

**THE CORPORATION OF THE TOWNSHIP OF ESSA
COMMITTEE OF THE WHOLE MEETING
WEDNESDAY, FEBRUARY 5, 2025
6:00 p.m.**

AGENDA

Members of the public wishing to attend can do so by attending in person to the Council Chambers in the Administration Centre located at 5786 County Road 21, Utopia.

1. OPENING OF MEETING BY THE MAYOR

The Township of Essa acknowledges that we are situated on land within the area of Treaty 18, also known as the Lake Simcoe-Nottawasaga Treaty, signed on October 17, 1818 between the Government of Upper Canada and the Anishinaabe Indigenous peoples. The Anishinaabe include the Ojibwe, Odawa and Pottawatomi Nations collectively known as the Three Fires Confederacy. We are dedicated to honouring Indigenous history and culture and committed to moving forward in the spirit of reconciliation and respect with all First Nation, Metis and Inuit People.

2. DISCLOSURE OF PECUNIARY INTEREST

3. DELEGATIONS / PRESENTATIONS / PUBLIC MEETINGS

- p. 1 **a. Presentation**
 Ryan Durell, Axxima Insurance Services - Municipal Insurance Pool

- p. 28 **b. Public Meeting**
 Zoning By Law Amendment
 Re: Additional Residential Units (ARU) (Z2-25)

- p. 35 **c. Public Meeting**
 Zoning By Law Amendment
 Re: SCDSB recommendations (Z1-25)

- p. 40 **d. Public Meeting**
 Official Plan (OPA 47) and Zoning By-law Amendments (Z15-23), and Site
 Plan Application (SP3-23)
 Re: 8949 Smith Road

STAFF REPORTS

4. PLANNING AND DEVELOPMENT / BUILDING

- p. 53 **a. Staff Report PD002-25 submitted by the Manager of Planning, re: New**
 Official Plan – Draft Vision and Principals.

Recommendation: **BE IT RESOLVED THAT** That Staff Report PD002-25 be received;
and
THAT Council adopt the Vision and Principles contained in this report as the
framework for drafting the Township's New Official Plan.

5. **PARKS AND RECREATION / COMMUNITY SERVICES**

6. **FIRE AND EMERGENCY SERVICES**

7. **PUBLIC WORKS**

8. **FINANCE**

- p. 76 a. **Correspondence from Township Engineer AECOM, re: Reduction in Securities.**

Recommendation: **BE IT RESOLVED THAT** Council approve a reduction in securities relating to Briarwood Angus Subdivision, as recommended by AECOM as follows:

Current Securities Held by Township of Essa	\$3,516,121.30
Reduction as Recommended by AECOM	\$649,053.37
Securities to be Retained by Township of Essa	\$2,867,067.93

And,

THAT this approval is conditional upon the Developer providing the municipality with a Statutory Declaration indicating that all accounts have been paid in full, including all of the Township's legal and engineering costs.

9. **CLERKS / BY-LAW ENFORCEMENT / IT**

- p. 78 a. **Staff Report C001-25 submitted by the Manager of Legislative Services / Clerk, re: Automated Speed Enforcement Program Evaluation.**

Recommendation: **BE IT RESOLVED THAT** Staff Report C001-25 be received for information.

10. **CHIEF ADMINISTRATIVE OFFICER (C.A.O.)**

11. **OTHER BUSINESS**

12. **ADJOURNMENT**

Recommendation: **BE IT RESOLVED THAT** this meeting of Committee of the Whole of the Township of Essa adjourn at _____pm., to meet again on the 19th day of February, 2025 at 6:00 p.m.

3a



Simcoe Municipalities Insurance Pool

Presentation to Council
Fall 2024 – Winter 2025

Background



In response to insurance premium uncertainty over recent years, Simcoe County and participating municipalities explored alternatives to the current insurance model to identify opportunities for improvements in costs and cost stability



Due diligence to determine the feasibility has been completed, and there is a strong business case for implementation of an alternative



Implementation is underway, and commitment is required

Proposed Solution

A Municipal Insurance Pool is recommended



Waterloo Region
Municipalities
Insurance Pool

Established 1998



Durham Municipal
Insurance Pool

Established 2000



Simcoe
Municipalities
Insurance Pool

Established 2025?

Why start an
insurance pool?



3a

Insurance is Expensive

Based on estimates for the 2025 year, for every dollar of insurance paid by Simcoe Municipalities, about 66% of premiums are expected to go to something other than losses

Breakdown of Simcoe County Municipalities' Projected 2025 Insurance Premiums (\$20,641,687)



5

Analogy

Self-Insurance



Insurance



3a

9

3a

Why do we buy insurance?

Convenience
Annual cost certainty



7

Why do we buy insurance?



Specialty

We transfer the risks
we can't or don't
want to accept

3a

8

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Why do we buy insurance?

Service

Claims & risk management
services embedded in cover



9

Why should we buy **less** insurance?



Cost

Insurance comes
at a premium

10

30

3a

Why should we buy **less** insurance?

In-House Capabilities

As our risk management capacity grows, it becomes beneficial to service claims and incidents internally



||

How do we buy less insurance?

Reduce or avoid losses with **risk management**

Increase deductibles or self-insured retentions

Use pooling to reduce volatility arising out of increased retention, and **create a central resource to coordinate and deliver risk management**

3a



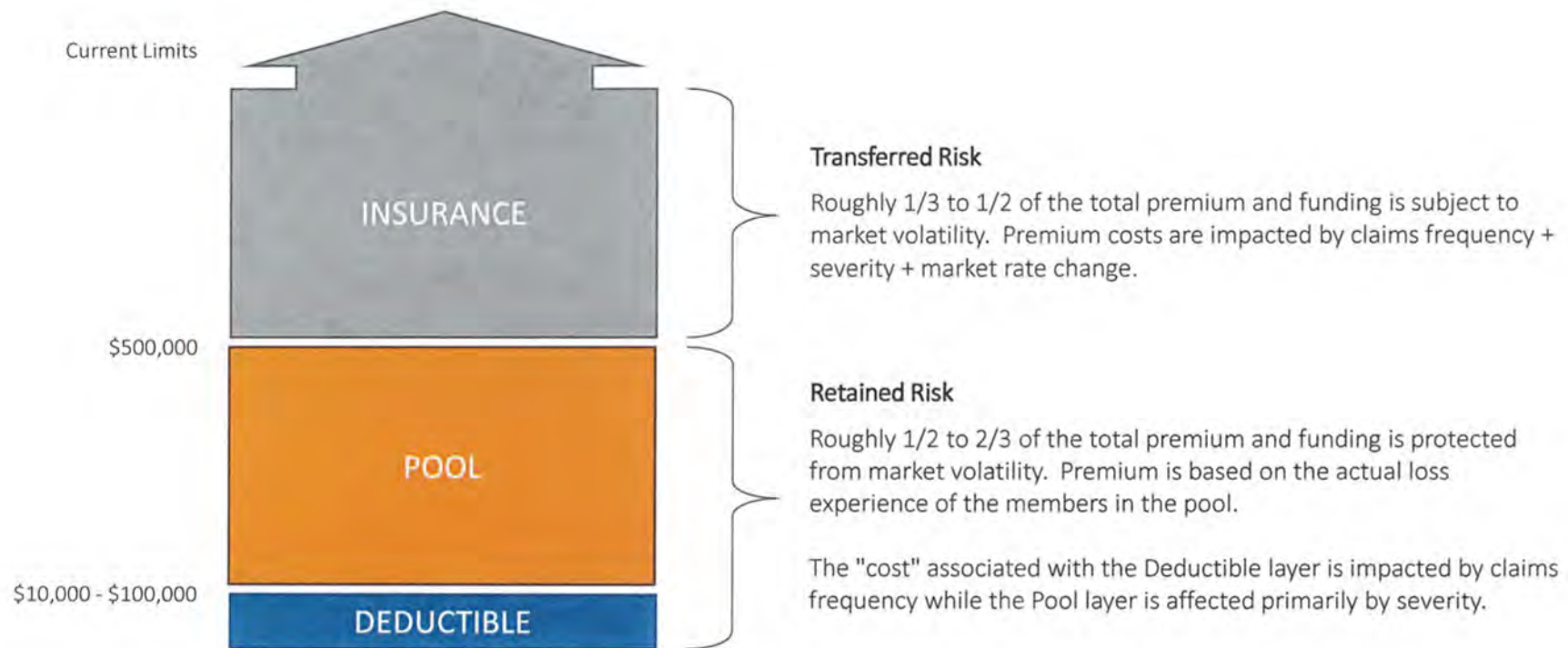
13

Insurance Coverage Under the Pool

Coverage will be under a single policy, with each municipality having access to the highest limits under each coverage

Except for coverage nuances from carrier to carrier, coverage will be at least as good as expiring, and in some cases better

Pool Structure

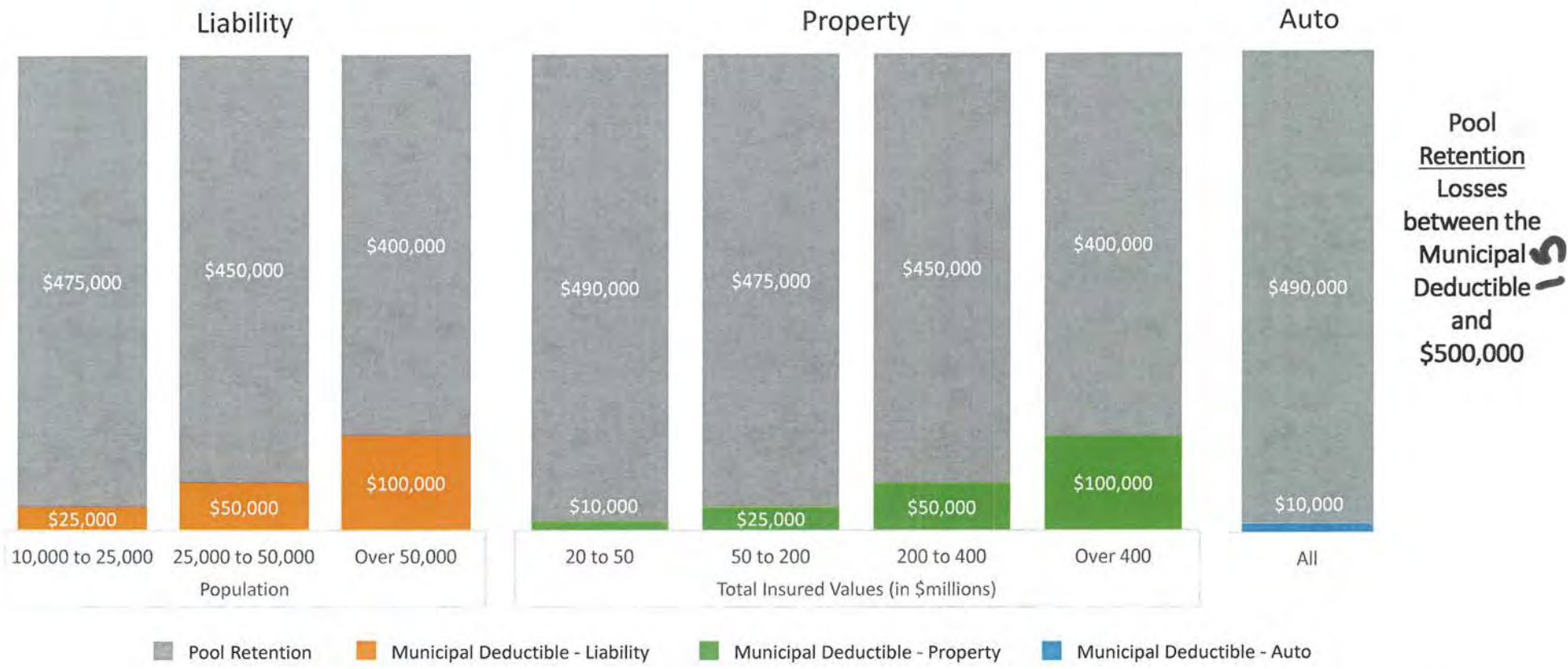


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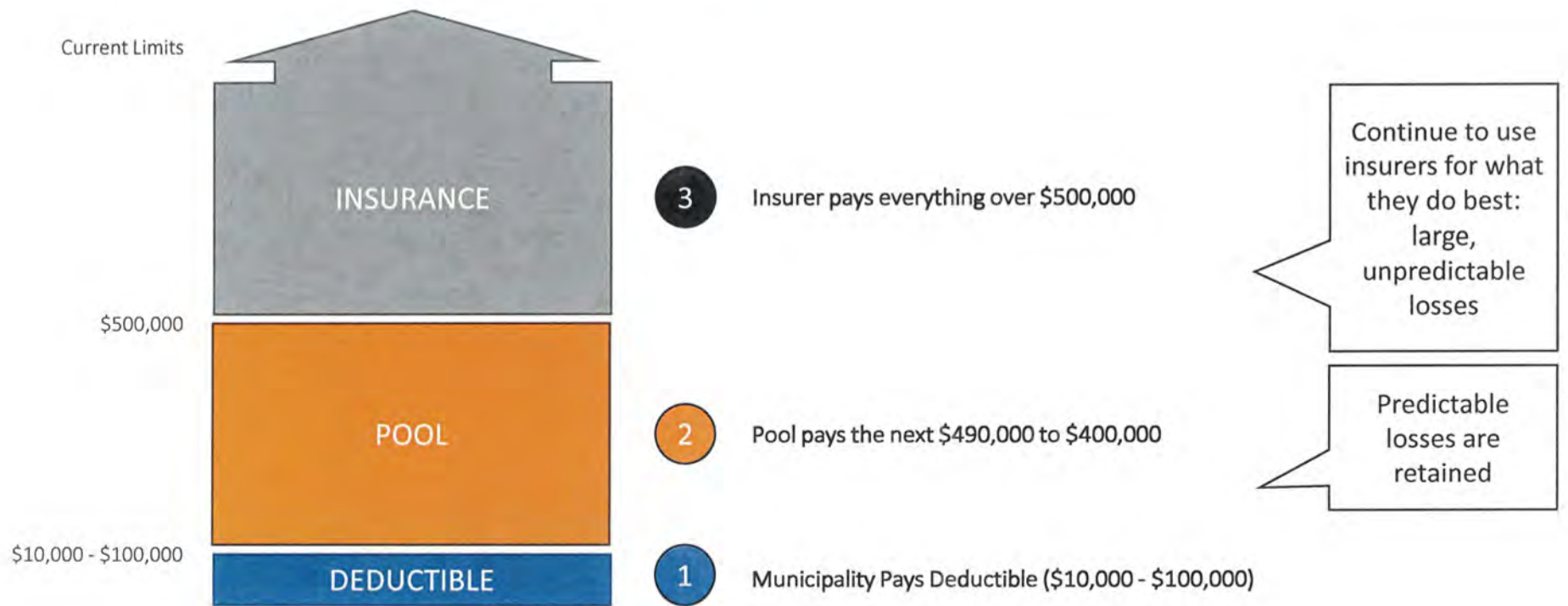
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Selection of Deductibles Under the Pool



Pool Retention Losses between the Municipal Deductible and \$500,000

What happens if we get a big claim?



