



STAFF REPORT

DEPARTMENT: Planning and Building Services
TO: Mayor Strathearn and Council
MEETING DATE: June 19, 2019
REPORT NO.: PL-2019-31
REPORT TITLE: Zoning By-law Review

RECOMMENDATION:

That Report PL-2019-31, Zoning By-law Review, dated June 19, 2019, be received; and

That Council hereby authorizes and directs Planning Staff to undertake the required Public Consultation and Engagement Phases (Tasks 5 & 6) for the Zoning By-law Review Project.

BACKGROUND:

The previous Council, at its February 27, 2017 Regular Meeting, directed the Planning and Building Services Department to commence a Zoning By-law Housekeeping Review in accordance with Staff Report PL-2017-5 dated January 18, 2017 (Attachment #1). The proposed Zoning By-law Housekeeping Amendment project was described as follows:

A major housekeeping amendment to Zoning By-law 2004-90 has not occurred since 2010. Staff is proposing to undertake, on an 'own-resources' basis, a new Housekeeping By-law to the Town's Zoning By-law in 2017. A full Staff Report on the project including the subject areas of the proposed Housekeeping Amendment will be presented to Committee in February 2017 for consideration and authorization to proceed. One of the main focuses of the proposed Housekeeping Amendment Project would be to address the Zoning By-law recommendations of the Downtown Master Plan.

Since the project commencement in February of 2017, the project has been delayed due to workload demands, the 2018 municipal election, and a variety of staffing changes. As such, Staff proposed a new work schedule in September 2018 in order to accommodate the Municipal election as well as providing additional public consultation through hosting stakeholder meetings.

The new schedule for the Zoning By-law Housekeeping Review was proposed as follows:

Task 1 – Work plan Update	September 2018
Task 2 – Preparation of Draft Housekeeping By-law	August 2018-January 2019
Task 3 – Committee Review of Staff Report & Draft By-law	February 2019
Task 4 – Revisions to Draft By-law (if necessary)	February/March 2019
Task 5 – Public Open House	March 2019
Task 6 – Stakeholder Meetings	March/April 2019
Task 7 – Public Meeting	April 2019
Task 8 – Revisions to Draft By-law	April/May 2019
Task 9 – Report & By-law to Council for adoption	May 2019

Unfortunately, Staff have not been able to meet the above noted timeframes for a number of reasons.

The purpose of this report is to provide Council with an update on the schedule, report on the Task 3 works, and provide recommendations on updates to the Work Plan schedule and next steps in the process.

ANALYSIS:

Staff have completed the work in Task 3 of the Project. Attachment #1 to this report is a matrix outlining the issues identified in the previous Staff Reports to be addressed in the Zoning By-law Review, provides recommended amendments to the Zoning By-law to address the issue, and provides a short explanation of the purposed changes. Attachment #2 to this report is a draft Zoning By-law Amendment which will be required to implement the recommended changes to the Town’s Comprehensive Zoning By-law 2004-90 (Task 9).

The following sets out the recommended Work Plan schedule for the balance of the Zoning By-law Review project:

Task 4 – Revisions to Draft By-law (if necessary)	July 2019
Task 5 – Public Open House	August 2019
Task 6 – Stakeholder Meetings	August 2019
Task 7 – Public Meeting	September 2019
Task 8 – Revisions to Draft By-law	Sept/October 2019
Task 9 – Report & By-law to Council for adoption	November 2019

COUNCIL’S STRATEGIC PLAN:

Council adopted its Strategic Priorities on March 6, 2019. While the Zoning By-law Review project is not specifically addressed in Council’s Strategic Priorities, it could generally fall under the “Economic & Community Development” pillar.

CONCLUSIONS:

The Zoning By-law Review was commenced in February of 2017 and was intended to address a range of issues that will improve and clarify the Zoning By-law for the Town. The updated work schedule and the completed Task 3 work will permit Administration to proceed to the rest of the work in the project and will accommodate additional public consultation.

FINANCIAL IMPACT:

The Zoning By-law Review project is being undertaken by the Planning and Building Services Department Staff within its Operating Budget.

Prepared by: Wes Crown, Director of Planning and Development

Reviewed by: John Skorobohacz, Chief Administrative Officer

Attachments:

#1 - Review Table

#2 - Draft Zoning By-law Amendment

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#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
1	Downtown Master Plan Implementation	The Downtown Master Plan (DMP) was adopted by Council in 2015. The Master Plan made a number of both policy and regulatory recommendations for the Town's Official Plan and Zoning By-law. If the Town waited for the OPR to be complete and approved by the County, the zoning recommendations of the DMP would not be implemented until 2020 or 2021 at the earliest. Pursuant to the <i>Planning Act</i> , the Town shall update its Zoning By-law within three (3) years of when the OP is approved by the County.	<p>1) Section 6.1 DOWNTOWN CORE COMMERCIAL – DC-F2 is hereby amended by deleting the permitted uses “Body Shop”, “Automobile Car Wash”, “Automobile Gas Bar”, “Automobile Sales Agency”, and “Shopping Centre” from sub-section “6.1.2 Permitted Uses”.</p> <p>2) Section 6.1 DOWNTOWN CORE COMMERCIAL – DC-F2 is hereby further amended by deleting permitted use “Eating Establishment” from sub-section “6.1.2 Permitted Uses” and replaced with the revised term “Eating Establishment excluding a Drive Through Facility”</p> <p>3) Section 6.1 DOWNTOWN CORE COMMERCIAL – DC-F2 is hereby further amended by inserting new clauses “6.1.2.1” and “6.1.2.2” as follows:</p> <p>“6.1.2.1 For those lands zoned DC-F2 and which do not front on King Street, the following additional uses are permitted; “Apartment Building”, “Home Occupation”, “Dwelling, Duplex”, “Dwelling, Triplex”, “Dwelling, Townhouse”.</p> <p>6.1.2.2</p>	The proposed draft will implement the recommend Zoning amendments as per the Downtown Master Plan (DMP).


