces, active transport and economic possibilities. An example for green space, active transport and tourist dollars could be the development of an environment linkage from the open space of the West Street Recreation Complex at Foundary Park along the Millennium Trail and Ben's Ditch to the environmental protected area bordering Hwy 12, through to Kitchener Park and to Lake Simcoe. Just as the Wye Marsh has been used by school groups for years, such a trail that passes through wetlands, past a sewage treatment plant, an active land fill and empties into Lake Simcoe, a protected area, offers great potential for educational school trips and tourism.

With the intention to increase intensification with building heights of up to 6 storeys within the downtown area, (See Schedule B Downtown Area of the Official Plan), the Official Plan needs to provide provision for more public green space. This could be accomplished with development of an environmental linkage through the wet area from the south end of Veterans Park through to the old railway terminal. King Street should be extended through to Cedar Island Road as a pedestrian linkage park with the Old Railway Station being incorporated into a trail centre plaza or hub as recommended in the Trail Master Plan p 22. This would provide a view scape as recommended in the Official Plan and mark the convergence of the NS Lightfoot, EW Trans Canada and Ganaraska Trails. In addition, the historical significance of the junction of the two major railways at this point to the development of Orillia as a major industrial centre in the early 1900s should be highlighted. All this would be in keeping with the need for public space to compliment the increased density of 6 story residential developments slated for the area. (See Schedule B Downtown Area of the Official Plan).

The area from the water treatment plant in the north to Cedar Island and the train station in the south should be included as part of the historical downtown.

I support the suggestion by some that existing municipal parking lots in the historical district, in particular the 3 between Mississaga and Colborne Streets have 4-5 story affordable housing built above with dedicated urban square public spaces and 3<sup>rd</sup> level street-faced setbacks.

Whether or not as part of the Official Plan, Mississaga Street should be one way west to east from Albert to Centennial Drive with angled parking, wider sidewalks with patios and public seating space, sympathetic to the 2014 Parks Recreation Culture Master Plan Green Street recommendation. Colborne Street should be designated one way east to west.

Although the following may best fall under the future Parks, Recreation and Culture Master Plan it is worth noting that the north east portion of Orillia which is in part identified for increased intensification is currently lacking in parks having only 5 “parkettes”, Mariposa, Murray, Frontier, Orma Drive and Mac Carter totaling a mere 3.9 acres, the majority of which are the most pathetic in the whole park system. According to the Orillia Schedule B Municipal Parks Information Sheets, 4 do not even show up as Parkettes. This is in the areas identified for intensification along Lachie Street and the north end of West Street. In addition, there are no trails in the area. An unofficial trail was discovered running between Frontier Park and Patrick Fogerty Highschool along the south fence line bordering the Kubota Plant. The city should explore how it can close the northern portion of its existing circular trail network. One possibility could be to develop a link from the old rail trail that goes to Coldwater, through Mariposa Park, along Goldie to Fourth, work with Kubota for the trail to pass along its boundary line, pass through Frontier Park to Patrick Fogerty and link up to the bike lane extending over the bridge and linking with the new Severn bike lane along Brodie Drive that eventually circles Lake Couchiching or could be developed westward toward the new Orillia development north of the highway.

### **Sustainable Orillia’s Comments:**

I am Sarah Patterson and am the new President of Sustainable Orillia taking over from Stan Mathewson. On behalf of Sustainable Orillia, I would like to provide input to Orillia’s Official Plan Review.

Sustainable Orillia recognizes that the city of Orillia is at a crossroad. In 2023, Orillia Council approved a Climate Action Plan which is currently being implemented. The provincial government has provided the city with a target population of 50,000 to be met by 2050. In addition, the city is currently in the process of updating its Official Plan.

Sustainable Orillia recognizes the importance of the Official Plan that is now being updated. It is the City’s primary tool in guiding future growth and development. Underpinning this Plan is the establishment of a vision that provides the context for managing Orillia’s future growth. We believe that the City’s planners and decision makers do recognize the link between urban environmental quality and a healthy knowledge-based economy. Increasingly, there is the understanding of the key role that urban environmental quality plays in attracting talent. Those cities that can create a healthy urban environmental quality will be the cities that employers and families will choose.

These current events, in combination with Orillia’s position in Central Ontario, along with its many natural assets, creates an opportunity for the city to consider adopting and embedding a long-term community-based vision and associated principles to guide its

future planning and decision making for the next 5 years and beyond within its updated Official Plan. There is a critical need for us all to be moving toward making our city more sustainable and the opportunity for Orillia to become the benchmark in doing so.

Sustainable Orillia recognizes the enormity of this task and knows that city council cannot be solely responsible. With the City's initiative to review its Official Plan, Sustainable Orillia felt that the timing was right to engage the public in drafting a long-term vision as well as a set of guiding principles. The City was approached to consider partnering with Sustainable Orillia on this endeavor. The City declined this opportunity but did indicate its interest in the outcome. In April, Sustainable Orillia did go ahead with three public engagement workshops.

Here is the long-term vision that resulted from that consultation.

Our community sustains both people and the planet in harmony with nature for generations by:

- 1 – relying on locally grown and owned fresh foods,
- 2 – transitioning towards a circular, green economy that prioritizes sustainable purchasing, repair, and reuse,
- 3 -creating an integrated community where infrastructure fosters social connection and environmental stewardship,
- 4 – maximizing social interactions and economic activity while minimizing environmental impact, offering affordable and energy efficient housing and green business development,
- 5 – protecting and restoring our natural environment, ensuring all development prioritize conservation efforts,
- 6 – embracing infrastructure for walking, cycling, public transit, and zero emission vehicles,
- 7 – optimizing energy conservation and renewable sources, including fostering community-owned and managed sustainable energy solutions, and
- 8 – adopting green building standards and transitioning away from natural gas, prioritizing energy efficiency for sustainable development.

Sustainable Orillia believes that it is important to embed a long-term community-based vision within the updated Official Plan as it will reflect the aspiration of the City to move in a direction that will preserve the social, economic, and natural assets of this community for future generations.

Another result of the workshops was the need for and adoption of principles that would guide the evaluation and decision-making process within government, business, associations, public interest groups, and individuals. Principles are not meant to be prescriptive but instead provide guidance, objectivity, and context to making decisions consistent with the long-term vision. They can help to bring together citizens and decision-makers, whose participation and cooperation is essential to transforming Orillia to a more sustainable city.

The Principles that were agreed to as part of workshops were:

Principle 1:Expand and enable cooperative networks to work towards a common sustainable future.

Strengthening and integrating existing networks and establishing new cooperative networks within Orillia to facilitate the transfer of knowledge and support continual environmental improvement. There is an opportunity to integrate local knowledge including indigenous wisdom, academic expertise housed in Lakehead University and Georgian College, and the expertise and experience of others within our community.

The people of cities are the key drivers for transforming cities towards sustainability. This can be achieved effectively if the people living in cities are well informed, can easily

access knowledge and share learning. Furthermore, the energy and talent of people can be enhanced by people working with one another through such networks. There is also value in cities sharing their learning with other cities, pooling resources to develop sustainability tools, and supporting and mentoring one another through inter-city and regional networks. These networks can serve as vehicles for information exchange and encouraging collective effort.

Principle 2: Recognize the intrinsic value of biodiversity and natural ecosystems and protect and restore them.

Nature is more than a commodity for the benefit of humans. We share our community with many other life-forms that have their own intrinsic value that warrants our respect, whether or not they are of immediate benefit to us. We have the responsibility to protect and restore biodiversity.

Principle 3: Empower people and foster participation.

The journey towards sustainability requires broad based support. Empowering people mobilises local knowledge and resources and enlists the support and active participation of all who need to be involved in all stages, from long-term planning to implementation of sustainable solutions. People have a right to be involved in the decisions that affect them. Attention needs to be given to empowering those whose voices are not always heard.

Principle 4: Embracing Inclusion and Diversity.

Ensuring all residents participate in decision-making, fostering dignity and respect across Orillia's community.

Principle 5: Build on the characteristics of ecosystems in the development and nurturing of a healthy and sustainable Orillia.

Consideration should be given to modelling urban processes based on ecological form and function, by which natural systems operate. Characteristics of ecosystems include: diversity, adaptiveness, interconnectedness, resilience, regenerative capacity and symbiosis. It is possible to incorporate these characteristics in the planning process which will contribute to the creating ecological, social, and economic benefits.

Principle 6: Support health, wellness, and wellbeing.

Creating a city that supports healthy lifestyles and promotes community wellbeing requires a multi-faceted approach including education and awareness, access to health care services, physical activity opportunities, healthy eating initiatives, and environmental initiatives such as clean air and water, transportation options, and creation of multi use green spaces.

Principle 7: Integrated Decision Making: Social, Economic and Environmental.

Decisions need to be made recognizing the local connections among social, economic, and environmental components within our community. For example, a bicycle path is not just a right of way for bicycles. It represents an activity that can be a family activity or a shared experience with other individuals. It represents a low-cost low impact form of transportation that has zero emissions that promotes health and reduces our carbon footprint and is part of a city's transportation system that can get employees to work or consumers to a store.

On a different level, Orillia is connected to other cities regionally, nationally, and internationally. These connections and relationships need to be reviewed in terms of which ones need to be maintained and strengthened.

Principle 8: Made in Orillia for Orillia.

Each city has a distinctive profile that reflects the interplay of the three dimensions of sustainability. This profile provides insights on pathways to sustainability that is both

acceptable to their citizenry and compatible with their values, traditions, institutions, and ecological realities. Building on existing distinctive characteristics (natural, economic, and societal assets) helps motivate and mobilise the human and physical resources of a city in the development of sustainable strategies to make them more regenerative, resulting in ecological, economic, and social benefits.

Principle 9: Need for Institutional Change.

Developing long term sustainable plans will require integration across the three dimensions of a community: environment, economy, and society. To properly develop and implement plans will necessitate the development of more collaborative and horizontal structures and processes. It will also mean the development of new policies that promote sustainability as a process, that will allow a community to continue to be dynamic and resilient to change that is taking place regionally, nationally, and globally.

Principle 10: Good Governance.

Good urban governance requires robust processes directed towards achieving the transformation of cities to sustainability through continual improvement. While in some areas gains will be incremental, there are also opportunities to make substantial improvements through innovative strategies, programmes and technologies. To manage the continual improvement cycle, it is necessary to use relevant indicators, set targets based on benchmarks and monitor progress against milestones to achieving these targets. This facilitates progress and accountability and ensures effective implementation. Transparency and openness to scrutiny are part of good governance.

Principle 11: Adoption of the Precautionary Principle.

Prioritizing caution and prevention in decision-making. It is important to consider potential harm before approval is given to planned development. In short, if impacts are unknown then don't proceed. Consideration also needs to be undertaken with respect to identifying possible unintended consequences that will require mitigation.

We hope that the planning department seriously considers the integration of the long-term community based vision and associated principles as part of its updated Official Plan. Sustainable Orillia will continue to present the results of our workshops to other organizations as well as Councils to gain further support.

Please don't hesitate to contact me if you want to further discuss our input. I would welcome the opportunity to meet you and explore how we can work together to make Orillia an even more inviting place to be.

Warmly,

Sarah

Sarah Patterson  
President  
Sustainable Orillia



**July 9, 2024**

**\*Submitted by Email**

**City of Orillia Planning Department  
50 Andrew Street South, Suite 300  
Orillia, Ontario, L3V 7T5**

**Attention: Jill Lewis, Senior Planner  
Lorrie Jackson, Administrative Assistant**

**Re: 849 West Ridge Boulevard, City of Orillia  
City of Orillia Official Plan Review Process**

---

MORGAN Planning & Development Inc. (MP&D) has been retained by the owner of 849 West Ridge Boulevard to provide preliminary comments regarding the City of Orillia's Official Plan review.

The purpose of this letter is to request that the City's new Official Plan expand the permitted uses on the property to reflect the needs of the growing West Ridge community, the size of the property, and the implications of the Source Water Protection Act.

### **Background**

We understand that the City of Orillia is undertaking a review of its current Official Plan to ensure conformity with the latest policies set out by the Province of Ontario and to address land use, development, natural heritage, and population and job growth to 2051. We also understand that the draft mapping associated with the Official Plan is anticipated to be released in August 2024, with an opportunity to provide comments in September 2024.

We expect to provide additional comments once the draft text and schedules have been released.

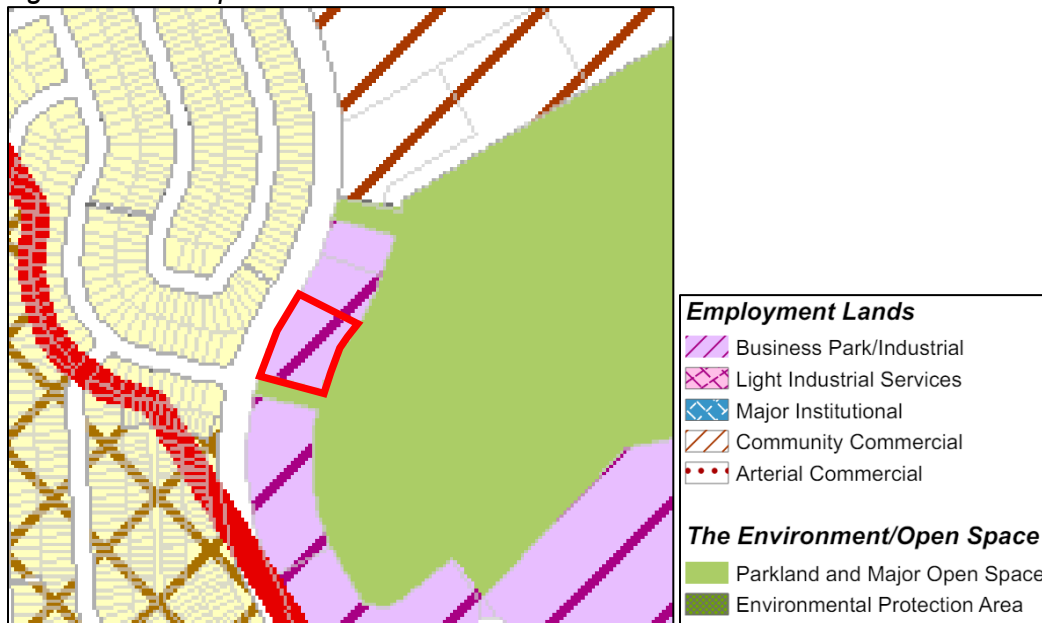
### **Overview of Subject Property**

849 West Ridge Boulevard is located at the northeast corner of West Ridge Boulevard and Frost Court. The property is vacant.

The property is zoned Business Park Industrial (M3) by Zone Map 20 of City of Orillia Zoning By-law 2014-44, as amended.

The property is designated 'Business Park/ Industrial' by Land Use Schedule A of the Official Plan. Refer to Figure 1.

Figure 1 – Excerpt from Land use Schedule A



Lands within the Business Park Industrial designation are categorized as 'Employment Lands'. Provincial Policy directs municipalities to retain their employment lands to accommodate future growth and to ensure that employment lands are developed to a minimum density of 50 jobs per gross hectare within the Business Park Industrial designation.

Schedule F of the Official Plan depicts the Source Water Protection Areas within the City and illustrates that the subject property is within a Wellhead Protection Area, with a vulnerability score of 6. The purpose of the wellhead protection policies are to protect the groundwater and surface water relied upon for the City's municipal water system. Section 4.5 of the Official Plan denotes uses that are prohibited within the wellhead protection areas, which include any uses that generate, handle or store hazardous waste such as fuel, organics, disposal facilities or fertilizer, among others.

### Summary of Request

We offer the following comments for the City to consider as part of the Official Plan Review process:

- We request that the employment area policies of the City of Orillia Official Plan be consistent with, and not more restrictive than the employment area policies of the Provincial Policy Statement, or the pending implementation of the Provincial Planning Statement, whichever is in effect at the time of adoption.

- Given the wellhead protection policies which rightfully restrict the scope of uses that are permitted on the property, we request that the City establish site specific policy that would retain the permitted uses of the Business Park Industrial designation, and add the following uses:
  - Retail uses;
  - Convenience stores;
  - Tourist accommodations
  - Restaurants;
  - Financial institutions;
  - Cultural and entertainment uses;
  - Offices;
  - Service commercial uses; and,
  - Residential (accessory)

The proposed requested uses are conducive with the wellhead protection policies of the Official Plan; they compliment the employment generating uses of the Business Park Industrial designation; and they would enable the establishment of a mixed-use development on the property.

- We request that, on a site-specific basis, that the cap of 250 square metres for retail uses be removed (i.e. Section 3.4.3.2 (d)). It is our opinion that a cap would be more appropriate in the City's Zoning By-law if one is to be used.

We appreciate the opportunity to provide comments on the City's Official Plan Review process.

Thank you and we look forward to working with the City on this important land use planning process.

Respectfully submitted,  
MORGAN Planning & Development Inc.



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



Joshua Morgan, RPP  
*Principal Planner*

October 25, 2024  
Art in Public Places Committee  
City of Orillia  
Orillia, ON

Planning Department  
City of Orillia  
50 Andrew St. S.  
Orillia, ON  
L3V 7X5

## **Re: Written Comments for the Official Plan - Art from the Start**

The Art in Public Places Committee (APPC) is a partnership between the Orillia Museum of Art & History and the City of Orillia. The Committee manages the City's public art program including the Stack Gallery and the Green Room Gallery at the Orillia Opera House.