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Proposed Program vs. Status Quo

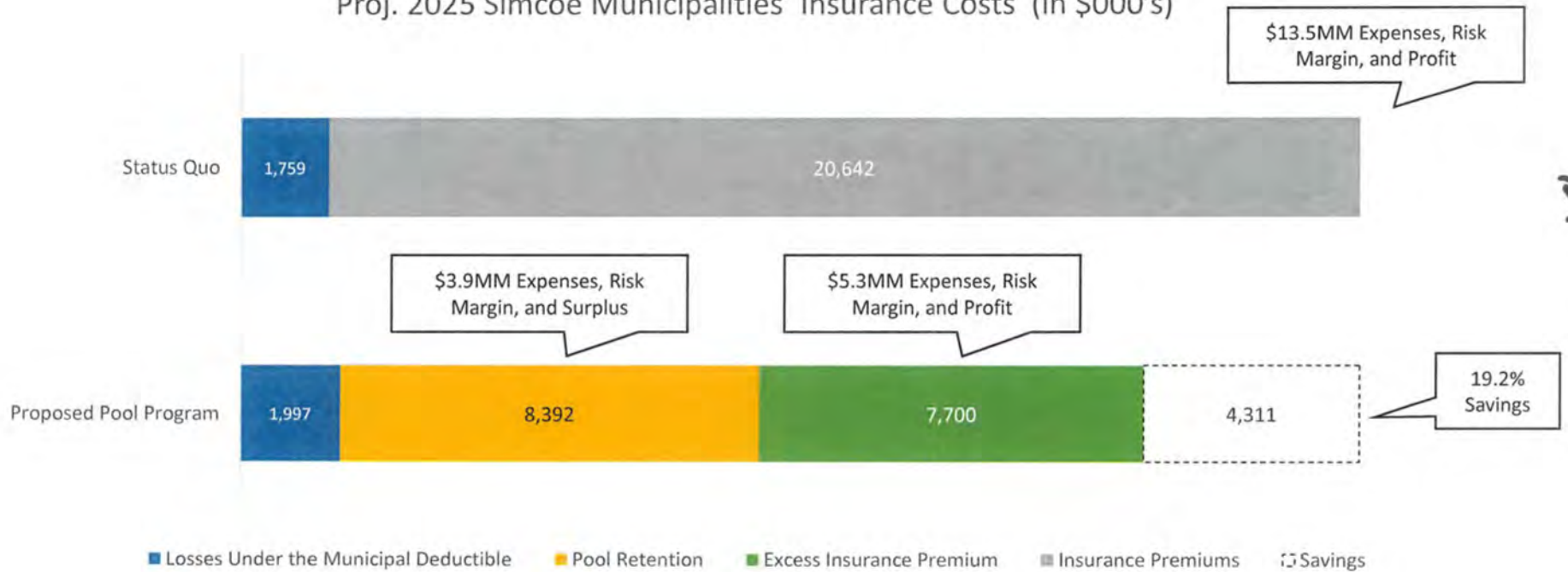
Proj. 2025 Simcoe Municipalities' Insurance Costs (in \$000's)



17

Proposed Program vs. Status Quo

Proj. 2025 Simcoe Municipalities' Insurance Costs (in \$000's)

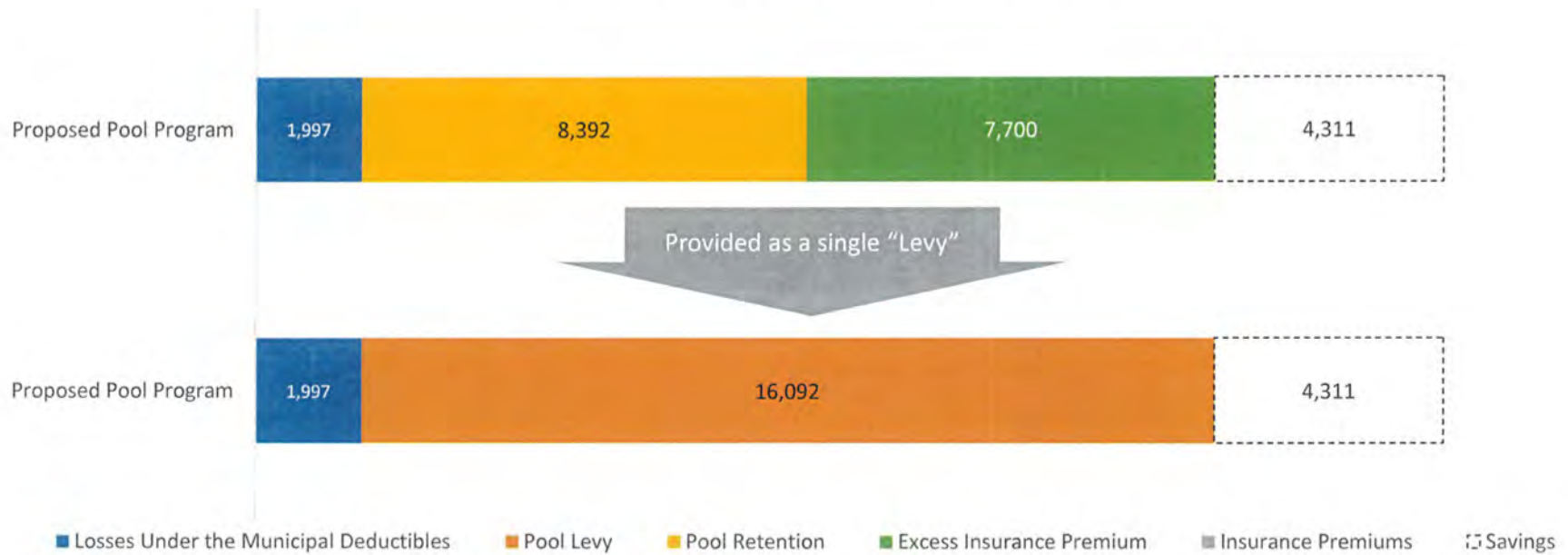


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All-Inclusive Pool Levy

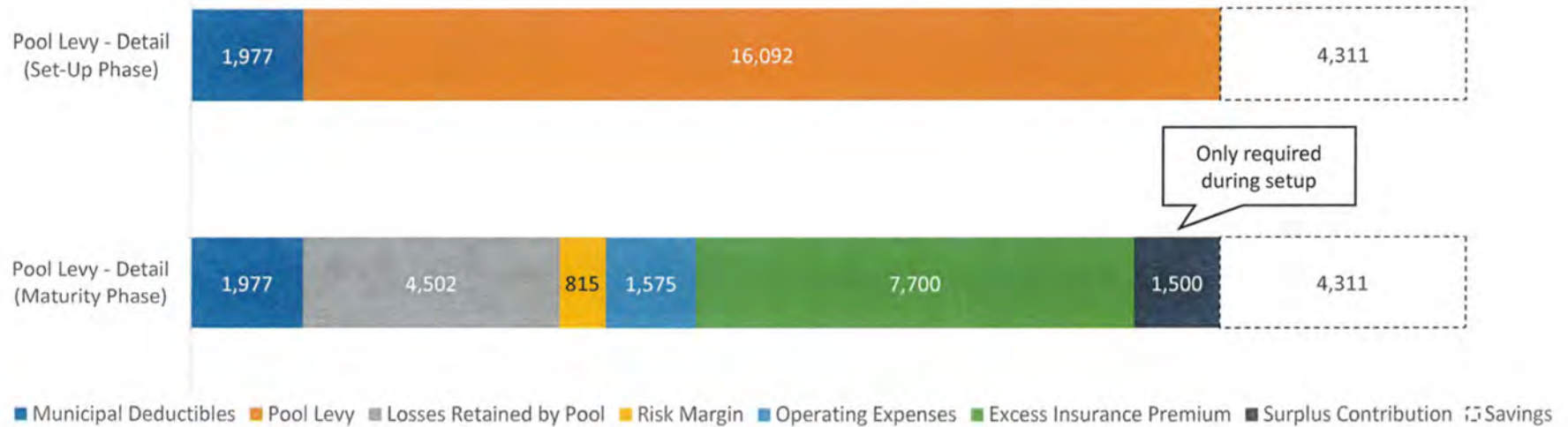
Proj. 2025 Simcoe Pool Levy (in \$000's)



19

Pool Levy Detail

Proj. 2025 Simcoe Pool Levy (in \$000's)



20

30

How do we generate savings

1. **Reducing** the amount of commercial **for-profit insurance**, and **establish a Pool** to manage a meaningful portion of the losses in-house, **on a not-for-profit basis**
2. Consolidating insurance placement services to **reduce insurance brokerage costs**
3. **Additional claim savings will materialize** as in-house capabilities are built out by the Pool (not captured in analysis)

Planning for Stability

Expected savings within the Pool model could be leveraged to generate an overall direct savings to municipalities of 19.2% vs. status quo (i.e. in the form of a reduced “premium”)

It is recommended that the municipalities elect to provide a 10.0% direct savings over status quo, and defer the remaining 9.2% savings

This provides:

1. ‘Belt and suspenders’ startup surplus for enhanced stability
2. A second wave of savings expected in year three
3. Smoother year-over-year budgeting

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22

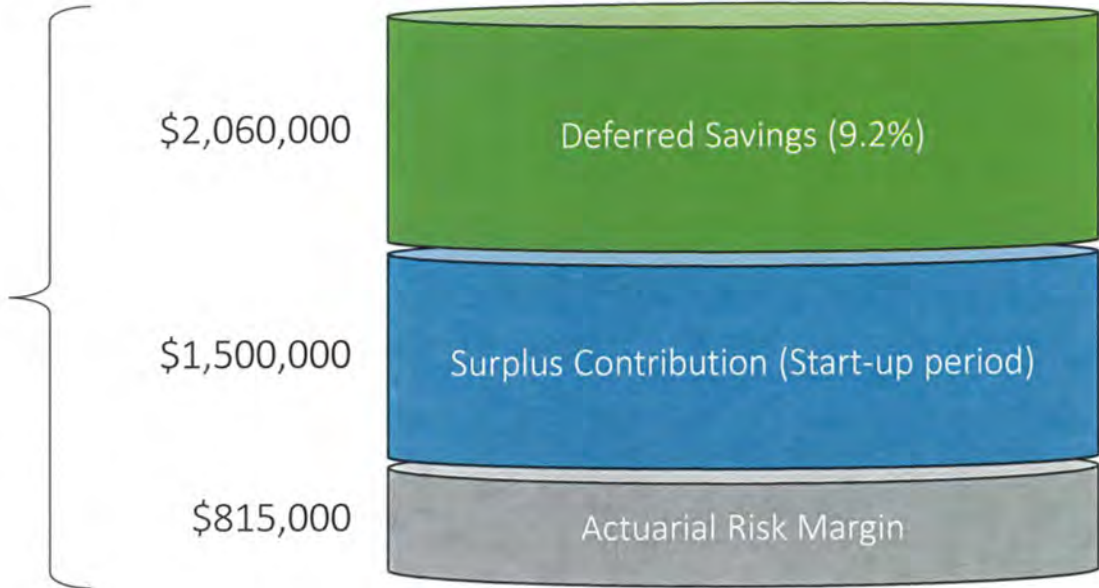
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Planning for Stability

Recommended Approach: Three Layers of Conservatism

\$4,375,000 total "buffer" on top of expected losses to ensure cost stability

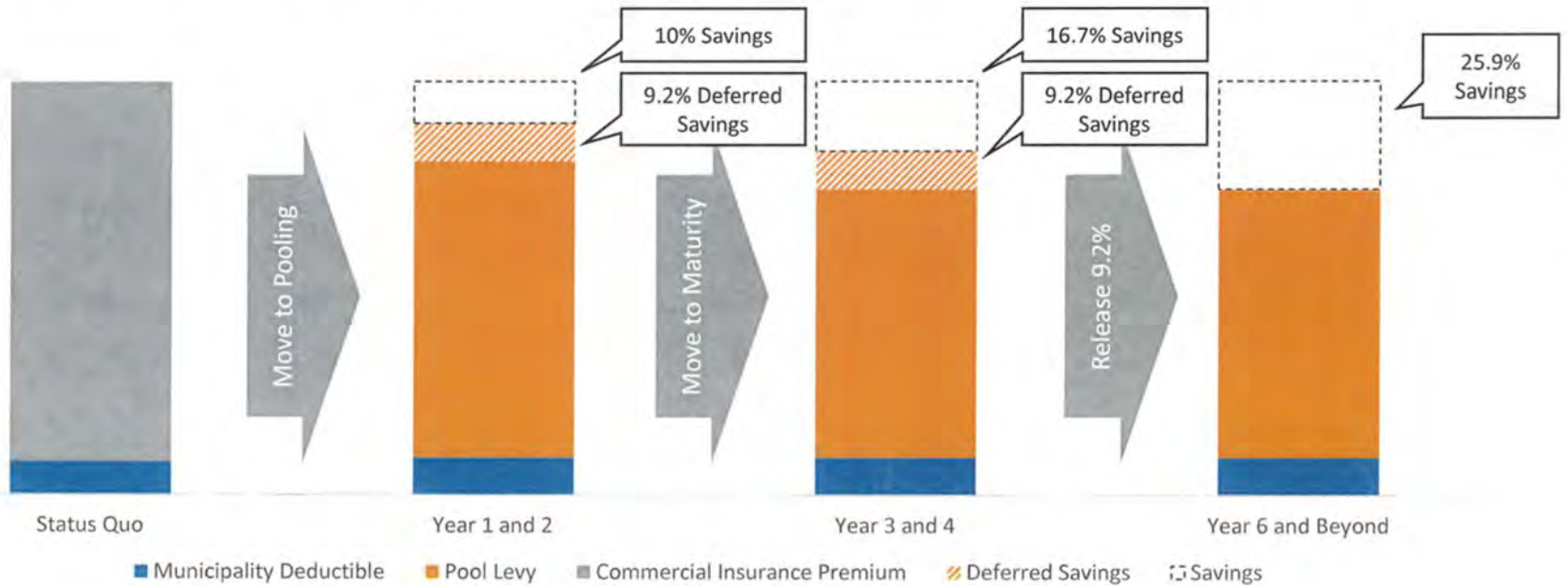
Pool surplus is municipality equity, i.e. deferred/indirect savings for Pool participants



23

Proposed Program – Maturity Phase

Illustration of Year 1 to 5 Insurance Cost Savings (excl. inflation & investment income)



24

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Operational Considerations



Planned launch date of June 1, 2025

- Move to June 1, 2025 renewal date streamlines administration
- Simcoe municipalities have various insurance renewal dates
- Current policies allow for cancellation mid-term



Joining requires signing onto the subscriber's agreement by February 14, 2025

- 5-year commitment to ensure stability and provides negotiating power with excess insurers
- Advisory Board governs the Pool: 1 seat per municipality with 1 vote each
- Advisory Board sets Pool levies annually with input from actuary
- Pool manager is responsible for day-to-day operations
- Entry and exit conditions

25

Operational Considerations



Not all municipalities required for launch

- Entry after startup could add costs which will be born by the joining municipality
- Accumulated surplus will need to be matched
- Members may not meet criteria for joining
- Pool advisory board may not accept new members



Pool staff will provide and coordinate services, including:

- Risk management services
- Claims handling, including appointment of adjusters and defense counsel
- Organization of meetings and materials
- Coordinating inspections

30

Township of Essa

Insurance Pool Costs vs. Status Quo Insurance (Projected)

	2025	2026	2027	2028	2029	Total 5-Years
Status Quo	\$655,646	\$701,541	\$750,649	\$780,579	\$814,615	\$3,703,031
Pool*	571,203	611,187	599,827	624,140	651,728	3,058,085
Savings	\$84,443	\$90,354	\$150,823	\$156,438	\$162,887	\$644,946
Equity in Pool	99,742	118,679	85,410	103,417	123,244	530,492
Savings Incl. Equity	\$184,185	\$209,033	\$236,233	\$259,856	\$286,131	\$1,175,437

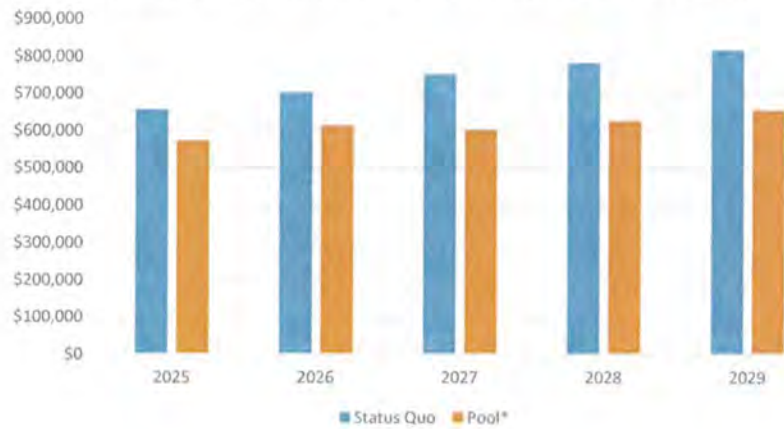
* Adjusted for change in deductible

Total 5-Year Savings



- Direct Savings (Reduced Annual Costs)
- Accumulated Equity in the Pool

Insurance Pool Costs vs. Status Quo Insurance (Projected)



Direct Cost Savings & Accumulated Equity (Projected)



LB

3b

Housekeeping By-law (ARUs) February 5th, 2025

28

Respectfully submitted by:
Essa Township Planning Department

House Keeping Items:

Item	By-law Section	Descriptions
1	Section 3: Definitions	To introduce a definition for 'In-Law Suite'
2	Section 4.38.1: Additional Residential Units	To introduce a new provision that would allow an ARU to exceed maximum lot coverage requirements up to a total of 45% and not preclude building size or maximum gross floor area restrictions.

3b

29

Item 1: Section 3 – Definitions

Existing

Proposed

No existing Definition for In-law Suite

“Additional Residential Unit” or “In-Law Suite”

Means a separate and self-contained dwelling unit that is subordinate to the Primary Dwelling and located within the same building or within a detached accessory building/structure on the same lot as the Primary Dwelling.

Item 1: Section 3 – Definitions

Issues

Safety:	Many illegal in-law suites are discovered through enforcement or emergency calls
Unregulated	It is relatively cheap to construct an in-law suite under the radar
Versatile uses	Can be used as a family room, in-law suite, ARU or short-term accommodation

3b

Item 1: Section 3 – Definitions

In-Law Suites	Additional Residential Units
No external access	External/separate access
No parking requirement	Parking requirement
Internal connection to the primary dwelling	No internal connection to the primary dwelling
No separate mechanical connections from the primary dwelling	Entirely separate mechanical connections from the primary dwelling

3a

Item 1: Section 3 – Definitions

Part II

Existing

Proposed

No existing provision for maximum lot coverage specific to ARUs

Section 4.38.1 p)
Fully serviced lots with Additional Residential Units shall not exceed 45% lot coverage

Introduced to conform to amendments to Ontario Regulation 299/19 – Additional Residential Units from November 2024.

33

36

Thank You

Questions or Comments?

3c



January 29, 2024

Owen Curnew
Development Planner,
Township of Essa
5786 Simcoe County Road #21
Utopia, ON
L0M 1T0

VIA EMAIL

ocurnew@essatownship.ca

**NOTICE OF PUBLIC MEETING REGARDING A
HOUSEKEEPING ZONING BY-LAW AMENDMENT NO. Z1-25
SCDSB JUSTIFICATION BRIEF ON RECOMMENDED CHANGES
TOWNSHIP OF ESSA**

Thank you for circulating notice of a Public Meeting to consider a Zoning By-law Amendment; specifically, a Zoning By-law Housekeeping Exercise to the Town Zoning By-law #2003-50, as amended. The purpose and effect of the Town initiated Zoning By-law Housekeeping Exercise is to present the Simcoe County District School Board's recommended changes for Zoning By-law #2003-50 to provide greater flexibility for the provision of schools and student accommodation in Essa. The following provides additional information outlining the justification for the board's recommended changes and where appropriate, recommended policy language is provided.

