

# PLANNING JUSTIFICATION **REPORT**

EMPLOYMENT DRAFT PLAN OF SUBDIVISION

16533 Highway 12  
Town of Midland

Date:

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Prepared for:

**Pratt Development Inc.**

Prepared by:

Kory Chisholm, BES, M.Sc., MCIP, RPP

**MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)**

113 Collier Street

Barrie ON L4M 1H2

T: 705 728 0045 Ext. 224

F: 705 728 2010

Our File 12162G

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# 1.0 INTRODUCTION

MacNaughton Hermson Britton Clarkson Planning Limited (“MHBC”) was retained by Pratt Development Inc. (the “Owner”), to review the planning merits of a proposed Employment Draft Plan of Subdivision located at 16533 Highway 12, in the Town of Midland (the “Subject Lands”).

The Subject Lands are legally described as Part of Lot 102, Concession 2 in the Geographic Township of Tay, now in the Town of Midland, County of Simcoe, and are municipally known as 16533 Highway 12. The irregularly shaped Subject Lands are comprised of approximately 17.44 hectares (43.10 acres) and include 62.79 metres of frontage along Highway 12, 308.61 metres of frontage along Brandon Street, and 170.74 metres of frontage along William Street (see **Figure 1**).

The Proposed Draft Plan of Subdivision application was submitted in October 2020 to the Town and was proposed to have the effect of creating five (5) blocks for employment uses and facilitating the provision of a centralized stormwater management facility to service both the Subject Lands, the abutting approved residential draft plan to the north as well as additional lands in the catchment area (the “Proposed Development”). The application was deemed complete on October 26, 2020 and comments dated December 23, 2021 were provided by the Town and other commenting agencies on January 4, 2022.

Through discussions with the Town, the Owner and the project team, several revisions to the development concept have been made to the proposed Draft Plan of Subdivision since the initial submission in October 2020. Overall, the revisions can be characterized as follows:

- The stormwater management pond has been relocated to the northern bounds of the industrial site to assist in providing additional buffering and greater separation between the majority of the industrial lands and the residential lands to the north.
- Street ‘A’ has been realigned further south to accommodate the new location of the stormwater management pond, and as a result of this realignment former Street ‘B’ which functioned as a cul-de-sac is no longer required and has been removed, providing for a more efficient street network. A block of land is provided on the east side of the northern terminus of Brandon Street to allow for a cul-de-sac to be provided as a vehicular turn around. All employment blocks proposed in the draft plan will now have frontage on Street ‘A’.
- The location of the proposed blocks has been modified slightly to reflect the relocation of the stormwater management pond and Street ‘A’.

In addition to the revisions to the Proposed Draft Plan, and to address Town staff’s comments about compatibility of the M1 Zoned Subject Lands with the residential lands to the north, it is proposed to add a Holding Provision to the Employment Blocks (Blocks 1-5) in the existing M1 Zone on Subject Lands. The condition to remove the Holding Provision (where applicable) on the individual blocks would be to demonstrate regard for the “Provincial D-6 Compatibility between Industrial Facilities Guidelines” for uses which qualify as Class I, II or III Industrial Facilities. This would ensure that the

wide range of permitted uses that could potentially be considered Class I, II or III Industrial uses within the existing M1 Zone are appropriately located as it relates to the residential lands to the north. It is proposed that the inclusion of any Holding Provision, where applicable, be completed as a condition of draft plan approval for the Proposed Development.

The Proposed Draft Plan is included as **Appendix A**.

The new Town of Midland Official Plan was adopted by the Town on November 20, 2019, and subsequently approved, with modifications, by the County of Simcoe on August 11, 2020. However, it is recognized that the Owner has certain policies and schedules under appeal on a site specific basis as it relates to the Subject Lands. In accordance with policy 7.21 d) of the new Town Official Plan, which has been modified and approved by the Ontario Land Tribunal, the Draft Plan of Subdivision application was deemed complete in advance of the date of approval of the new Town Official Plan by the Local Planning Appeal Tribunal (subject to outstanding site specific appeals) and therefore is required to conform only with the policies in-force at the time of the complete application.

Accordingly, the Town of Midland Official Plan (2002) was reviewed and analyzed as part of this Report.

The Subject Lands are designated "Settlement" in the County of Simcoe Official Plan (2016) and identified as an "Employment Area" in the Town of Midland Official Plan (2002). The entirety of the Site is zoned "Industrial (M1)" In the Town of Midland Zoning By-law.



# 2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

This Section of the Report provides a brief overview of the Subject Lands as well as the surrounding land uses.

The Subject Lands are comprised of 17.44 hectares (43.10 acres) and are situated directly to the north of Highway 12, in the southeast corner of the Town of Midland. The currently vacant Subject Lands are generally flat and have largely been cleared with a small remaining wooded area on the east side of the property. The irregularly shaped property can be characterized as a through lot, with frontages on Highway 12, Brandon Street and William Street. Access to the Site is proposed by way of Brandon Street to the west and via William Street to the east (see **Figure 2**).

The Site is bounded by a variety of lands uses, which can be summarized as follows:

**North:** Draft Plan Approved residential subdivision consisting of single-detached and townhouse residential dwellings (lands owned by the Owner), and a self-storage facility. A ZBA and redline revision applications were submitted in August 2020 for the existing approved residential draft plan.

**East:** Residential development, consisting of townhouse units, and commercial development along Pillsbury Drive.

**South:** Scattered industrial development along Highway 12.

**West:** Brandon Street and industrial development.

# 3.0 PROPOSAL

A Draft Plan of Subdivision Application was submitted to the Town of Midland in October 2020. Since the initial submission, revisions have been made to the Proposed Draft Plan for the Subject Lands. This Section provides further details of the revised Proposed Development and the associated application.