APPC is pleased to submit the following comments for consideration regarding the City of Orillia's new Official Plan. APPC recommends embedding public art in all planning matters as a vital component of the City's long-term vision.

Public art plays a crucial role in transforming urban spaces into reflections of community identity and enhances the environment for both residents and visitors alike. It is the essence of a community; without it, a city risks being reduced to a collection of buildings and structures. Incorporating public art into urban environments is essential for fostering a sense of community and place. However, this integration should occur from the outset rather than being an afterthought. While Orillia has earned its reputation as an artistic community, this largely stems from the dedicated efforts of grassroots organizations.

The official plan serves as a roadmap for the future, laying the groundwork for developments that will benefit future generations to come. As we look ahead, we envision a City that is vibrant and culturally progressive, distinguishing itself from the rest. We want to attract people to Orillia, drawn by its unique character and charm, significantly shaped by its public art. Our goal is that the City of Orillia become a leader in the public art realm, setting an example for others to follow. Through the development of the new Official Plan, we have a significant opportunity to differentiate ourselves from other cities and create a lasting legacy for existing and future generations to come.

The benefits of public art are extensive, encompassing economic development, increased tourism, higher tax revenues, and enhanced community engagement amongst others. To achieve these positive outcomes, the APPC recommends embedding public art in all planning matters as a vital component of the City's long-term vision.

The APPC has also provided draft public art policies in Appendix A for consideration and respectfully urges the Planning Department to prioritize public art in the new Official Plan by:

**1. Integrating Art from the Start:**

Public art should be included at the concept and design stages of new developments and public spaces to ensure it is seamlessly integrated into the landscape. While we understand that provincial legislation prohibits cities from mandating public art, we urge the planning department to actively promote and support public art throughout the development process via the creation and integration of public art policies in the new Official. By including public art at the earliest stages of development projects, it can become a natural extension of the built environment, enhancing the identity and character of our city.

**2. Policy Development:**

To effectively integrate public art into the urban fabric of our community, the Committee recommends creating comprehensive policies that support the development of vibrant public spaces and ensure that public art reflects the values, culture, and identity of the community. This includes setting clear objectives for public art that align with the community's values and vision, such as promoting cultural diversity, enhancing community identity, and revitalizing public spaces. By doing so, we can ensure that public art is not treated as an afterthought but rather as a key component that enhances the aesthetic and functional qualities of community spaces. To ensure that public art is a fundamental part of the planning process, policies that speak to the following should be included in the Official Plan:

- **Art-Friendly Zoning:**  
Include provisions in zoning regulations that promote, permit and encourage the installation of public art in certain districts or areas, such as the Peter Street Arts District, as well as commercial zones, civic spaces and public parks.
- **Art as a Design Element:**  
Recognize public art as a fundamental aspect of urban design by integrating it into planning and design guidelines for public spaces and infrastructure. This includes encouraging private developers to consider decorative façade treatments, incorporating murals, sculptures, and artistic installations that enhance the visual appeal of buildings and public areas.
- **Public Art Policies:**  
Create specific policies that shall encourage the inclusion of public art

in new developments, public spaces, and capital projects. Policies should state that public art should be included in parks, plazas, and other public areas to create vibrant community spaces. This may include guidelines for the type, scale, and placement of artworks to ensure they are accessible and visible. This could also be in the form of a percentage allocation of capital project budgets dedicated to public art.

- **Promote Accessibility and Inclusivity:**  
Ensure that zoning policies prioritize accessibility and inclusivity in public art installations. This includes considering the needs of diverse populations and making art accessible to all community members. By prioritizing inclusive practices, the city can ensure that public art reflects the community's diverse voices and experiences.
- **Cultural and Heritage Representation:**  
Policies should emphasize the importance of representing local culture and heritage through public art. This can include guidelines for artists to reflect the community's history, diversity, and values in their work.

### 3. **Consulting the APPC:**

A consultation process for public art committees, such as the APPC should be established to review development proposals for projects of 10 or more units as well as capital building projects. This will ensure that public art is appropriately considered and integrated into planning processes. The Committee's expertise can help guide the inclusion of art in public spaces, ensuring that it aligns with the community's values and make recommendations for the thoughtful integration of public art.

### 4. **Allocating Resources:**

Public art must be accounted for in project budgets, with clear funding mechanisms identified through capital projects and municipal grants, such as the MAT tax. The Committee recommends that the Official Plan outline funding mechanisms for public art, including municipal budgets, grants, private donations, and partnerships with local organizations. Many municipalities require public art to be incorporated into civic projects specifying a percentage of the project budget be allocated for public art. This can range from 1% to 5% of construction costs, aimed at enhancing public spaces. The City of Toronto for example, has a Public Art Policy that encourages public art in civic buildings, parks, and streetscapes, requiring a percentage of capital project budgets to be dedicated to public areas. The Town of Aurora also has a 1% policy included in their Official Plan.

In closing, the Art in Public Places Committee (APPC) emphasizes that the meaningful integration of public art into the City of Orillia's Official Plan is essential to strengthening community identity, fostering cultural vitality, and driving economic growth. By embedding public art into the planning process, as detailed in the draft policies in Appendix A, the City can cultivate vibrant spaces that inspire both residents and visitors. We encourage the Planning Department to embrace these recommendations as an opportunity to solidify Orillia's reputation as a culturally dynamic community and ensure that public art remains a defining feature of our urban environment. Thank you for your consideration, and we look forward to collaborating with the Planning Department to integrate public art into future developments.

Sincerely,

The Art in Public Places Committee

Members: Catherine Allman, Donald Brommet, Tazra Miller, Valerie Powell

Staff: Ninette Gyorody - Executive Director, OMAH, Trish Crowe-Grande – Board President, OMAH, Allie Bradford – Culture Coordinator, City of Orillia.

## **APPENDIX A – Draft Public Art Policies**

The following provides a draft of public art policies for consideration in the City of Orillia's new Official Plan:

### **Draft Public Art Policies**

- a) Council will promote the creation of public art that reflects the City's cultural diversity and heritage by:
  - i. Encouraging public art initiatives on properties and within buildings under the jurisdiction of the City;
  - ii. Encouraging the inclusion of public art in all significant public and private sector developments, including areas of high pedestrian traffic and mixed use developments; and,
  - iii. Promoting the concept of and actively soliciting gifts of cash grants and gifts in-kind to the City to implement public art initiatives; and,
  - iv. Requiring that 1% of the capital budget for all major municipal buildings and public park spaces be dedicated to public art.
- b) The City will also encourage the implementation of temporary public art, murals and interactive displays, with the potential for these installations to become permanent at key locations within the community.
- c) The City shall work towards development of a Cultural Master Plan to create a cultural vision for the City and develop strategies to support culture and broader economic goals.
- d) The City shall work towards development of a Public Art Master Plan, which shall provide the framework needed to develop and maintain public art and contain standards for funding, selecting, acquiring, managing and conserving public art for community benefit.
- e) The City shall encourage the implementation of placemaking features along main streets and within public spaces, entryways to the community, vistas and heritage areas that contribute to a distinct sense of place and encourage social interaction and community gatherings.

## **Simcoe Muskoka District Health Unit Feedback on City of Orillia's Five Issues and Options Reports**

The Simcoe Muskoka District Health Unit (SMDHU) is pleased to provide comment on the City of Orillia's five reports which offer recommendations and policy options on various matters for inclusion in the new Official Plan.

SMDHU commends the City of Orillia for its well-crafted policy options, which reflect a thorough understanding of the city's needs and priorities across a range of important healthy resilient community design priorities. These policy options effectively address key issues and provide a solid foundation for sustainable and resilient urban development.

Please accept these suggestions as opportunities to further enhance the policy options for an even more robust and comprehensive Official Plan.

### **1.0 Planning for a Greener Future: Climate Change**

The introduction of this Options Report acknowledges the many partners who are concerned about and actively addressing climate change. We also encourage the City of Orillia to recognize SMDHU as a key partner in informing and supporting climate action. As a leader among local public health organizations in climate change and health programming, SMDHU brings extensive experience in supporting climate initiatives, including those led by the City of Orillia. Public health perspectives are crucial to ensuring that climate actions maximize benefits while avoiding unintended harms. SMDHU recommends that the City of Orillia explicitly emphasize the health unit's role in both climate mitigation and adaptation. We commend the city for referencing and striving to align the Climate Change Issues and Options Report and associated recommendations with the City's Community Climate Action Plan and Climate Change Adaptation Strategy.

Under *Issue 2, Recommendation 2.A.*, SMDHU recommends including policy language to ensure local food activities promote nutritious foods that are culturally relevant and affordable for all people.

In *Issue 2*, the recommendation to *continue to promote community planting initiatives and maintain the City-funded tree planting program to support the urban tree canopy* is acknowledged as valuable. However, the connection between increasing the tree canopy and expanding access to local food and urban agriculture remains unclear, unless the initiative involves fruit trees, which is not specified.

SMDHU supports the recommendations made under *Issue 2*, which include *permitting and encouraging urban agriculture (e.g., community gardens, backyard growing, shared garden allotments) in certain or all land use designations*, *supporting the use of City-owned land for food production*, and *exploring ways to strengthen the local food supply chain by making it easier for agricultural producers to sell to retailers and restaurants through new platforms, education, and sharing best practices*. Building on these recommendations, SMDHU suggests incorporating rooftop gardens, edible landscaping, and farmers' markets into the policy language to further expand urban agriculture opportunities.

Regarding *Issue 3*, SMDHU is pleased the City of Orillia will incorporate policies outlined in SMDHU's Healthy Community Design Policy Statements for Official Plans. We encourage the

City to apply policy statements that include but go beyond those listed as examples, to prevent, reduce and prepare for climate impacts on all people. We encourage the City to incorporate recommendations from a new resource in development between SMDHU and the Ontario Resource Centre for Climate Adaptation that is expected to be available early in 2025. This new resource aims to help municipal and community partners better understand and integrate health and health equity considerations into climate adaptation and mitigation planning and strategies, including official plans. Further, we encourage the City to incorporate principles and pillars outlined in the [Simcoe Muskoka Climate Change Exchange Climate Change Charter](#), in which the City of Orillia is a key member.

SMDHU is pleased the city will incorporate policies to *protect and conserve land and water for use as part of a sustainable local food system* as strengthening and safeguarding our local food system is essential to enhance adaptive capacity for addressing the health impacts of climate change.

Also, for *Issue 3*, SMDHU recommends the addition of the following language under *Recommendation 4.A – Expand transportation related policies, including the relationship between transportation and climate change* by adding “Identify and plan formal pedestrian routes and cycling networks with direct connections between major origins and destinations (such as shops, schools, food destinations, offices, jobs and community services)”.

SMDHU further recommends that active school travel be specifically emphasized and supported under *Issue 3*. Examples of policy statements to achieve this could include:

- Establish a new designation of ‘Active School Travel Zone’ to create a framework for prioritizing roads and paths that are important routes for children in the Orillia community to access their school by active modes.
- Foster collaboration between schools and the City of Orillia in the implementation of parking programs that encourage driving families to drop-off children farther from the school, such as ‘Drive to 5’, ‘Park & Stride’, & ‘Walk a Block’.
- Implement a sidewalk network completion program to infill sidewalks, especially (1) in Active School Travel Zones and (2) when streets are undergoing repair or replacement.
- Ensure all new developments have sidewalks on both sides of the street to ensure safe school travel.
- Reduce speed limits on all residential streets to 40-km/h and reduce speed limits to 30-km/hr on streets within Active School Travel Zones. These lower limits should be applicable 24 hours per day and 12 months a year.

Reducing the number of children being driven to school helps them achieve the goal of 60 minutes of moderate to vigorous physical activity each day, while also reducing greenhouse gas emissions. According to the 2019 Orillia Multi-Modal Transportation Master Plan (page 27), ‘the majority of all trips in the City, including school-related trips, are completed using an automobile.’ For further details on supportive policies for Active School Travel, refer to [Investigation of Supportive Policy for Active School Travel - Evidence-based recommendations for policies to promote active transportation for school journeys.](#)

In *Issue 4, Recommendation 4.A.*, SMDHU recommends including policy language to ensure that active and public transportation options are well-connected within the City and to key locations (e.g., schools, grocery stores, recreation areas) while being built to be climate resilient. The policy should also recognize the benefits of active and public transit for both climate

mitigation and adaptation. Additionally, in relation to the new policy directing the City to develop transportation damage management strategies, consider including bike-sharing options.

Under the *Built Environment* section, SMDHU suggests greater emphasis be placed on creating healthy communities and infrastructure that promote both climate adaptation and resilience, alongside climate mitigation. Strategies should prioritize nature-based solutions, green infrastructure, and low-impact development. SMDHU recommends expanding Issue 5 to establish policies that protect and enhance naturalized areas, including green and blue spaces, in addition to the stated focus on the tree canopy.

Regarding *Recommendation 5.A.*, SMDHU recommends including policy language that prioritizes areas at greater risk of climate hazards (e.g., heat, flooding) due to higher exposure, sensitivity, or reduced capacity to act. Tools like [Laval Mapping Vulnerability and Exposure to Extreme Heat Waves](#), along with available data, can assist in identifying these areas, and SMDHU has expertise to support this process. Additionally, include policy language ensuring that trees and vegetation planted are resilient to current and future climate conditions. The Lake Simcoe Region Conservation Authority is developing resources to guide climate-resilient planting decisions.

Regarding *Issue 7*, SMDHU recommends that the City identify and integrate human health and health equity considerations when planning infrastructure and services, while recognizing the interconnections between these factors and the impacts of climate change on the natural and built environment.

SMDHU recommends that, under the *Energy and Economy* section, the City collaborate with local schools, colleges, and universities to ensure students receive the education necessary to support climate action. Furthermore, SMDHU suggests the City work with schools and other organizations to promote education and create local job opportunities that advance climate action efforts.

## **2.0 Growing Up**

Under *Issue 7, Recommendation 7.A.* SMDHU recommends including policy language to incorporate vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat.

Additionally, under *Issue 7, Recommendation 7.A.*, SMDHU recommends including policy language to ensure that nutritious food is accessible in every neighborhood. Mixed-use zones should support the inclusion of small and medium-sized food retailers, such as grocery stores, mobile food vendors, pop-up markets, and farmers' markets, particularly near new and existing residential areas. This is especially important for improving access in underserved communities and areas with limited healthy food options. Policies should also encourage the inclusion of a healthy food outlet or store as part of a complete community, ensuring accessibility by walking or transit in all residential areas.

Under *Issue 8*, SMDHU recommends land use designations that allow for the development of small-scale food processing facilities and distribution centres (e.g., community kitchens, food co-ops and community food centres).

Under *Issue 15*, SMDHU encourages including a policy statement related to suitable infrastructure to accommodate safe use of mobility scooters. Mobility scooters are commonly used, especially in downtown Orillia. It is illegal to ride them on sidewalks, and unsafe to ride them on the road. As the number of affordable and attainable housing options in the downtown increases so will the number of residents potentially using scooters to access their day-to-day needs. Taking a proactive approach to ensure suitable infrastructure is in place to support this means of travel is encouraged.

### **3.0 Equitable Access to Housing**

SMDHU suggests adding language that includes individuals living with disabilities, not just as a result of advancing age. Disabled individuals are at a higher risk of poverty and homelessness, and the demand for affordable, attainable housing for this population often exceeds supply. Under *Issue 4*, SMDHU proposes that the City of Orillia promote the development of barrier-free or universally accessible housing options, including on-site or nearby support services, across all housing types, regardless of density. Developers should be encouraged to create accessible and adaptable housing for people with disabilities, and the City may require that a portion of dwellings in new and redeveloped residential projects be accessible, aligned with the proportion of disabled individuals in the population and in compliance with the Accessibility for Ontarians with Disabilities Act. Prioritizing accessible units and support services in both private and non-market housing developments will help reduce homelessness among disabled residents.

### **4.0 Planning for a Greener Future: Natural Heritage System Evaluation**

As per *Issue 3, Recommendation 3.A*, fifth bullet in the *Climate Change Issues and Options Report*, SMDHU recommends including language to incorporate “a community-wide Urban Forestry Management Plan”. These recommendations could fit under *Issue 4* and include:

- In consultation with community groups and foresters, develop an Urban Forestry Management Plan; determine restoration initiatives as well as the infrastructure and budgeting needs required to meet tree planting and conservation targets.
- Develop a partnership framework to assist the municipality with implementing the Urban Forestry Management Plan.

### **5.0 Nurturing Neighbourhoods**

SMDHU strongly supports and commends the inclusion of *Issue 8* and *Recommendation 8.A*. Promoting the establishment of accessible and affordable daycare facilities strategically located throughout the city will better support families, improve equitable access to early childhood education, and enhance the livability of neighbourhoods by ensuring that essential services are within reach of residents in all areas.

Under *Issue 9, Placekeeping and Public Art*, SMDHU recommends including an additional recommendation to encourage the integration of public art and murals along active travel corridors, including pedestrian pathways, cycling routes, and public transit lines, to enhance the aesthetic quality of the urban landscape, celebrate local culture, and create engaging, vibrant spaces that promote active and sustainable transportation.

In addition to the other *Nurturing Neighbourhoods Issues*, SMDHU suggests developing an additional issue that encourages publicly funded institutions (e.g., municipally owned facilities such as recreation centres) to adopt policies that provide nutritious food and beverages. This

would support the health of a broad cross-section of the community, including children, families, and seniors.