Recommended Change: Creation of a new Public Service Facility Zone

The Simcoe County District School Board (SCDSB) has three (3) elementary schools and one (1) secondary school in the Township of Essa. The board also recently purchased an elementary school site at 152 Greenwood Drive. These five (5) schools site properties in the Town are currently zoned as three (3) different zones. Angus Morrison ES, Baxter Central PS and Pine River ES are zoned Institutional (I). Nottawasaga Pine Secondary School is zoned Rural (RL) and 152 Greenwood Drive is zoned Open Space Park with Special Provisions (OSP-2). SCDSB planning staff would like to ask that school sites be standardized in Zoning By-law #2003-50 to be in the same zone. This could be implemented in two ways. SCDSB planning staff have recommended that a new zone be created; a Public Service Facility Zone, which would have the following zoning provisions as shown in chart 1 below. Zoning lands as Public Service Facility Zone would restrict the permitted uses allowed on the lands to a limited scope as compared to permitted uses in the Institutional (I) zone and further, providing specific zone standards would ensure consistent zoning provisions for public service facilities.

35

Chart 1: Recommended Public Service Facility Zoning Provisions

Minimum Lot Area	Minimum Lot Frontage	Minimum Front Yard	Minimum Rear Yard	Minimum Interior Side Yard	Minimum Exterior Side Yard
N/A	N/A	3.0m	3.0m	3.0m	3.0m

Alternatively, the board is supportive of rezoning all school site properties to Institutional with special provisions (I-X) to reflect the following deviations from the zoning regulations in section 33.3 a) Zone Regulations: Regulations for Schools.

Chart 2: Recommended Institutional Zone with Special Provisions (I-X) for Schools

Dimension Types	Institutional – Exception (I-X)
Minimum Lot Frontage	No minimum
Minimum Lot Area	No minimum
Minimum Side Yard	3.0 m
Minimum Rear Yard	3.0 m

These recommended zoning provisions would maximize the use of school sites and ensure that sites are optimized and used efficiently. Therefore, SCDSB planning staff respectfully request that the following school sites be rezoned to either option described above:

- New Angus es - 152 Greenwood Drive be rezoned from Open Space Park with Special Provisions (OSP-2)
- Nottawasaga Pines SS be rezoned from Rural (RL)
- Angus Morrison ES, Baxter Central PS and Pine River ES be rezoned from Institutional (I)

Recommended Change: Definitions

SCDSB planning staff recommended the following three (3) definitions be included in the Zoning By-law #2003-50; *Public Service Facilities* as outlined in the Provincial Planning Statement (2024), *Portable Classroom* and *Public Body* as outlined in the Planning Act, 1990.

1. The inclusion of the Public Service Facility definition will aid in the understanding of what is defined as a Public Service Facility in the new Zone.

Public service facilities: means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. Public service facilities do not include infrastructure.

2. The inclusion of Portable classroom will aid in providing clarification that a portable is a part of the primary school use and not an accessory use and will ensure portable classrooms can be added or removed to school sites to provide the required

accommodation. SCDSB planning staff recommend the definition be included as shown below,

Portable classroom: Means a building used to provide temporary school accommodation. A portable classroom is part of the primary school use.

3. Lastly, the inclusion of the definition for Public Body will ensure that the Zoning By-law has considered the inclusion of school boards as public bodies.

Public Body: means a municipality, a local board, a hospital as defined in section 1 of the *Public Hospitals Act*, a ministry, department, board, commission, agency or official of a provincial or federal government or a First Nation;

Recommended Change: Day Care to Child Care and permit Child Care/Child Care Centres in all zones that permit Public Service Facilities

SCDSB planning staff requested that all mentions of “day care” and “day care centres” be replaced with “childcare” and “childcare centres” to reflect the updated legislation as the Day Nursery Act has been replaced by the Child Care and Early Years Act, 2014. Additionally, it was requested that all zones which permitted public service facilities shall include “childcare” and “childcare centres” as permitted uses. Given that working families are in significant need of child care services, it is important to allow flexibility for the use of child care facilities in other types of land use zones where the sensitive land use is not adversely affected. Encouraging and incentivizing the co-location of child care facilities with appropriate outdoor amenity space should be considered.

Recommended Change: 4.12 d) That the section be amended to include a “school board” as a specified agency

SCDSB planning staff requested that the above mentioned section be amended to include a school board as a specified agency to seek clarification on whether the school board would be a permitted use in all zones to allow for greater flexibility in the provisions of school sites and in the provision of necessary pupil accommodation. SCDSB planning staff requested that if Essa planning staff grants this interpretation as true, that the revised recommended policy language in section 4.12 d) be amended as follows:

“Nothing in this By-law shall prevent the use of any land for the erection or use of any building or structure for the purpose of a public service by The Corporation of the Township of Essa, any telephone or communications company, or any *Ministry of the Government of Ontario or Canada* [emphasis added] including a **school board** or a hydro authority **where the sensitive land use is not adversely affected...**

Alternatively, SCDSB planning staff propose the schools as public bodies be addressed in the policy below with the following revised recommended policy language:

“Nothing in this By-law shall prevent the use of any land for the erection or use of any building or structure for the purpose of a public service by The Corporation of the Township of Essa, any telephone or communications company, or any *Ministry of the Government of Ontario or Canada* [emphasis added] including a **public body** or a hydro authority **where the sensitive land use is not adversely affected...**

3c

If the board is a permitted use in all zones, this would maximize efficiency in project budgeting and timelines as required by the new Ministry of Education guidelines to deliver new pupil accommodation.

Recommended Change: Section 4.28-4.30 General Provisions for Off-Street Parking, On-Street Parking and Parking and Loading Facilities

Section 4.28.4 outlines the Minimum Parking Requirements for schools and states the following regarding minimum parking facilities required, "The greater of one space per classroom, or one space for each 10 people, for the maximum design capacity of Assembly Hall or Auditorium."

SCDSB planning staff have requested that the following chart below be used as the revised parking standards for public elementary and secondary schools. This will facilitate a more accurate interpretation of the required parking standards as there are multiple interpretations regarding occupancy loadings for Assembly Hall or Auditoriums resulting in various minimum required parking calculations that are difficult to implement. The proposed chart below allows for incremental growth to occur to match the capacity of the school as it changes through the years. The chart below represents the board's best practices for minimum parking standards and is currently in effect in the parent Zoning By-laws for the following municipalities within Simcoe County; New Tecumseth, Oro-Medonte, City of Orillia, Wasaga Beach and City of Barrie.

School, Elementary	1 per classroom																					
School, Secondary	<p>Parking is required in accordance with the On the Ground Capacity (number of pupils that may be accommodated) of a school (OTG). OTG is defined by the Ministry of Education.</p> <p>These parking calculations includes OTG plus pupil loading up to 12 portables</p> <table border="1"> <thead> <tr> <th>OTG</th> <th>Space</th> <th>Barrier Free</th> </tr> </thead> <tbody> <tr> <td>0 – 400</td> <td>80</td> <td>4</td> </tr> <tr> <td>401 – 700</td> <td>100</td> <td>5</td> </tr> <tr> <td>701 – 1000</td> <td>150</td> <td>6</td> </tr> <tr> <td>1001 – 1500</td> <td>200</td> <td>7</td> </tr> <tr> <td>1501 – 2000</td> <td>250</td> <td>8</td> </tr> <tr> <td>2001 – 2500</td> <td>300</td> <td>9</td> </tr> </tbody> </table>	OTG	Space	Barrier Free	0 – 400	80	4	401 – 700	100	5	701 – 1000	150	6	1001 – 1500	200	7	1501 – 2000	250	8	2001 – 2500	300	9
OTG	Space	Barrier Free																				
0 – 400	80	4																				
401 – 700	100	5																				
701 – 1000	150	6																				
1001 – 1500	200	7																				
1501 – 2000	250	8																				
2001 – 2500	300	9																				

Section 4.28.6 includes language that requires parking spaces for a use to be provided on the same property. SCDSB planning staff respectfully request that these policies be revised to allow public service facilities to provide parking on a separate lot, or to provide shared parking with compatible partners where the facilities are within walking distance. This would recognize current practices occurring at Nottawasaga Pines Secondary School. This will limit the requirements for an overabundance of parking spaces at school sites, which increases impermeable surfaces and reduces open play and field areas, as well as reducing traffic issues at drop off/pick up at bell times. SCDSB planning staff recommend that policy 4.28.6 be revised by adding, "except where an agreement with the owner of the alternative site is willing to enter into an agreement with the developer and the municipality [emphasis added]." after "Parking for a structure shall only be permitted on the lot where the structure is situated". SCDSB planning staff also recommend that a maximum distance of 150 metres between the alternative parking location from the public service facility be required.

38

Section 4.29 provides direction regarding loading spaces. SCDSB requested clarification on the policy and specifically requested to be exempt from providing loading spaces. The board does not use standard loading spaces and does not require them as schools use supply on demand for items that are delivered directly to school, with consideration for deliveries built into the design of schools via general entrances and custodial entrances.

Conclusion

The justification for the consideration of the above policy areas and recommended language and provisions is to provide greater flexibility for the provision of public service facilities when and where they are needed. Should you require additional information, please do not hesitate to contact this office.

Sincerely,



Carina Nunes, BES,
Planner, Planning & Enrolment



Katie Kirton,
Assistant Manager of Property and Planning

cc: Simcoe County District School Board
Andrew Keuken, Senior Manager of Planning, Enrolment, and Community Use
Sandy Clee, Assistant Manager of Accommodation and Planning

Township of Essa
Samuel Haniff, Manager of Planning

3d

OPEN HOUSE

8949 Smith Road, Essa

Official Plan Amendment

Zoning By-Law Amendment

Site Plan Application

Client: TC Land Inc.

FEBRUARY 5, 2025
PRESENTATION BY:



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

EMAIL: INFO@IPSCONSULTINGINC.COM

SUBJECT SITE



Frontage:

- 864m frontage on County Road 90
- 330m on Smith Road

Total Area:

- Lot Area: 43.9 Hectares (108.7 acres)

Surrounding Land Uses:

North: Residential uses

South: Agricultural uses

East: CP Railway and Industrial uses

West: Agricultural uses

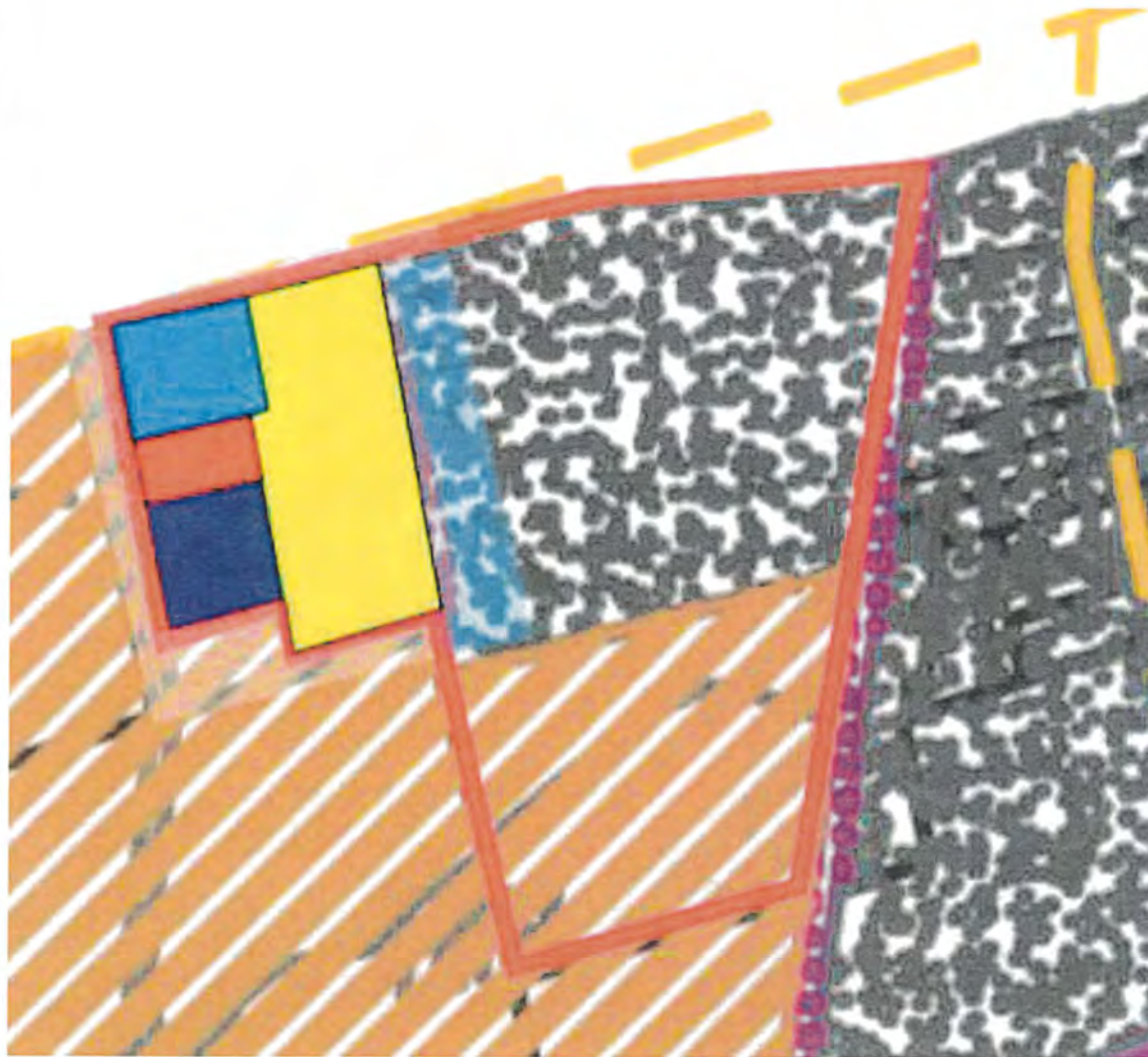
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

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Official Plan Amendment

IPS
CONSULTING








LEGEND

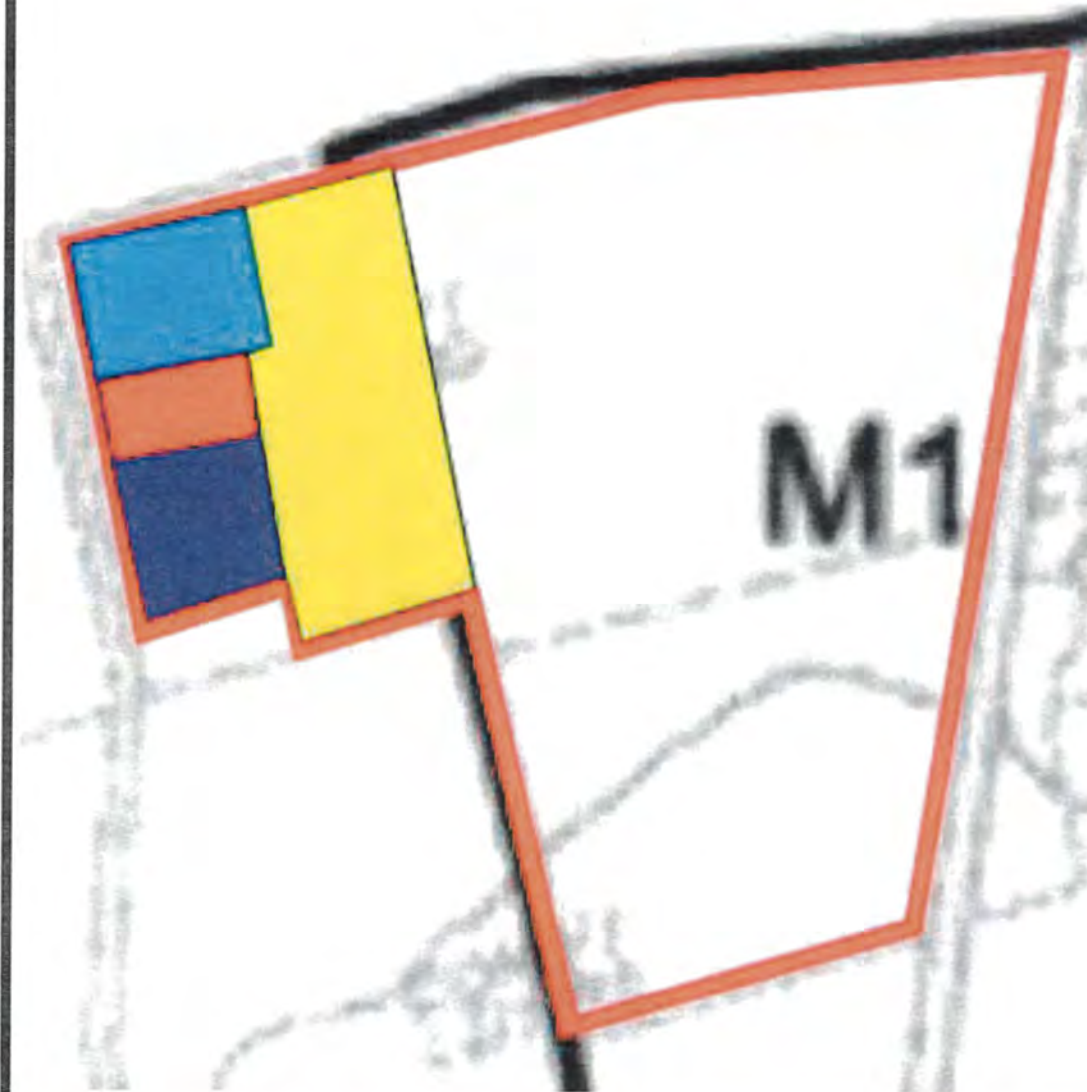
-  Subject Lands
-  Industrial
-  Rural
-  Lands to be redesignated from 'Rural' to 'Industrial'
-  Lands to be redesignated from 'Rural' to 'Transport and Utility'
-  Lands to be redesignated from 'Rural' to 'Residential'
-  Lands to be redesignated from 'Rural' to 'Commercial'