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#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
			<p>For those lands zoned DC-F2 and which front on King Street the following uses shall be prohibited on the ground floor; “Personal Service Establishments” and “Professional Office”.</p> <p>4) Section 6.1 DOWNTOWN CORE COMMERCIAL – DC-F2 is hereby further amended by deleting the sub-clause “6.1.3.5 Maximum Building Height” inserting the following new sub-clause 6.1.3.5:</p> <p><i>“6.1.3.5 Maximum Building Height</i></p> <p><i>For all lands in the DC-F2 Zone, save and except those listed below, the Maximum Building Height shall be 13 metres and the Minimum Building Height shall be 7 metres</i></p> <p><i>For those lands in the DC-F2 Zone that front onto Bayshore Drive, the Maximum Building Height shall be 17 metres and the Minimum Building Height shall be 10 metres”</i></p> <p>5) Section 6.1 DOWNTOWN CORE COMMERCIAL – DC-F2 is hereby further amended by deleting the sub-clause “6.1.3.3 Maximum Lot Coverage” and all sub-clauses be renumbered accordingly.</p> <p>6) Section 6.1 DOWNTOWN CORE COMMERCIAL – DC-F2 is hereby further amended by deleting “Minimum</p>	

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			<p>Front Yard Setback article 6.1.3.4 (a)” and inserting the following:</p> <p>“(a) Front For all lands in the DC-F2 Zone, save and except those listed below, the Minimum Front Yard shall be 0.0 metres and the Maximum Front Yard shall be 1.0 metres</p> <p>For all lands in the DC-F2 Zone where Residential uses are permitted at grade (first floor), the Maximum Front Yard shall be 3.0 meters and the Minimum Front Yard shall be 1.5 metres”</p> <p>7) Section 6.4 MARINE COMMERCIAL – MC be amended by deleting the permitted uses “Motel”, “Hotel”, and “Private Club” from sub-section “6.4.2 Permitted Uses”.</p> <p>8) Section 6.4 MARINE COMMERCIAL – MC is hereby further amended by deleting “11.0 m” from sub-clause “6.4.3.5 Maximum Building Height” and inserting “8.0 m”.</p>	
2	Sea Containers	Sea Containers (Sea Bins or Sea Cans, see picture below) are becoming a more popular option for residents and	<p>1) Section 3.8 ACCESSORY USES is hereby amended by adding a new clause 3.8.8 as follows:</p>	The proposed draft By-Law will prohibit the use of Sea Containers in all residential zones (except as temporary

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		<p>businesses to propose and use as accessory structures and storage. The perception is that these units are not subject to Zoning By-law regulations or the Ontario Building Code (OBC) for permit purposes. This is a popular misconception. Where a Sea Container is proposed to be used as a structure with a specific occupancy and put to an identified use, it must meet all Zoning Requirements and be proven, through the Building Permit process, to meet the requirements for its intended occupancy under the OBC. Sea Containers, where used as commercial structures, must pay Development Charges as well.</p> 	<p>“3.8.8 Notwithstanding any provision of this By-law to the contrary, a Sea Container shall not be permitted as an accessory structure in any Residential Zone. Where a Sea Container is proposed to be repurposed as an accessory structure in any other zone, it shall be subject to the full provisions of this By-law and to the requirements of the Ontario Building Code.”</p>	<p>construction storage uses) and ensure that the use of sea containers is adequately regulated in all other zones.</p>

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3	Servicing Gaps	Staff has identified a number of properties within the Town's Urban Services Area that are not connected to sewer and water and where the current zoning would not create a mechanism to require connection as a condition or requirement for development. The Housekeeping Review would identify these properties and make specific recommendations on how to address them from a Zoning perspective.	<p>1) Zoning Map Schedules "24", "25", "26", "32", "38", "44", and "45", as amended, are hereby deleted and replaced with new Maps "24", "25", "26", "32", "38", "44", and "45", attached hereto and forming part of this By-law.</p> <p>2) Section 3 GENERAL PROVISIONS be amended by inserting the sub-clause heading "3.36.3" as follows:</p> <p>"3.36.3 For the lands at 287 Whitfield Crescent, 947 William Street, 16621 and 16601 Highway 12, 349, 361, 374, 375, 380, and 381 Olive Street, 353 Sixth Street, 548 Easy Street, 650, 658, 666 and 676 William Street, the requirement for removal of the Holding "H" Symbol shall be:</p> <p>1. That the property connects to municipal water and/or sewer services."</p>	<p>The Draft By-Law will place "Holding" symbols on properties within the Town's Urban Services Area that are not connected to sewer and water. By doing so, the Town will have a mechanism to require new developments on such properties to connect to municipal services. The following properties have been identified:</p> <ul style="list-style-type: none"> • 289 Whitfield Crescent • 947 William Street • 16621 Highway 12 • 16601 Highway 12 • 349 Olive Street • 361 Olive Street • 374 Olive Street • 375 Olive Street • 380 Olive Street • 381 Olive Street • 353 Sixth Street • 548 Easy Street • 650 William Street • 658 William Street • 666 William Street • 676 William Street
4	Tiffin Phase 6	The approval and registration of the Tiffin Phase 6 subdivision (51M-971) was done on the basis that certain	<p>1) Zoning Map Schedule "32", as amended, be hereby deleted and replaced with new Map "32", attached hereto and forming part of this By-law.</p>	<p>The Draft By-Law will place "Holding" symbols on those lots within Plan 51M-971 that still require a Record of Site Condition (RSC) prior to the issuing of a building permit. The</p>

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		environmental studies and approvals were outstanding but would be completed on a lot by lot basis prior to the issuance of building permits. The Brownfield redevelopment requires a registered Record of Site Condition (RSC) prior to the issuing of a building permit. Previous Council approval of this approach required the identified properties for which an RSC has yet to be submitted to the municipality should have a holding symbol “H” applied to the property to ensure that this important required is not missed and is addressed.	<p>2) Section 3 GENERAL PROVISIONS is hereby further amended by inserting the sub-clause heading “3.36.4” as follows:</p> <p>“3.36.4 For the lands at 517, 523, 529, 535, 541, 547, 553, 559, 565, 589, 595, 601, 607, and 613 Taylor Drive the requirement for removal of the Holding “H” Symbol shall be:</p> <p>1. That a Record of Site Condition (RSC) is submitted to the Municipality.”</p>	<p>Holding symbol will ensure that the requirement is met and the public is adequately notified of this condition. The following properties still require a RSC and should be placed in the “H” zone:</p> <ul style="list-style-type: none"> • 517 Taylor Drive • 523 Taylor Drive • 529 Taylor Drive • 535 Taylor Drive • 541 Taylor Drive • 547 Taylor Drive • 553 Taylor Drive • 559 Taylor Drive • 565 Taylor Drive • 589 Taylor Drive • 595 Taylor Drive • 601 Taylor Drive • 607 Taylor Drive • 613 Taylor Drive
	Private Driveways	Staff have conducted a review of driveway permissions within the Town and have identified omissions and a few opportunities for clarification and improvement.	<p>1) Section 4.1 PARKING AND LOADING is amended deleting sub-clause “4.1.6.9” in its entirety and all sub-clauses be renumbered accordingly.</p> <p>2) Section 4.1 PARKING AND LOADING is hereby further amended by adding a new sub-section “4.1.7 Private Driveways” as follows and all sub-sections be renumbered accordingly.</p>	Staff is proposing to clarify the intention of the By-Law is that each residential lot is permitted one driveway. Furthermore, with the development of smaller and more compact lots, Staff have also a review of permitted driveway widths, in particular for lots with narrower frontages.