**SMDHU thanks the City of Orillia for the opportunity to provide feedback on its five Issues and Options Reports. We appreciate the City's commitment to fostering healthy, resilient communities and are pleased to contribute to the important work of shaping policies that will enhance the well-being of all residents.**



## City of Orillia – Official Plan

Executive Director Report on plan elements.

### Forward:

The City of Orillia has made great progress in transformation of our waterfront and condo developments at our waterfront. The recent cleanup of the park benches nearest to the Fishing Pier has addressed a major concern for citizens' safety. It has also made the downtown visible from the water, and coming down to the waterfront you can see the boats and have a safe passage down the boardwalk.

This element of urban planning by design should be continued around the city where problems with illegal drug make residents uncomfortable using the trail system, which is otherwise a major asset to Orillia. The collection of tents throughout the City of Orillia puts to question future economic development, and a strategy to urban plan through landscape design is vital to our future.

The Orillia & District Chamber of Commerce recognizes that it is not the obligation of the City of Orillia to provide mental health addictions treatment services for their citizens. There is a provincial responsibility to develop solutions to the mental health and addictions crisis through detox, healing lodges, skills development and supported re-integration.

The issue of homelessness is a business issue, and it is the most common concern voiced to the ODCC by their members. With online sales platforms already competing with high property taxes and property costs in general, the issue can be frustrating for business owners, having someone sitting on their doorstep or on their property.

Within a working group of Chambers of Commerce in Ontario facing similar problems, it was felt that the estimate of 2019 Medicine Hat report stating the cost to the public per homeless individual as \$100,000 was likely similar to the cost here in Ontario. The estimate took into consideration the cost of policing, healthcare, and social workers. In Medicine Hat, this calculation of the cost to taxpayers made the decision to provide affordable housing at a lesser cost of \$20,000. We need Provincial and Federal support dollars to help with this ongoing and growing crisis, with real actions taken now. We do recognize that while this is not a Municipal issue, we do need the City of Orillia to continue to push the Province and Federal Government to take action.

Outlined in this report are suggestions for changes the City of Orillia could make to create a balanced economy with the attraction of investment to provide higher paying jobs. An overall economic plan needs to address some of the long-term systemic challenges that make Orillia's average household income much lower than Provincial and Federal

averages. We encourage the City of Orillia to look at the entirety of the community and have longer-range visions of what our community needs and to attract investment in business to support younger workers and business owners. The 2019 CBRE & OLC Tourism Stakeholder report outlined the missing ingredients in Orillia to not only attract tourism visitors but to also attract a younger demographic and that should be explored.

The following comments are based on input from members, as well as taking best practices from other communities:

### **Housing and Intensification:**

With the housing shortage and looking at expansion over intensification, there is an argument that an intensification zone between the Recreation Centre and the Hospital would have a great impact to both Memorial Avenue and Downtown. It would fuel the Recreation Centre usage and lead to an increased talent pool for employers located in the downtown core.

In Orillia, the “Not in My Back Yard” contingent wants to keep builds at lower heights, when 20 story buildings are not only what will help us reach the Provincial growth target, but also the only way to make housing attainable here in Orillia. Height restrictions on buildings at the waterfront and downtown core can remain; however, outside of that area, reducing height restrictions will help lower the per-unit building cost and create an investment interest in Orillia. According local builders, high land costs are a primary reason for not being able to produce affordable or attainable housing.

The City of Orillia should advocate to the Province of Ontario to release the former Huronia Regional Centre lands to Orillia to be used for affordable housing and as a facility for a pilot program to work towards helping those most in need. Having the OPP training facility on the property provides a unique opportunity to build tiny homes through a similar program that the Winnipeg Metis are operating currently. Under that model, they provide detox and healing lodges as a first step. Participants then learn a skilled trade by building tiny homes that they live in. At the end of the program, participants are assisted with finding longer-term homes and are provided with follow-up support, and their new skill set provides them with the opportunity for a well-paying job.

The cost of homelessness to the taxpayers is significant and the Province of Ontario and Government of Canada should provide the funding and land. Allowing the OPP to remain in their current training facilities is optimal as their presence provides a deterrent to illegal

activity such as drug trafficking. It would also allow Police Foundations to work with those with criminal records to help rehabilitate and put people back on the right track.

By advocating for the province to gift the lands to Orillia such as the HRC, we would see an immediate opportunity at attainable housing with a new labour pool to help build those homes. In a recent communication from the Province of Ontario, mandatory drug treatment for repeat offenders was not possible because of a lack of capacity. The City of Orillia should ask the province to help build a test pilot program using these lands and then work for the entirety of the province on a similar strategy. Homelessness and Opioid addictions are not slowing down, and we need a solution now.

### **Economic Development:**

The city of Orillia should determine a strategy for a long-term economic development plan. As this is a 30-year plan, the plan should be flexible to update economic development strategies every 10 years as AI, robotics and the marketplace will change significantly on each of the next 10-year cycles. While the EV marketplace is heating up, in 10 years we could be diverting to hydrogen as Toyota is leading marketplace changes with hydrogen vehicles. Even if the vehicle market does shift to hydrogen, it is a safe bet that electric batteries will continue to be needed with all technologies.

### **New Hospital:**

With the potential of a new hospital, one strategy is to support Soldier's Memorial Hospital to work with Lakehead University and Georgian College to drive medical innovation and services. The building of a new hospital will bring with it a serious economic impact on its own and programs at Lakehead and Georgian College and could help alleviate the current medical treatment shortages. This would also help attracting major employers looking to re-locate to Orillia, knowing this will be a concern for employees moving to Orillia.

The City of Orillia should be looking at medical innovation and the new Hospital as an economic strategy, looking to Orillia Soldier's Memorial Hospital's leadership in attracting medical innovation manufacturers to our area. Construction of a new hospital will result in a real economic impact to local businesses, especially in the accommodations, meals and service industry.

### **Critical Mineral Industries:**

A strategy on building on critical minerals from Northern Ontario should be explored. We have a strong supply chain close by and instead of all materials being exported to the United States, there is an argument in bringing back manufacturing to Canada and selling



finished products to our largest trading partner the United States. There are trillions of dollars of critical minerals available in Northern Ontario and Orillia is very close to that supply chain.

The City of Orillia would need to lobby the Provincial and Federal governments for better arterial roads and upgrading highway 12 and a direct route from south of Orillia to Windsor from Highway 12. Alberta invested in their highway system in the 2000's when they did the math on the cost to small towns with an increase in heavy equipment that was damaging local roads.

Having stricter truck routes though Orillia would put more pressure on highway 11 and 12 to be upgraded in the best interest of all of Ontario. There is not a current plan to upgrade roads around Ontario to prepare for the EV marketplace, and Orillia could play a significant role in becoming a hub and short-term warehouse for materials to aide Ontario supply chains.

Premier Ford has been very clear that he has a mandate to reduce traffic grid in the GTA and this road supports that vision, as well as helping with rural economic impact. Traffic from Northern Ontario to Windsor is significant and it impacts GTA in a negative manner when mining materials are sent to the US border.

We recommend that the City of Orillia set up an Economic Development Advisory and engage industry leaders from Hydro One and other major employers to drive future economic development. These industry leaders can share a common vision for Orillia and economic development will receive an immediate boost in efforts to bring well-paying jobs to Orillia. This is not to say our current Economic Development department isn't working hard for us, but rather it would bring more leads to the department, with a greater visioning.

The City of Orillia should benchmark other communities that saw growth in economic development and repeat their successes. Many of them provide a marketing strategy as an enticement to specific industries. Many cities around the world bid on data centre(s) and with Orillia's Hydro One control centre, provides opportunities to target other industries to locate near our centre.

We are asking to develop a City wide strategy to fill in commercial spaces that exist and provide that updated open spaces to the business community so that all businesspeople take an active role in economic development. By targeting specific needs, we can make change happen faster.

We encourage the City of Orillia to study skill sets of the community, especially when it comes to those working outside of their fields or outside their community to understand

the labour pool potential and use that data to attract investment based on that data. We can then report to industry what our skill set is locally.

Port of Orillia and Centennial and Couchiching Beach Park:

With the recent revitalization of the waterfront, urban planning has made a dynamic change with public safety and therefore the number feeling safe walking the waterfront. Prior to urban design elements, the benches at the fishing pier, many felt threatened to walk from the Waterfront Centre to downtown as the vegetation created a hiding space for those drinking and doing illicit drugs that do create an unsafe environment. There should be a strategic initiative to add more low-level lighting to the park and trails within the park, but also other trails in the city as there is a legitimate safety concern.

The visual from the water and being able to see our downtown immediately has created a view from and to Mississauga Street and Marina. We noticed a visible increase in traffic from both locations that will result in higher economic output. This urban design has a majority of citizens and visitors feeling this was a great initiative due to their feeling of safety.

Continued urban design is needed at the Rotary Aqua Theatre as trees have grown in over the past 20 years that were not part of the original design and now creates a hidden space for drug use, vandalism and makes it a threat for citizens to enjoy that part of the park. Furthermore, with the renovations to the Rotary Aqua Theatre and new lighting, the clean up of willows and shrubs would allow canoes, kayaks, paddleboards, and small craft to come to the park to enjoy music entertainment. In the design element, thinking about Orillia from the water is as important as from the road.

The long-range vision of the park should include some form of pop-up shops and food vendors to support more spending in the community and attract those visitors seeking food. While there would be a perceived conflict with downtown food sources, it allows for citizens and visitors to stroll the entire waterfront to find downtown, as they start to seek better dining options.

The park could use larger visual signs to direct visitors through the park, as many cyclists use the path, and it may lead to more of them taking time to explore more of Orillia. We would need to increase bicycle lock stations near the downtown core as there are only a limited number of places to keep bikes safe. A strategy like this at the waterfront will also increase the ability of citizens to bike downtown and leave vehicles at home.

We encourage the City of Orillia to use Toronto marketing to develop districts and change bylaws and allowable usages on properties to drive investment as follows:

- 1) Downtown District
- 2) Arts District
- 3) Café and music district
- 4) Beach District
- 5) Historical District
- 6) Northward District
- 7) Southward District
- 8) West Ridge District
- 9) Intensification Zone
- 10) Port of Orillia

- 1) Downtown District:

What makes a memorable downtown and what are the challenges?

Challenges and Opportunities:

- 1) In the report to the council on supportive housing, the challenges of providing services such as methadone in the downtown core has a major impact on downtown businesses. Those who hang out all day looking for handouts or to be close to their community, have residents and visitors feeling unsafe to explore and entices people to shop online. The potential for loss of commercial taxes will impact residential property tax rates, should we not fix this problem. There is a significant problem with panhandling, homelessness in shop doorways, along with general garbage, weed growth and general untidiness.
- 2) Second and third story buildings could be converted into memorable housing for urban professionals, however there is a missing underground parking structure that would allow residents to walk and bike during the week but maintain a vehicle for other experiences. This also is a deterrent to workers, who feel unsafe walking to lots that are not in the public view as much as the downtown streets. Roof top

patios are missing from Orillia and the million-dollar views make this an opportunity to explore.

- 3) Parking, parking fees and parking fines are a threat to the long-term viability of the downtown core as online shopping or shopping malls provide solutions that do not cost money to shop. Orillia has a low inventory of parking and parking garages. Parking garages offer the customer the chance to pay on exit while eliminating a hurried experience. Longer term parking for employees and setting length stay limits with chalking tires would be necessary to ensure there are spaces for consumers.
- 4) Busing Routes & Schedules to support better flow between Westridge and Downtown – Labour pools and customers are important in the equation for most of the establishments open past 5 p.m. At current, someone using a bus to work downtown must leave their work by 9 p.m. to make it home. Customers of some establishments have been used to going out later to entertainment establishments, however many of the bars and restaurants are now closed, so consumers just stay home. Reviewing the routes to support businesses. A study on the transportation routes as they pertain to labour pools and labour needs are vital to helping those without vehicles find jobs and get to work on time.
- 5) Design elements of a memorable downtown:

Making a memorable downtown that visitors return are more than just the amazing restaurants and shops. The design elements can create a memorable experience and a safe space.

Lighting – Many communities have used lighting in their design to create a safe space that attracts visitors and locals. Colored hanging lights over the street and in alleyways has an immediate impact in attracting visitors. An example of Belfast Ireland for using this along with murals to make people feel safe to return to the downtown core despite years of bombing and violence. Crime does not generally like well lit areas so the element of design should impact public safety.

Murals – Along with lighting, art in public places can change the appearance of old buildings and attract visitors. Orillia is a leader in public art, however the spaces on old buildings are often filled with graffiti or appear run down. With a mural strategy,



the City of Orillia can attract visitors and residents down to the area that fills the streets with people who love art and helps with a safe place strategy.

Making streets walkable and creating a 4-season patio scene – By changing to entirely closing streets, you will have less parking spaces. However, keeping streets such as Matchedash, Peter Street, Andrew Street one way, and only having barricades for street closures between streets on Mississauga, you can achieve a similar number of spaces if using one-way streets and angled parking. With the bollards used on streets in Calgary 3<sup>rd</sup> avenue for example, it allows for deliveries for businesses but restricts vehicle traffic. Restaurants are able to build infrastructure for patio season and eliminate the current “road closed” signs that are a confusing message for consumers.

Providing art and light together – With the current tree cutting in downtown, it has made an appearance of wider streets, and you can see the businesses clearer and make it safer for shoppers who wonder what is lurking in dark alleys and beyond that are currently hidden by trees. In a world where social media is key in tourism, murals and lights are used by consumers in social media posts and drive more tourism to Orillia.

Consideration of incentives for downtown businesses to open later on Friday nights with the offer of marketing to Barrie and Muskoka to drive Friday night traffic that will lead to overnight stays.

Adding music to deter loitering- Many communities have found success in cutting down on loitering by adding music to speakers in their downtown core. Currently downtown Orillia has a problem with loitering that makes consumers uncomfortable in that setting. With the risks of Amazon and other online platforms, staying home and shopping online becomes a preference. Creating the right ambiance draws locals and tourists to safe areas. San Francisco is an example of letting a problem continue leading to a mass exodus of shops and restaurants from their key business areas.

Consider a direct route from West Ridge to Downtown with the last route at 1 a.m. Businesses close too early because they do not have access to employees, and customers may want to take a bus if that option was easy to use. Currently the routes from West Ridge to Downtown take too long and are not direct.

## 2) Arts District:

In our current model, the Arts District should be expanded to include the areas of Front Street to King Street and West to West Street. Creating more live above spaces, with art shops can create a tourism boost as well as refresh the area. According to the Urban Planning Institute, expanding an Arts District is a low-cost initiative that involves re-zoning possible uses and creation of a sign “Welcome to the Arts District”. The investment by Charles Pachter in this area is a visible reminder of what this neighborhood can return to. With the area being so close to the water and downtown, it has natural elements that will lead to a brighter future for all of Orillia. Zoning should be changed to allow live above with artist shops below.

## 3) Café and Music District:

By adding to the downtown core towards the hospital, the creation of a larger downtown area to explore with shops and restaurants in lower blocks thriving. On Nottawasaga street, Mark IV café has visitors walking, biking, and exploring that area, so it makes sense to utilize this success by creating more live above work below small businesses. The creation of places for younger patrons is also important to the economy to retain younger employees and build a longer-term workforce. When looking at places such as Wortley Village in London, a new urban plan can make long-term changes for success.

## 4) Beach District:

With the district designation and signage, creation of a beach district from Atherley road at the narrows to Couchiching Beach park. This allows for the creation of small cafés and tourism related businesses and encourages those travelling on highway 12 through Orillia may be enticed by “Beach District” and may allow them to explore other areas. It has been a widely held theory that even with heavy traffic, those not intended to stop rarely get off their route unless they are enticed. Changing zoning could allow for waterfront dining and recreational sports rentals that enhance tourism. At one time, Atherley Road had more restaurants and shops and the majority of new restaurants are being opened in West Ridge. The strategy of marketing open locations to new residents to Orillia, entice people off highway 12 and carry on to the core of Orillia.

There is also an opportunity to close the Collins drive boat launch and move the ramp to the end of West Street for small fishing vessels. The launch at Collins could be converted to a small beach area that allows for beaches on Simcoe and Couchiching and could help develop the water sports such as kite surfing, kayak, paddleboard, and canoes at that area.

5) Historical District:

Without changing zoning for the allowance of businesses, the creation of a Historical District would showcase the many homes in the North Ward beside downtown. Working with OMAH, many of the homes had significance to the occupants that lived there. A simple option for walking tours is to work with homeowners and have plaques that indicate the history of the home. With OMAH's guns, gangs, and grog tour giving a verbal history, plaques for self-guided tours make a community more appealing. With the trees removed by some buildings, the historical dates are now in plain view, however a historical reference of who built the building would cater to historical buffs.

6) Northward:

A development strategy should be addressed to create a few more restaurants and coffee shops in the North Ward. There are currently restaurants and shops on West Street, some offerings on Laclie Street, however this area could be further developed. The area behind commerce drive could be expropriated to create an additional business park that allows growth of our commercial tax base. With a grocery store in the Northward, the development of more things to allow citizens to walk downtown or neighborhoods will lead to an intensification of the northward.

7) Southward:

A development strategy should be addressed to add a small specialty grocery store like Farmboy and cafés to the area to service the existing community and the growing condo community, helping citizens looking for walkable experiences. The wealth of the area just off Atherley would suggest that creating an economic development plan that makes the area unique.

On Victoria Crescent to Forest Avenue, there is a substantial amount of land that could be converted into a combination of condos and nature walking trails providing another tourist destination within. A plan that incorporates keeping wetlands untouched, with development on the outer areas can lead to residential growth.