42

Zoning By-law Amendment

LEGEND

-  Subject Lands
-  Lands to be rezoned from "Agricultural (A) Zone" to "General Industrial (M1) zone – Special Provision – XX"
-  Lands to be rezoned from "Agricultural (A) Zone" to "Public Services (PS)"
-  Lands to be rezoned from "Agricultural (A) Zone" to "Low Density, Detached Residential (R1) Zone"
-  Lands to be rezoned from "Agricultural (A) Zone" to "Core Commercial (C2) Zone"



3d

43

Site Plan Application



SITE PLAN
 PREPARED FOR THE DEVELOPER BY:
 INNOVATIVE PLANNING SOLUTIONS
 5745 COUNTY ROAD 80
 & 8949 SMITH ROAD

- LEGEND**
- SITE PLAN
 - BUILDINGS
 - OUTDOOR STORAGE AREAS
 - UNIMPROVED / BUFFER AREAS

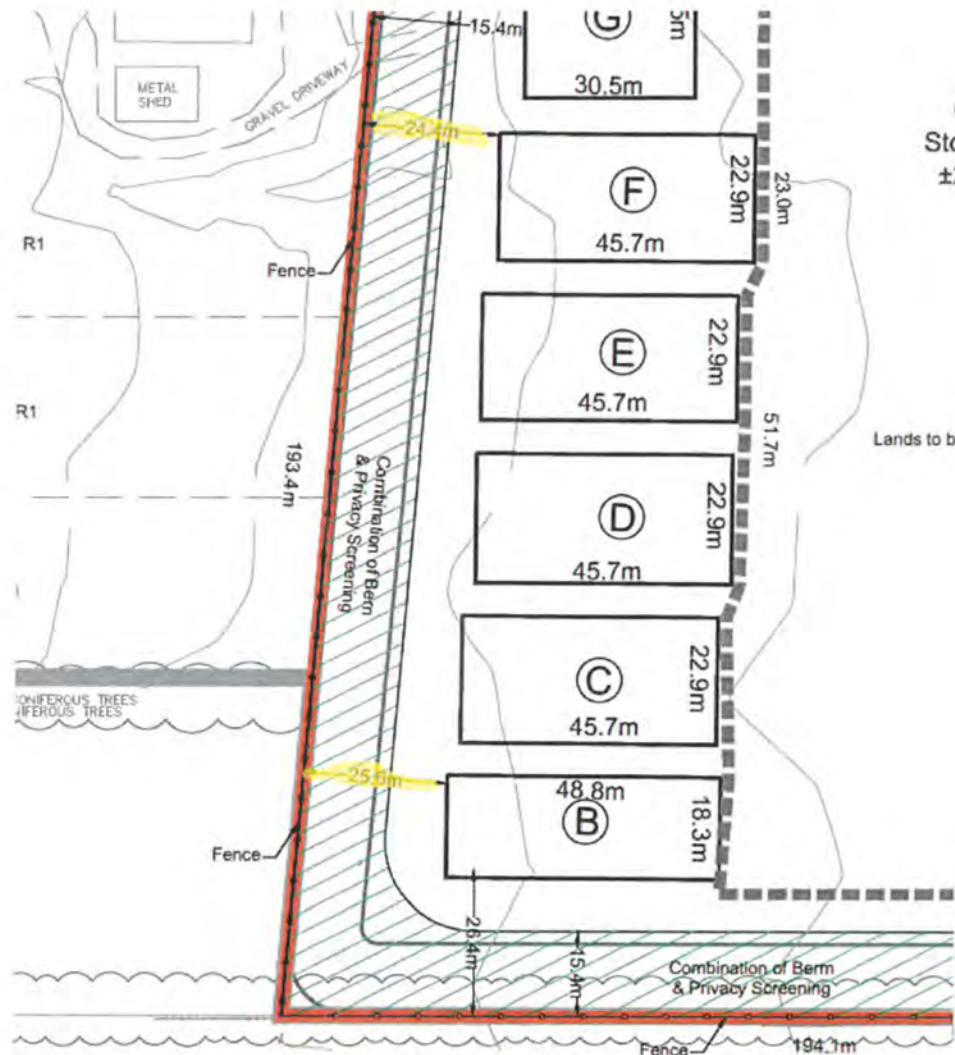
GENERAL NOTES	
1.	ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
2.	THE SITE PLAN IS TO BE CONSIDERED AS A PRELIMINARY DESIGN AND IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY.
3.	THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
4.	THE SITE PLAN IS TO BE CONSIDERED AS A PRELIMINARY DESIGN AND IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY.
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12.	THE SITE PLAN IS TO BE CONSIDERED AS A PRELIMINARY DESIGN AND IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY.
13.	THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
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15.	THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

IPS
 INNOVATIVE PLANNING SOLUTIONS
 5745 COUNTY ROAD 80
 & 8949 SMITH ROAD
 PREPARED FOR THE DEVELOPER BY:
 INNOVATIVE PLANNING SOLUTIONS
 5745 COUNTY ROAD 80
 & 8949 SMITH ROAD

Zoning By-law Amendment

The following Zoning Provision has been requested through the Zoning By-law Amendment for the General Industrial (MI) zone:

a) Where an industrial zone abuts an area where residential uses are permitted, no industrial buildings shall be located within 24.4 m of the abutting lot line.



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54

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STUDIES

IPS
CONSULTING

The following reports/studies have been completed to support the application:

- Planning Justification Report
- Environmental Impact Study
- Noise & Vibration/Land use Compatibility Study
- Odour, Dust and Other Emissions Study
- Geotechnical Report
- Traffic Impact Study
- Functional Servicing Report and Stormwater Management Report
- Geotechnical Investigation
- Hydrogeological Study
- Archeological Assessment
- Minimum Distance Separation Study

46

Working with the Neighbours

- TransCanada Wood Products (TCWP) is the end user of the land in question
- TCWP is a local Barrie based lumber distribution facility operating on a day shift with no night operations
- TCWP highly values the relationship with its neighbours
- Between July 1st and August 31st, Alan Lever, Chairman of TCWP, had numerous discussions with the neighbours at 8949 Smith Road, including Tom Smith, Carson Lutz, Jeff McKeever and Steve McKeever to develop a plan that eased the concerns addressed by them
- TCWP made a number of material concessions through these discussions and ultimately resulted in a site plan that the neighbours supported.
- This letter of support is attached as an Appendix to this presentation.

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QUESTIONS & FEEDBACK

IPS
CONSULTING

THANK YOU

Questions and Comments Welcome

Email: info@ipsconsultinginc.com

48

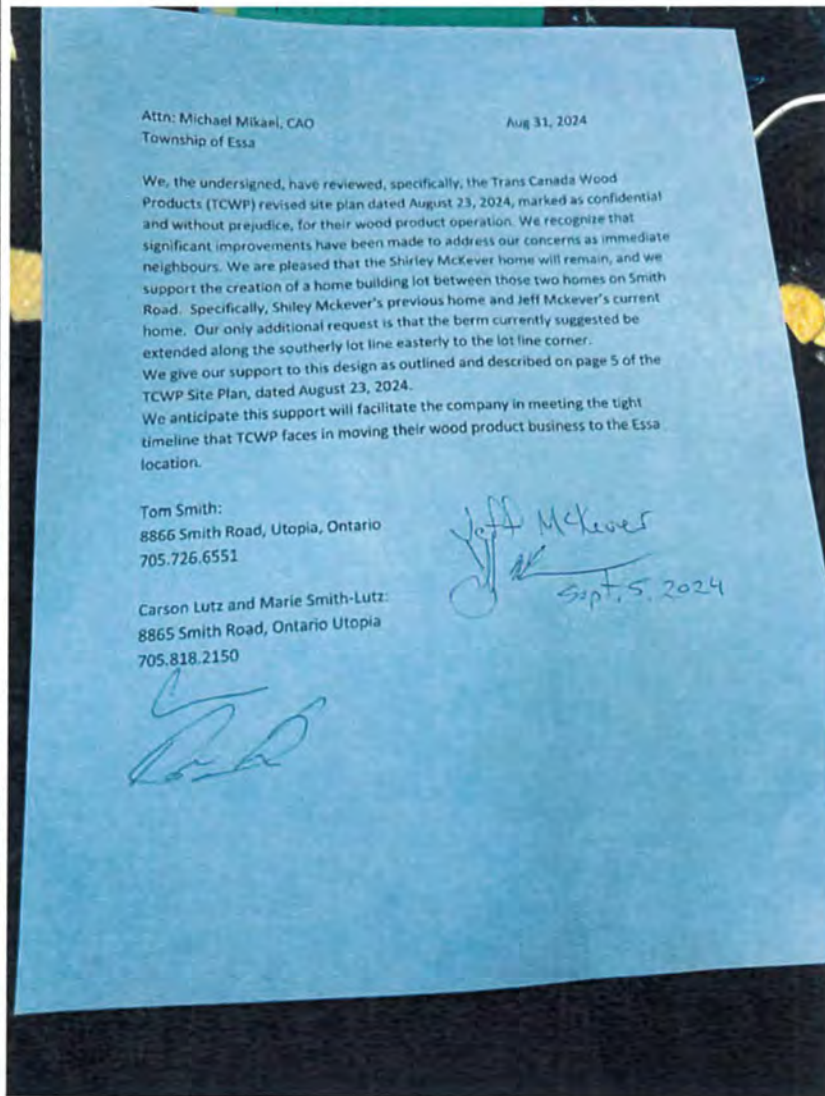
Appendix

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Letter of Support



Attn: Michael Mikael, CAO
Township of Essa

Aug 31, 2024

We, the undersigned, have reviewed, specifically, the Trans Canada Wood Products (TCWP) revised site plan dated August 23, 2024, marked as confidential and without prejudice, for their wood product operation. We recognize that significant improvements have been made to address our concerns as immediate neighbours. We are pleased that the Shirley McKeever home will remain, and we support the creation of a home building lot between those two homes on Smith Road. Specifically, Shiley McKeever's previous home and Jeff McKeever's current home. Our only additional request is that the berm currently suggested be extended along the southerly lot line easterly to the lot line corner. We give our support to this design as outlined and described on page 5 of the TCWP Site Plan, dated August 23, 2024. We anticipate this support will facilitate the company in meeting the tight timeline that TCWP faces in moving their wood product business to the Essa location.

Tom Smith:
8866 Smith Road, Utopia, Ontario
705.726.6551

Carson Lutz and Marie Smith-Lutz:
8865 Smith Road, Ontario Utopia
705.818.2150

Jeff McKeever
Sept. 5, 2024

Attn: Michael Mikael, CAO
Township of Essa

Aug 31, 2024

We, the undersigned, have reviewed, specifically, the Trans Canada Wood Products (TCWP) revised site plan dated August 23, 2024, marked as confidential and without prejudice, for their wood product operation. We recognize that significant improvements have been made to address our concerns as immediate neighbours. We are pleased that the Shirley McKeever home will remain, and we support the creation of a home building lot between those two homes on Smith Road. Specifically, Shiley McKeever's previous home and Jeff McKeever's current home. Our only additional request is that the berm currently suggested be extended along the southerly lot line easterly to the lot line corner. We give our support to this design as outlined and described on page 5 of the TCWP Site Plan, dated August 23, 2024. We anticipate this support will facilitate the company in meeting the tight timeline that TCWP faces in moving their wood product business to the Essa location.

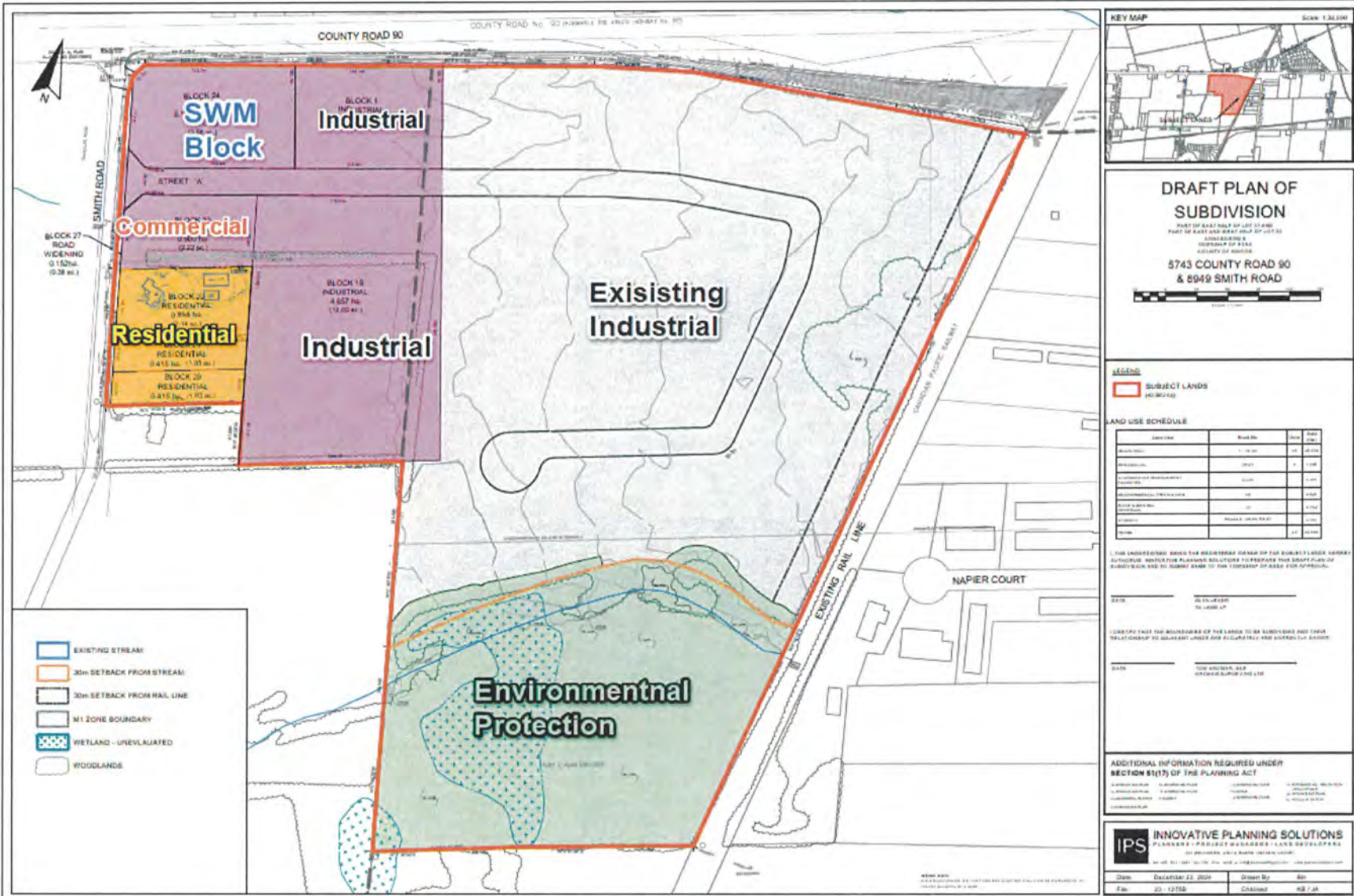
Tom Smith:
8866 Smith Road, Utopia, Ontario
705.726.6551