## 3.1 Development Concept

The Subject Lands are proposed to be developed for a total of five (5) employment blocks, and will also include blocks for stormwater management, servicing and right-of-ways on the Site. The stormwater management pond for the Proposed Development is proposed to also service the Draft Plan Approved residential subdivision to the north as well as pick up currently uncontrolled drainage from other lands to the north and west in the catchment area which will enable one larger, centralized facility to efficiently service multiple sites.

The provision of five (5) larger blocks is intended to provide flexibility for the Proposed Development to support a range of potential end uses. Given that the eventual end users are not known at this time, providing larger blocks will enable flexibility in responding to the market as the lands can be further subdivided through removal of part lot control to suit the specific requirements of end users as they become known.

It is acknowledged that the existing M1 zone in which the Subject Lands are situated permits a wide range of commercial and industrial uses. In order to ensure future land use compatibility as these lands begin to develop with individual end users, a Holding Provision is proposed for certain lands. The condition to remove the Holding Provision (where applicable) on the individual blocks would be to demonstrate regard for the “Provincial D-6 Compatibility between Industrial Facilities Guidelines”, where applicable, to ensure that the wide range of uses within the M1 Zone are appropriately located as it relates to the residential lands. It is proposed that the inclusion of any Holding Provision, where appropriate, be completed as a condition of draft plan approval to ensure this is in place prior to registration of the proposed industrial draft plan.

The Proposed Development will be connected to the surrounding lands to the west at Brandon Street and at William Street to the east. The Proposed Draft Plan will integrate with existing, adjacent commercial/industrial development through maintaining a similar lot fabric, while providing blocks of varying dimensions to support a diversity of potential employment end uses.

## 3.2 Proposed Draft Plan

The Proposed Draft Plan consists of five (5) employment blocks, and is included as **Appendix A** to this Report. The proposed blocks vary in size and dimensions, and range in area from 8,800 m<sup>2</sup> (0.88 ha) to 53,500 m<sup>2</sup> (5.35 ha) with frontages ranging between 44.5 metres and 106.2 metres. As noted, the layout of five (5) larger blocks is intended to provide the utmost flexibility in supporting a

diversity of potential employment uses on the Subject Lands, and the blocks may be further subdivided in future to meet the specific requirements of future individual end users. The Proposed Draft Plan includes light grey dashed lines representing conceptual potential future development block lines in order to demonstrate how the five (5) large blocks could potentially be further subdivided in the future, in this case identifying how twenty-four (24) modestly sized development blocks could be facilitated.

The Proposed Draft Plan has been designed in accordance with the M1 Zone provisions established in the Town of Midland Zoning By-law. A review of Zoning By-law compliance is included in **Section 4.6** to this Report.

In addition to the employment blocks (Blocks 1-5), the Proposed Draft Plan consists of one (1) stormwater management pond (Block 6), one (1) 20 metre wide right-of-way (Street 'A'), and one (1) cul-de-sac.

The Proposed Draft Plan has been designed to make efficient use of the lands and accounts for the irregular shape of the Subject Lands. The proposed Street 'A' will provide a connection through the Subject Lands from Brandon Street to William Street and facilitates a Draft Plan where all development blocks front on Street 'A'.

The Proposed Development will be serviced by municipal water and sanitary sewers.

# 4.0 PLANNING ANALYSIS

The following is a review of the applicable Provincial, County and Town policies and regulations as they pertain to the Site and the proposed Draft Plan of Subdivision application.

## 4.1 Planning Act

The *Planning Act* is the provincial legislation which establishes the framework for land use planning in Ontario, and effectively describes how land uses may be controlled, and who may control them. With respect to the applications made, Section 51(24) of the Planning Act identifies that a Plan of Subdivision is to have regard, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. In addition, decisions are required to have regard to, among other matters, matters of provincial interest, and be consistent with the Provincial Policy Statement and conform with provincial plans in effect under Sections 2 and 3(5) of the Planning Act respectively. An analysis of Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe are outlined in Section 4.2 and 4.3 of this Report.

The criteria to be considered by an approval authority when contemplating a Draft Plan of Subdivision are outlined in Section 51(24), and include:

- a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2* – The proposed development will have no undue negative impact on matters of Provincial interest.
  - (a) *the protection of ecological systems, including natural areas, features and functions*; - The subject lands are currently designated and zoned for industrial development and no environmental protection lands are currently identified on the site in the Town of Midland Official Plan. An Environmental Impact Assessment was prepared by Azimuth Environmental dated August 6, 2020 which concluded that development can be achieved with no negative impacts to significant natural heritage features and functions, including individuals and habitat of Endangered and threatened species. The conclusions of the Environmental Impact Assessment are outlined in **Section 5.1** to this Report.
  - (b) *the protection of the agricultural resources of the Province*; - *the Site is within a settlement area and does not impact agricultural resources.*
  - (c) *the conservation and management of natural resources and the mineral resource base*; - There are no identified natural resources or mineral resources on the Site.
  - (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest*; - A Stage 1-2 Archaeological Assessment was completed for the Subject Lands by AMICK Consultants Limited dated December 3, 2018. The Assessment

concluded no archaeological resources were encountered and that the approved Draft Plan could be considered cleared of any further requirement for archaeological fieldwork. Correspondence has been received by the Ministry of Heritage, Sport, Tourism, Culture Industries (MTCS) dated November 15, 2019 confirming the Stage 1-2 Archaeological Assessment has been entered into the Provincial Register.