Including Tudhope Park into the conversation, the development of Tudhope Park could continue with seasonal restaurants and patios within the park and fill the need for more waterfront dining options. With the recent improvements at Tudhope, those playing disk golf or pickleball would be inclined to enjoy a beverage or food inside our hidden gem.

Moving the boat ramp from Collins Drive to Kitchener Park would allow for the Collins Drive ramp to become a beach, allowing visitors to choose Couchiching or Simcoe. With the winds and waves of Simcoe, it has the potential to build the outdoor sports and recreation

market with kayaking, paddleboarding and kite surfing being popular options. With Tromblay's Tackle Box on the busy Highway 12, and a new ramp at the end of West Street, it will bring back the fishing community and reduce the ramp usage at Port of Orillia, and allow recreational boating to have enough spaces for launching and parking. This initiative would allow for paddleboard and other watersports rentals near Tromblay's.

8) Westridge District:

This area is unique and outside of higher density housing, and the provisions to move the Hospital closer to Lakehead University to create allow greater partnerships between Lakehead and OMSH that should have an impact on doctor recruitment. With the current location, many incorrectly state that moving it from downtown would have a negative economic impact on the area, however it provides housing intensification and supports the downtown core. Another concern heard was that it would take longer to go to the hospital from the current location from those on the east side of highway 11. A more efficient hospital building will decrease the time it takes to get medical care as the current location is not efficient. An extra five minute driving time would reduce the overall time to get medical attention.

9) Intensification Zone:

With the Rec Centre becoming a great facility for Orillia, there is an argument that the lands east and across the street could be used for residential intensification as well as a convention centre. Sports tourism provides great economic impact, and the new facility should be levered to draw visitors and residents to the area.

The lands north of the Recreation Centre, East of Memorial and south of Mississauga Street would be ideal for changing zoning to allow 20 story buildings. This act would create an instant boom for the downtown core as well as memorial avenue and with close by ramps to highway 11 is ideal for an intensification zone. With this area, the argument that 20 story buildings take away views, are removed and it is accessible to City Hall. The City could buy up some of the lots to provide green space, that also allows for more waterviews.

Other considerations:

- 1) Transportation routes: It is noticeable that buses in West Ridge are used more often as there is not enough parking for all residents. Understanding "why" buses are not utilized, the common feedback is that the routes are not direct, and the hours are



not long enough. The clover leaf design was effective 20 years ago, but now we are not connecting employees to employer transportation routes during the day, or consumers that may want to go out and leave their vehicles at home. Further, with parking being an issue in the downtown core, a route that takes you through the commercial areas of Orillia and waterfront maybe more fruitful for businesses and the Cities income from busing. We encourage the City of Orillia to have an understanding of the labour pool available and looking for work, and where the employers are that are seeking employees and work to match a transportation plan that gets employees to work on time and cost effective.

Transportation Hub and Change of intention for former OPP detachment:

Within the plan, creating a transportation hub close to the Recreation Centre will be more effective and connecting regional busing to this area could mean potential revenue for the City of Orillia. The current plan for Peter Street will create unnecessary traffic burdens in the downtown core and the City could flip the property for a net financial gain including the operation costs that will come with the new transportation hub. Another downtown hotel is much needed, and the creation of a Gordon Lightfoot Museum could be achieved at this property. Since the plan had a parking garage, seeking tenders for a hotel with parking would allow that to be achieved with private sector money.

Conclusion:

Creating a sustainability through strengthening local supply chains is in the best interest of all of Canada.

During the Pandemic, the most notable impact on inflation was the supply chain . Had a Canada re-found our way, we would be opening moth balled saw mills in Northern Ontario and built houses or opened factories to build the items we needed to keep the costs down for Canadians with well paying jobs without government interference in minimum wages that have also been a major inflationary cost for local consumers.

For the hardworking citizens of Orillia, we need to ensure property taxes remain competitive, so the advancement of industrial and commercial property taxes are a priority. Coming to funding agreements with the surrounding townships for healthcare and recreation services are also integral in remaining competitive.

We can control these costs if we have a vision of self-sustainability. Leamington, Ontario is home to miles of 30 acre greenhouses that make better use of the land, turning over the



crop more often. The operation is carbon neutral as all carbon are fed to the fruits and vegetables.

The growing areas are automated so workers have the produce come to them and they full robotic carts to arrive at packaging. Workers have loggings and as most are migratory and return home on a regular basis. Ensuring that we figure a way to reduce the environmental impact of needing foreign fruits and vegetables. Niche foreign food products would still have demand, however reducing the need for outside food sources are key for the planet, not just Orillia. The impact should be competitive pricing as transportation costs are reduced with local supply.

With 3-D printers and robotics, we can finish product manufacture for any of our needs. Digital files are already being shared with 3-D print shops around the world. Orillia in the 80's listed robotics as a strength of locating in Orillia. Attracting manufacturers to produce based on design manufacturing, produces a change in how foreign trade is completed, moving our economy to intellectual properties as well as resource based.

From research on past presidents and historical evidence, The Chamber worked with and for the community, and have always had a strong working relationship with Orillia since 1890. The industrialists at the time worked with the Town of Orillia to Advocate for change and worked as a team on simple items such as opening a roadway to the North.

We offer our support in continuing to make a better life for Orillia citizens. In return we ask that you utilize Canadian, Ontario and Orillia & District of Commerce to provide funding and investment in our beautiful and historic traditional lands. The Chamber's recent investment with Explore Orillia Lake Country for example, if supported by the City of Orillia, is a hyper local support mechanism developed to keep more dollars local at a time when Amazon trucks are flooding our streets.

We do need to work closer with Chippewas of Rama to seek their knowledge and reconcile our understanding of process. The fish fence caught all fish coming through a strong current and they were bountiful and easy to collect. Most fish swam past so they were not depleting the fish stock. The lands of Coldwater were maize fields that were plentiful. They traded on highway 12 and the Coldwater Road to Midland and Georgian Bay.

They had a local and sustainability environment without worry about food and lodging. The basics of this can return if we follow their past to re-create a brighter future. Orillia residents are having difficulty with food sources as well the cost of housing in part because we send dollars far away from the areas we live in. During the pandemic, we had Toronto and Foreign investments make life unaffordable for those earning less than the current costs, with no higher paying jobs to isolate these higher costs.



The long environmental consequences of unnecessary foreign trade in the realm of shipping raw resources far away and getting finished products sent back a long way has to be seen to the world that it is a significant contributor to climate change with plastic islands as large as Texas warming the Pacific.

World trade will gravitate to intellectual property and block chain agreements backed by crypto currencies. The new emerging industry does need workers as AI and robots cannot replace soft skills and fixing plants and analyzing data.

Our children, already see this happening and require curriculum that is more geared to current trends in the still emerging digital world. Our climate and location to US Canada suits us for the semiconductor manufacturing and Orillia should work towards this ambitious goal of making space and a pitch for a plant. The spin off industries would make Orillia the hotbed of critical mineral use.

Asking for a direct road to Windsor is in the best interest of all of Ontario and would help Toronto reduce their grid lock and open economic opportunities in areas that have commercial and industrial land developments approved along with housing developments. With poor roadways from Oshawa to Midland as well, the areas cannot grow.

The Province must prioritize a plan for the inter highway structure needed to fuel the Province. A route to Windsor can be easily be connected to London, Kitchener, Cambridge and Hamilton connecting to the US by Fort Erie.

The reduction of truck traffic will decrease delays as breaking is a leading cause of grid lock and transports take a while to slow down and speed up. Re-routing saves companies money on fuel making products less expensive. The carbon reduction with decrease idle would be a big environmental win.

The traffic problems cost Municipalities large money on road repairs as the volume of heavy loads on roadways avoiding traffic slowdowns is a large cost for local residents to pay for.

In the early 2000's Alberta addressed this issue and was given Canada Infrastructure Grants that the Province administered to restore downtown cores roadways that were on the route to major highways. They built a series of highways with off ramps to the smaller communities. Immediately hotel chains invested and built hotels for workers and the downtown flourished.



It would also help with our tourism industry and safer roads would result in more winter tourism. Much like Orillia's forefathers, we must also explore rail in the future plan to connect all of Ontario and reduce the cost of travel while bringing in raw materials, workers and visitors.

Europe has invested heavily in their passenger rail system and widely accepted. The last Canada Infrastructure project was a great success but is now outdated. Because of the Walkerton incident, Ontario invested in clean drinking water. Alberta found a way to do both because they saw the roads as a priority for financial wellbeing and ability to provide clean drinking water. At the same time, there were grants for Municipal properties being built with geothermal to reduce the cost to citizens.

We should be innovating to turn our recycling and some waste into building materials as is being done in Europe. We must see carbon as opportunity and rather than tax it, capture it and use that reclaimed energy. In Alberta, the oil and gas industry use carbon loop capture to reduce costs but impact the environment.

The City of Orillia declared a Climate Emergency. We hope that in the 30-year plan, they declare a Mental Health and Opioid emergency and work toward an end to homelessness because these humans are not getting help. They are out in front of us and it has an impact on our lives and we'll being.

It has a great impact on the business and those that want to use our parks and trails and not sure if they will step on a needle or if they are safe. We must insist the Province keeps their training facility, but have a supervised healing facility that people can get their dignity back by detoxing and healing lodge, before starting to help build a tiny home and then sustainable home at the former Huronia Regional Centre. Let the legacy of that property be a change making moment where we stop harm reduction and move to removing harm.

Many of those experiencing homelessness are approached by Police at a high cost to taxpayers. By letting the OPP work with those who want out of being stuck, a bridge to a second chance is what we have all needed at some point on our lives with many of us finding that strength to move forward and deal with defeat.

For many that are homeless, they have given up and do not feel seen and none of us are trying to get them real help and treat this problem much like the Pandemic. Simcoe County collects the data once a year, when this data should be weekly at the least. The measures taken with taxpayer dollars such as buying drugs and making safe injection sites doesn't

seem like a step in the direction of getting those victims off of the drugs that have them trapped in an unsafe environment.

Another short-term solution for the city is to take protected land that would permit camping and on the trail. For the interim the city could build an outreach booth and help process them and get them help that could include safe transport to a loved one.

We should urge the province to consider the math that this is a \$20 Billion plus cost to the taxpayers and investing solving this issue is good business. The recovered work force can become the fabric and backbone of building new homes and the program can expand to have those with dreams of being a designer or computer programmer or barista and having them back as healthy citizens. It won't end with a job and a home, as an ongoing mental health support to help stop generations of drug addiction and mental health as a result of your living conditions.

There is a general consensus in Orillia and Barrie that the Penetanguishene prison and mental health facilities have a direct impact to new summer homeless citizens to Orillia due to their transportation allowances and understanding we have a shelter that in reality cannot take them in.

The City should remove all shrubbery in renewal areas while protecting environmental areas and trails. This clean up in the area behind the Legion and Studabakers as well as the train station which has been abandoned and also a large encampment area. With the condos and the Moose Factory, we owe it to them to urban plan and let investors clearly see the opportunity.

The City has experienced low revenue in the leased property because it feels unsafe to leave a vehicle when there are tents set up close by and small trees growing in fences to obscure views and creates an issue for Police to scan. There should have been an entrance on front street as another reason it is not being used. The road down to the current entrance is very unkept and those living in camps nearby use the lot as a path.

All new developments can have a tree plan working with developers. Citizens could dig up the trees and plant them in other areas as a less expensive endeavor and matches your tree planting endeavor.

As the report to council by the County of Simcoe on homelessness, cities such as Hamilton and London have suffered for many years on providing drug treatments in the city core. Orillia must dream to have rooftop patios and citizens who shop and dine downtown living in second and third floor studio lofts to drive the local economy. Our current use of



those spaces are low cost government subsidized apartments with some of those residents costs taxpayer costs for their addiction and reduces the comfort of would be shoppers.


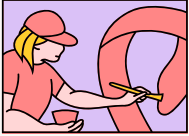





By urban planning in these areas, the vision that renewed and rebuilt, these neighborhoods would be desirable. The hope is that we have success stories of those getting a second chance returning and living in a hip downtown that us vibrant in art and light and safe for all citizens.

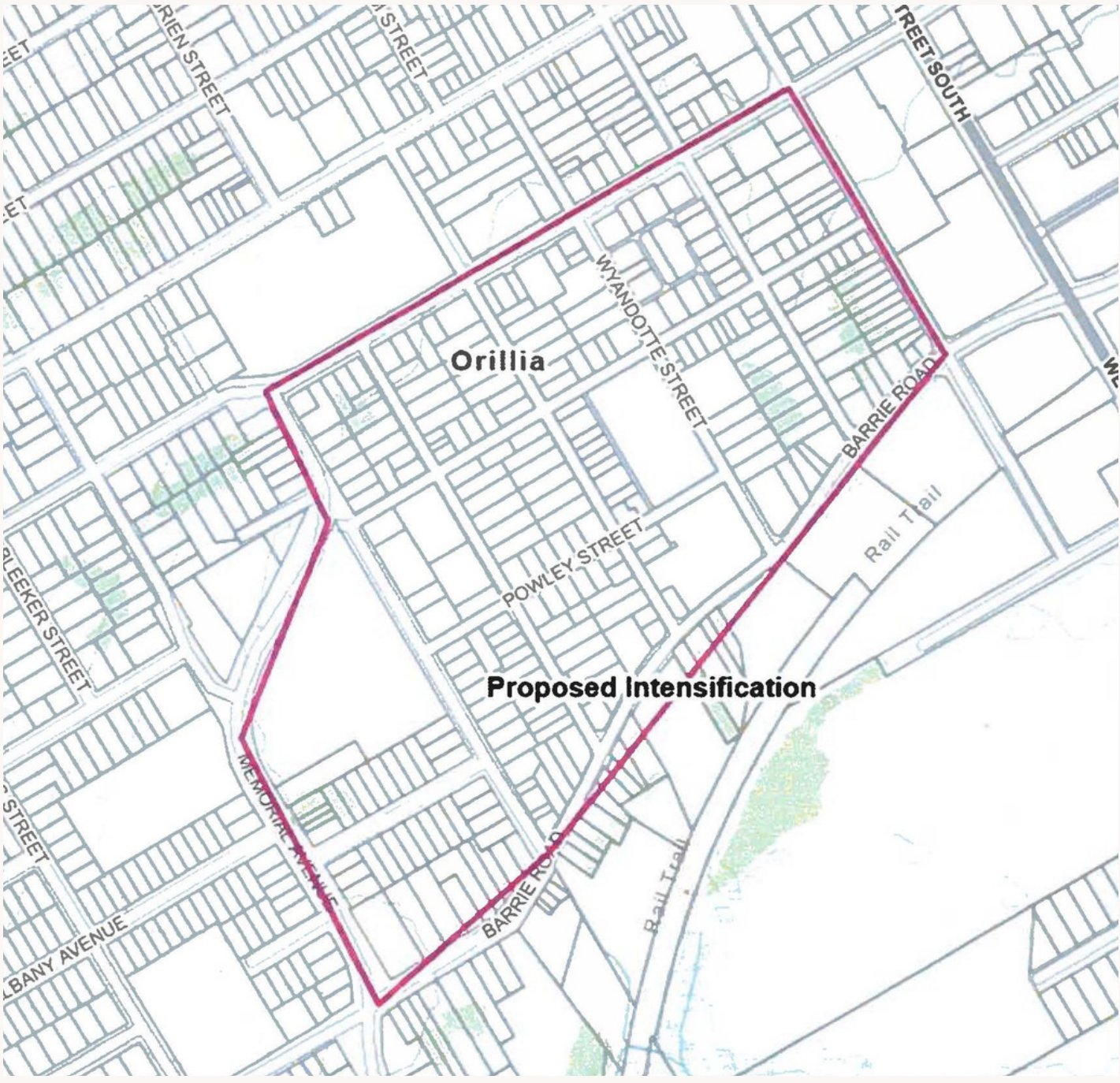
Our ask to City of Orillia is to envision the entirety of the community and build a field of dreams through urban planning and re-zoning. We have a beautiful canvas that just needs vision.

We would also ask for support of our app Explore Orillia Lake Country as a means of helping support #shop local. It is in all of our best interest to support local businesses as they are integral in our community. The Orillia & District Chamber of Commerce recognizes the hard work the City of Orillia has undertaken to make a great change in the last 30 years, and we are here to support longer range visions to create a vibrant community with real economic impact through planning.