Carson Lutz and Marie Smith-Lutz:
8865 Smith Road, Ontario Utopia
705.818.2150

5b

Current Draft Plan of Subdivision

IPS
CONSULTING

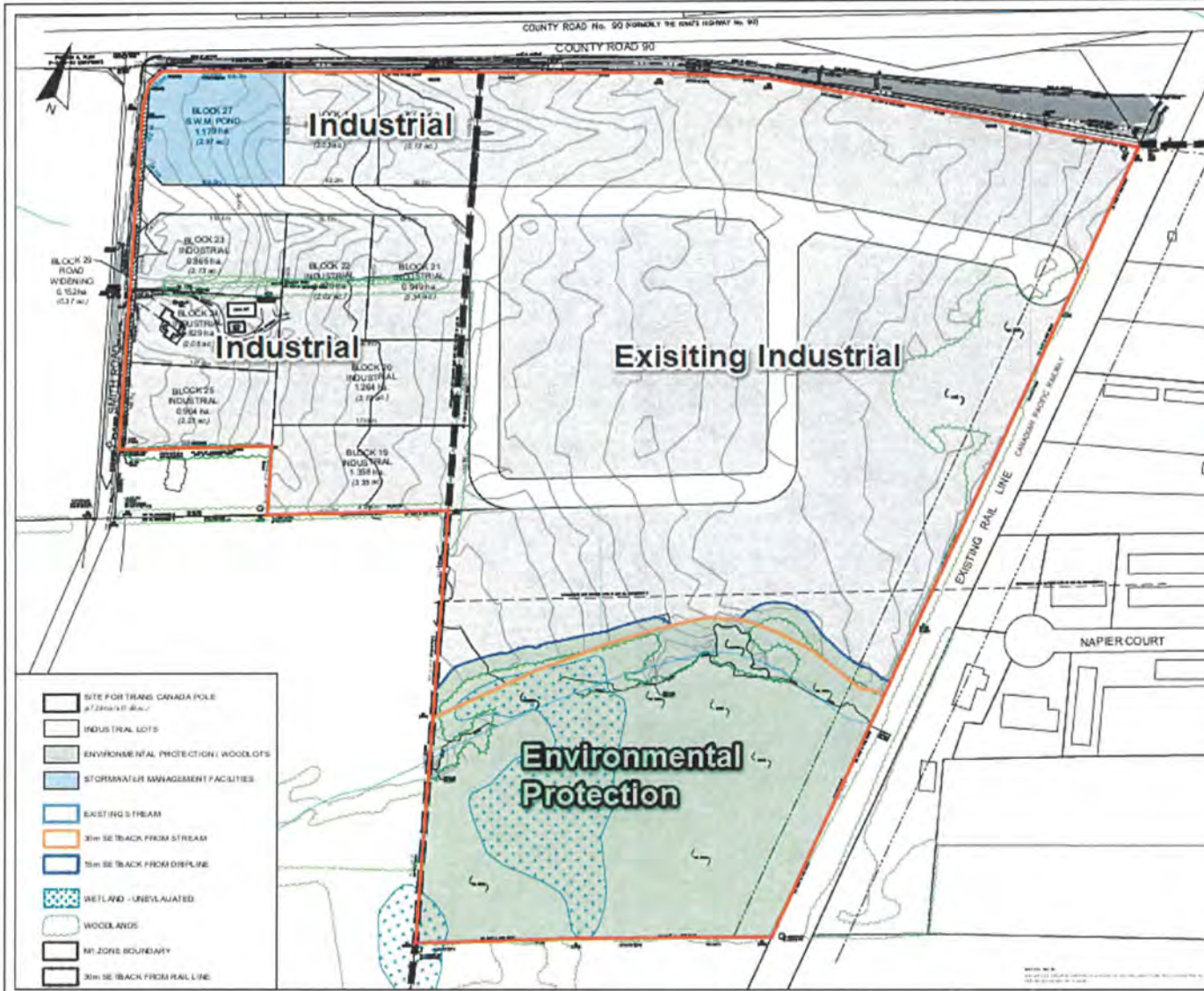


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Previous Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION
 FOR A LOT 22 COMMENCED BY A
 (CERTIFICATE OF CONVEYANCE) OF THE
 TOWNSHIP OF A & B, CO. OF
 COUNTY OF C

**5743 COUNTY ROAD 90
 & 8949 SMITH ROAD**

LEGEND

□ SUBJECT LANDS (shaded)

LAND USE SCHEDULE E

LAND USE	Block No.	Area	Notes
INDUSTRIAL	17-27	11,790	11,790
ENVIRONMENTAL PROTECTION	18-20	1,200	1,200
EXISTING STREAM	19	100	100
WETLAND - UN-EVALUATED	19	100	100
WOODLANDS	19	100	100
TOTAL		13,390	13,390

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE ABOVE LANDS HEREBY AUTHORISE THE UNDERSIGNED TO PREPARE THE DRAFT PLAN OF SUBDIVISION AND TO SIGN THE SAME AS THE TOWNSHIP OF A & B, CO. OF COUNTY OF C.

DATE: _____

BY: _____

DATE: _____

BY: _____

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 31(2) OF THE PLANNING ACT

1. A REPORT ON THE ENVIRONMENTAL IMPACT OF THE PROPOSED SUBDIVISION.
 2. A REPORT ON THE ECONOMIC IMPACT OF THE PROPOSED SUBDIVISION.
 3. A REPORT ON THE SOCIAL IMPACT OF THE PROPOSED SUBDIVISION.
 4. A REPORT ON THE CULTURAL IMPACT OF THE PROPOSED SUBDIVISION.

IPS INNOVATIVE PLANNING SOLUTIONS
 21 BANKERS - PROJECT MANAGER - LEAD DESIGNER
 100 UNIVERSITY AVE. SUITE 1000
 TORONTO, ONT. M5G 1S6

Client: _____ Date: October 26, 2022
 File: 22-12758 Checked: AD

52



TOWNSHIP OF ESSA STAFF REPORT

STAFF REPORT NO.: PD002-25

DATE: February 5, 2025

TO: Committee of the Whole

FROM: Samuel Haniff, MCIP, RPP, Manager of Planning

SUBJECT: New Official Plan – Draft Vision and Principles

RECOMMENDATION

That Staff Report PD002-25 be received; and

That Council adopt the Vision and Principles contained in this report as the framework for drafting the Township’s New Official Plan.

BACKGROUND

The Official Plan is the key document directing growth in Essa to the year 2051 and guiding where people will live, work, shop and play. The Township’s current Official Plan was approved July 6, 2001 and a new Official Plan has been underway since 2020. The review has been on hold over the past 3 years to better understand legislative changes; however, in May 2024 SGL Planning and Design Inc. (SGL) and Dillon Consulting were selected to restart the Official Plan review process to create a new Official Plan reflective of the most recent County and Provincial Policy changes.

The OP Team (SGL, Dillon and Township staff) have continued to build upon the community engagement sessions dating back to October 2020 to inform this next step of the New Official Plan process. The purpose of this report is to provide a summary of the recent community engagements since May 2024 and how they have informed the Planning Vision and Principles, being proposed in this report, that will frame the Township’s new Official Plan.

COMMENTS AND CONSIDERATIONS

Between August and October 2024 the OP Team engaged with the community in a variety of ways, including the following:

- Webpage update and re-launch;
- Community Survey #1 over the summer of 2024 with 188 respondents;
- ‘Pop-up’ Agricultural Community Event at Essa Agriplex on August 22, 2024;

- Settlement Areas Open House at Angus Recreation Centre on September 25, 2024; and
- Ongoing outreach and contact with other stakeholders, Simcoe County, School Boards, and Base Borden
- First Nations Rights Holders and caretakers outreach (awaiting).

A high-level overview of the community’s feedback is provided below and a detailed summary can be found in Attachment 1. The new OP process benefits from community members understanding how their contributions help shape the content and structure of the new Official Plan that will guide the growth and identity of Essa over the next 25 years.

The Planning Vision and Principles are informed by an understanding of the issues and opportunities identified by the community. Below is a table summarizing those issues and opportunities according to the new Official Plan’s key themes: Rural Essa, Natural Essa, Growing Essa, Resilient Essa and Connecting Essa

Table 1: Issues and Opportunities

Key Theme	Issues	Opportunities
Rural Essa	Growing pressure to develop agricultural and rural lands; Fragmentation; Diversifying the agricultural industry; Land use conflicts with aggregate extraction	Protect and diversify agricultural economy and identity; Limit residential growth in agricultural areas; Broaden range of agricultural uses and promote agri-tourism; Policies to reduce land use conflicts
Natural Essa	Fragmentation of natural features; increased pressure to develop; climate change; flooding risks; changing role of Conservation Authorities; tree loss	Implement Provincial Natural Heritage System and County’s Greenlands System; Refine hazard lands based on updated mapping; Incorporate LID/green infrastructure stormwater management policies; Tree preservation direction
Growing Essa	Housing affordability; Directing growth away from rural/agricultural lands; Adequacy of services and servicing for certain types of growth (commercial, industrial); Accommodating County-adopted population (10,930) and employment (3,720) growth projections while maintaining small-town rural character/identity	Establish an urban structure and settlement hierarchy; Ensure full range of housing types and targets/ incentives for market-based, attainable and affordable options; Gentle intensification (e.g. Additional Residential Units); Employment strategy; Policies to implement Master Plans; Aging in Essa policies; Walkable mixed-use communities; Enhanced urban design, ‘Made in Essa’ growth approach; Complete communities

Resilient Essa	Official Plan pre-dates climate change considerations; Recent storm events; Need quality outdoor spaces that improve experiences and promote community interaction; Increased By-law enforcement; Tree loss; Limited day care centres	Climate change policies; New community design guidelines and policies to build on Essa’s unique sense of place; Complete street concepts and healthy community design; Quality outdoor spaces; Integration with Master Plans and Hazard Mapping; Tree By-law direction; Strategic land acquisition for community services; Community Planning Permit System Framework; Attract more supporting facilities (clinics, retail and recreational)
Connecting Essa	Historic reliance on car and impacts of car parking in some areas; Limited active transportation options (cycling and walking); Limited bus connections between communities; Viability of transit limited by low population; Limited opportunities for active transportation	Reflect any planned upgrades to road network; Context-sensitive road design/complete streets; Protect key transportation and goods movements; Active transportation mapping and policies; Transit route opportunities; Integration with Transportation and Trails Master Plan; Improve internet infrastructure; Improve active transportation; reinforce BCRY (Barrie Collingwood Railway) lands

Planning Vision

These key themes in Table 1, together with the associated issues and opportunities, have contributed to the formation of the following draft Vision Statement for the new Official Plan:

To foster a thriving community of neighbourhoods that balance growth, evolve character, and minimize impacts by protecting agricultural functions, preserving natural environments, establishing good urban design, promoting resilient development, and enhancing transportation connections. Essa will be an inspired and cohesive community with residents connecting through better public spaces with social connections that foster resiliency and Essa’s identity for future generations.

Proposed Planning Principles

The new Essa Official Plan will be structured around the key themes of ***Rural Essa***, ***Natural Essa***, ***Growing Essa***, ***Resilient Essa*** and ***Connecting Essa***. This framework will shape the specific principles established under each theme:

1. Rural Essa

- a. Promote and protect the agriculture system as an important part of the Township's economy and identity; and
- b. Support diversification of agricultural uses, a robust agri-food network and agricultural related uses including agri-tourism.

2. Natural Essa

- a. Protect environmental areas from development effects and incompatible land uses while improving access and connection to natural areas for passive recreational purposes; and
- b. Promote sustainable and climate resistant approaches to growth, infrastructure and facilities.

3. Growing Essa

- a. Grow according to an urban structure approach and settlement hierarchy that preserves agricultural and rural lands;
- b. Support balanced and appropriate growth that provides for a range of housing options in tandem with commercial, employment, infrastructure and recreational growth;
- c. Establish growth targets, land needs and locations based on Essa's interpretation of County and Provincial data; and
- d. Enable local economic opportunities that support local business, attract and improve service offerings and serve the rural community.

4. Resilient Essa

- a. Support healthy, complete and vibrant communities through quality design, active transportation and meaningful local places to live, work, and play;
- b. Improve access to community services and facilities, including child care, health care and recreational facilities; and
- c. Build on a community identity that embraces a small town feel with rural heritage.

5. Connecting Essa

- a. Improve mobility options for all residents by providing active transportation connections within neighbourhoods and between communities augmented by public transit;
- b. Promote a transportation network, informed by master planning, that safely and efficiently moves people and goods over the long-term, both for Essa and its adjoining municipal partners; and
- c. Strengthen digital connectivity by creating opportunities for internet infrastructure.

The Planning Vision and Principles presented in this report will frame the next step of the new Official Plan Process: the writing of the Issues and Options reports. Community engagement and outreach is a cornerstone of the New Official Plan and will continue through the next step and each subsequent process. The Issues and Options reports, refined through the on-going consultation process, will be presented later in Q1 2025 before the first draft of the new Official Plan in Q2.

FINANCIAL IMPACT

Council has approved a capital budget in support of the Town's Official Plan Review. The consultation to date and the adoption of the Planning Vision and Principles are included within the approved scope of this project.



Manager of Finance

SUMMARY/OPTIONS

The New Official Plan for Essa marks an exciting and important opportunity for the community to articulate their vision for growth and identity in the decades ahead. The Planning Vision and Principles provided herein are informed by voices in the community expressing a desire for a complete community with more opportunities to live, work, shop, play and engage in Essa.

Council may:

- 1. Take no further action.
- 2. Approve the proposed Vision and Principles**
- 3. Direct staff in another manner, including any revisions to the Vison and Principles.

CONCLUSION

Option #2 is recommended.

Respectfully submitted by:

Reviewed by:

Reviewed by:



Tim Cane MCIP, RPP
Principal, SGL Planning
and Design Inc.



Samuel Haniff MCIP,
RPP, Manager of
Planning



Michael Mikael, CAO

4a

Attachments:

1. Essa Engagement Summary #1



Township of Essa New Official Plan

Engagement Summary #1
Final – December 2024

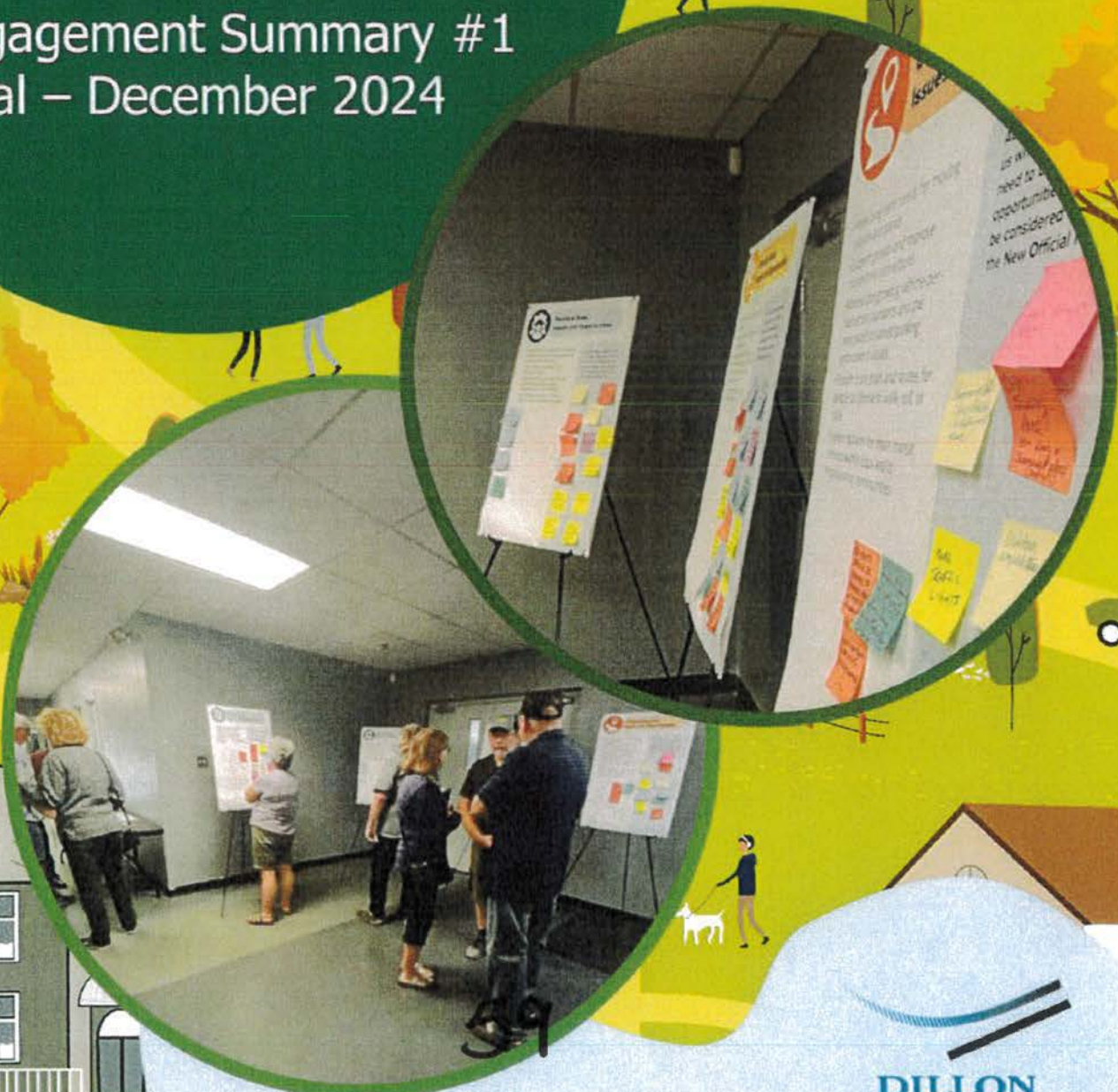


Table of Contents

- 1.0 Introduction 1
 - 1.1 Issues and Opportunities Key Themes..... 1
- 2.0 What We Heard Overview 3
 - 2.1 Community Sessions 3
 - 2.2 Online Survey #1 7
 - 2.3 Correspondence 15
- 3.0 Next Steps..... 15

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1.0 Introduction

Like every municipality, the Township of Essa has an Official Plan, a key document that lays out where and how we plan to grow into the future, and guides where we live, work, and play. The Township's current Official Plan was put into effect on July 6, 2001. In 2020, the Township of Essa started developing a new Official Plan to bring the document into conformity with the latest provincial policies and community interests. The Official Plan Review was placed on hold in 2022 while the Township engaged with the Province and County of Simcoe to better understand the impact of legislative changes. Engagement on the New Official Plan resumed in August 2024.