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			<p>“4.1.7 Private Driveways</p> <p>4.1.7.1 The width of a driveway accessing a residential lot shall be in accordance with Table 4.x:</p> <table border="1"> <thead> <tr> <th>Lot Frontage</th> <th>Maximum Width</th> </tr> </thead> <tbody> <tr> <td>9 metres or less</td> <td>3.5m</td> </tr> <tr> <td>Greater than 9 metres</td> <td>50% of the lot frontage to a maximum of 8.5m</td> </tr> </tbody> </table> <p>4.1.7.2 For all residential lots, a maximum of one driveway per lot is permitted.</p> <p>4.1.7.3 Notwithstanding Section 4.1.7.2, one driveway per dwelling unit is permitted on a block designated for semi-detached, townhouse, back-to-back townhouse and duplex dwellings.</p> <p>4.1.7.4 For commercial, industrial, institutional properties and residential property with more than three (3) dwelling units, the number of driveways shall be approved through the site plan application process and in accordance with the Town’s Entrance By-Law.</p>	Lot Frontage	Maximum Width	9 metres or less	3.5m	Greater than 9 metres	50% of the lot frontage to a maximum of 8.5m	
Lot Frontage	Maximum Width									
9 metres or less	3.5m									
Greater than 9 metres	50% of the lot frontage to a maximum of 8.5m									

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5	Omissions, Clarifications and Corrections	There are a number of omissions, clarifications and corrections that Staff have identified in the use and administration of the By-law.	<p>1) Section 3 GENERAL PROVISIONS is hereby further amended by inserting a new sub-clause heading “3.2.4” as follows:</p> <p>“3.2.4” For the purposes of determining compliance with this By-law, all numerical figures shall be rounded to the same number of decimal places as the stated By-law requirement.”</p> <p>2) Section 5.3 RESIDENTIAL – R3, sub-section “5.3.3 Zoning Requirements” is here by amended by deleting the word ‘N/A’ from article (c) under sub-clause “5.3.3.4 Semi Detached Dwelling Units” and inserting ‘1.22 m’, and deleting “1.22m” under from article (c) sentence (ii) and inserting “0.6m”.</p> <p>3) Section 5.4 RESIDENTIAL – R4, sub-section “5.4.3 Zoning Requirements” is here by amended by deleting the word ‘N/A’ from article (c) under sub-clause “5.3.3.4 Semi” and inserting ‘1.22 m’, and deleting “1.22m” under from article (c) sentence (ii) and inserting “0.6m”.</p> <p>4) Section 5.6 RESIDENTIAL – RT, sub-section “5.6.3 Zoning Requirements” is here by amended by deleting “Townhouse Block” and inserting “Townhouse”.</p>	<p>A number of omissions, clarifications, and corrections have been identified through the day to day application of the By-Law. The following issues have been identified:</p> <p>Rounding Clarification on rounding of numbers for consistent application of the By-Law. Staff is proposing that numbers be rounded to the same decimal point as per the By-law requirement.</p> <p>Linked Semis Staff is proposing to amend R3 & R4 Zones to establish a 0.6m Interior Side Yard Setback for Linked Semis. It has been advised by the development community that a 1.22m setback currently required by the By-Law is not feasible for the development of linked semis.</p> <p>R4 Zone Interior Yard Setback The Interior Side Yard setback for Triplexes in the R4 Zone is currently blank. Staff is proposing a setback of 1.22 metres.</p> <p>Clarification for the RT Zone “Townhouse Block” and “Townhouse Dwelling Unit” are not defined terms in the By-Law but is currently being used in this section. Staff is proposing to change the term to “Townhouse” for a consistent reference.</p> <p>DC-F2</p>

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#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
			<p>5) Delete all references to “-F2” in the By-law in respect of the term and symbol “DC-F2”.</p> <p>6) Section 6.2 HIGHWAY COMMERCIAL – HC is hereby amended by deleting sub-clause “6.1.3.7” in its entirety.</p>	<p>Delete all references to “F2” in the By-law in respect of the “DC-F2” Zone. The “F2” refers to the permitted lot coverage in the zone (Floor Space Index 2). It would be more appropriate for lot coverage to be included in the provisions of the zone.</p> <p>Residential in the HC Zone Section 6.2.3.7 provides provisions for residential dwelling units in the HC Zone. However, residential uses are not a permitted use in the “HC” Zone. As such, the provision cannot be applied. Staff is proposing that this section be deleted.</p>
	Encroachment for enclosed porches, steps	The Zoning By-Law currently permits an encroachment of 0.5 metres for unenclosed porches into any minimum yard. There have been several applications in the past that have requested Minor Variances to enclose an existing porch for the purpose of using the space as an entry way or a mudroom.	<p>1) Section 3 GENERAL PROVISIONS is hereby amended by deleting the sub-clause “3.13.1” in its entirety and inserting the following:</p> <p>“3.13.1 Unenclosed porches, steps, windowsills, cornices, chimneys, pilasters, eaves, gutters and similar non-structural architectural features may project no more than a distance of 0.5 m into any minimum yard.</p> <p>Notwithstanding the above, a conforming unenclosed porch may be enclosed provided it does not further contravene any other provisions of the By-Law. “</p>	<p>The Zoning By-Law currently permits an encroachment of 0.5 metres for unenclosed porches. The proposed amendment would allow 0.5 metres encroachment for enclosed porches, entryway and mudrooms. The proposed amendment would not contravene with the encroachment allowance already prescribed to unenclosed porches. The encroaching element would still be subject to all other relevant Zoning By-Law.</p> <p>Steps are a non-structural architectural feature. The amendment will include steps as a permitted encroachment for clarification.</p>