# 7 Big Moves

TO MAKE ORILLIA'S DOWNTOWN A MUST-SEE DESTINATION

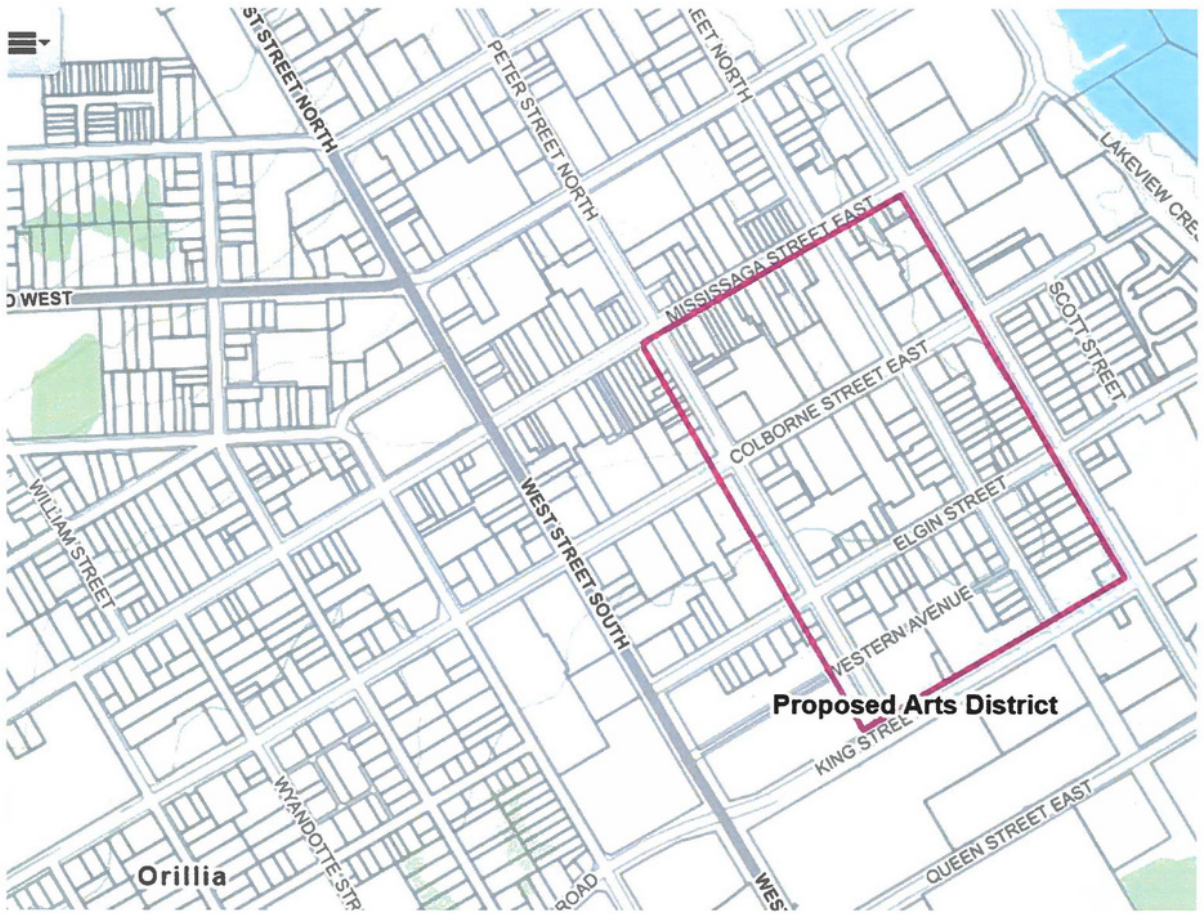
	<p><b>Lighting-</b> light elements, particularly in alleyways, add aesthetic appeal and improve perceived safety.</p>
	<p><b>Murals-</b> Murals beautify streetscapes and deter graffiti.</p>
	<p><b>Pedestrian Spaces-</b> Bollards can be used to provide more pedestrian space while allowing for deliveries and retaining the same or more near street parking spaces</p>
	<p><b>Field of Dreams Urban Design-</b> Expanding Arts District, designating a Music/ Cafe District and a Beach District, and implementation of housing intensification areas</p>
	<p><b>Improved Transit Routes-</b> later bus schedules to make public transit feasible for restaurant/ bar employees, and commerce routes connecting</p>
	<p><b>Events-</b> Collaborating with ODCC and other partners to expand events into downtown.</p>
	<p><b>Marketing to Muskoka and other areas-</b> Attracting visitors from regions outside of GTA.</p>



Orillia

**Proposed Intensification**

Map labels include: MEMORIAL AVENUE, POWLEY STREET, WYANDOTE STREET, BARRIE ROAD, RAIL TRAIL, BARRIE AVENUE, BLEEKER STREET, ALBANY AVENUE, and STREET SOUTH.



October 15, 2024

Jill Lewis  
Senior Planner  
City of Orillia  
50 Andrew Street South, Suite 300  
Orillia, ON  
L3V 7T5

VIA EMAIL  
jlewis@orillia.ca

**OFFICIAL PLAN REVIEW – STAGE 2**  
**CITY OF ORILLIA**

Thank you for circulating notification of the Stage 2 Development of “Issues and Options” and Policy Directions Reports for the City of Orillia’s Official Plan Review process. The five short reports discuss key policy areas and propose various policy options and recommendations that are informed by best practices and legislated requirements. A Draft Land Use Schedule A has also been released for review, which outlines the potential City Structure mapping.

Simcoe County District School Board (SCDSB) planning staff have been involved with the Official Plan Review since the Stage 1 engagement activities in early 2024 and have also taken part in the related Settlement Area Boundary Expansion process. SCDSB planning staff met virtually with City staff in April of 2023 and also provided written comments dated August 17, 2023. The previously submitted comments noted that Hemson’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 secondary schools. The comments also noted that the proposed density scenarios do not account for the land needs required for school sites. The intensification and boundary expansion strategy, particularly the built form, urban form, and phasing timelines, once established by the City, 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 2 of the OPR provides potential policy directions on particular policy areas of interest, building on input resulting from the Stage 1 engagement activities and the City Moves Report. Following our review of the “Issues and Options” Reports and the Draft Land Use Schedule A, the board wishes to offer the following comments as the proposed options and recommendations relate to the provision of appropriate public school accommodation in the City of Orillia.

**Nurturing Neighbourhoods Issues and Options Report**

The ‘Nurturing Neighbourhoods Issues and Options Report’ focuses on the elements that make great places to live, which includes residential neighbourhoods, parks and open spaces,

economic development, age-friendly planning, and arts and culture. The intent is to evaluate how the Official Plan can support and foster vibrant neighbourhoods in Orillia.

The board is supportive and understands the critical need for additional residential housing forms as proposed to be considered and expanded through expanded housing option permissions in the Official Plan; however, we do wish to highlight the impact of such development on the board's ability to provide elementary and secondary pupil accommodation in the Town of Orillia. The board's facility requirements are impacted by residential intensification and infill in the settlement area, which increases enrolment in local schools.

Issue 3 highlights that, "There is a need to build complete, walkable neighbourhoods..." While this section focuses on retail and commercial uses, SCDSB planning staff wish to emphasize general support for the creation of complete, walkable communities, and note that schools, as public service facilities, are an integral part of such communities. Public service facilities such as schools should be permitted as-of-right in all neighbourhoods to serve local residents, encourage active transportation, and contribute to the activation of local neighbourhoods.

The Parks and Open Spaces section of the report describes how the Official Plan can contribute to developing parks, recreation, culture, and trail resources as described in the current Parks, Recreation and Culture Master Plan (currently being updated). Issue 5 specifically speaks to policy recommendations in the Master Plan that should influence policies revisions in the Official Plan. This includes connecting the trails, cycling and parks system. The board is highly supportive of a comprehensive, connected trail, cycling and parks system. Comprehensive connections make it easier for residents to choose active transportation to move between points of interest by providing clear routes, enhanced safety, and convenience. Schools are often co-located with parks and other recreation facilities, and so should be considered as important nodes in the system.

Age-friendly policies are identified in Issue 8, noting that there is a need to expand, support and retain child care spaces as part of complete neighbourhoods. Schools are specifically identified as locations for opportunities to integrate child care facilities, along with mixed-use developments and other community facilities. The board is supportive of Recommendation 8.A. and strongly encourages the new Official Plan to contain policies that create flexibility for the provision of child care facilities in land use designations where the sensitive land use will not be adversely affected. Encouraging and incentivizing the co-location of child care facilities with appropriate outdoor amenity space should also be considered.

### **Climate Change Issues and Options Report**

The 'Climate Change Issues and Options Report' provides recommendations and options to address and mitigate climate change in the City of Orillia. The board is supportive and understands that the City of Orillia is required by legislation to include policies in the Official Plan that reduce greenhouse gas emissions and adapt to climate change. The SCDSB respectfully requests that consideration be had for including policies that permit flexibility in the form that climate change mitigation and adaptation take. For example, certain green infrastructure is not suitable for school sites due to safety concerns regarding the children who attend our schools. Electric vehicle parking requirements are a major concern for the board based on both costs and electrical capacity of our schools. The greening of school sites is a priority of the board, though considerations for trees and other natural landscaping needs to take into account safety, maintenance, and ensuring functionality of ever-decreasing school site sizes. Ultimately, as both owner and operator of our buildings, the board has a vested interest in ensuring efficiency in building systems, which is built into our design and

construction practices. The board also must work within a strict provincial framework, which includes significant oversight by the province in our funding, design and construction processes. Thus, the board requests flexibility where possible; specific language will be suggested as required based on the policies included in the future draft of the Official Plan.

### **Growing Up Issues and Options Report**

The 'Growing Up Issues and Options Report' focuses on how to guide the future growth of the City of Orillia. SCDSB planning staff recognize the connection to the Settlement Area Boundary Expansion process as discussed above and note that both development in the existing built-up area and in greenfield areas is considered. This report also outlines the City Structure overlay, design to direct where and when development, population and employment growth should occur, natural areas to be protected, and influence how infrastructure and investment decisions are made. Schools, as public service facilities, should be permitted in all land use designations except where the sensitivity of the lands use will not allow without the need for an Official Plan Amendment.

Recommendation 2.A. recommends new policies related to Orillia's settlement area boundary and criteria for settlement area boundary expansions should be incorporated into the Official Plan. SCDSB planning staff are highly supportive of this recommendation, and also respectfully request that one of the criteria be that a public service facility needs assessment be completed to ensure that existing or planned public service facilities can adequately support a settlement area boundary expansion.

Issue 15 speaks to emphasizing the role of active transportation by adding safe routes and connecting key destinations. The SCDSB is highly supportive of the inclusion of policies that support and encourage the use of active transportation. Schools, as public service facilities, should be included as key destinations and be connected to other destinations through a connected and safe active transportation network. The board is also supportive of bicycle parking requirements, and respectfully requests that the City of Orillia include scooters within any bicycle parking definitions and requirements. The SCDSB is seeing an increase in students using scooters to get to school and including scooters under bicycle parking requirements and provisions will ensure that the board can provide the appropriate parking facilities for each method of active transportation.

### **Equitable Access to Housing Issues and Options Report**

As previously mentioned, the SCDSB is supportive and understanding of the critical need for additional residential housing forms, though we reiterate that such development impacts the board's ability to provide elementary and secondary pupil accommodation within the City. The board's facility requirements are impacted by residential intensification and infill, which increases enrolment in local schools. SCDSB planning staff respectfully request ongoing discussion and collaboration with the City of Orillia to ensure that required public school accommodation can be provided in a timely manner.

SCDSB planning staff have highlighted Recommendation 1.A, which proposes to revise Real Property Policy 1.7.1.1 to "prioritize surplus government or municipally-owned land for development of new affordable housing." While the SCDSB is supportive of the intent, SCDSB planning staff note that should the intent of the policy also be to include surplus school board lands, the SCDSB must follow a strict disposal policy dictated by the province which would supersede any Official Plan policies.

## Natural Heritage System Evaluation Issues and Options Report

The 'Natural Heritage System Evaluation Issues and Options Report' suggests a significant update to the way natural heritage features are contemplated in the Official Plan, proposing a comprehensive systems approach to identify and protect natural heritage features. SCDSB planning staff note that Twin Lakes Secondary School, located at 381 Birch Street, is partially within the proposed Natural Heritage System designation. SCDSB planning staff will provide additional comments once the draft Official Plan has been provided for review.

The above-noted policies represent the major areas of interest at this time. SCDSB planning staff will provide additional comments as the Official Plan Review process moves forward; we anticipate the release of the first draft of the Official Plan to be the next step in the process. SCDSB planning staff respectfully requests ongoing collaborative discussions with the City of Orillia regarding the Official Plan Review as it related to future school site needs.

Should you require additional information, please do not hesitate to contact this office.

Sincerely,



Kristen Bartmann, MPLAN  
Planner, Planning & Enrolment

cc: Simcoe County District School Board  
Andrew Keuken, Manager of Planning, Community Use & Enrolment  
Sandy Clee, Assistant Manager of Accommodation & Planning  
Katie Kirton, Assistant Manager of Property & Planning

**To:** Jill Lewis, Senior Planner  
**From:** Robin Cadeau, Assistant Clerk  
on behalf of the **Recreation Working Group**  
**Date:** September 19, 2024  
**Subject: Official Plan Review and Update – Issues and Options Report:  
Nurturing Neighbourhoods**

The following is a copy of a recommendation adopted by the Recreation Working Group at its meeting held on September 18, 2024:

Moved by Reid, seconded by Munro:

THAT the agenda submission from the Development Services and Engineering Department dated September 3, 2024 regarding the City's Official Plan Review and Update - Issues & Options Report - Nurturing Neighbourhoods - Request for Comments be received;

AND THAT there was consensus of the Recreation Working Group to provide the following comments:

Report Section	Comments
<b>Parks and Open Spaces</b>	<p><b>Recommendation 4.A</b> - Update Parkland Hierarchy</p> <ul style="list-style-type: none"> <li>• reflect the parkland hierarchy within the Official Plan with policies for each classification re design, location, accessibility and programming</li> <li>• retain policies related to urban squares as they relate to privately-owned publicly accessible spaces within intensification/mixed-use areas</li> </ul> <p>Comments:</p> <ul style="list-style-type: none"> <li>• Park classifications can be cleaned up and defined specifically through the updates to the Parks, Recreation and Culture Master Plan process, and then the Official Plan can pull the classification from that</li> <li>• Remove “Celebration” Parks (classification is not used) these are referred to as Community Parks – classifications are used to determine and set policy on the level of services to be provided (e.g. rubberized surfaces under playground equipment, washroom facilities, athletic fields)</li> <li>• Policy related to Urban Squares should be retained, and when designed and developed, PRC staff be consulted</li> </ul>
	<p><b>Recommendation 5.A</b> - The PRC Master Plan provides Policy recommendations which should be considered in the Official Plan. Further, there is an opportunity to introduce additional Policies.</p> <ul style="list-style-type: none"> <li>• Connecting trails, cycling, and parks system</li> <li>• Supporting Indigenous placekeeping</li> <li>• Increasing the visibility and access of the parks network</li> </ul>

	<ul style="list-style-type: none"> <li>Supporting the Realization of "Green Streets" and Atherley Road Parkway identified in the Master Plan</li> <li>Addressing climate-resilient design (mitigating extreme Heat conditions) including increasing the tree canopy, providing shade structures, and provision of green infrastructure</li> </ul> <p>Comments:</p> <ul style="list-style-type: none"> <li>Consensus – agreement in all regards – updates to the PRC Plan will consider these recommendations</li> <li>Green streets – low impact development strategies – very desirable – follow Climate Change Action Plan recommendations</li> </ul>
<b>Age-Friendly Planning</b>	<p><b>Recommendation 8.A</b> - Provide Flexibility</p> <ul style="list-style-type: none"> <li>consider integrating new policies that encourage the integration of childcare facilities within the development of schools, mixed-use developments, and other community facilities</li> </ul> <p>Comments:</p> <ul style="list-style-type: none"> <li>there is agreement that integrating age-friendly considerations (daycares, community space, green spaces) should be built into policy for all forms of development</li> </ul>
<b>Arts and Culture</b>	<p><b>Recommendation 9.A</b> - Support placekeeping features that consider Indigenous representation, the needs of all ages including children and seniors, and cultural groups</p> <p>Comments:</p> <ul style="list-style-type: none"> <li>develop policy to identify that a percentage (~1%) of the value of all municipal construction projects be required to contribute/fund "art in public places" reserve</li> </ul> <p><b>Recommendation 9.B</b> - Provide direction to seek input from Indigenous communities when naming public assets, spaces and buildings</p> <p>Comments:</p> <ul style="list-style-type: none"> <li>members agree with the recommendation</li> </ul> <p><b>Recommendation 9.C</b> - Establishing policies for the encouragement of public art through different mechanisms (City's capital construction program, other public realm initiatives)</p> <p>Comments:</p> <ul style="list-style-type: none"> <li>please refer to the comment for Recommendation 9.A</li> </ul> <p><b>Recommendation 9.D</b> - Broaden land use permissions - review policies for live/workspaces, home industries, and home occupations to be more permissive for cultural industries such as Maker spaces, studios, galleries</p> <p>Comments:</p> <ul style="list-style-type: none"> <li>Maker spaces, creative studios for art, music and other cultural endeavours would ideal particularly with respect to intergenerational opportunities</li> </ul>

Please forward these comments to the consultants. Further, members were provided with website and survey links and members were encouraged to review all reports and participate in the survey.

:rc



# MEMO

**To:** Jill Lewis, Senior Planner  
Jamie Galloway, General Manager of Development Services and Engineering

**From:** Robin Cadeau, Assistant Clerk on behalf of:  
Climate Change and Environmental Sustainability Working Group

**Date:** September 12, 2024

**Subject:** **Official Plan Review – Feedback on Issues and Options Reports**

---

The following is a copy of a recommendation adopted by the Climate Change and Environmental Sustainability Working Group at its meeting held on September 11, 2024:

THAT the agenda submission from the Senior Planner dated September 3, 2024 regarding Stage 2 of the Official Plan Review – Feedback on Issues & Options Reports, and the presentation dated September 11, 2024 from Jonathan Derworiz, Senior Planner and Frank Marzo, Practice Lead, Urban and Community Planning from WSP Canada Inc. be received;

AND there was consensus of the Climate Change and Environmental Sustainability Working Group to provide the following comments:

Subject Matter	Comments and / or Feedback
Max. Height for Intensification Areas	Options – minimum of 8 storeys is the current starting point – consensus to go up and not out – less height in downtown core and increase as you move outwards to a maximum of 16 storeys – consideration for water views should be given
Natural Heritage Buffers	Proposed buffers around lakes: current 15m Couch, 30m Simcoe – consensus to increase the minimum to a range of 30m for Municipally significant wetland up to 60m for Provincially significant wetlands – will depend on specific areas being considered for development
Green Development Standards	Option – Strongly recommended to add a policy statement to the OP for the City to create green develop standards – guiding document for site plan approval would be developed – this is an action within the CCAP; opportunity to complement through OP – endorsement of option 6C.