- (e) *the supply, efficient use and conservation of energy and water;* - The Proposed Development will use municipal water and sanitary servicing. The technical requirements of the site design have been reviewed and confirmed through a Servicing and Stormwater Management Report, detailed in **Section 5.2** of this Report.
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;* - The subject lands are located within a settlement area where infrastructure with sufficient capacity exists. The Proposed Development will use municipal water and sanitary servicing, and the Servicing and Stormwater Management Report has confirmed that sufficient capacity exists to appropriately service the Proposed Development.
- (g) *the minimization of waste;* - The waste generated from the Proposed Development is anticipated to be typical of light industrial development and will have access to local recycling and waste diversion programs (public and private).
- (h) *the orderly development of safe and healthy communities;* - The Subject Lands are designated for employment development and are adjacent to lands with existing residential development approvals to the north and other existing commercial/industrial sites within the Town of Midland. The Proposed Development represents logical and orderly development.
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;* - Municipal right-of-ways will be designed in accordance with Town engineering standards. The proposed road pattern provides for efficient connectivity within the development and to the surrounding community and is supported by the Traffic Impact Study (TIS), detailed in **Section 5.4** of this Report.
- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;* The Proposed Development is for employment uses.
- (j) *the adequate provision of a full range of housing, including affordable housing;* - The Proposed Development is for employment uses.
- (k) *the adequate provision of employment opportunities;* - The Proposed Development will facilitate opportunities for employment within the Town of Midland through the provision of five (5) new blocks for employment uses.
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;* - The Proposed Development will promote economic activity within Midland on lands designated for employment development, and represents logical and orderly development.

- (m) *the co-ordination of planning activities of public bodies;* - The Proposed Development conforms with Provincial, County and Local Planning Policy and will be reviewed by the applicable agencies as part of the planning application approval process.
- (n) *the resolution of planning conflicts involving public and private interests;* - There do not appear to be any conflicts between public and private interests.
- (o) *the protection of public health and safety;* - There are no anticipated concerns with respect to public health and safety. The proposed road pattern is supported by the TIS detailed in **Section 5.4** of this Report. The future development of the proposed individual employment blocks will be reviewed further through the Town's site plan control process.
- (p) *the appropriate location of growth and development;* - The Proposed Development is within a settlement area which is a location where development is to be focused, on lands designated and zoned for employment uses.
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;* - The Proposed Development will provide for efficient connection to the surrounding road network and will be developed to municipal standards. The proposed centralized stormwater management facility contributes to sustainable development objectives as it provides for an efficient stormwater treatment for not only the Subject Lands but for the abutting residential draft plan to the north as well as additional lands beyond.
- (r) *the promotion of built form that,*
- (i) *is well-designed,* - It is the opinion of the undersigned that the Proposed Draft Plan will facilitate a built form that makes efficient use of the lands, is well designed and compatible with existing development in the area.
  - (ii) *encourages a sense of place, and* – The Proposed Development has been integrated with existing adjacent industrial development, as well as into the broader fabric of the community.
  - (iii) *provide for public spaces that are of high quality, safe, accessible, attractive and vibrant* - The Proposed Development is for employment uses. The proposed road network and stormwater management block will be designed and developed to municipal standards.
- (s) *the mitigation of greenhouse gas emissions and adaption to a changing climate* – The Proposed Development provides for development within a settlement area where it can make use of existing municipal services, transit and infrastructure. The Proposed Development also includes an efficient centralized stormwater management facility that will not only efficiently service the Subject Lands but also additional lands in the catchment area.
- b) *whether the proposed subdivision is premature or in the public interest* – The Subject Lands are designated and zoned for employment development, and the Proposed Draft Plan provides a logical expansion to existing industrial development in the immediate area.

- c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any* - The Subject Lands are designated for employment development in the Town Official Plan, and are located within a settlement area. The Proposed Development is a logical expansion to existing industrial development in the immediate area, and will be integrated with the existing approved residential subdivision to the north through the provision of shared stormwater management infrastructure.
- d) *the suitability of the land for the purposes for which it is to be subdivided* –The Town Official Plan designates the Subject Lands for employment uses and encourages development of this nature. The Subject Lands are also in close proximity to the transportation infrastructure corridor of MTO Highway 12. Several technical studies were completed for the Subject Lands, which concluded that the Proposed Development is suitable for the lands.
- (d.1) *if any affordable housing units are being proposed the suitability of the proposed units for affordable housing* – The Proposed Development is for employment uses.
- e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them* – The Proposed Development will provide a through connection from Brandon Street to the west to William Street to the east, and a cul-de-sac at the terminus of Brandon Street. The proposed roads within the Proposed Development will be developed to a full municipal standard and have been supported by the TIS submitted as part of the application.
- f) *the dimensions and shapes of the proposed lots* - The proposed blocks are appropriate in size to accommodate the intended uses, and make efficient use of the lands and existing infrastructure.
- g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land* – The Site is subject to several easements both existing and proposed. An existing hydro easement runs along the entirety of the northern property boundary, while sanitary easement follows the majority of the northern lot line from Brandon Street, before heading south between proposed Blocks 13 and 14, and east again to William Street along the southern property line. One (1) easement for a stormwater bypass channel is proposed for the Site in the Proposed Draft Plan bisecting Block 1.
- h) *conservation of natural resources and flood control* – A stormwater management report was prepared to evaluate the feasibility of the proposed centralized stormwater management facilities and determined that there were no concerns with respect to stormwater management. There are no identified flood concerns on the Subject Lands. The Environmental Impact Assessment completed by Azimuth for the Subject Lands and concluded there were no concerns from a natural heritage perspective.
- i) *the adequacy of utilities and municipal services* - The Site can be serviced by existing municipal water and sewage infrastructure and no limitations with servicing the Proposed Development with secondary utilities is anticipated as confirmed in the Functional Servicing Report.