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	Driveway Aisle Reduction	Consider reducing the width of a two-way driveway aisle from 6.7m down to 6m to be consistent with the Building Code (Section 4.1.6.3)	<p>1) Section 4 PARKING AND LOADING is hereby further amended by deleting sub-clause “4.1.6.5” and replaced with the following:</p> <p>4.1.6.5 The minimum width of a driveway or aisle leading to any parking space shall be 6.0 m for two-way traffic and 3.6m for one-way traffic.</p>	The proposed amendment will make the Zoning By-Law requirement for two-way driveway aisle consistent with the Ontario Building Code.										
	Self-Storage Parking	For self-storage parking, the Zoning By-Law does not currently prescribe a specific parking requirement. Rather, Self-storage use falls under ‘Industrial use not specifically listed’ which requires a 1 parking space for each 40 m ² . This often result in relatively small facilities requiring a high amount of parking spaces for a use that does not generally generate regular visitors or require multiple employees.	<p>1) Section 4 PARKING AND LOADING is hereby further amended by inserting an additional row in “Table 4.1” of subclause “4.1.6.5”, under the column “Warehousing and manufacturing”:</p> <table border="1"> <tr> <td>Self-Store Units</td> <td>1 per 300 m² GFA</td> </tr> </table>	Self-Store Units	1 per 300 m² GFA	Staff have conducted a brief survey of municipalities in the GGH and have found 1 parking space per 300 square metres to be a reasonable requirement for Self-storage uses.								
Self-Store Units	1 per 300 m² GFA													
	Loading Spaces	The By-Law prescribes a minimum number of loading spaces based on the floor area of a building for all uses. Staff is proposing that the By-Law be amended to ensure the requirement for loading spaces appropriately reflect different types of uses.	<p>1) Section 4 PARKING AND LOADING is hereby further amended by deleting “Table 4.3” of subclause “4.1.8.2” and replacing it with the following:</p> <table border="1"> <tr> <td colspan="2">Table 4.3</td> </tr> <tr> <td>Floor Area of Building</td> <td></td> </tr> <tr> <td>Non-Residential</td> <td></td> </tr> <tr> <td>500 m² or less</td> <td>0</td> </tr> <tr> <td>500m² to 2000m²</td> <td>1</td> </tr> </table>	Table 4.3		Floor Area of Building		Non-Residential		500 m ² or less	0	500m ² to 2000m ²	1	The proposed amendment would require a loading space for residential uses that include more than 50 dwelling units.
Table 4.3														
Floor Area of Building														
Non-Residential														
500 m ² or less	0													
500m ² to 2000m ²	1													

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#	Subject	Description	Proposed Draft Changes (in bold)	Explanation						
			<table border="1"> <tr> <td>2000m2 or more</td> <td>1 space for each 2000m2 of gross floor area</td> </tr> <tr> <td>Residential</td> <td></td> </tr> <tr> <td>Apartment Buildings Containing 50 Dwelling Units or More</td> <td>1</td> </tr> </table>	2000m2 or more	1 space for each 2000m2 of gross floor area	Residential		Apartment Buildings Containing 50 Dwelling Units or More	1	
2000m2 or more	1 space for each 2000m2 of gross floor area									
Residential										
Apartment Buildings Containing 50 Dwelling Units or More	1									
	Exemption of Industrial Parking lots from Asphalt Paving	The By-Law currently require all parking lot surfaces to be constructed of asphalt, interlocking paving stones, concrete or similar material. The intention is to ensure parking lots are adequately surfaced or	<p>1) Section 4 PARKING AND LOADING is hereby further amended by adding the following sentence at the end of the clause “4.1.6.3”:</p> <p>“Notwithstanding the above, parking spaces, loading areas, and truck storage areas in Industrial Zones that does not abut a street may be constructed with a stable surface of crushed stone, slag, gravel, crushed brick or tile, cinders, asphalt, concrete or portland cement binder, which have been treated so as to prevent the raising of dust or loose particles.</p> <p>All vehicular access connecting these areas with a street shall be paved with an asphaltic or concrete surface from the lot line to the traveled portion of the street. In all cases provisions shall be made for adequate drainage facilities.”</p>	The proposed amendments would exempt industrial parking lots from being required to have asphalt paving, but still require a surface that would be suitable for parking and other transportation uses.						

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	Net increase in Parking	When an addition or expansion is proposed for a Commercial, Industrial or Institutional development, the parking space requirement would be calculated based on floor area of the whole building. This would often result in parking deficiencies for building or structure that had insufficient parking on the date of the passing of the current By-law.	<p>1) SECTION 4 PARKING AND LOADING is hereby amended by renumbering sections 4.1.7 to 4.1.9 inclusive to 4.1.8 to 4.1.10 and inserting a new section 4.1.7 as follows:</p> <p>“4.1.7 Additions or Change in Use of Buildings”</p> <p>The parking space requirements referred to in the Parking Regulations Table 4.1 shall not apply to any building or structure lawfully used on the date of the passing of this by-law so long as:</p> <p>a) the gross floor area, as it existed at such date, is not increased; or</p> <p>b) there is no change in use; and</p> <p>c) the number of existing parking spaces is not reduced.</p> <p>Notwithstanding, the following shall apply with respect to the provision of off-street parking.</p> <p>4.1.7.1 Where a change in use of a building or structure lawfully used on the date of the passing of this by-law occurs, and the parking space requirements for the new use are the same as or less than the prior lawful use, the provisions of this by-law shall not be effective to require additional off-street parking spaces, provided that no addition to</p>	