1.1 Issues and Opportunities Key Themes

The issues and opportunities summary has been prepared to summarize planning matters and public comments heard to date from the public and staff during the Official Plan update process, and posted on the [project website](#).

The official Plan will focus on five key policy themes, which were developed as part of earlier engagement conducted in 2020:

61

1. **Rural Essa:**
 - a. promote and protect agriculture as an important part of the Township's economy and identity.
2. **Natural Essa:**
 - a. protect environmental areas from development effects and incompatible land uses, areas such as – Flood Prone Areas, Wetlands, and Significant Areas
3. **Growing Essa:**
 - a. Having a greater focus on urban structure, and settlement hierarchy, to preserve agricultural and rural lands.
 - b. Areas of focus include – growth management, housing strategy, employment strategy, and servicing infrastructure.
4. **Resilient Essa:**
 - a. Focus on approaches that achieve healthy and complete communities through design, active transportation and providing meaningful places live, work, and play.
5. **Connecting Essa:**
 - a. Provide a road network and transportation network that meets long term needs and facilitates the safe and efficient movement of people and goods.

Community engagement and outreach is a key part of the New Official Plan, and continued opportunities for community engagement will be provided throughout the process.



2.0 What We Heard Overview

This summary provides an overview of the in-person and online public engagement held between August 2024 and October 2024. Please refer to the project website for summaries of past engagements that were completed in earlier stages of the review for the Essa Official Plan, which are also being considered and feedback brought forward into the current development of the new Official Plan: <https://www.essatownship.on.ca/official-plan-review/>

2.1 Community Sessions

Two in-person sessions were held to invite input on the issues and opportunities for the New Official Plan:

- Pop-up Agricultural Community Event: August 22nd, 2024 (4pm-8pm) during the Barrie Fair (Essa Agriplex, Ivy); and
- Settlement Areas Open House: September 25th, 2024 (5pm-7pm) at the Angus Recreation Centre, Angus.

The Township's Pop-up booth was attended by a range of residents across Essa, and awareness of the project raised through materials including a poster, postcards, and physical copies of an online survey. One completed survey was collected, and postcards were handed out to all those who stopped by the booth.

At the Settlement Areas Open House, approximately 50 members of the public that attended were asked to give feedback on the different themes of the Official Plan through sticky notes on poster boards. The feedback received for every theme is summarized below.

Resilient Essa: Issues and Opportunities

- **New development and built form**
 - Provide durable and climate resilient housing stock.
 - Introduce new development to manage tree loss.
- **Community facilities and services**
 - Increase daycare centres.
 - Support different people and different needs through services and community programming.
 - Bring in developers to invest in the community.
 - Expand recreational facilities along with better maintenance for pools and soccer fields.
 - Do not build main streets or downtowns.
- **Transportation and transit**
 - Improve walking, biking, and rest areas at Barrie Collingwood Railway (BCRY).
 - Make downtown core walkable.
 - Provide transit from the County.

- **Sustainability and Nature**
 - Integrate parks, treed green space, and water features.
 - Consider becoming a blue community.
- **Policies and Bylaws**
 - Create a bylaw to replace trees lost due to development.
 - Manage land regulations strictly.
 - Establish a community identity.

Growing Essa: Issues and Opportunities

- **Community facilities and services**
 - Build a seniors' home, like IOOF.
 - Improve internet services.
 - Enhance transit and provide more support for senior housing.
- **Parking**
 - Provide on-street parking
 - Enforce parking standards, especially on 5th Line
- **New development and built form**
 - Build affordable homes, either small or apartment-style.
 - Develop high-density residential options.
 - Focus growth in the existing settlement areas.
 - Promote infill development to preserve natural and agricultural areas.
- **Policies and Bylaws**
 - Prohibit trailers and boats in driveways during summer.
 - Maintain Angus as a town, not a city.
 - Implement stronger urban design for a durable community.
 - Warn residents to remove items at the end of their driveways by a certain time after junk has been removed.
 - Increase council and local expertise to make decisions and understand issues.

Connecting Essa: Issues and Opportunities

- **Community Facilities and Services**
 - Create more accessible parks.
 - Develop performing arts facilities, including live theatre, entertainment, music, and an outdoor amphitheatre.
- **Transportation and transit**
 - Install a center turning lane, such as in King and Summerset Place.
 - Prioritize transit, as options have been studied for too long.
 - Implement alternatives to speed bumps.
 - Install more traffic lights.
 - Improve bus connections from the County to regional routes.
 - Create more well-marked bike lanes.

- **Policies and Bylaws**
 - Enforce noise bylaw (motor vehicles).

Rural Essa: Issues and Opportunities

- **Environment**
 - Preserve agricultural land.
- **Community Facilities and Services**
 - Build a school and more housing in Thornton.
- **Policies and Bylaws**
 - Enact a bylaw to tear down old buildings.

Natural Essa: Issues and Opportunities

- **Policies**
 - Enact a tree preservation bylaw.
 - Maintain the tree canopy and provide compensation.
 - Implement the tree policy suggested by the local environmental group.
- **Land Designation**
 - Conservation Authority to restrict unbuildable land due to floodplain.
 - Protect environment lands around Thornton.
- **Maintenance**
 - Continue maintaining natural areas for wildlife habitat and flood mitigation.
 - Continue supporting the managed forest program.
 - Address erosion concerns along the floodplain in Angus.
 - Improve maintenance for Nottawasaga and Pine Rivers by clearing logs.
 - Keep 5th Line to 25th well-groomed, including grass, for walkers and bikers.
- **Sustainability**
 - Transition to a blue community.

Below is a summary for the feedback from participants on the existing Land Use Designation map.

- **Data**
 - Verify if flood data is up-to-date.
 - Assess how much water is used from the aquifer.
- **Issues**
 - Address basement flooding and reconsider the necessity of basements.
 - Evaluate water pressure issues for older homes.
 - Investigate if the water in the LeClair Park/Bob Geddes Park area is stagnant.
 - Address water/sewer capacity concerns near Murphy Road as shown in the figure below.
- **Land Use**
 - Discussions with individual land owners on potential redesignations.
 - Expand the area surrounded by 30th Sideroad, 25th Sideroad, 6th Line, and 5th Line to the settlement area.

- o Designate more public green space.
 - o Integrate the industrial park into Angus and expand the settlement area.
- **Planning Process**
 - o Conduct an Agricultural Impact Assessment.

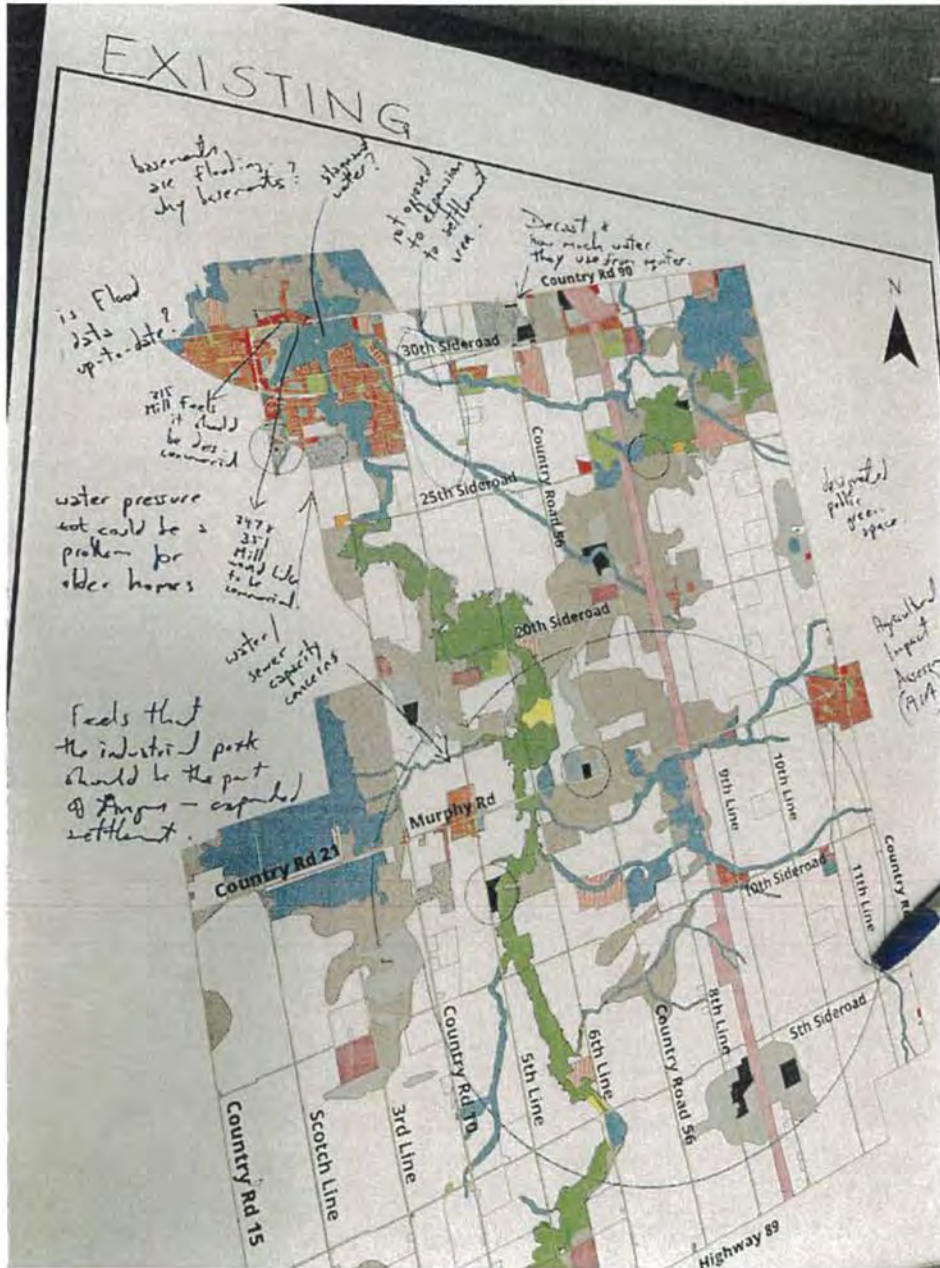


Figure 2-1: Existing Official Plan with comments from public engagement

2.2 Online Survey #1

Participant Profile

The first survey garnered a total of 188 responses. The participant profile shown in **Figure 2-2** shows the majority of participants being Essa residents (95%), along with a number of people who work in Essa (15%) and a few who have professional interest in growth and planning in Essa, own a business in Essa, are frequent or occasional visitors to Essa, are potential future Essa residents, or are Canadian Forces Base Borden personnel.

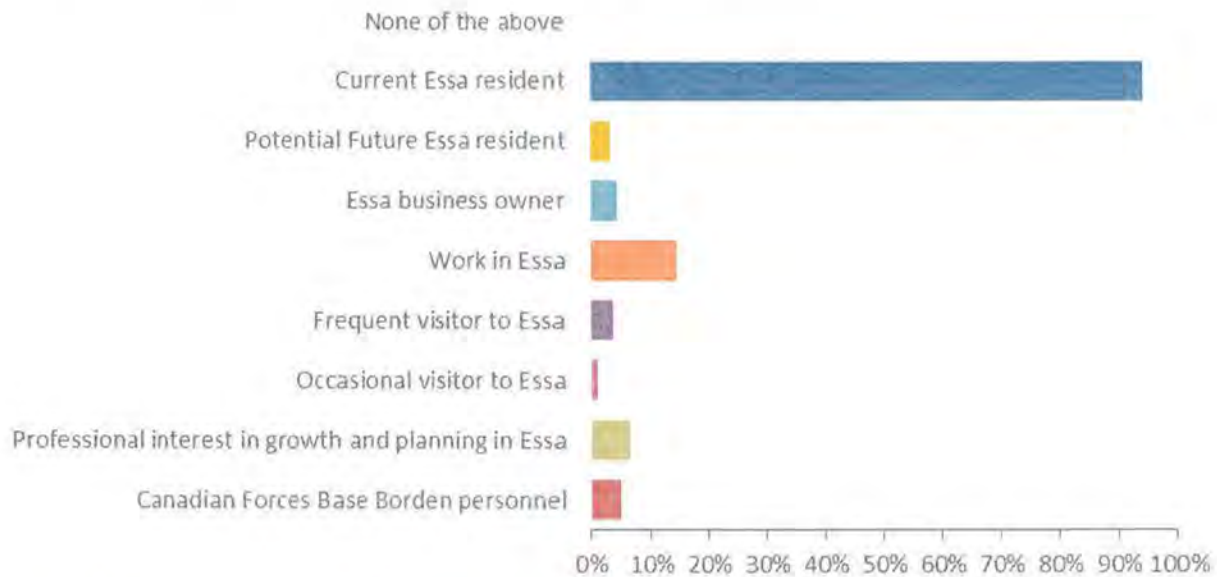


Figure 2-2 Survey #1 Participants – Background

There was wide variability in the communities that participants who live in Essa resided in, with the highest number being from Angus (74%) followed by Rural area in Essa (8%). A summary of where respondents of the survey live is shown in **Figure 2-3**.

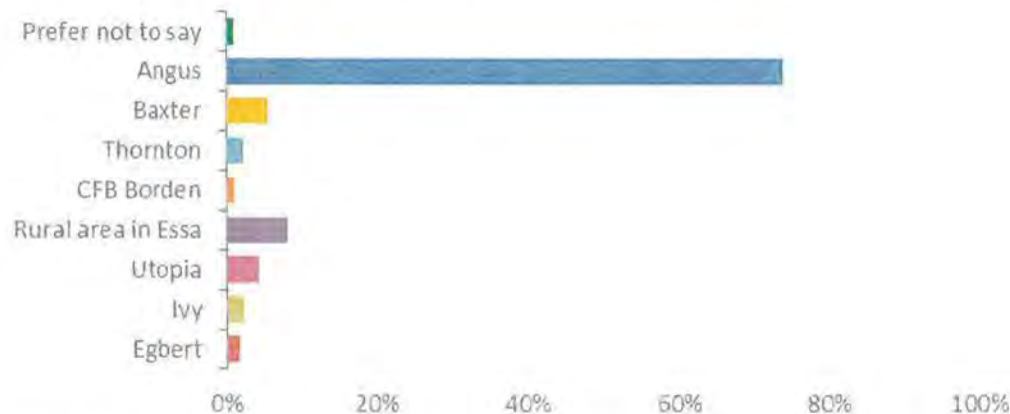


Figure 2-3 Survey #1 Participants – Neighbourhood of Residence

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Key Topics of Interest

Rural Essa – Agricultural Lands:

Please rate the following topics and tell us how important each one is to you: 1) protecting agricultural lands and 2) supporting the growth and diversification of the agriculture industry.

There were 165 responses to this question summarized on **Figure 2-4**, with both topics being highly rated. 89% rated Protecting agricultural lands as Very Important or Important, and 81% rated the same for supporting the growth and diversification of the agriculture industry.

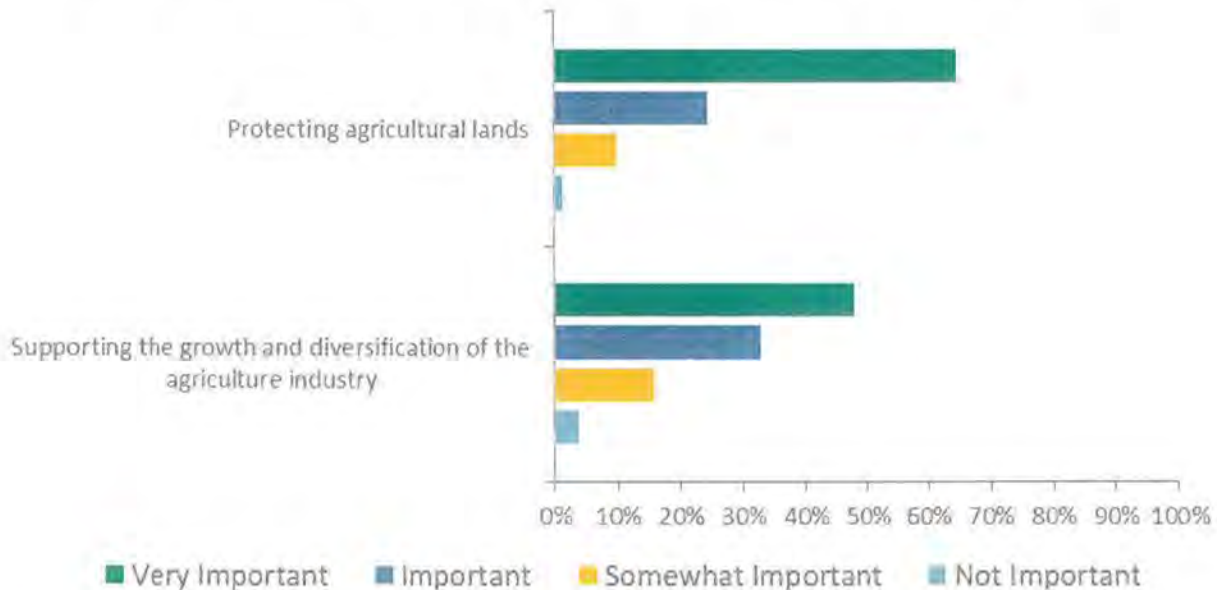


Figure 2-4 Rural Essa – Topics Importance to Participants

Natural Essa – Protecting the Natural Environment

Please rate the following topics and tell us how important each is to you: 1) managing flooding in Angus and other storm and climate change related impacts and 2) better protecting the natural environment from new development.