- j) *the adequacy of school sites* – The Proposed Development is for employment use.
- k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes* – In addition to the proposed municipal right-of-ways, additional blocks identified on the Proposed Draft Plan of Subdivision will be dedicated to other Town for stormwater management conveyance purposes.
- l) *the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy* - The Subject Lands are located within the Town of Midland, are located in close proximity to Highway 12 and will be able to optimize the use of existing infrastructure.
- m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act* - The Proposed Development includes five (5) blocks for future development as employment use. Sufficient land has been provided on the proposed blocks for proper development of a variety of future industrial/commercial employment uses, and the large block areas will enable further subdivision of land as warranted to create individual parcels suitable for the needs of specific future end users through removal of part lot control. The road pattern and block layout includes one (1) new 20 metre wide roads and a cul-de-sac at the terminus of Brandon Street which will provide two (2) points of access to the Site. It is anticipated the future development of individual blocks for specific end users will be reviewed further through the Town’s site plan control process as applicable, and land use compatibility will be assessed prior to removing any applicable individual Holding provisions.
- n) Additionally, it is noted that Subject Lands have been designated and zoned for industrial uses for many years, and the lands to the north have been designated, zoned and draft plan approved for residential uses for many years. Compatibility was previously determined to be acceptable with respect to the appropriateness of having residential uses adjacent to the zoned industrial lands.

## 4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) is the statement of the government’s policies on land use planning, and is intended to provide policy direction on land use matters which are in the Provincial interest. All land use planning decisions are required to be consistent with the PPS.

Section 1.0 provides policies with respect to building strong healthy communities and states that:

*Ontario’s long term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.*

*Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.*

Building off this policy direction, Section 1.1 provides further guidance on the location of growth and land uses in the Province.



Section 1.1.1 includes:

*Healthy, livable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

The Proposed Development is located within the Settlement Area of Midland, on lands designated and zoned for employment uses. The Proposed Draft Plan of Subdivision incorporates a relocated stormwater management pond, which will service both the Subject Lands and the residential development to the north in addition to also capturing external uncontrolled drainage in the catchment area. Overall, this centralized facility will allow for an efficient management of stormwater for both sites as well as from additional lands beyond. This modification will improve the efficient use of land and infrastructure, and promote a cost-effective development standard through minimizing land consumption and servicing costs.

Section 1.1.3 of the PPS contains policies as they relate to Settlement Areas, with Section 1.1.3.1 identifying that:

*Settlement areas shall be the focus of growth and development.*

The Proposed Development is within the Settlement Area of Midland, and will facilitate growth and development in a location intended to support this use.

Section 1.1.3.2 further outlines how land use patterns in settlement areas are to be based and states that:

*Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*

- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The Proposed Development is located on lands designated and zoned for employment purposes. The Proposed Draft Plan of Subdivision provides for development in a compact form which makes efficient use of the lands, while providing blocks suitable to support a variety of potential end users and consistent with the existing zone provisions. The Proposed Development will make efficient use of municipal services and will facilitate efficient management of stormwater through the provision of a centralized pond. Furthermore, the Proposed Development will make efficient use of the existing road network and the adjacency of Highway 12, an arterial road, positions the Subject Lands as a suitable location for employment development. Lastly, the Proposed Development is adjacent to existing industrial development to the east, west and south, which will enable synergies and facilitate contiguous and integrated development.

The PPS policies pertaining to employment are contained in Section 1.3, with Section 1.3.1 stating that,

*Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

With respect to employment areas, Section 1.3.2.1 states that,

*Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.*

Section 1.3.2.3 of the PPS further states that,

*Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.*

*Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.*

With Section 1.3.2.6 stating that,

*Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.*

The Proposed Development will contribute to the range and mix of employment uses in the Town of Midland through the provision of five (5) new blocks for industrial/commercial employment type land uses, which will further bolster the Town's economic base. As noted, the Subject Lands are designated and zoned for employment development, and the adjacency of Highway 12, a key transportation corridor, makes the Subject Lands an ideal location for employment uses. A Functional Servicing Report and Traffic Impact Study have confirmed that the Proposed Development can be supported by existing municipal services and the boundary road network.

While the Subject Lands are in proximity to several other industrial type uses, the lands directly to the north are approved for residential development. The residential lands to the north are also owned by the Applicant and have been designed with consideration of future industrial uses to the south. For example, the stormwater management pond has been located along the northern bounds of the Subject Lands to provide buffering and increased separation and additional lot depth has been provided along the boundary with the industrial lands which will allow for increased setbacks from the employment lands. Furthermore, while the employment blocks have been designed such that the required setbacks for the M1 Zone can be implemented it is proposed to add a Holding Provision to certain lands in the existing M1 Zone on the Subject Lands. The condition to remove the Holding Provision (where applicable) on the individual blocks would be to demonstrate regard for the Provincial D-6 Compatibility between Industrial Facilities Guidelines to ensure the wide range of uses within the M1 Zone are appropriately located as it relates to the residential lands to the north, which will ensure compatibility with the residential development to the north. It is proposed that the inclusion of any Holding Provision, where appropriate, be completed as a condition of draft plan approval to ensure that this is in place prior to registration of the proposed industrial draft plan. Compatibility with adjacent uses will be reviewed further through this process once specific future end users are known for each individual block. Additionally, as noted through this Report, the Subject Lands have been designated and zoned for industrial uses for many years, and the lands to the north have been designated, zoned and draft plan approved for residential uses for many years. Compatibility was previously determined to be acceptable with respect to the appropriateness of having residential uses adjacent to the zoned industrial lands.