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			<p>the gross floor area of the building or structure is made.</p> <p>Notwithstanding the above, where a change in use of a building or structure lawfully used on the date of the passing of this by-law is made and the parking space requirement for the new use are greater than the prior lawful use, additional parking spaces shall be provided based upon the difference between the requirements for the prior use and the new use in the Table 4.1, provided that no addition is made to the gross floor area of the building or structure.</p> <p>4.1.7.2 Where an addition is made to a building or structure lawfully used on the date of the passing of this by-law which increases the gross floor area, then additional parking spaces for the floor area associated with the addition shall be provided in accordance with the requirements of Table 4.1.</p> <p>4.1.7.3 Where a change in use of a building or structure lawfully used on the date of the passing of this by-law occurs and an addition is made which also increases the gross floor area of the building or structure, then additional parking spaces shall be provided</p>	

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			<p>based upon the additional parking spaces required for the new use in accordance with subsection 4.1.7.1 plus the additional parking spaces required for the addition in accordance with 4.1.7.2.</p> <p>4.1.7.4 For the purposes of Section 4.1.7 a change in use includes any change in a building or structure or its use, other than by an addition, that would increase the parking space requirements of Table 4.1.”</p>	
6	Shared Accommodation Housing (Boarding, Lodging and Rooming Houses)	Shared Accommodation Housing (SAH) are currently not permitted by the Town’s Zoning By-law. SAHs are a form of affordable housing where single room <i>lodging</i> is provided in which the rooms do not have both bathrooms and kitchen facilities for the exclusive use of individual occupants. Typically SAHs include shared or common living areas, kitchen facilities and washrooms. SAHs exist illegally in Midland and result in both unsafe housing conditions for Midland residents and significant administrative and enforcement time and costs when these SAHs are discovered.	<p>1) Section 2 DEFINITIONS is hereby further amended by adding the following new definition:</p> <p>“Shared Accommodation Housing Means a building,</p> <p>(a) that has a height not exceeding three storeys and an area not exceeding 600m2,</p> <p>(b) in which lodging is provided for more than four persons in return for remuneration or the provision of services or for both, and</p> <p>(c) in which the rooms do not have both bathrooms and kitchen facilities for the exclusive use of individual tenants.”</p>	The proposed amendment would define the term “Shared Accommodation Housing” and create avenues for potential future applications and the legalization of existing Shared Accommodation Housing.

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		<p>The policy issues around SAHs should be considered as part of the Town's OPR including appropriate locations for SAHs and the regulatory approach for permitting SAHs (e.g. Registry, Annual Inspections, etc.) should be considered as part of the Comprehensive Review and Update to the Town's Zoning By-law.</p> <p>However, Town may wish to consider creating a new zone category and zone performance standards for SAHs as part of this Zoning By-law Review. It would be proposed that no lands would be pre-zoned for SAHs as part of the Zoning By-law update, but it create a zone and would permit future applications for SAHs to permit the establishment of new SAHs or legalize existing ones. At a minimum, a definition for a SAH should be added to the By-law at this time.</p>		
7	Accessory Use to Legal Non-Conforming Residential	As of the current zoning by-law, a legal non-conforming residential use cannot have an accessory building without being brought to conformity or requesting a permission to expand. Section 3.7.1 of the By-law allows a legal	<p>1) Section 3 GENERAL PROVISIONS is hereby further amended by adding in Section 3.37 the words “a permitted accessory use,” between existing use,” and “a permitted temporary use”.</p>	The proposed changes would allow legal non-conforming residential uses to erect accessory uses without requiring a permission to expand application.

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#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
		non-conforming use to continue for its existing purpose. As such, accessory uses should also be permitted as part of the legal non-conforming use.		
8	Required Definitions	<p>The following definitions are to be added as a result of the proposed amendments. The following definitions are also being included to provide additional clarification:</p> <ul style="list-style-type: none"> - Front Lot Line for lots on private roads - Provide yard definitions for lots on condominium roads. 	<p>1) Section 2 DEFINITIONS be amended by adding the following new definitions and same be inserted in alphabetical order:</p> <p>“Drive Through Facility Shall mean premises used to provide or dispense products or services, through an attendant, or window or an automated machine, to persons remaining in vehicles that are in a designated stacking aisle.”</p> <p>“Sea Container Shall mean a reusable shipping container originally designed for intermodal trans-shipments typically used in ocean and rail shipping and re-purposed as a building or structure subject to the provisions and regulations of this By-law. “</p> <p>“Microbrewery Shall mean a facility licensed under the Liquor Licence Act (or its replacement) and used for the manufacture and retail sale of beer, cider, wine or spirits, produced exclusively for consumption on or off site and may operate in combination with a restaurant.”</p>	The proposed changes will add new definitions that resulted from the proposed amendments.

Town of Midland Zoning By-law Review

#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
			<p>2) Section 2 DEFINITIONS be further amended by adding the following under the definition for “Lot Line, Front”:</p> <p>“c) in the case of a waterfront lot with access from a private road, the lot line that abuts the private road shall be deemed the front lot line, unless the lot is bisected by the private road, in which case the Front Lot Line shall be the lot line furthest away from the shoreline. “</p>	
9	Brewery	Microbrewery (brew pub, craft brewery, nanobrewery etc.) is a growing industry that have become increasingly popular in the recent years. Currently, a brewing facility would be considered a Food Processing Plant and thus be permitted in both Industrial Zones. However, such land use classifications do not respond well to the emerging model of small-scale breweries that are often integrated with other uses such as a storefront retail or a restaurant.	<p>1) Section 6.1 DOWNTOWN CORE COMMERCIAL- DC-F2 be amended by inserting the permitted use “Microbrewery” in sub-section “6.1.2 Permitted Uses” alphabetically.</p> <p>2) SECTION 6.2 HIGHWAY COMMERCIAL - HC be amended by inserting the permitted use “Microbrewery” in sub-section “6.2.2 Permitted Uses” alphabetically.</p>	The proposed changes would permit a microbrewery in the Downtown Core Commercial Zone and the Highway Commercial Zone.
10	Daycare Centre in the Industrial Zone	A Daycare Centre is currently a permitted use in the Industrial Zone – M1. The M1 Zone permits light industrial uses and is primarily located in the outskirts of Town and in certain locations, is directly adjacent to the	<p>1) Section 7.1 INDUSTRIAL ZONE – M1 be amended by deleting the permitted use “Daycare Centre” in sub-section “7.1.2 Permitted Uses”.</p>	The proposed amendment would remove Daycare Centre as a permitted use in the Industrial – M1 Zone and permit a Daycare Centre as a use in the Highway Commercial Zone.