Tree Canopy	For developments requiring the removal of trees there should be replanting requirements in addition to financial compensation – 2.3.1.3 – Tree Canopy Policy – review in conjunction with the Climate Change Action Plan – when possible, increase a new minimum for 2 tree plantings per lot on new development
Energy generation and water conservation	Would fall under Green Building Standards to some extent – explore ability to include policy direction to support Net-Zero standards and use of renewable energy sources

Members agreed to access the reports and survey online for individual feedback.

Please forward these comments to the WSP Canada Inc. Consultants with thanks for their presentation and attendance.

:rc

**To:** Jill Lewis, Senior Planner  
**From:** Robin Cadeau, Assistant Clerk  
**on behalf of the Affordable Housing Working Group**  
**Date:** September 20, 2024  
**Subject:** **Official Plan Review – Issues & Options Report - Comments**

The following is a copy of a recommendation adopted by the Affordable Housing Working Group at its meeting held on September 19, 2024:

THAT the agenda submission from the Senior Planner dated September 3, 2024 regarding Stage 2 of the Official Plan Review - Feedback on Issues & Options Reports, and the presentation dated September 11, 2024 from Jonathan Derworiz, Senior Planner and Frank Marzo, Practice Lead, Urban and Community Planning from WSP Canada Inc. be received;

AND there was consensus of the Affordable Housing Working Group to provide the following comments:

<b>Equitable Access to Housing – Issues and Options Report</b>	
<b>Issue 1. The City has a housing affordability issue which is increasingly making attaining housing out-of-reach for some households and individuals.</b>	
Recommendation 1.A	<p><b>As identified in Action 8 of the 2023 Affordable Housing Action Plan, revise the Real Property Policy 1.7.1.1 to prioritize surplus government or municipally-owned land for development of new affordable housing.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Supports this recommendation</li> <li>- It is unknown if there is a degree of NIMBYism?</li> <li>- City demonstrates good management/good stewardship of land – e.g. Mount Slaven School and Lions Oval properties</li> </ul>
Option 1.A	<p><b>Permit Apartment Buildings in the Stable Neighbourhood designation, subject to height restrictions.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Allow 4 storey apartments on arterial or collector roads?</li> <li>- Yes, supported – low height – possibly up to 6 storeys.</li> </ul>

<p><b>Issue 2. There is a disconnect between household sizes and the number of bedrooms in Orillia’s dwellings. Almost two-thirds of households are one- or two-persons, yet only 7.6% of dwellings are bachelor or one-bedroom. The proportion of households with four or more people is 16.5% while 59.4% of dwellings have three or more bedrooms.</b></p>	
<p>Recommendation 2.A</p>	<p><b>Continue to support creation of affordable rental options through supporting and regulating conversion of single-unit dwellings into multi-unit dwellings.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Cost effective solutions to convert – this has already been happening in Orillia – policy is 3 units per dwelling currently – many factors to consider – lot size, current house size, etc – a blanket increase to 4 units generally not desirable unless certain criteria and conditions are met – individuals could apply for exemptions</li> <li>- Could support an increase or conversion of housing units if the unit was deemed “affordable”</li> <li>- Policy could be developed to provide “affordable housing” incentives for this form of intensification</li> </ul>
<p><b>Issue 3. There is a need to support the supply of rental housing in the City. The number of purpose built rentals in Orillia has decreased between 1990 and 2022 by approximately 80 units, despite continued growth in the community.</b></p>	
<p>Recommendation 3.A</p>	<p><b>Expand the scope of the rental replacement policy identified in the Affordable Housing Action Plan to include demolition control for existing rental housing, and an affordability requirement for the new units, in addition to requiring that rental units are redeveloped, at least as many rental units are provided in the new building.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Generally supportive of the recommendation so that the stock of rental units is intended to remain the same or increase</li> <li>- May not be practical from an enforcement view</li> </ul>
<p><b>Issue 4. As Orillia has grown, the housing stock has not grown in proportion to the needs of today’s residents.</b></p>	
<p>Option 4</p>	<p><b>To enable and support smaller, alternative housing options, create policy that supports new residential zones with maximum unit sizes.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Developing a policy to enable creation of a tiny homes policy with a maximum size for this type of unit may not be best solution for intensification</li> <li>- Policy development for multiple tiny homes on a single property may be beneficial</li> </ul>

<p><b>Issue 5. The current official plan includes some policies that indirectly regulate how people are living in a dwelling, including buffering distances between communal housing buildings and prohibition of the apartment built-form (predominantly rental) where an equivalently sized townhouse (predominantly ownership) would be allowed.</b></p>	
<p>Recommendation 5.A</p>	<p><b>Create policies to expand support and regulation of communal housing or multi-tenant housing.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Great support for this recommendation</li> <li>- Opens the options for transitional housing and age-friendly (youth &amp; senior) options</li> </ul>
<p><b>Issue 6. The definition of compatible in the Official Plan is potentially too broad, suggesting that new developments must both enhance the existing community and not cause adverse effects on nearby properties. The intent and purpose of the Zoning By-law is to ensure that only compatible uses and built forms are allowed in a zone.</b></p>	
<p>Recommendation 6.A</p>	<p><b>Revise the definition of <i>compatible</i> to more clearly explain how compatibility can be achieved.</b></p> <p>Comments:</p> <ul style="list-style-type: none"> <li>- Development of parameters to define “compatible” and determine what would be an adverse impact is supported</li> <li>- Too subjective at this time – build consistency</li> </ul>

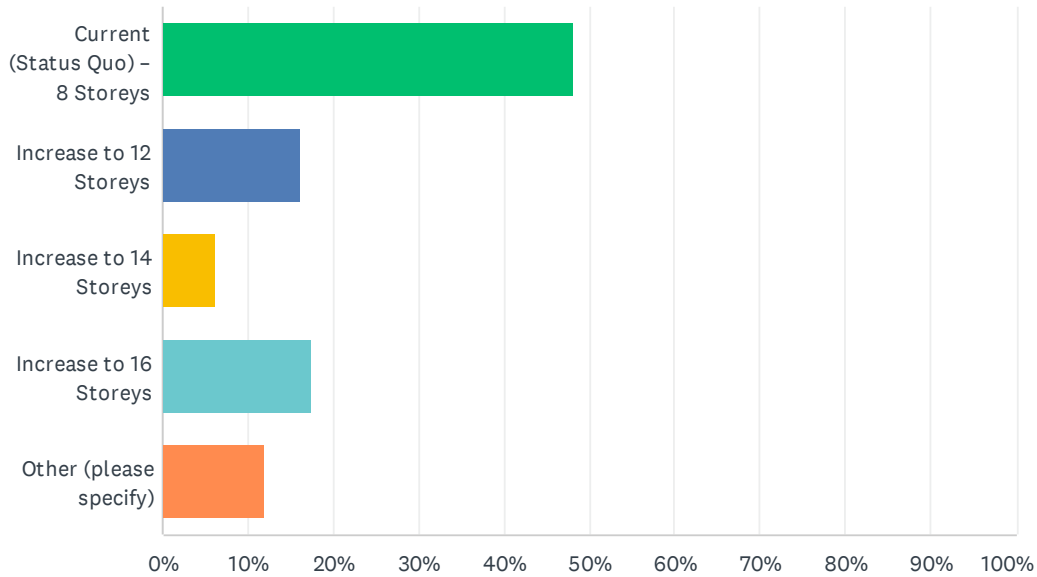
Members agreed to access the reports and survey online for individual feedback.

Please forward these comments to the WSP Canada Inc. Consultants with thanks for their presentation and attendance.

:rc

### Q1 1.a) Which of the following do you think is the most appropriate maximum height for Intensification Areas (refer to Schedule A) in Orillia?

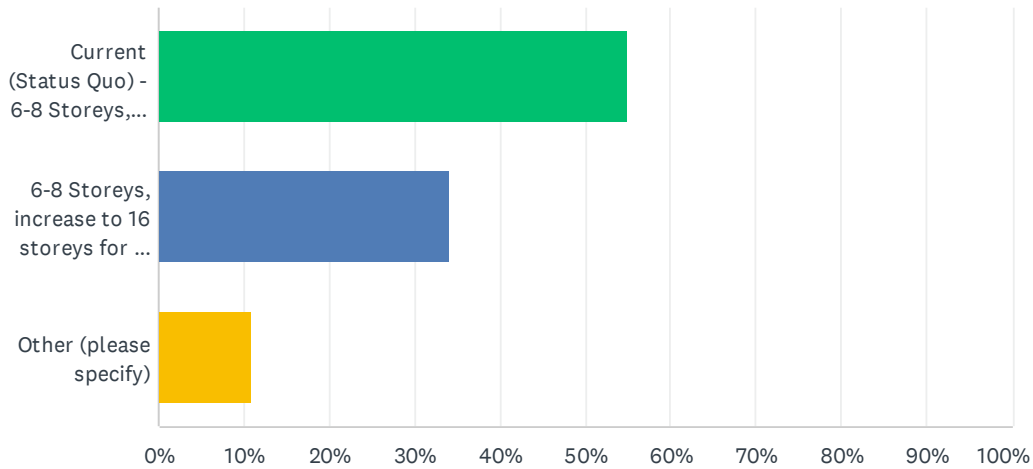
Answered: 276 Skipped: 21



ANSWER CHOICES	RESPONSES	
Current (Status Quo) – 8 Storeys	48.19%	133
Increase to 12 Storeys	16.30%	45
Increase to 14 Storeys	6.16%	17
Increase to 16 Storeys	17.39%	48
Other (please specify)	11.96%	33
<b>TOTAL</b>		<b>276</b>

Q2 1.b) Which of the following do you think is the most appropriate maximum height for the Central Core Intensification Area (refer to Schedule B) generally located south of Mississauga Street?

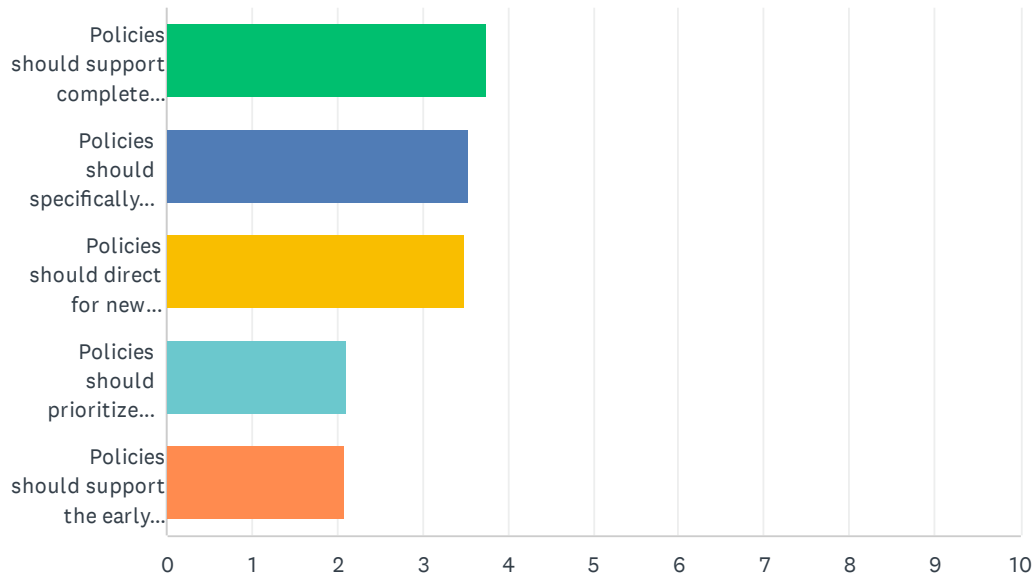
Answered: 275 Skipped: 22



ANSWER CHOICES	RESPONSES	
Current (Status Quo) - 6-8 Storeys, 12 storeys for the lands generally south of King Street	54.91%	151
6-8 Storeys, increase to 16 storeys for the lands generally south of King Street	34.18%	94
Other (please specify)	10.91%	30
<b>TOTAL</b>		<b>275</b>

### Q3 2. The following are statements related to potential active transportation policy direction in Our Orillia. Please order the following statements in order of highest (1) to lowest (5) priority.

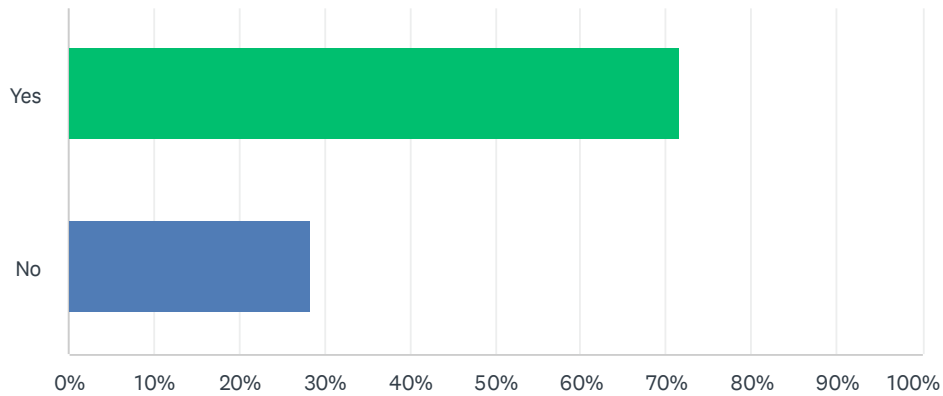
Answered: 277 Skipped: 20



	1	2	3	4	5	TOTAL	SCORE
Policies should support complete streets which prioritize vulnerable road uses, including those who walk and roll through new and rebuilt streets.	35.74% 99	26.71% 74	20.94% 58	10.47% 29	6.14% 17	277	3.75
Policies should specifically relate to safe streets in proximity to schools, community facilities, and parks.	27.44% 76	30.69% 85	18.41% 51	14.80% 41	8.66% 24	277	3.53
Policies should direct for new development that is highly connected to and supports existing and planned active transportation routes (e.g., trails and bike lanes). Consideration should be given to policies related to the redevelopment of large sites (e.g., shopping plazas, brownfields) and opportunities for the City to secure pedestrian-oriented access.	27.80% 77	22.02% 61	30.32% 84	11.55% 32	8.30% 23	277	3.49
Policies should prioritize bicycle parking and other transportation demand management measures, such as end of trip facilities, long-term/secure bicycle parking, carpooling, and shared parking arrangements.	2.53% 7	10.47% 29	15.52% 43	38.99% 108	32.49% 90	277	2.12
Policies should support the early introduction of transit in new neighbourhoods within the Designated Greenfield areas, such as through the layout of the road network and inclusion of medium and high-density developments (which are often built in later phases of development after low-density blocks are constructed).	6.50% 18	10.11% 28	14.80% 41	24.19% 67	44.40% 123	277	2.10

Q4 3. The City has a housing affordability issue which is increasingly making attaining housing out-of-reach for some households and individuals. Do you like the following options for addressing the affordability issue? Create policies within the Official Plan that prioritize using surplus government or municipally-owned land for affordable housing, Permit Apartment Buildings in the Stable Neighbourhood designation, subject to the following height restrictions. Along arterial and collector roads, a maximum of four storeys would be permitted. Along local roads, a maximum of three storeys would be permitted.

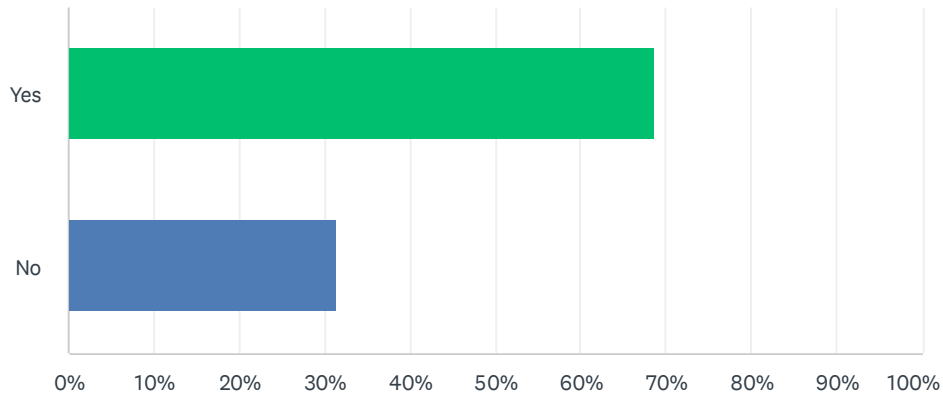
Answered: 205 Skipped: 92



ANSWER CHOICES	RESPONSES	
Yes	71.71%	147
No	28.29%	58
TOTAL		205

Q5 4. As Orillia has grown, the housing stock has not grown in proportion to the needs of today’s residents. Do you like the following option for addressing the housing stock issue? To enable and support smaller, innovative, alternative housing options (i.e., tiny homes), create policy that supports new residential zones with maximum unit sizes, instead of minimum unit sizes.