Section 1.6.6 contains policy relating to sewage, water and stormwater, and establishes a servicing hierarchy that directs development towards municipal sewage and water as the preferred form of servicing. In particular, Section 1.6.6.2 states that,

*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The Proposed Development will be serviced by municipal water and sewage systems. A Functional Servicing Report was completed to confirm capacity and servicing details which is outlined in **Section 5.2** of this Report.

With respect to stormwater management Section 1.6.6.7 of the PPS states that,

*Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

As noted, the proposed stormwater management pond will service both the Subject Lands, the approved residential Draft Plan of Subdivision to the north, as well as some additional lands in the catchment area. The development of a centralized stormwater management facility will result in greater efficiencies and a more cost effective use of infrastructure. The Preliminary Servicing and Stormwater Management Report prepared concluded that the proposed stormwater solution will provide the required quality and quantity control in accordance with Ministry of Environment guidelines. The details of the stormwater management report are outlined in **Section 5.2** of this Report.

With respect to Transportation Systems section 1.6.7.1 of the PPS states:

*Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

A Transportation Impact Study was completed for the Proposed Development and concluded that the anticipated traffic generated from the Subject Lands could be appropriately supported by the surrounding road network. A summary of the Transportation Impact Study can be found in **Section 5.4** of this Report.

Policies pertaining to energy conservation, air quality and climate change are contained within Section 1.8 of the PPS, with Section 1.8.1 stating that,

*Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) *maximize vegetation within settlement areas, where feasible.*

The Proposed Draft Plan of Subdivision is located adjacent to Highway 12 and is in proximity to existing commercial and industrial development to the west, south, and east. The Proposed Development has been designed to provide a compact form while satisfying the applicable zoning standards, and will contribute towards bolstering this location as an important employment node along the Highway 12 arterial. Further, the Subject Lands are within walking distance to the Midland South Bus Route and the proximity to residential development will facilitate active transportation between these areas. Vegetation will be provided through future landscaping plans that will be prepared as required within the detailed design process.

Section 2.0 of the PPS speaks to the wise use and management of resources, with Section 2.1 establishing the policies for natural features and areas, and directing their protection for the long term. In particular Section 2.1.2 states,

*The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

Further, Section 2.1.2 states that,

*The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where*

*possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

With respect to fish habitat Section 2.1.6 states that,

*Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*

Additionally, Section 2.1.7 addresses endangered and threatened species and states that,

*Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*

An Environmental Impact Assessment was completed for the Subject Lands which concluded that the Proposed Development can be achieved with no negative impacts to significant natural heritage features and functions, including individuals and habitat of Endangered and Threatened species. The proposed alteration of drainage features on the Subject Lands does not impact productive aquatic habitat/direct fish habitat and maintains conveyance function emulating existing conditions. In addition, Fisheries and Oceans Canada (“DFO”) has reviewed the proposed alterations to the drainage features on the Subject Lands and confirmed in a letter of advice that a permit is not required for the works and advised of their acceptance of the proposal. The Proposed Development will manage flow volume and improve the quality of water discharged to downstream aquatic habitat, which is an improvement to existing conditions. The Proposed Development balances pre- to post-development infiltration maintaining the ground water regime.

Section 2.2.1 of the PPS addresses the quality and quantity of water and includes:

*Planning authorities shall protect, improve or restore the quality and quantity of water by:*

- g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;*
- i) Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.*

The Proposed Development will provide for stormwater management through the implementation of an efficient centralized stormwater management pond located on the Subject Lands. As demonstrated in the Functional Servicing Report the proposed stormwater management solution will be designed to meet all standards of the Town and other commenting agencies.

Section 2.6 addresses Cultural Heritage and Archaeology. Policy 2.6.2 states:

*Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

A Stage 1-2 Archaeological Assessment was completed in support of the currently approved Draft Plan by AMICK Consultants Limited dated December 2018 and was submitted to the Ontario Ministry of Tourism, Culture and Sport. The Assessment concluded no archaeological resources were

encountered and that the draft plan area be considered cleared of any further requirement for archaeological fieldwork. Correspondence has been received by the Ministry of Heritage, Sport, Tourism, Culture Industries (MTCS) dated November 15, 2019 confirming the Stage 1-2 Archaeological Assessment has been entered into the Provincial Register.

**Based on the above, it is concluded that the Proposed Draft Plan of Subdivision is consistent with the PPS.**

## 4.3 Growth Plan for the Greater Golden Horseshoe (2020)

The Subject Lands are within the planning area subject to the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”). The Growth Plan seeks to guide growth and development in the Greater Golden Horseshoe and to support the achievement of complete communities that are healthier, safer and more equitable.

The vision and guiding principles for growth and land use planning in the Greater Golden Horseshoe (“GGH”) are established in Section 1.2 of the Growth Plan. Broadly, these principles support the achievement of complete communities, efficient use of land and infrastructure, provision of a diversity of opportunities for working, and the protection and enhancement of natural heritage and hydrologic features.

Section 2 of the Growth Plan contains the policy framework for managing growth in the GGH, and identifies that development be directed to settlement areas. In particular Section 2.2.1.1 of the Growth Plan states that,

*Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities;*
  
- b) *growth will be limited in settlement areas that:*
  - i. *are rural settlements;*
  - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
  - iii. *are in the Greenbelt Area;*

The Subject Lands are located within the Settlement Area of the Town of Midland. The Subject Lands are predominantly located outside of, but adjacent to the delineated built-up area, would utilize available municipal water and sanitary services, and would support the achievement of complete communities.

Section 2.2.1.4 of the Growth Plan, among other items, directs that complete communities feature a diverse mix of land uses, including employment; provide for a compact built form; mitigate and adapt to climate change impacts, and contribute to environmental sustainability; and integrate green infrastructure and appropriate low impact development.