Town of Midland Zoning By-law Review

#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
		Industrial Zone – M2, where heavy industrial uses are permitted. A sensitive use such as a Daycare Centre is not a compatible land use in the Industrial Zone.	2) Section 6.2 HIGHWAY COMMERCIAL - HC be amended by adding the permitted use “Daycare Centre” in sub-section “6.2.2 Permitted Uses”.	
11	Barrier Free Parking	Currently, the Town requires barrier free parking spaces to have a minimum width of 4.6 metre and a minimum depth of 7.3 metres. However, under the Accessibility for Ontarians with Disabilities Act, there is no required minimum depth and the required minimum width is 3.4 metres for a van accessible barrier free parking space. The Town’s standards are unusual and exceed provincial standards and best practices.	1) Section 4 PARKING AND LOADING be amended by deleting the sub-clause “4.1.7.2” and replaced with the following: “4.1.7.2 Notwithstanding 4.1.6.3 and 4.1.6.4, reserved barrier free parking spaces shall be hard surfaced, level and be rectangular in shape having a minimum width of 3.4 metres and a minimum depth of 5.8 metres.”	The proposed changes would bring the Town’s barrier free parking space standard consistent with the Accessibility for Ontarians with Disabilities Act and best practices.
12	Cannabis in Rural Zone	In Canada, a federal licence is required to cultivate and process cannabis for medical purposes or sell to the Province (OCS) non-medical or recreational cannabis. In the Town’s Rural “RU” Zone, a farm is a permitted use. However, the By-Law definition for a farm includes a commercial greenhouse but does not include a specialized farm. As a result, it is not clear in the By-Law as to whether a cannabis cultivation and processing	2) Section 2 DEFINITIONS is hereby further amended by inserting the words “federally licensed cannabis cultivation and processing facility,” after the words “commercial greenhouses,” in the definition for “FARM”.	It has been the Town’s position that a licensed cannabis cultivation and processing facility would be permitted in the Industrial Zones in Town as a ‘Manufacturing Facility’. With the legalization of cannabis, there has been increasing interest in Town from operators proposing to establish a facility within the Rural Zone. The growing of cannabis could potentially be considered a ‘commercial greenhouse’ within the permitted farm use but could also be prohibited as a ‘specialized farm’. Staff is seeking direction from Council to the intended interpretation and have proposed a change to the by-law that would permit Health Canada licenced facilities in the RU zone in Midland.

Town of Midland Zoning By-law Review

#	Subject	Description	Proposed Draft Changes (in bold)	Explanation
		facility would be a permitted use as a commercial greenhouse or whether it would be prohibited as a specialized farm.		
13	Police Station	Currently, the OPP dispatch centre is located at 16864 Highway 12, a property that's Zoned Industrial – M1. However, the By-law only permits a 'Police Station' in the Institutional – I Zone. Typically, a use is prohibited unless specifically permitted in the Zone. When the OPP station use was originally erected, it was permitted as a 'Public Use' which is permitted in every Zone.	1) Section 8 INSTITUTIONAL ZONE be amended by deleting the permitted use "Police Station" from sub-section "8.1.2 Permitted Uses".	The proposed amendment would remove 'Police Station' as a permitted use in the Institutional Zone. Following the changes, a Police Station would by default be considered a 'Public Use', thus permitted in all zones in order to be consistent in past practice.
14	Accessory Structure Lot Coverage	In the past four (4) years that Town has received a total of 15 applications for Minor Variance for increases to the percentage of lot coverage permitted for accessory structures on residential zones. Variances to the coverage of accessory uses is the most requested type of Variances. Committee has granted all these applications. This pattern suggests the maximum of 5% is too restrictive to current residential property development approaches.	1) Section 3.8 ACCESSORY USES is hereby amended by deleting article "3.8.6" and replaced with the following: 3.8.6 Lot Coverage for an Accessory building shall not exceed 8%, unless otherwise specifically permitted in this By-law. Lot Coverage for accessory buildings in all Residential Zones shall not exceed 12%, but in no case shall the total lot coverage of the dwelling and all accessory structures exceed the Maximum Lot Coverage of the respective Residential Zone."	The proposed changes will reduce the number and cost for minor variances to increase the lot coverage for accessory structure in all residential zones and will as a result reduce the costs and burden for normal residential development in Town.

Town of Midland Zoning By-law Review

THE CORPORATION OF THE TOWN OF MIDLAND

BY-LAW 2019-XX

WHEREAS the Council of the Corporation of the Town of Midland passed Zoning By-law 2004-90, known as the "The Zoning By-law of the Town of Midland", on the 22nd day of November, 2004 to regulate the development and use of lands within the Town of Midland; and,

WHEREAS the Council of The Corporation of the Town of Midland now deems it expedient to amend Zoning By-law 2004-90, pursuant to that authority given to it under Section 34 of the *Planning Act*, R.S.O. 1990;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF MIDLAND HEREBY ENACTS AS FOLLOWS:

That Zoning By-law 2004-90, as amended, is hereby further amended as follows:

1. Zoning Map Schedules "24", "25", "26", "32", "38", "44", and "45", as amended, are hereby deleted and replaced with new Maps "24", "25", "26", "32", "38", "44", and "45", attached hereto and forming part of this By-law.
2. Delete all references to "-F2" in the By-law in respect of the term and symbol "DC-F2".
3. **SECTION 2 DEFINITIONS** is hereby amended by adding the following new definitions and same shall be inserted in alphabetical order:

"Drive Through Facility

Shall mean premises used to provide or dispense products or services, through an attendant, or window or an automated machine, to persons remaining in vehicles that are in a designated stacking aisle."

"Microbrewery

Shall mean a facility licensed under the *Liquor Licence Act* (or its replacement) and used for the manufacture and retail sale of beer, cider, wine or spirits, produced exclusively for consumption on or off site and may operate in combination with a restaurant."

"Sea Container

Shall mean a reusable shipping container originally designed for intermodal shipments typically used in ocean and rail shipping and re-purposed as a building or structure subject to the provisions and regulations of this By-law."

"Shared Accommodation Housing

Means a building,

- (a) that has a height not exceeding three storeys and an area not exceeding 600m²,
- (b) in which lodging is provided for more than four persons in return for remuneration or the provision of services or for both, and
- (c) in which the rooms do not have both bathrooms and kitchen facilities for the exclusive use of individual tenants.”