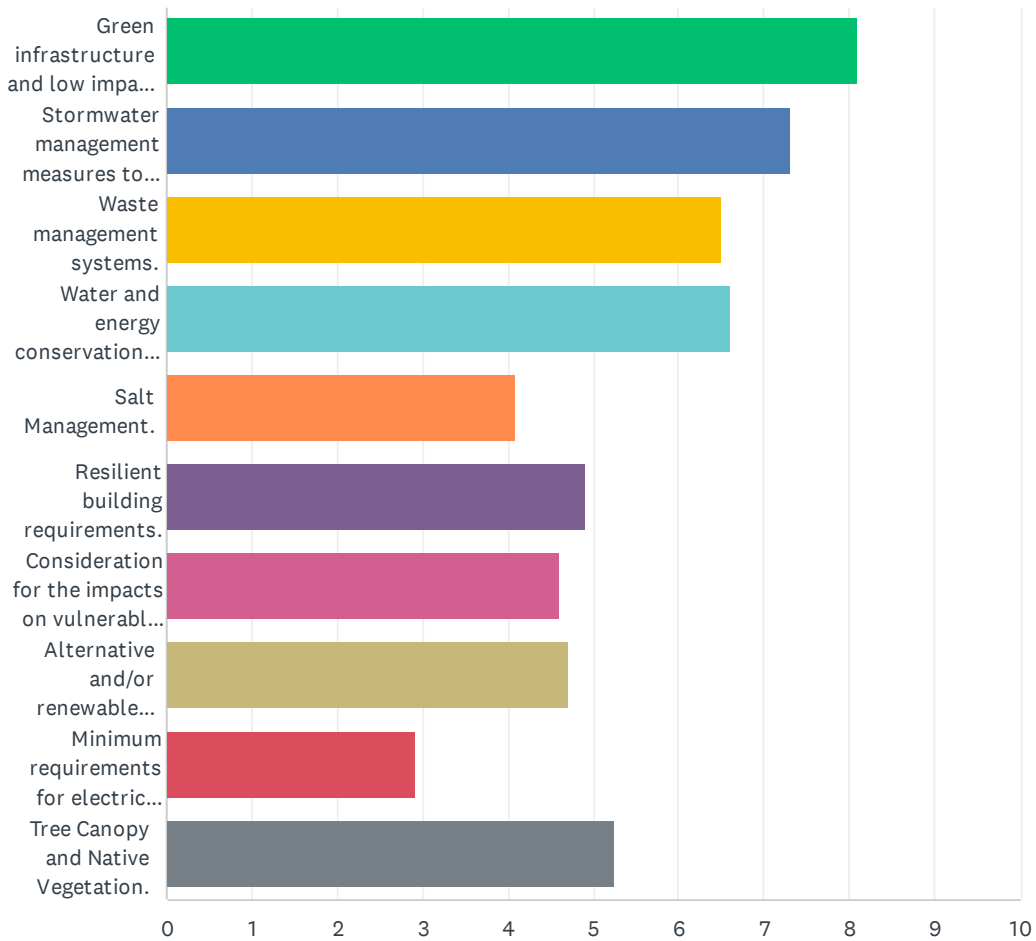
Answered: 208 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes	68.75%	143
No	31.25%	65
TOTAL		208

Q6 5. What are the most important elements of sustainable building design? Please order the following statements from most (1) to least (10) important.

Answered: 206 Skipped: 91

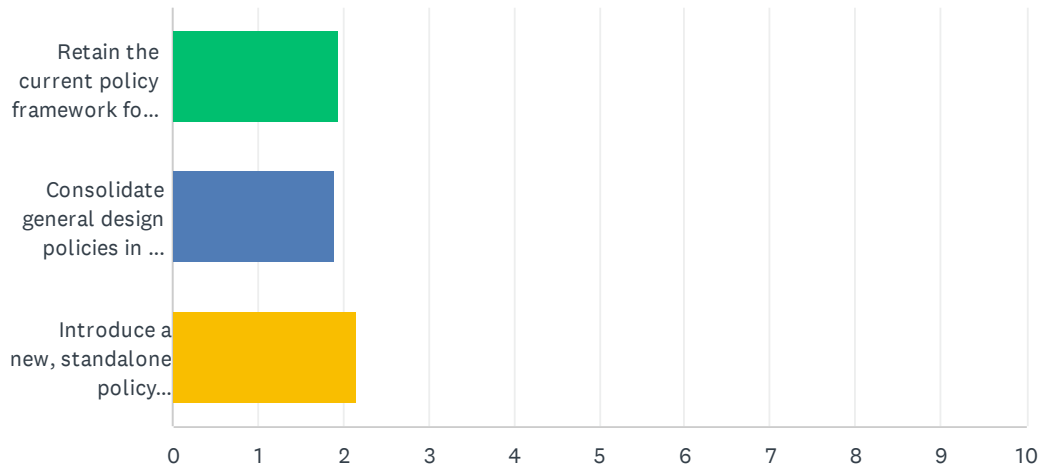


City of Orillia Official Plan Review - Stage 2 Survey

	1	2	3	4	5	6	7	8	9	10	TOTAL
Green infrastructure and low impact development.	39.32% 81	18.93% 39	10.19% 21	10.19% 21	6.80% 14	5.34% 11	3.40% 7	1.94% 4	2.43% 5	1.46% 3	206
Stormwater management measures to mitigate snowfall and rainfall.	14.56% 30	30.10% 62	14.08% 29	9.22% 19	7.28% 15	8.74% 18	8.25% 17	3.88% 8	2.43% 5	1.46% 3	206
Waste management systems.	6.31% 13	13.59% 28	19.90% 41	11.65% 24	18.45% 38	10.19% 21	9.71% 20	3.88% 8	5.34% 11	0.97% 2	206
Water and energy conservation measures.	4.85% 10	9.71% 20	16.50% 34	28.64% 59	12.62% 26	13.11% 27	8.25% 17	5.34% 11	0.49% 1	0.49% 1	206
Salt Management.	0.97% 2	1.46% 3	3.88% 8	8.25% 17	16.02% 33	10.19% 21	13.59% 28	18.93% 39	12.14% 25	14.56% 30	206
Resilient building requirements.	4.37% 9	3.88% 8	8.25% 17	5.34% 11	9.71% 20	24.27% 50	15.53% 32	14.08% 29	10.68% 22	3.88% 8	206
Consideration for the impacts on vulnerable populations, including children and seniors.	6.31% 13	3.88% 8	7.28% 15	8.25% 17	7.77% 16	8.74% 18	16.99% 35	16.99% 35	13.11% 27	10.68% 22	206
Alternative and/or renewable energy systems.	4.37% 9	7.28% 15	9.71% 20	4.85% 10	8.74% 18	8.74% 18	13.11% 27	20.39% 42	17.96% 37	4.85% 10	206
Minimum requirements for electric vehicle charging infrastructure and/or bicycle parking.	2.43% 5	3.40% 7	2.91% 6	5.34% 11	5.34% 11	2.91% 6	3.40% 7	8.25% 17	26.21% 54	39.81% 82	206
Tree Canopy and Native Vegetation.	16.50% 34	7.77% 16	7.28% 15	8.25% 17	7.28% 15	7.77% 16	7.77% 16	6.31% 13	9.22% 19	21.84% 45	206

### Q7 6. What is the best way for Our Orillia to encourage sustainable building design? Please order the following statements from most (1) to least (3) effective.

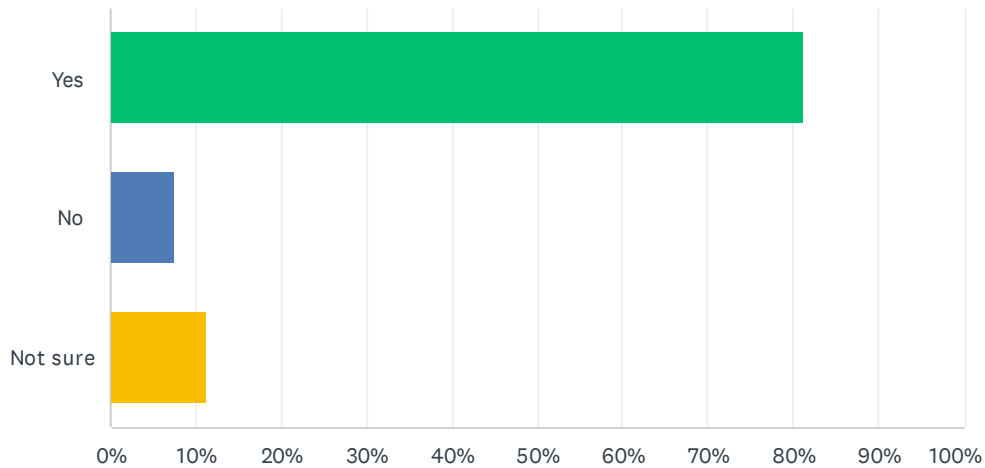
Answered: 183 Skipped: 114



	1	2	3	TOTAL	SCORE
Retain the current policy framework for the design of buildings (i.e., embedded within land use designations), but introduce new policies that require new and emerging standards for sustainable design.	28.42% 52	38.25% 70	33.33% 61	183	1.95
Consolidate general design policies in the current Official Plan that contemplate sustainable design principles. These policies may apply to all new development, regardless of land use designation.	21.86% 40	45.90% 84	32.24% 59	183	1.90
Introduce a new, standalone policy directing the City to prepare a minimum standard for new residential and non-residential development. The standard for new development could be referred to as the "Orillia Green Standard" to align with the direction of the Community Climate Action Plan and could apply to new development applications subject to the Planning Act.	49.73% 91	15.85% 29	34.43% 63	183	2.15

Q8 7. The existing Official Plan directs that an individual environmental impact study (EIS) prepared for a specific development shall recommend an appropriate buffer (no development zone) adjacent to natural features and areas. Do you think minimum buffer sizes should be prescribed by Our Orillia?

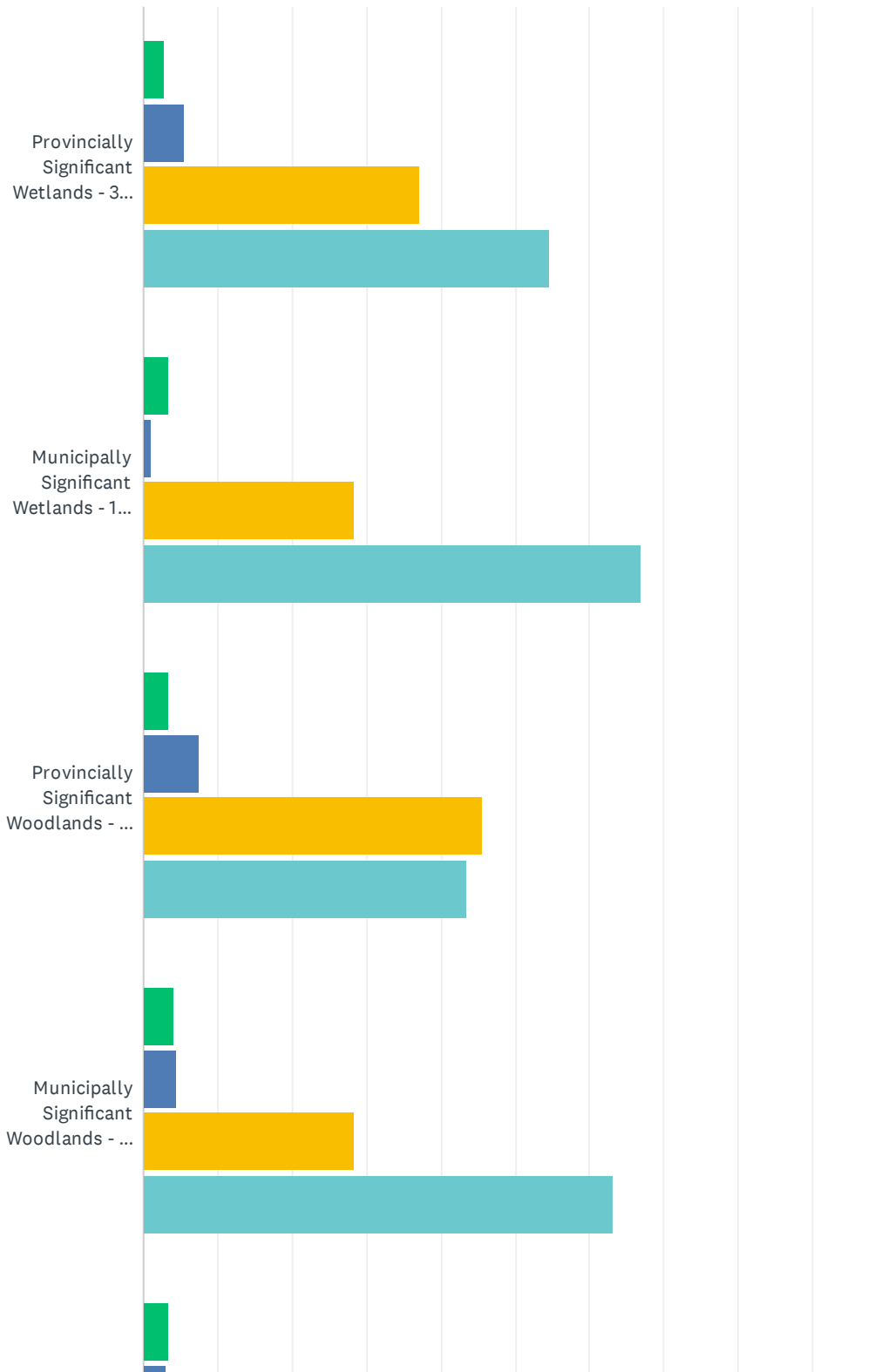
Answered: 186 Skipped: 111



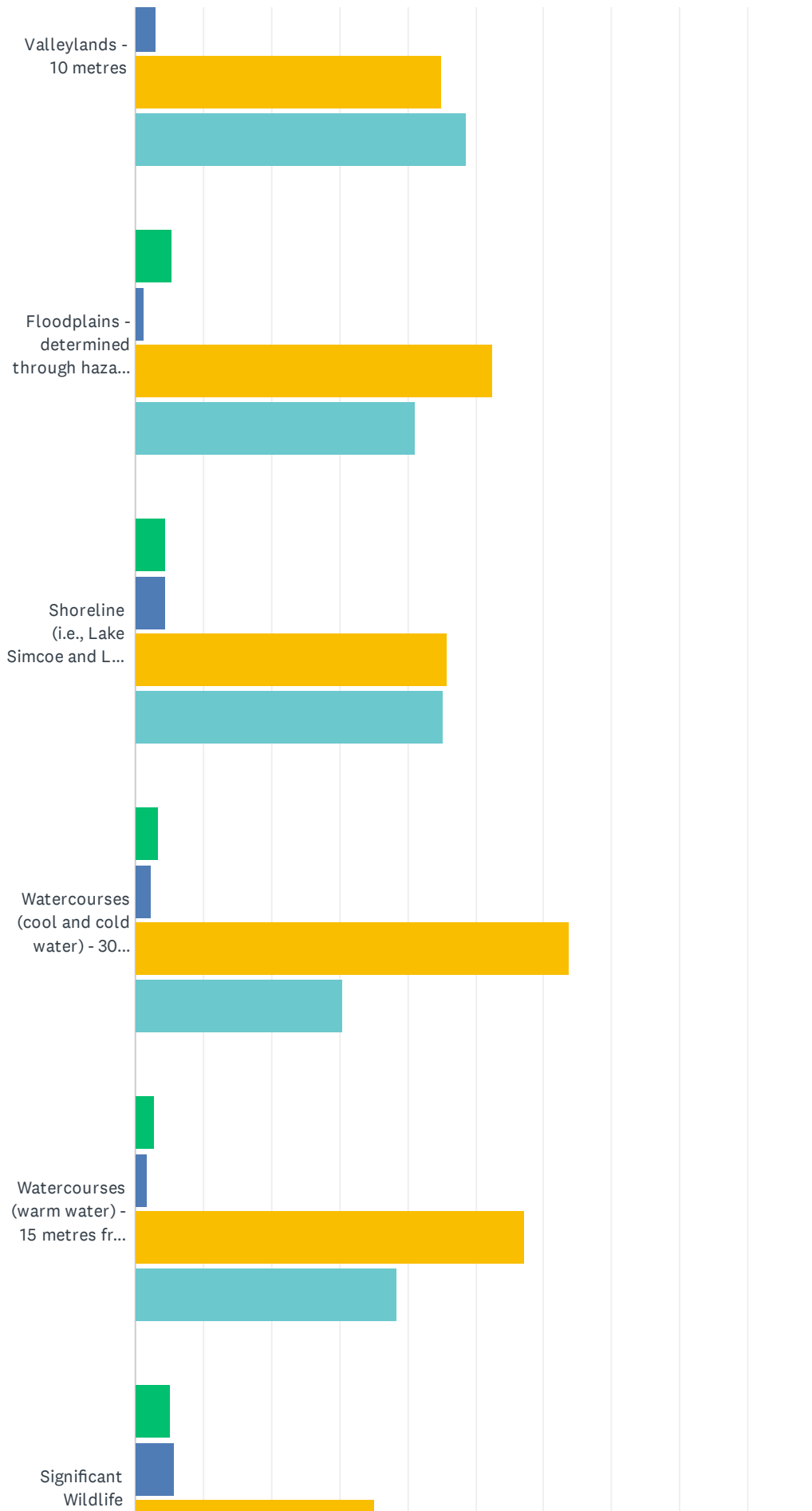
ANSWER CHOICES	RESPONSES	
Yes	81.18%	151
No	7.53%	14
Not sure	11.29%	21
TOTAL		186

Q9 8. The following are potential prescribed minimum buffer widths based on guidelines and industry standards. Using the rating scale below, please check one box per row.