The Proposed Development will contribute towards diversifying the employment land uses in the Town of Midland through the provision of five (5) blocks for employment uses. Furthermore, the Proposed Draft Plan will provide for development in a compact form, while providing blocks suitable to support a variety of potential end users and consistent with zoning provisions. The Environmental Impact Assessment identified no concerns with respect to natural heritage features or Species at Risk, and the Functional Servicing Report demonstrates that an efficient centralized stormwater management solution can be provided.

Section 2.2.5 of the Growth Plan provides policies related to Employment, with Section 2.2.5.1 stating that,

*Economic development and competitiveness in the GGH will be promoted by:*

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
- c) planning to better connect areas with high employment densities to transit; and*
- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

Additionally, Section 2.2.5.5 states that,

*Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.*

The Subject Lands are currently designated and zoned for employment uses in the Town of Midland Official Plan and Zoning By-law. The Proposed Draft Plan makes efficient use of the currently vacant and underutilized lands, and will promote economic development in the Town. Furthermore, the Site is located within walking distance to the Midland Transit South bus route, and is adjacent to Highway 12, an important transportation corridor.

Section 2.2.7 of the Growth Plan contains specific policy direction for Designated Greenfield Areas. In general, new development in designated greenfield areas is to be planned in a manner that supports the achievement of complete communities, supports various forms of active transportation as well as transit services.

Section 2.2.7.2 b) identifies that the minimum density target applicable to the designated greenfield areas for municipalities within Simcoe County among others, including the Town of Midland is 40 residents and jobs combined per hectare.

The County of Simcoe Official Plan goes beyond the minimum target established in the Growth Plan and establishes a specific Designated Greenfield Area minimum density target for the Town of Midland. The minimum density target for the Town of Midland is 50 residents and jobs per hectare.



The Proposed Development will contribute towards this target through the provision of five (5) new employment blocks which will support employment in the Town of Midland. A specific number of jobs cannot be calculated without the knowledge of the eventual end users, however based on the Employment Land Budget prepared by the County of Simcoe, the estimated average density of jobs on employment lands for the Town of Midland is 20 jobs per net hectare. Assuming this density, and a developable area of 13.8 net hectares, it can be estimated that the Proposed Development could provide upwards of 276 jobs to the Town of Midland at full build out. As such, the future development of the individual blocks will strive to achieve these targets and will contribute to the Town realizing the target on a Town wide basis as is the intent.

It is noted at the time of writing this Report the County of Simcoe is currently working through the Municipal Comprehensive Review (“MCR”) Process to plan for the growth allocations to 2051 that have been provided by the Province in Schedule 3 of the Growth Plan. The County adopted OPA No. 7 on August 9, 2022 which concluded “Phase 1” of the MCR and directed population and employment allocations to the lower tier municipalities within Simcoe County. OPA No. 7 as adopted has directed an employment of 13,170 to the Town of Midland by 2051. It is understood OPA No. 7 is awaiting approval by the Province. Once OPA No. 7 is approved by the Province it is understood that the County will be proceeding with Phase 2 of the MCR process.

Section 3 of the Growth Plan contains the infrastructure policies for the GGH. In general, these policies direct for an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the principles of the Growth Plan. As it relates to transportation, policies in Section 3.2.2 of the Growth Plan seek to plan transportation systems such that they, among other items, provide connectivity, offer a balance of transportation choices and are safe for system users.

The Subject Lands are proposed to be accessed from Brandon Street to the west and William Street to the east via a through connection. A cul-de-sac at the termination of Brandon Street is also proposed. The proposed right-of-ways will provide connectivity with the broader road network and the Transportation Impact Study confirmed that the Proposed Development could be appropriately supported by the surrounding road network.

As it relates to water and wastewater systems, Section 3.2.6 of the Growth Plan prioritizes efficiency within existing systems and the protection of water quantity and quality.

The Subject Lands are proposed to be serviced by existing municipal water and sanitary servicing, thereby promoting the efficient use of existing systems. As detailed in the Preliminary Servicing and Stormwater Management Report outlined in **Section 5.2** of this Report, servicing and stormwater management has been designed in accordance with the Ministry of Environment Policies and Guidelines and will provide for the maintenance of water quality and quantity.

Section 3.2.7 of the Growth Plan speaks to stormwater management and identifies that development proceeding by way of a plan of subdivision will be supported by a stormwater management plan. A Preliminary Functional Servicing and Stormwater Management Report prepared to support of the Proposed Development, which confirmed that stormwater management can be achieved which maintains pre-development flows and infiltration volumes, as well as ensures quality and quantity control for upstream development.

Section 4.2.2 of the Growth Plan contains policies pertaining to key natural heritage features and the identified natural heritage system and their protection. The identified Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017, which would exclude the Subject Lands being within the Town of Midland Settlement Area. An Environmental Impact Assessment was completed for the Subject Lands which concluded that the Proposed Development on the employment lands can be achieved with no negative impacts to significant natural heritage features and functions, including individuals and habitat of Endangered and Threatened species consistent with Section 2.1 of the PPS and Ontario's ESA.

The Town of Midland is located within the Simcoe Sub-area, and therefore the policies contained within Section 6 of the Growth Plan apply. Overall, Section 6 of the Growth Plan provides additional policy pertaining to the allocation and management of Growth in Simcoe County, and generally directs that a significant portion of growth be directed to communities where development can be effectively serviced and where growth improves the range of opportunities for people to live, work and play. Among other items, the appropriate supply of land for employment growth, and making the best use of existing infrastructure is further identified as important to the prosperity of the Simcoe Sub-area.