4. **SECTION 2 DEFINITIONS** is hereby further amended by adding the following at the end of the definition for “**Lot Line, Front**”:

“c) in the case of a waterfront lot with access from a private road, the lot line that abuts the private road shall be deemed front lot line, unless the lot is bisected by the private road, in which case the Front Lot Line shall be the lot line furthest away from the shoreline. “

5. **SECTION 2 DEFINITIONS** is hereby further amended by adding the following wording after “commercial greenhouses,” in the definition for **Farm**:

“federally licensed cannabis cultivation and processing facility,”

6. **SECTION 3 GENERAL PROVISIONS** is hereby amended by adding a new clause 3.2.4, deleting sub-clause 3.13.1 and replacing it with a new sub-clause, deleting clause 3.8.6 and replacing it with a new clause, adding a new clause 3.8.8, and adding new clauses 3.36.3 and 3.36.4 as follows:

“3.2.4 For the purposes of determining compliance with this By-law, all numerical figures shall be rounded to the same number of decimal places as the stated By-law requirement.”

“3.13.1 Unenclosed porches, steps, windowsills, cornices, chimneys, pilasters, eaves, gutters and similar non-structural architectural features may project no more than 0.5 m into any minimum yard.

Notwithstanding the above, a conforming unenclosed porch may be enclosed provided it does not further contravene any other provisions of the By-Law.”

“3.8.6 Lot Coverage for an Accessory building shall not exceed 8%, unless otherwise specifically permitted in this By-law. Lot Coverage for accessory buildings in all Residential Zones shall not exceed 12%, but in no case shall the total lot coverage of the dwelling and all accessory structures exceed the Maximum Lot Coverage of the respective Residential Zone.”

- “3.8.8 Notwithstanding any provision of this By-law to the contrary, a Sea Container shall not be permitted as an accessory structure in any Residential Zone. Where a Sea Container is proposed to be repurposed as an accessory structure in any other zone, it shall be subject to the full provisions of this By-law and to the requirements of the Ontario Building Code.”
- “3.36.3 For the lands at 287 Whitfield Crescent, 947 William Street, 16621 and 16601 Highway 12, 349, 361, 374, 375, 380, and 381 Olive Street, 353 Sixth Street, 548 Easy Street, 650, 658, 666 and 676 William Street, the requirement for removal of the Holding “H” Symbol shall be:
1. That the property connects to municipal water and sewer services.”
- “3.36.4 For the lands at 517, 523, 529, 535, 541, 547, 553, 559, 565, 589, 595, 601, 607, and 613 Taylor Drive the requirement for removal of the Holding “H” Symbol shall be:
1. That a Record of Site Condition (RSC) is submitted to the Municipality.”
7. Section **3 GENERAL PROVISIONS** is hereby further amended by adding in **Section 3.37** the words “a permitted accessory use,” between “existing use” and “a permitted temporary use”.
8. **SECTION 4 PARKING AND LOADING** is amended deleting sub-clause “**4.1.6.9**” in its entirety and all sub-clauses be renumbered accordingly.
9. Section **4 PARKING AND LOADING** is hereby further amended by adding the following sentence at the end of the clause “**4.1.6.3**”:
- “Notwithstanding the above, parking spaces, loading areas, and truck storage areas in Industrial Zones that does not abut a street may be constructed with a stable surface of crushed stone, slag, gravel, crushed brick or tile, cinders, asphalt, concrete or portland cement cinder, which have been treated so as to prevent the raising of dust or loose particles.
- All vehicular access connecting these areas with a street shall be paved with an asphaltic or concrete surface from the lot line to the traveled portion of the street. In all cases provisions shall be made for adequate drainage facilities.”
10. Section **4 PARKING AND LOADING** is hereby further amended by deleting sub-clause “**4.1.6.5**” and replaced with the following:

“4.1.6.5 The minimum width of a driveway or aisle leading to any parking space shall be 6.0 m from two-way traffic and 3.6 m from one-way traffic.”

11. Section **4 PARKING AND LOADING** is hereby further amended by inserting an additional row in “**Table 4.1**” of sub-clause “**4.1.6.5**”, under the column “Warehousing and Manufacturing”:

Self-Store Units	1 per 300 m ² GFA
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12. Section **4 PARKING AND LOADING** be amended by deleting the sub-clause “**4.1.7.2**” and replaced with the following:

“4.1.7.2 Notwithstanding 4.1.6.3 and 4.1.6.4, reserved barrier free parking spaces shall be hard surfaced, level and be rectangular in shape having a minimum width of 3.4 metres and a minimum depth of 5.8 metres.”

13. Section **4 PARKING AND LOADING** is hereby further amended by adding new sub-sections “**4.1.7**” and “**4.1.8**” and all other sub-clauses to be renumbered accordingly.

4.1.7 Private Driveways

4.1.7.1 The width of a driveway accessing a residential lot shall be in accordance with Table 4.x:

Lot Frontage	Maximum Width
9 metres or less	3.5 m
Greater than 9 metres	50% of the lot frontage to a maximum of 8.5 m

4.1.7.2 For all residential lots, a maximum of one driveway per lot is permitted.

4.1.7.3 Notwithstanding section 4.1.7.2, one driveway per dwelling unit is permitted on a block designated for semi-detached, townhouse, back-to-back townhouse, and duplex dwellings.

4.1.7.4 For commercial, industrial, institutional properties and residential property with more than three (3) dwelling units

4.1.8 Additions or Change in Use of Buildings

The parking space requirements referred to in the Parking Regulations Table 4.1 shall not apply to any building or structure lawfully used on the date of the passing of this by-law so long as:

- a) The gross floor area, as it existed at such date, is not increased;
or
- b) There is no change in use; and
- c) The number of parking spaces is not reduced.

Notwithstanding, the following shall apply with respect to the provision of off-street parking.

- 4.1.8.1 Where a change in use of a building or structure lawfully used on the date of the passing of this by-law occurs, and the parking space requirements for the new use are the same as or less than the prior lawful use, the provisions of this by-law shall not be effective to require additional off-street parking spaces, provided that no addition to the gross floor area of the building or structure is made.