There were 164 responses to this question summarized on **Figure 2-5**. 87% said managing flooding was Very Important or Important, and 87% said the same for better protecting the natural environment from development, with a notably higher proportion of responses for this as being Very Important.

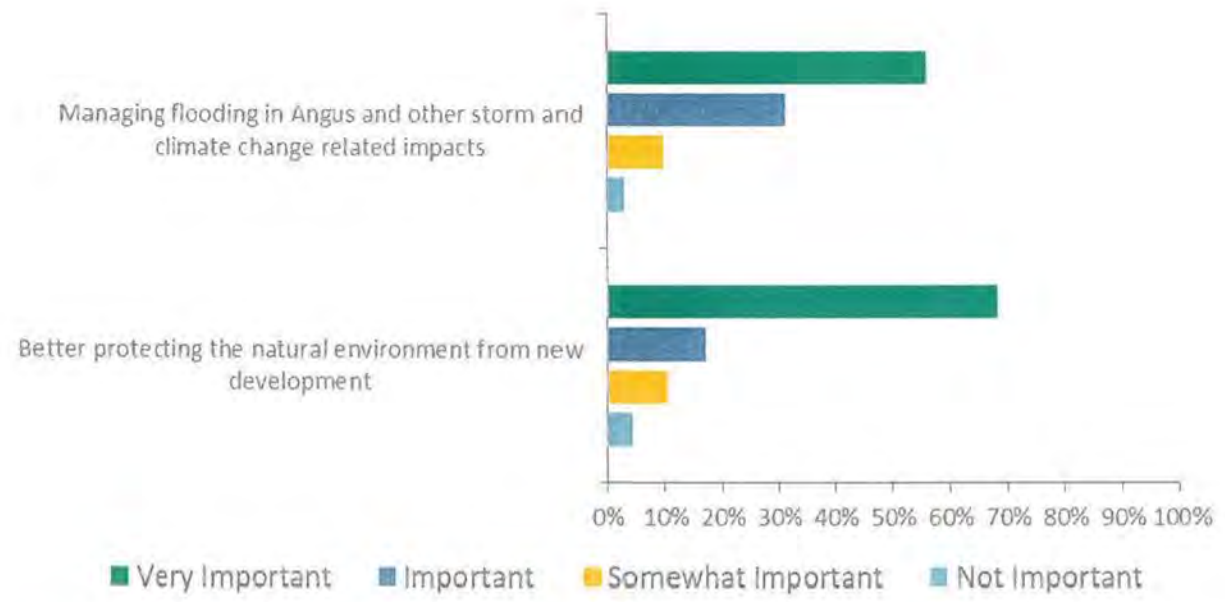


Figure 2-5 Natural Essa – Topics of Importance to Participants

Growing Essa – Providing more housing and jobs.

Please rate the following topics and tell us how important each one is to you: 1) a range of housing types options (including higher densities – townhouses and apartments), 2) more affordable housing options, 3) growth of new jobs and businesses, 4) more mixed-use and walkable communities, and 4) greater connectivity between the communities of CFB Borden and the Township.

For the topic of range of housing type options, there were 164 responses as summarized on Figure 2-6. The most highly rated issues in terms of importance were: more affordable housing options, growth of new jobs and businesses, and more mixed-use and walkable communities.

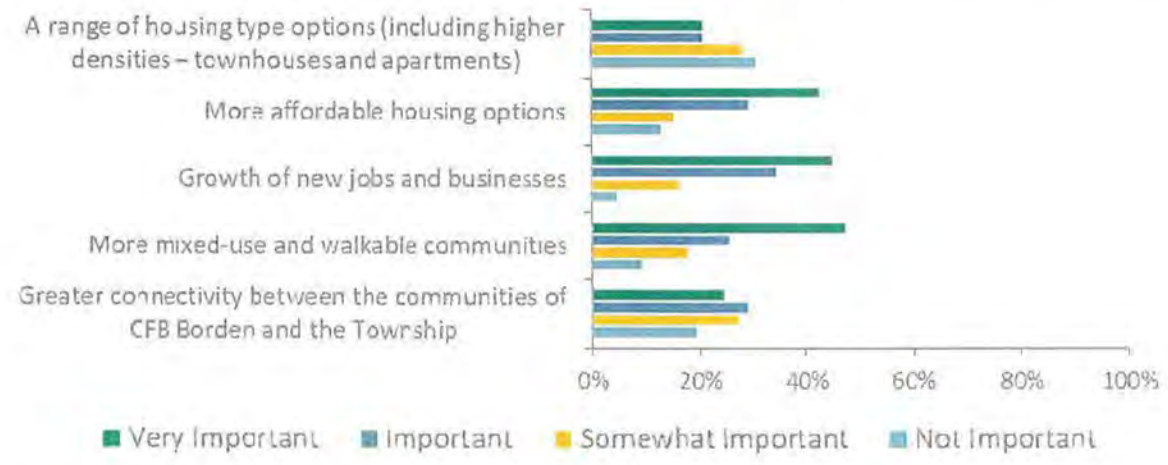


Figure 2-6 Growing Essa – Topics of Importance to Participants

Resilient Essa – Healthy, Complete Communities

Please rate the following topics and tell us how important each one is to you: more community facilities including community centres and schools, more well-designed public spaces, and accessible communities that support residents of all ages and those with disabilities.

There were 166 responses to this question, with all three topics receiving fairly similar ratings and being rated as Very Important or Important by the majority of respondents (78 – 89% across the three topics) as shown on **Figure 2-7**.

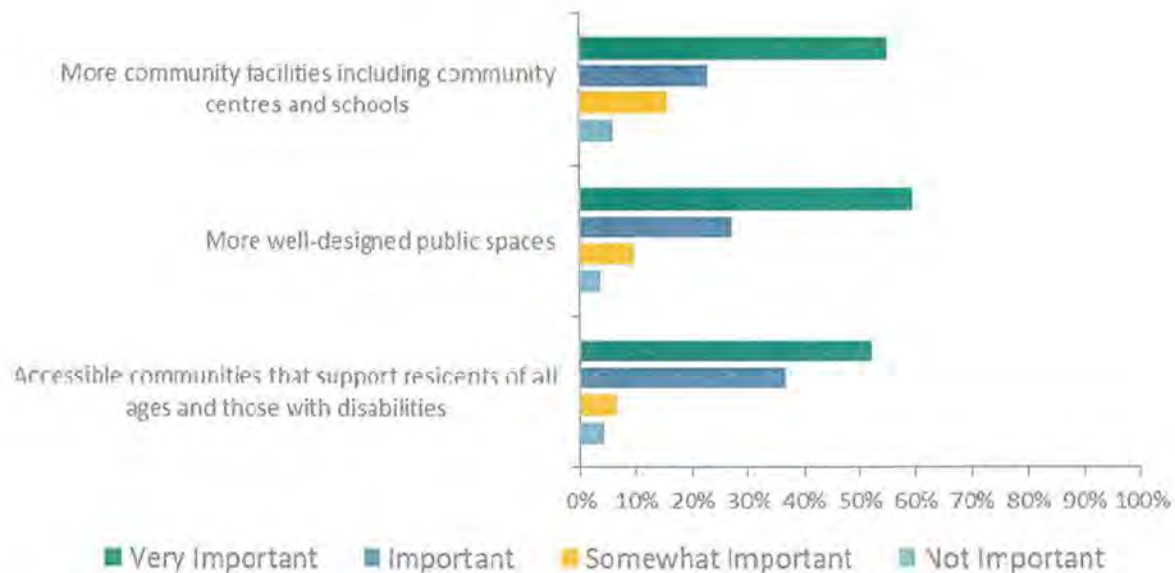


Figure 2-7 Resilient Essa - Topics of Importance to Participants

Connecting Essa – Roads and Transportation

Please rate the following topics and tell us how important each one is to you: 1) More ways for people to cycle and walk in neighbourhoods, 2) Bus connections between communities in Essa, 3) Managing traffic on residential streets, and 4) Public parking in residential areas (e.g. on-street parking, metered parking in public parks).

There were 166 responses to this question. More ways for people to cycle and walk in neighbourhoods was rated as Very Important or Important by 67% of participants. Bus connections between communities in Essa was rated the same way by 61% of participants, and managing traffic on residential streets was rated this way by 63% of respondents, as shown in **Figure 2-8**.

Public parking in residential areas (e.g. on-street parking, metered parking in public parks), has the majority of respondents rating it as Not Important (41%) or Somewhat Important (25%).

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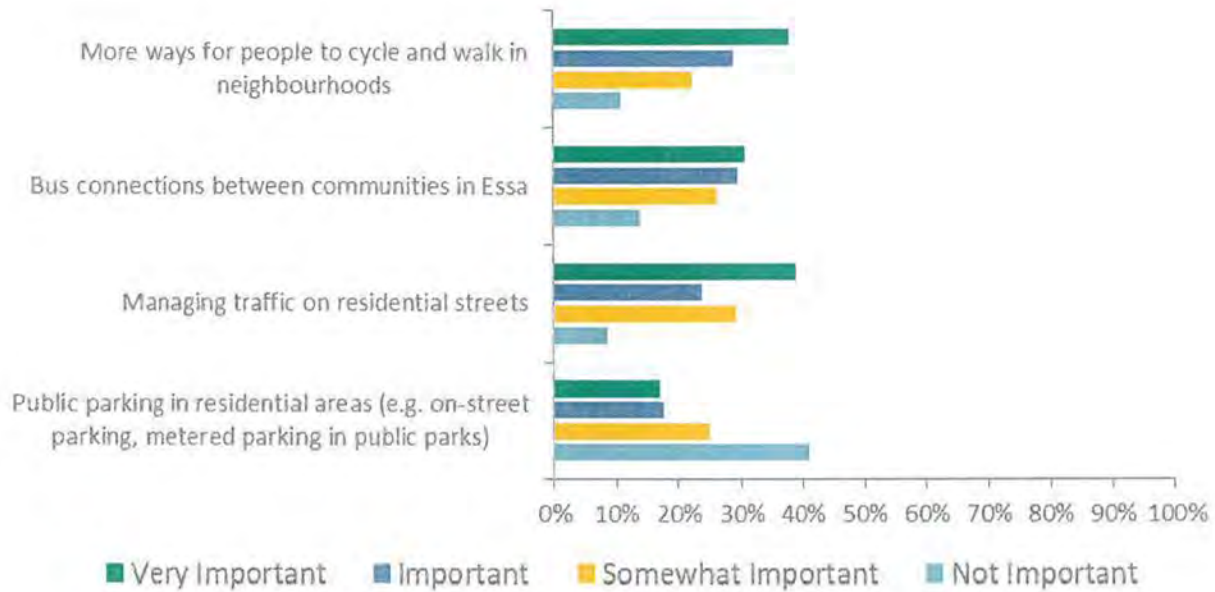


Figure 2-8 Connecting Essa – Topics of Importance to Participants

Types of Housing

What type of housing would you like to see in your neighbourhood and/or residential areas in Essa more broadly?

Of the 154 responses to this question, the highest rated types of housing selected were detached houses (70%) and mid-rise apartments (17%), as shown in Figure 2-9.

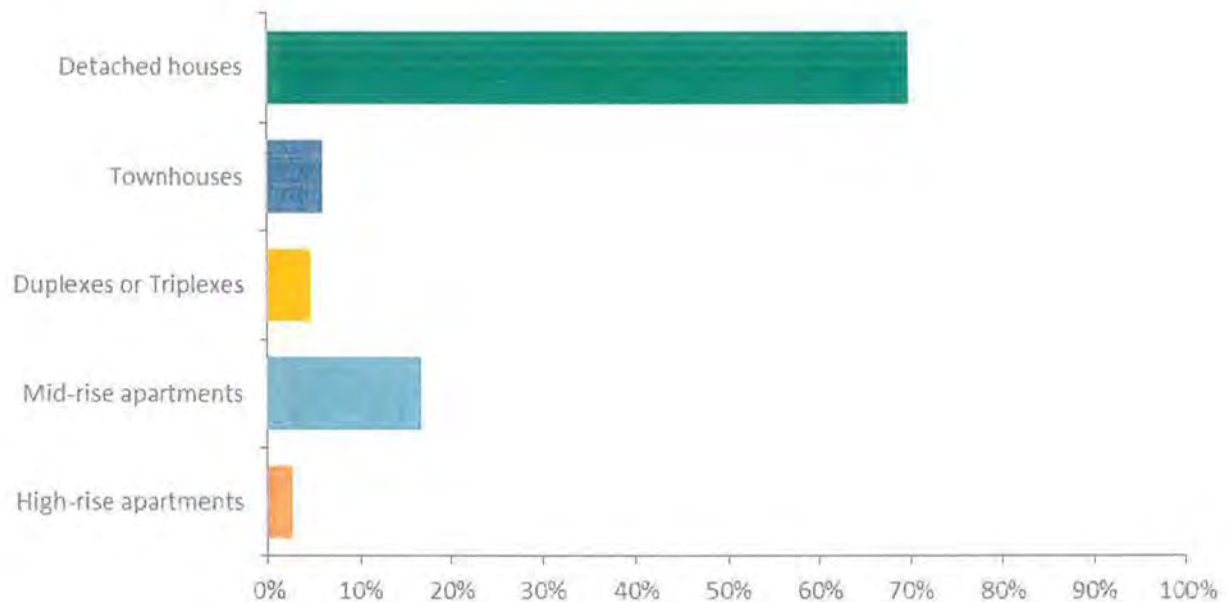


Figure 2-9 Types of housing Essa residents would like to see in their neighbourhood Next Steps and Staying Involved

71

Types of Facilities

What other types of community facilities would you like to see more of in your neighbourhood?

There were 155 responses to this question, with the top five options selected being clinics/medical facilities (68%), retail stores, restaurants, cafés, etc. (63%), recreational facility/gym (50%), parks (48%), and sidewalks (37%), as shown in **Figure 2-10**.

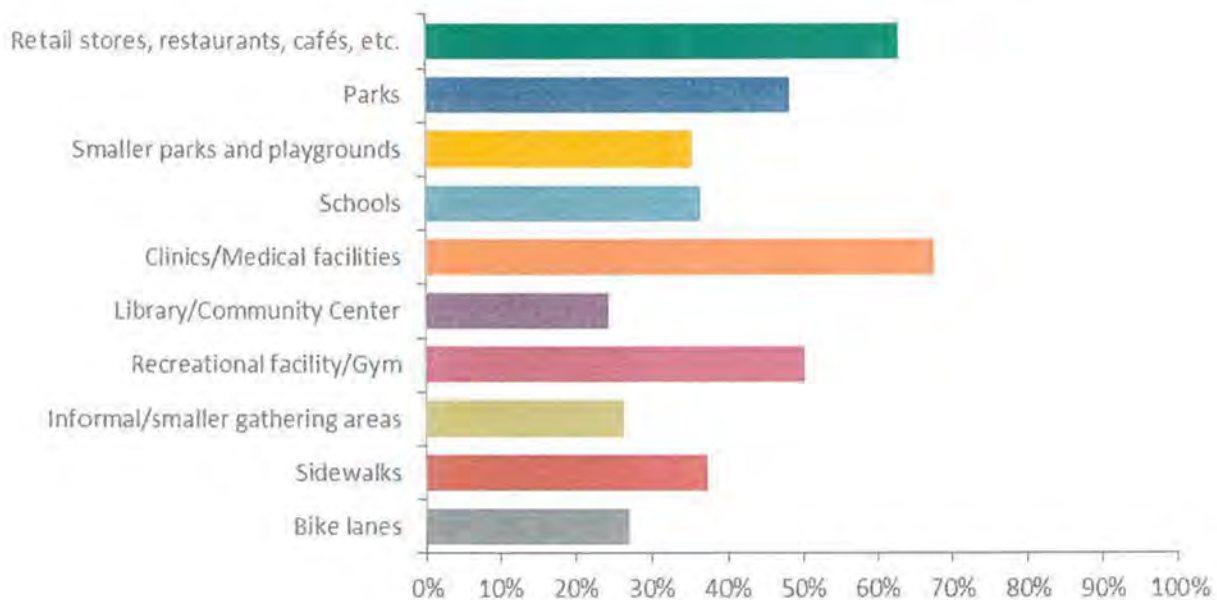


Figure 2-10 Types of community facilities Essa residents would like to see in their neighbourhood

What do you like most about living or working in Essa?

This open-ended question received 166 responses, with the following key themes:

- The people and small rural town feel of the area, including sense of welcoming community
- Limited traffic and generally quiet atmosphere
- Balance of country/rural life with access to daily amenities and proximity to large urban centres
- Low property taxes and affordable cost of living, though some noted this has begun to change
- Proximity to natural areas and integration with nature
- Sense of safety

Are there any other important considerations as we plan to make Essa a welcoming place for all?