Section 6.3 of the Growth Plan contains policies for the Simcoe Sub-area about managing growth, and Schedule 8 identifies the Town of Midland and Town of Penetanguishene as one of the 7 identified primary settlement areas within the Simcoe Sub-area.

Policy 6.3.2 identifies that municipalities with primary settlement areas will through their official plans and other supporting documents identify and plan for strategic growth areas, plan to support the achievement of complete communities, and ensure the development of high quality urban form.

While not within an identified strategic growth area, the Proposed Development will contribute towards the achievement of complete communities, through the provision of a strategic cluster of employment growth within 1 of 7 primary settlement areas located in close proximity to Highway 12. Furthermore, the Proposed Draft Plan will facilitate an urban form which is compatible with adjacent approved residential development to the north as well as existing surrounding industrial development and suitable for a variety of end users.

The distribution of employment for the County of Simcoe is set at 198,000 by 2051 within Schedule 3 of the Growth Plan. The Proposed Development is understood to be within the employment allocation for the County, is located within a settlement area, and makes efficient use of existing municipal water services and infrastructure.

**Based on the above, it is concluded that the Proposed Draft Plan of Subdivision conforms to the Growth Plan.**

## 4.4 County of Simcoe Official Plan (2016)

The County of Simcoe Official Plan ("County OP") is the upper tier planning document that guides planning policy and development on a regional basis. At a broad level, the County OP seeks to protect the County's natural and cultural heritage, wisely manage resources, and promote efficient growth which achieves a high lifestyle quality, coordinate land use planning among lower tier

municipalities and other jurisdictions, provide opportunities for economic development, and promote and enhance public health and safety.

The County OP is intended to play a critical role in guiding growth and development in the County of Simcoe over the next 20 years and provides a framework for coordinated planning with adjacent municipalities, agencies and other levels of government.

The Proposed Development is located within a Primary Settlement area, on land designated and zoned for employment development. The Subject Lands do not contain any significant natural resources, and the Proposed Development will make efficient use of existing infrastructure in the Town of Midland.

Within the County OP the Subject Lands are designated 'Settlements', and are identified as predominantly outside of, but adjacent to, the 'Built Boundary' on Schedule 5.1 (**Figure 3**). A small portion of the lands adjacent to Highway 12 are identified within the 'Built Boundary'. The Growth Management Strategy for the County, as outlined in Section 3 of the County OP, is consistent with direction established in the PPS and Growth Plan and broadly directs that a significant portion of growth and development be directed to settlement areas, where it can be effectively serviced. The Town of Midland is recognized as a Primary Settlement Area in the County OP. In particular, Section 3.1.1 states that,

*Direction of a significant portion of growth and development to settlements where it can be effectively serviced, with a particular emphasis on primary settlement areas.*

Additionally, Section 3.1.4 of the County OP identifies the need to enable and encourage the development of a wide range of business and employment opportunities to meet the needs of a growing population, and identifies one of the County's strategies as,

*Development of communities with diversified economic functions and opportunities and a diverse range of housing options.*

Section 3.2 of the County OP provides the population and employment projections/allocations for the County. The Town of Midland has an employment allocation of 13,800 by 2031. However, it is noted at the time of writing this Report the County of Simcoe is currently working through the Municipal Comprehensive Review ("MCR") Process to plan for the growth allocations to 2051 that have been provided by the Province in Schedule 3 of the Growth Plan. The County adopted OPA No. 7 on August 9, 2022 which concluded "Phase 1" of the MCR and directed population and employment allocations to the lower tier municipalities within Simcoe County. OPA No. 7 as adopted has directed an employment of 13,170 to the Town of Midland by 2051. It is understood OPA No. 7 is awaiting approval by the Province. Once OPA No. 7 is approved by the Province it is understood that the County will be proceeding with Phase 2 of the MCR process.

As it relates to servicing, Section 3.2.4 of the County OP states,

*The majority of population and employment growth will be directed to settlement areas with full municipal water services and municipal sewage services. Limited growth will be permitted in settlement areas that are serviced by other forms of water and sewage services with appropriate studies provided to support the servicing systems proposed and in accordance with Section 4.7 of this Plan.*

In addition, Section 3.2.9 states that,

*Each local municipality will identify, plan for, protect and preserve employment areas in their official plans for current and future employment uses.*

The Subject Lands are located within the Town of Midland, a Primary Settlement area, and will be fully serviced by municipal water and sanitary services. The Subject Lands are designated and zoned for employment uses, the Proposed Development will contribute towards diversifying employment opportunities in the Town through the provision of five (5) blocks for such purposes, which may be further subdivided as required by specific end users. The Preliminary Servicing Report prepared by Jones Consulting Group Limited confirmed the capacity of such systems to accommodate the Proposed Development and is detailed in **Section 5.2** of this Report.

Section 3.3 of the County OP outlines the General Development policies applicable to all land use designations in the County. As it relates to the subdivision of land, Section 3.3.2 states that,

*Subdivision of land by plan of subdivision or consent, or plans of condominium, are permitted only for the land uses permitted in the designation or that maintain the intent of the Plan's objectives and policies.*

The Subject Lands are located within the 'Settlement' designation in the County OP, an area intended to be the location of future growth and development. Furthermore, the lands are currently designated and zoned for employment uses in the Town Official Plan and Zoning By-law. On this basis, the Proposed Draft Plan of Subdivision is consistent with the objectives of the County OP.