Notwithstanding the above, where a change in use of a building or structure lawfully used on the date of the passing of this by-law is made and the parking space requirement for the new use are greater than the prior lawful use, additional parking spaces shall be provided based upon the difference between the requirements for the prior use and the new use in the Table 4.1, provided that no addition is made to the gross floor area of the building or structure.

- 4.1.8.2 Where an addition is made to a building or structure lawfully used on the date of the passing of this by-law which increases the gross floor area, then additional parking spaces for the floor area associated with the addition shall be provided in accordance with the requirements of Table 4.1.

- 4.1.8.3 Where a change in use of a building or structure lawfully used on the date of the passing of this by-law occurs and an addition is made which also increases the gross floor area of the building or structure, then additional parking spaces shall be provided based upon the additional parking spaces required for the new use in accordance with subsection 4.1.8.1 plus the additional parking spaces required for the addition in accordance with 4.1.8.2.

- 4.1.8.4 For the purposes of section 4.1.8, a change in use includes any change in a building or structure or its use, other than by an addition, that would increase the parking space requirements of Table 4.1.”

14. Section **4 PARKING AND LOADING** is hereby further amended by deleting “**Table 4.3**” of sub-clause “**4.1.8.3**” and replacing it with the following:

Table 4.3	
Floor Area of Building	
Non-Residential	
500 m ² or less	0
500 m ² to 2000 m ²	1
2000 m ² or more	1 space for each 2000 m ² of gross floor area
Residential	
Apartment Buildings Containing 50 Dwelling Units or More	1

15. Section **5.3 RESIDENTIAL – R3**, sub-section “**5.3.3 Zoning Requirements**” is hereby amended by deleting the word ‘N/A’ from article (c) under sub-clause “**5.3.3.4 Semi Detached Dwelling Units**” and inserting “1.22 m”, and deleting “1.22 m” from under article (c) sentence (ii) and inserting “0.6 m”.
16. Section **5.4 RESIDENTIAL – R4**, sub-section “**5.4.3 Zoning Requirements**” is hereby amended by deleting the word ‘N/A’ from article (c) under sub-clause “**5.4.3.3 Semi**” and inserting “1.22 m”, and deleting “1.22 m” from under article (c) sentence (ii) and inserting “0.6 m”.
17. Section **5.6 RESIDENTIAL – RT**, sub-section “**5.6.3 Zoning Requirements**” is hereby amended by deleting “Townhouse Block” and inserting “Townhouse”.
18. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** is hereby amended by deleting the permitted uses “Body Shop”, “Automobile Car Wash”, “Automobile Gas Bar”, “Automobile Sales Agency”, and “Shopping Centre” from subsection “**6.1.2 Permitted Uses**”.
19. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** is hereby further amended by deleting permitted use “Eating Establishment” from sub-section “**6.1.2 Permitted Uses**” and be replaced with the revised term “Eating Establishment excluding a Drive Through Facility”.
20. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** be amended by inserting the permitted use “Microbrewery” in sub-section “**6.1.2 Permitted Uses**” alphabetically.
21. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** is hereby further amended by inserting new clauses “**6.1.2.1**” and “**6.1.2.2**” as follows:

- 6.1.2.1** For those lands zoned DC-F2 and which do not front on King Street, the following additional uses are permitted; “Apartment Building”, “Home Occupation”, “Dwelling, Duplex”, “Dwelling, Triplex”, “Dwelling, Townhouse”.
- 6.1.2.2** For those lands zoned DC-F2 and which front on King Street, the following uses shall be prohibited on the ground floor; “Personal Service Establishments” and “Professional Office”.
22. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** is hereby further amended by deleting the sub-clause **“6.1.3.5 Maximum Building Height”** and inserting the following new sub-clause **6.1.3.5**:
- “6.1.3.5 Maximum Building Height**
- For all lands in the DC-F2 Zone, save and except those listed below, the Maximum Building Height shall be 13 metres and the Minimum Building Height shall be 7 metres
- For those lands in the DC-F2 Zone that front onto Bayshore Drive, the Maximum Building Height shall be 17 metres and the Minimum Building Height shall be 10 metres”
23. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** is hereby further amended by deleting the sub-clause **“6.1.3.3 Maximum Lot Coverage”** and all sub-clauses be renumbered accordingly.
24. Section **6.1 DOWNTOWN CORE COMMERCIAL – DC-F2** is hereby further amended by deleting the sub-clause **“Minimum Front Yard Setback article 6.3.1.4 (a)”** and inserting the following:
- “6.1.3.4 (a) Front**
- For all lands in the DC-F2 Zone, save and except those listed below, the Minimum Front Yard shall be 0.0 metres and the Maximum Front Yard shall be 1.0 metres
- For all lands in the DC-F2 Zone where Residential uses are permitted at grade (first floor), the Maximum Front Yard shall be 3.0 meters and the Minimum Front Yard shall be 1.5 metres”
25. Section **6.2 HIGHWAY COMMERCIAL – HC** is hereby amended by deleting sub-clause **“6.1.3.7”** in its entirety.

26. Section **6.2 HIGHWAY COMMERCIAL – HC** be amended by inserting the permitted uses “Microbrewery” and “Daycare Centre” in sub-section “**6.2.2 Permitted Uses**” alphabetically.
27. Section **6.4 MARINE COMMERCIAL – MC** be amended by deleting the permitted uses “Motel”, “Hotel”, and “Private Club” from sub-section “**6.4.2 Permitted Uses**”.
28. Section **6.4 MARINE COMMERCIAL – MC** is hereby further amended by deleting “11.0m” from sub-clause “**6.4.3.5 Maximum Building Height**” and inserting “8.0 m”.
29. Section **7.1 INDUSTRIAL ZONE – M1** be amended by deleting the permitted use “Daycare Centre” in sub-section “**7.1.2 Permitted Uses**”.
30. **SECTION 8 INSTITUTIONAL ZONE** be amended by deleting the permitted use “Police Station” from sub-section “**8.1.2 Permitted Uses**”.
31. That the By-law shall come into force and effect in accordance with the provisions of Section 34 of the *Planning Act*, R.S.O. 1990 and the regulations thereto.

BY-LAW READ A FIRST, SECOND AND THIRD TIME, AND FINALLY PASSED THIS XXND DAY OF XXXXX, 2019.

THE CORPORATION OF THE TOWN OF MIDLAND

MAYOR

CLERK