There were 121 responses to this question, with the following key themes:

- Wider range of housing types including seniors housing, condominiums, rental, and secondary dwelling units, with less of a focus on subdivision-style development.
- More connections between all communities within Essa, not just Borden.
- Need for more walking trails and sidewalks.
- Improvements to the state of repair of road connections.
- Managing traffic and speeding, with greater enforcement of by-laws relating to parking speeding, noise, and other nuisances.
- Broader range of retail amenities needed, including large format and smaller stores and restaurants.
 - Fewer fast food, gas stations, and cannabis stores.
- More community and recreational facilities in growing communities catering to all ages, particularly in Thornton.
 - Improved access to medical facilities and clinics.
- Protection of environmental features including rivers, green spaces, and wetlands.
- Maintaining the small-town rural feel as growth is brought to Essa.
- Support for a more established 'downtown' area in the Township.
- Updates to local by-laws to align with community needs e.g. relating to parking for trailers.
- Provision of the right infrastructure to support growth, including schools, roads, water, waste collection, sanitation, parks, and community facilities.
- Investment in urban design improvements and a sense of place to connect all the communities in the Township.
- Need for more community 'town halls' and opportunities for Staff and Council to engage with residents.
- Concern about the increase in tax rates and growing unaffordability of the cost of living in Essa.
- Concern over the magnitude of growth and loss of small-town feel/change in community structure.
- Need for more employment opportunities and investments in economic development.

Do you have any additional questions or comments related to growth in Essa or the Official Plan?

There were 84 responses to this question, as summarized below:

- Suggestion to shift thinking from planning around cars towards planning for more complete and connected communities.
- Questions about timing of planned infrastructure improvements including road projects and schools in Essa.

4a

- Comments about the quality of road improvements and connections and desire to see funds spent to 'do things right'.
- Concern over limitations to development relating to Conservation Authority regulations.
- Desire to see more of a focus on urban design in Borden and visibility of the base and local military/veteran community.
- Comments emphasizing the protection of agricultural lands in Essa and support for the industry to thrive.
- Need for more affordable housing options.
- Suggestions to support increased tourism and destinations to act as a draw to Essa, including a downtown area and recreational opportunities.
- Desire for more information to be shared, as well as ongoing virtual and in-person engagement opportunities and transparency in the decision-making process relating to planning.

Preferred Ways to Engage

How would you like to talk about the Official Plan?

There were 160 responses to this question, with the top two methods selected being through online at my convenience – surveys and copies of presentations (67%) and electronic updates (by subscribing to the News and Notices webpage) (60%), as shown in **Figure 2-11**.

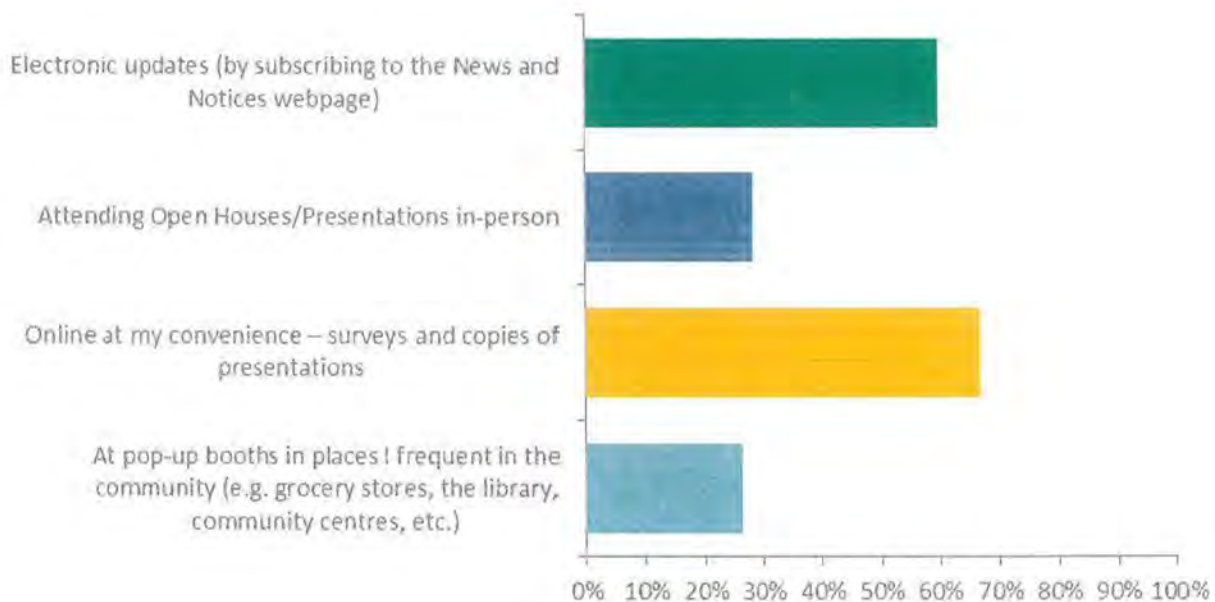


Figure 2-11 Preferred ways to engage in the Official Plan process

74

2.3 Correspondence

Approximately 30 emails were also received at the re-start of the engagement process, relating to key issues for Township staff to consider in the development of the New Official Plan which included:

- Land use designations for specific properties.
- Protection of the natural environment.
- Protection of agricultural lands and food production.
- Infrastructure management and maintenance, including roads.
- Traffic management and calming measures to limit speeds in residential or school areas.
- Planning and design of a downtown area to support retail and tourism activity.
- Transit and active transportation improvements to support different ways of getting around Essa.

Letters were also sent to each of the following First Nations Rights Holders and caretakers, to provide them with information about the project and invite their participation in discussions around the New Official Plan.

- Williams Treaties First Nations
 - Alderville First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation
 - Chippewas of Rama First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island First Nation
- Huron-Wendat Nation
- Métis Nation of Ontario:
- Saugeen Ojibway Nation
- Six Nations of the Grand River

3.0 Next Steps

The results of the engagement as presented in this report are being used to inform the next round of meetings and community engagement, as well as the drafting of policies for the New Official Plan. The feedback will be integrated with earlier input received through engagement held prior to the project being put on hold, as well as input from Indigenous Rights Holders and interested parties in the community.

8a



AECOM
55 Cedar Pointe Drive, Suite 620
Barrie, ON, Canada L4N 5R7
www.aecom.com

705 721 9222 tel
705 734 0764 fax

November 28, 2024

Mr. Michael Mikael
Chief Administrator Officer
Township of Essa
#5786 County Road 21
Utopia, ON, L0M 1T0

Dear Mr. Mikael:

Project No: 60118255.0000

**Regarding: Township of Essa
BRIARWOOD ANGUS SUBDIVISION – Briarwood (Angus) Ltd. - Plan 51M-1220
Securities Reduction # 2**

Further to the request of the Developer's Engineer, we herein provide our recommendation for the reduction of Securities for the Briarwood Angus Subdivision.

SECURITIES REDUCTION #2

The Total Estimated Cost of Work for the Briarwood Angus Subdivision is \$7,156,940.37. The current securities posted is in the value of \$3,516,121.30, based on our recommended Securities Reduction #1 of October 6, 2022. In accordance with Section 2.8 - Reduction of Securities from the registered Subdivision Agreement; we herein provide a breakdown of our recommendations for the securities to be retained by the Township,

2.8.2	Installed Works to Date	
	Less the Sum of:	
2.8.2.1 (UW)	5% of Total Estimated Cost of Underground Works as Maintenance Holdback	\$179,918.22
2.8.2.1 (AW)	10% of Total Estimated Cost of Aboveground Works as Maintenance Holdback	\$355,857.60
2.8.2.2 (UW)	5% of Total Installed Underground Works to date as Security Holdback	\$174,436.12
2.8.2.2 (AW)	10% of Total Installed Aboveground Works to date as Security Holdback	\$143,227.31
2.8.2.3	Sum of Previous Reductions of Securities	\$3,681,800.52
2.8.2.4	Any increase in Estimated Cost to Complete Works	\$0.00
	Amount of Discharge from Total Value of Work	\$4,289,872.44
	Securities to be Retained by the TOWNSHIP OF ESSA is	\$2,867,067.93

76

8a

We have attached a copy of our Summary Sheet and Breakdown Securities spreadsheet for all construction items with the INSTALLED WORKS and UNCOMPLETED WORKS identified.

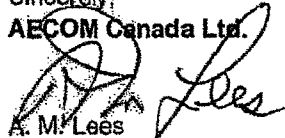
SUMMARY

In our opinion, the Developer is entitled to a reduction in securities, and therefore the Township of Essa should retain **\$2,867,067.93**.

Reductions require the receipt of a STATUTORY DECLARATION, and that all legal and engineering invoices are paid to date. **We have attached the documentation provided by the Developer's Engineer, and the Statutory Declaration.**

We trust that you will find the above in order. We would appreciate confirmation of the reduction in securities for our records.

Sincerely,
AECOM Canada Ltd.



K. M. Lees

AML:wh
ENCL.

77



TOWNSHIP OF ESSA STAFF REPORT

STAFF REPORT NO.: C001-25

DATE: February 5, 2025

TO: Committee of the Whole

FROM: Lisa Lehr, Manager of Legislative Services / Clerk

SUBJECT: Automated Speed Enforcement Program Evaluation

RECOMMENDATION

That Staff Report C001-25 be received for information.

BACKGROUND

Automated Speed Enforcement (ASE) is an automated system that uses a camera and a speed measurement device to capture images of vehicles that are driving in excess of the posted speed limit. The intent behind ASE is to help improve road user safety by increasing speed compliance, alter driver behavior and increase public awareness about the critical need to slow down in designated school zones and community safety zones. ASE is proven to effectively enforce speed limits, increase driver awareness and decrease injuries and fatalities that result from motor vehicle collisions.

Images that are obtained from an ASE system are reviewed by a Provincial Offences Officer to ensure that all evidentiary requirements are met before a Penalty Order is issued.

The purpose of this Report is to provide Council with a measurement on the effectiveness of Automated Speed Enforcement Program following the first twelve months of operation in the Township of Essa.

COMMENTS AND CONSIDERATIONS

Throughout 2024, Essa had a total of 6 cameras in operation at varying times throughout the year. The methodology utilized by Essa Township in site selection was that of a data-driven approach involving the analysis of speed and collision data. To ensure longer-lasting road safety benefits such as reduced speed behavior by motorists, it was intended for the ASE systems to be deployed for a minimum of 3 months before the ASE systems were rotated to different community safety zones within Essa's boundaries.

9a

Locations

Site Specific Location ID	Community Safety Zone	Direction of Travel for Contravention	Activation Period
X001	5 th Line between 30 th Sideroad and County Road 90	Northbound	2024-01-11 to 2024-07-02
X002	5 th Line between 30 th Sideroad and County Road 90	Southbound	2024-05-04 to Present
X003	25 th Sideroad between 9 th Line and 10 th Line	Westbound	2024-01-01 to 2024-02-25
X011	Centre Street between Stringer Avenue and the 5 th Line, capturing speeding contraventions of vehicles travelling eastbound	Eastbound	2024-07-03 to Present
X015	County Road 21 (Murphy Road) between a point 200 m east of Denney Drive to a point 800 m west of Denney Drive, Baxter	Eastbound	2024-10-24 to Present
X017	County Road 21 (Robert Street) between County Road 27 and the 11 th Line (Thornton)	Eastbound	2024-10-23 to Present

Outcome Measurement

Terminology:

- *85th Percentile: the speed at or below which 85 percent of all vehicles are observed travelling on a road segment*
- *Average Speed: the average speed travelled for all observed vehicles*
- *% Above Posted Speed Limit: the proportion of vehicles travelling above the posted speed limit.*

Speed Data (prior to ASE being deployed vs after ASE was deployed):

The following is a summary of Speed Data that has been collected for the period of January 1 to December 31, 2024:

Location ID X001 – 5 th Line between 30 th Sideroad to CR 90 Northbound Posted Speed Limit – 60 km/h Activation Period: January 11 2024, to July 2, 2024							
Speed Data Prior to Enforcement				Speed Data with Enforcement			
Observation Period	85 th Percentile (km/h)	Average Speed	% Above Speed Limit	Observation date	85 th Percentile	Average Speed	% Above Speed Limit
August 2023	72.9	63	37	Jan-July 2024	57	58.53	6.37

Note: The average 85th percentile speed dropped from 72.9km/hr to 57km/hr and the average speed dropped from 63km/hr to 58.5km/hr after the implementation of ASE on this road segment.

79

Location ID X002 – 5 th Line between CR 90 to 30 th Sideroad Southbound Posted Speed Limit – 60 km/h Activation Period: May 4, 2024 to Present							
Speed Data Prior to Enforcement				Speed Data with Enforcement			
Observation Period	85 th Percentile (km/h)	Average Speed	% Above Speed Limit	Observation date	85 th Percentile	Average Speed	% Above Speed Limit
August 2023	72.9	63	37	May to December 2024	61	54.73	15.4

Note: The average 85th percentile speed dropped from 72.9km/hr to 54.8km/hr and the average speed dropped from 63km/hr to 61km/hr after the implementation of ASE on this road segment.

Location ID X003 – 25 th Sideroad between 9 th Line and 10 th Line Westbound Posted Speed Limit – 60 km/h Activation Period: January 1, 2024 to February 25, 2024							
Speed Data Prior to Enforcement				Speed Data with Enforcement			
Observation Period	85 th Percentile (km/h)	Average Speed	% Above Speed Limit	Observation date	85 th Percentile	Average Speed	% Above Speed Limit
August 2023	78.9	64	49	January to February 25, 2024	65	54.14	24.11

Note: The average 85th percentile speed dropped from 78.9km/hr to 65km/hr and the average speed dropped from 64km/hr to 54km/hr after the implementation of ASE on this road segment.

Location ID X011 – Centre Street from Stringer Avenue to 5 th Line Eastbound Posted Speed Limit – 50 km/h Activation Period: July 3, 2024 to Present							
Speed Data Prior to Enforcement				Speed Data with Enforcement			
Observation Period	85 th Percentile (km/h)	Average Speed	% Above Speed Limit	Observation date	85 th Percentile	Average Speed	% Above Speed Limit
April 2024	101.3	89.6	99.8	July to December 2024	53	47.33	25.99

Note: The average 85th percentile speed dropped from 101.3km/hr to 53km/hr and the average speed dropped from 89.6km/hr to 47.3km/hr after the implementation of ASE on this road segment.

9a

Location ID X015 – CR 21 (Murphy Road) between a point 200 m east of Denney Drive to a point 800 m west of Denney Drive (Baxter) Eastbound Posted Speed Limit – 50 km/h Activation Period: October 24, 2024 to Present							
Speed Data Prior to Enforcement				Speed Data with Enforcement			
Observation Period	85 th Percentile (km/h)	Average Speed	% Above Speed Limit	Observation date	85 th Percentile	Average Speed	% Above Speed Limit
June 2024	66	55	72.5	October to December 2024	53	44	27.03

Note: The average 85th percentile speed dropped from 66km/hr to 53km/hr and the average speed dropped from 55km/hr to 44km/hr after the implementation of ASE on this road segment.

Location ID X017 – Robert Street (CR21) from 11 th Line to CR27 (Thornton) Eastbound Posted Speed Limit – 50 km/h Activation Period: October 23, 2024 to Present							
Speed Data Prior to Enforcement				Speed Data with Enforcement			
Observation Period	85 th Percentile (km/h)	Average Speed	% Above Speed Limit	Observation date	85 th Percentile	Average Speed	% Above Speed Limit
June 2024	63	60	60	October to December 2024	53	45.84	26.5

Note: The average 85th percentile speed dropped from 63km/hr to 53km/hr and the average speed dropped from 60km/hr to 45km/hr after the implementation of ASE on this road segment.

Key Findings

Based on the data collected, the cameras have been successful in achieving significant reductions in speeding within the first twelve months of deployment (when compared to the speed data prior to deployment). As can be seen from the speed data, there were significant changes in driver behaviour:

- The percentage of drivers exceeding the posted speed limit decreased significantly in all zones after ASE devices were deployed.
- Analysis of ASE data reveals an average 29% reduction in average speed data across targeted locations.
- Analysis of ASE data reveals an average of 26% reduction in 85th percentile speeds travelled by motorists across targeted locations.
- Speed compliance among motorists increased by 38% after the installation of ASE cameras across targeted locations.
- Preliminary collision data shows a reduction to zero % speed related collisions at ASE-monitored sites.
- No fatal or severe injury collisions have been reposted across ASE targeted locations.

9a

The data confirms that Automated Speed Enforcement has had a significantly positive impact on municipal road safety by reducing speeding incidents and related preliminary collisions at ASE-monitored sites. Furthermore, ASE has proven to be a cost-effective alternative to traditional enforcement, freeing up OPP resources for other critical tasks while revenues generated through ASE fines will be reinvested into road safety programs and infrastructure projects. These findings support continued use and potential expansion of ASE to other high-risk areas within the municipality.

Staff will continue to monitor ASE program performance and report annually to Council on key metrics, including speed compliance, and the opportunity to launch a Community Awareness Campaign (targeted education campaign to enhance public understanding of ASE and its role in road safety and preventing accidents).

FINANCIAL IMPACT

This Report focuses solely on the evaluation of Essa's ASE Program based on speed data that was collected during the first twelve months of deployment. It is being provided for Council's information.


Manager of Finance

SUMMARY/OPTIONS

Council may:

1. Take no further action, thereby receiving the Staff Report for information only.
2. Direct Staff as Council deems appropriate.

CONCLUSION

This Report has been provided to Council for information, in an effort to keep Council up to date on the effectiveness of Essa's Automated Speed Enforcement Program.

Respectfully submitted by:



Lisa Lehr
Manager of Legislative Services /
Clerk

Reviewed by:



Michael Mikael, P.Eng
Chief Administrative Officer