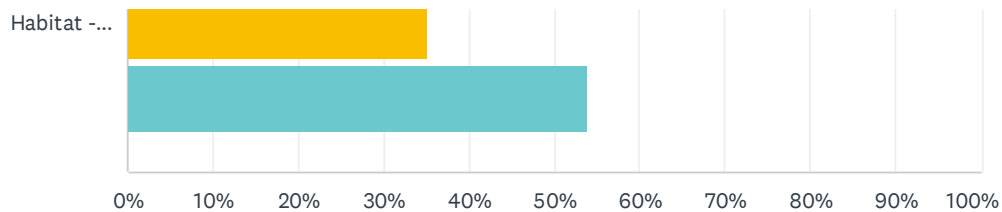
Answered: 178 Skipped: 119



City of Orillia Official Plan Review - Stage 2 Survey



## City of Orillia Official Plan Review - Stage 2 Survey

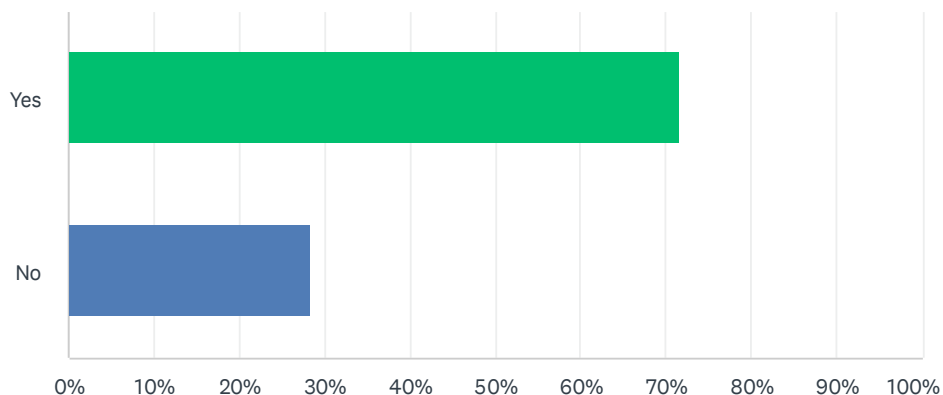


■ No Minimu...   
 ■ Too Large   
 ■ Just Right   
 ■ Too Small

	NO MINIMUM SHOULD EXIST	TOO LARGE	JUST RIGHT	TOO SMALL	TOTAL
Provincially Significant Wetlands - 30 metres	2.81% 5	5.62% 10	37.08% 66	54.49% 97	178
Municipally Significant Wetlands - 15 metres	3.41% 6	1.14% 2	28.41% 50	67.05% 118	176
Provincially Significant Woodlands - 30 metres beyond the dripline	3.43% 6	7.43% 13	45.71% 80	43.43% 76	175
Municipally Significant Woodlands - 15 metres beyond the dripline	3.98% 7	4.55% 8	28.41% 50	63.07% 111	176
Valleylands - 10 metres	3.47% 6	2.89% 5	45.09% 78	48.55% 84	173
Floodplains - determined through hazard land mapping	5.29% 9	1.18% 2	52.35% 89	41.18% 70	170
Shoreline (i.e., Lake Simcoe and Lake Couchiching) - 15-metre buffer along Lake Couchiching and a 30-metre buffer along Lake Simcoe, or larger if determined appropriate by an EIS.	4.52% 8	4.52% 8	45.76% 81	45.20% 80	177
Watercourses (cool and cold water) - 30 metres from the high-water mark on both sides, plus 0.5 metres per 1% of the slope	3.39% 6	2.26% 4	63.84% 113	30.51% 54	177
Watercourses (warm water) - 15 metres from the high-water mark on both sides	2.86% 5	1.71% 3	57.14% 100	38.29% 67	175
Significant Wildlife Habitat - Significant Wildlife Habitat criteria schedule to determine setbacks. Where they are not determined, 30 metres	5.11% 9	5.68% 10	35.23% 62	53.98% 95	176

Q10 9. While single-detached dwellings have historically been the predominant housing type in Orillia, housing preferences have undergone a shift. More people are now looking for semi-detached, townhouse, and apartment dwellings that meet a greater diversity of needs, stages of life, and financial circumstances. Do you like the following options for addressing the housing mix issue? Permit street townhouses as-of-right in residential areas, subject to locational criteria, access to transit and compatibility with existing neighbourhoods. Expand permissions for walk-up apartment and stacked townhouse-style dwellings along Collector and Arterial Roads, subject to criteria that can include adequate servicing, proximity to a transit route or Strategic Growth Area. Increase the maximum permitted height within neighbourhood designations up to four storeys on Arterial and Collector Roads. Three storeys would remain permitted as of right on Local Roads.

Answered: 180 Skipped: 117



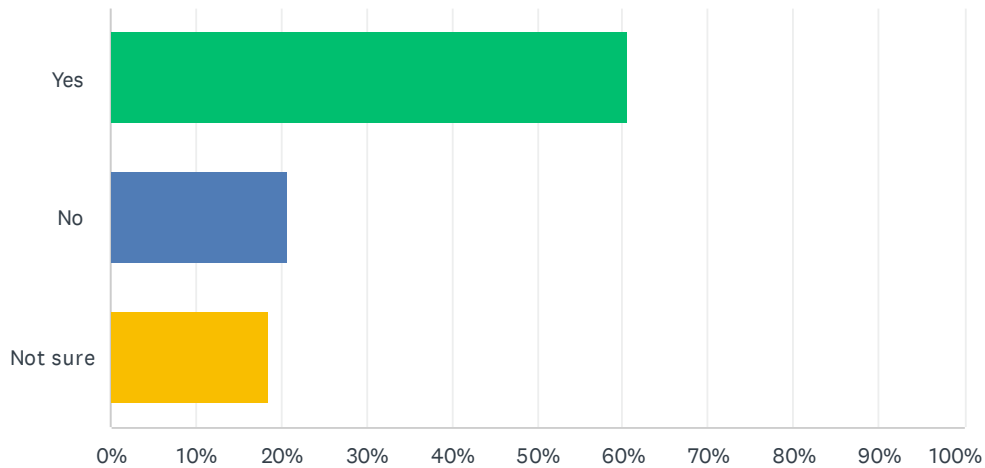
ANSWER CHOICES	RESPONSES	
Yes	71.67%	129
No	28.33%	51
TOTAL		180

## Q11 Do you have other suggestions? Please specify.

Answered: 55 Skipped: 242

**Q12 10. In the existing Official Plan, the establishment of local convenience / service retail uses in the Living Area designation requires a Zoning By-law Amendment. Should Our Orillia policies be updated to permit small-scale neighbourhood commercial uses as of right in Living Areas?**

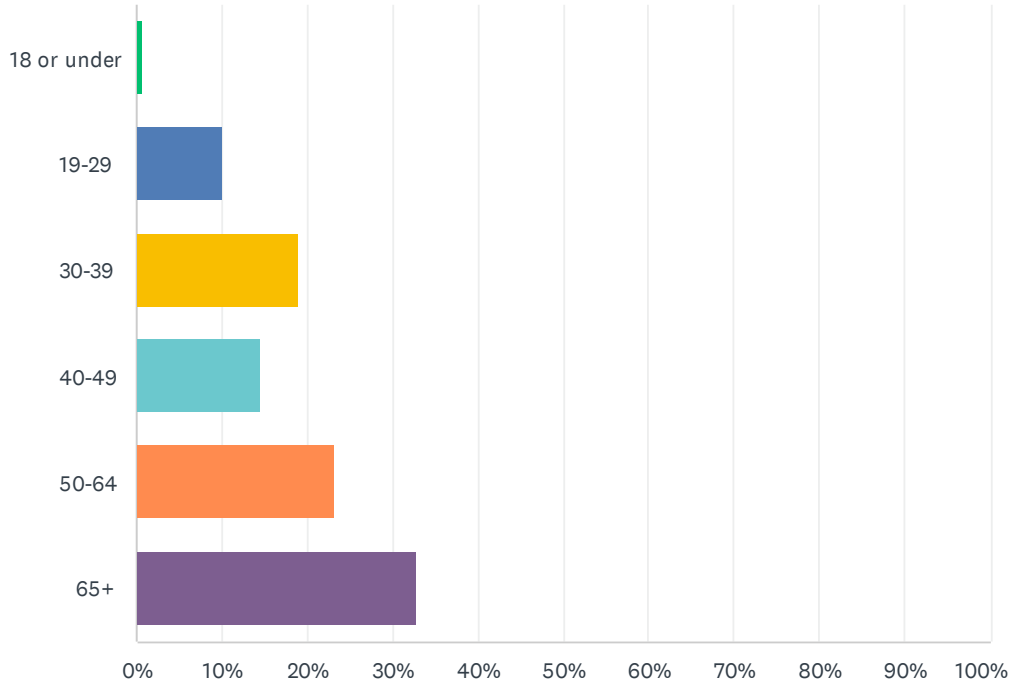
Answered: 183 Skipped: 114



ANSWER CHOICES	RESPONSES	
Yes	60.66%	111
No	20.77%	38
Not sure	18.58%	34
TOTAL		183

### Q13 11. What age group do you belong to? Please select from the list below.

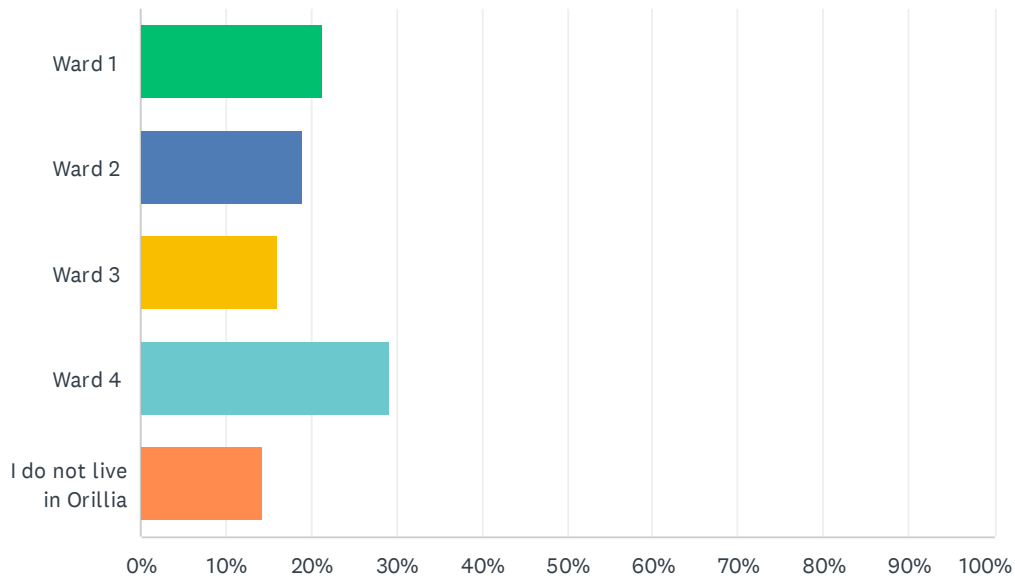
Answered: 180 Skipped: 117



ANSWER CHOICES	RESPONSES	
18 or under	0.56%	1
19-29	10.00%	18
30-39	18.89%	34
40-49	14.44%	26
50-64	23.33%	42
65+	32.78%	59
<b>TOTAL</b>		<b>180</b>

### Q14 12. What Ward do you live in? Please select from the list below.

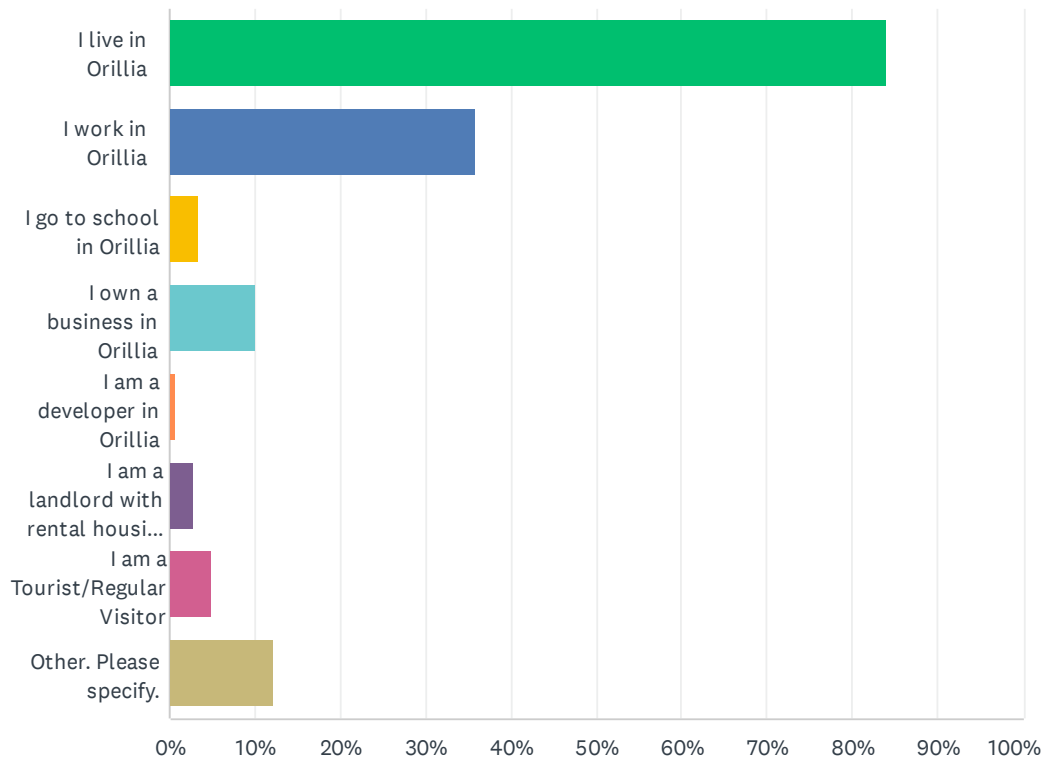
Answered: 174 Skipped: 123



ANSWER CHOICES	RESPONSES	
Ward 1	21.26%	37
Ward 2	18.97%	33
Ward 3	16.09%	28
Ward 4	29.31%	51
I do not live in Orillia	14.37%	25
<b>TOTAL</b>		<b>174</b>

Q15 13. Please select the option(s) below that you identify closest with:

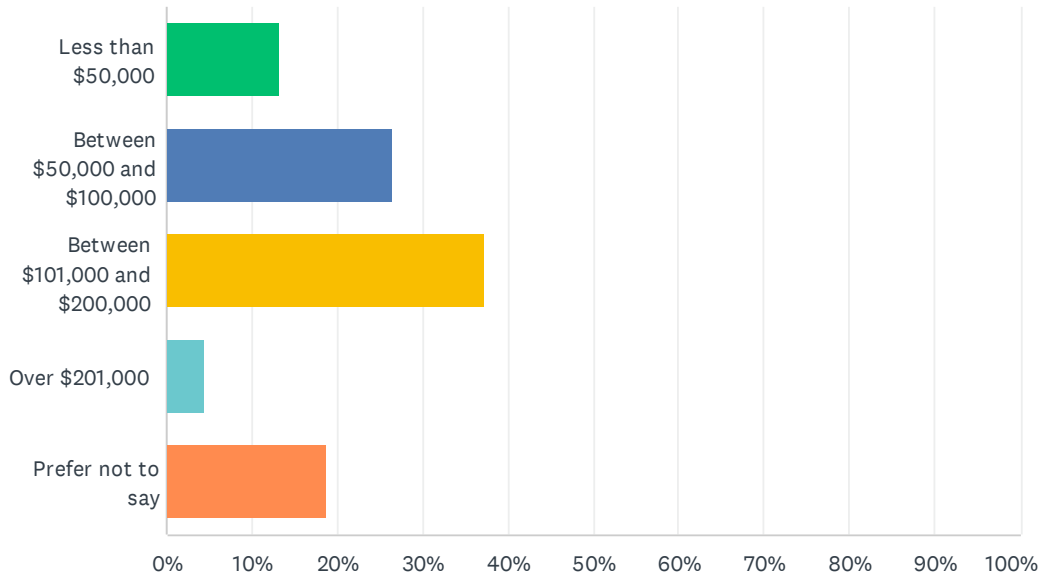
Answered: 181 Skipped: 116



ANSWER CHOICES	RESPONSES	
I live in Orillia	83.98%	152
I work in Orillia	35.91%	65
I go to school in Orillia	3.31%	6
I own a business in Orillia	9.94%	18
I am a developer in Orillia	0.55%	1
I am a landlord with rental housing in Orillia	2.76%	5
I am a Tourist/Regular Visitor	4.97%	9
Other. Please specify.	12.15%	22
Total Respondents: 181		

## Q16 14. What is your approximate total annual household income?

Answered: 182 Skipped: 115



ANSWER CHOICES	RESPONSES	
Less than \$50,000	13.19%	24
Between \$50,000 and \$100,000	26.37%	48
Between \$101,000 and \$200,000	37.36%	68
Over \$201,000	4.40%	8
Prefer not to say	18.68%	34
<b>TOTAL</b>		<b>182</b>

**Q17 What have we missed? Please provide any additional comments in the space below.**

Answered: 72 Skipped: 225