While the County OP does not designate lands as 'Greenlands' within Settlement Areas, Section 3.3.15 identifies the natural heritage development policies of the County OP. Generally the policies of Section 3.3.15 prohibit and discourage development within natural heritage features. An Environmental Impact Assessment was completed by Azimuth Environmental and concluded that the Proposed Development could be achieved with no negative impacts to significant natural heritage features and functions, including individuals and habitat of Endangered and Threatened species. The details of this Assessment are outlined in **Section 5.1** to this Report.

Stormwater Management is addressed in Section 3.3.19, however it is identified that more detailed stormwater management policies are generally contained within local Official Plans. The Proposed Draft Plan includes a large, centralized stormwater pond that will allow for efficient servicing of both the Site and additional residential lands to the north. A Servicing and Stormwater Management Report was prepared by Jones Consulting Group Limited in support of the Proposed Draft Plan and concluded that the Proposed Development could be appropriately serviced from a stormwater management perspective. A more detailed summary of the stormwater management solution can be found in **Section 5.2** of this Report.

Likewise, Section 3.3.20 of the County OP contains policies pertaining to the preparation of traffic impact studies ("TIS"). It is the requirement of the County, that where five (5) or more industrial lots are proposed in a development application, that the proponent undertake and implement a TIS. A TIS was prepared for the proposed Draft Plan and determined that the Proposed Development would not cause any operational issues and would not add significant delay or congestion to the local roadway network. A summary of the conclusions from the TIS are outlined in **Section 5.4** to this Report.

Section 3.5 of the County OP contains the policies and objectives for lands designated “Settlements” in the County OP. The Site is located within the settlement area of Midland.

Policies contained within Section 3.5 include:

*3.5.1 To focus population and employment growth and development within settlements, with particular emphasis on primary settlement areas, in accordance with the policies of this Plan.*

*3.5.2 To develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services.*

*3.5.3 To develop mixed use settlements as strong and vibrant central places and to create healthy settlements and communities that are sustainable.*

*3.5.4 To promote development forms and patterns which minimize land consumption and servicing costs*

*3.5.6 Primary settlement areas are settlement areas and are shown on Schedule 5.1.2 of this Plan. Primary settlement areas are larger settlements suitable for high intensification targets, public transit services, and high density targets for designated Greenfield areas and have full municipal water services and municipal sewage services. Primary settlement areas will develop as complete communities. Municipalities with primary settlement areas will, in their official plans, focus and direct a significant portion of its population and employment forecasted growth to the applicable primary settlement areas while considering growth in other settlement areas through local growth management studies as per Section 3.5.8. Municipalities with primary settlement areas will, in their official plans, identify primary settlement areas, identify and plan for intensification areas within primary settlement areas and ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive.*

*3.5.7 Settlement areas shall be the focus of population and employment growth and their vitality and regeneration shall be promoted. Lands may only be redesignated from lands not for urban uses to lands for urban uses in accordance with Sections 3.5.8 or 3.5.10 of this Plan. Residential, commercial, industrial, institutional, and recreational land uses shall be developed within settlement area boundaries on land appropriately designated in a local municipal official plan for the use. Land use designation changes within settlement area boundaries do not require a County Official Plan amendment. The uses permitted in the land use designations within settlement area boundaries may be further restricted or prohibited in the local municipal official plans in order to facilitate urban development.*

The Subject Lands are located within a Primary Settlement area and would make efficient use of existing municipal servicing and infrastructure. Furthermore, the Subject Lands are currently designated and zoned for employment development and the Proposed Draft Plan will facilitate a built form that makes efficient use of the lands, while providing employment blocks suitable for a variety of end users.

Policies relating to the Phasing of Development are outlined in Sections 3.5.14 and 3.5.15 of the County OP, and generally direct that the progression of development within a settlement area be based on a sustainable and logical progression of development. As such, development on

designated greenfield areas should occur contiguous to or abutting the existing built boundary, and have consideration for the efficient use of infrastructure and the achievement of complete communities.

The existing built boundary in the Town of Midland borders the majority of the Subject Lands to the east, south and west, and consists predominantly of commercial and industrial development. A small portion of the lands abutting Highway 12 are identified as being within the built boundary (**Figure 3**). The Proposed Development occurs in a contiguous manner with existing approved development to the north as well as existing development to the east, west and south and therefore represents a logical expansion to the existing built up area. Further, while the lands to the north are not identified as within the built boundary, it is noted that the lands have an existing approval for a residential Plan of Subdivision. As noted, the Proposed Development will make efficient use of existing infrastructure and has been designed in a manner appropriate for the adjacent planned residential to the north and industrial and commercial uses to the east, west and south.

Section 3.5.23 notes that the development of designated greenfield areas in the County shall be based on specific density targets. The County OP states that development in the Town will be planned to achieve a minimum density target of 50 residents and jobs per hectare. As noted, an estimated 276 jobs could be provided as a result of the Proposed Development at full build out, based on the average density of 20 jobs per hectare for employment lands as outlined in the Employment Land Budget prepared by the County of Simcoe. Therefore, while specific end users are not yet know, it is anticipated that the Proposed Development will contribute towards the Town's achievement of this target on a Town wide basis through the provision of additional jobs in the Town.

Furthermore, Section 3.5.27 of the addresses the development of industrial subdivisions and states that,

*Where transportation, water, and sewer services are available, business parks shall be located in settlement areas except as provided for in Section 3.7.5.*

The Proposed Development is sited within a settlement area and will be serviced by existing municipal infrastructure.

The Cultural Heritage Conservation policies are outlined in Section 4.6 of the County OP and provide policy guidance with respect to cultural heritage resources in the County. A Stage 1-2 Archaeological Assessment was completed in support of the currently approved Draft Plan by AMICK Consultants Limited dated December 2018 and was submitted to the Ontario Ministry of Tourism, Culture and Sport. The Assessment concluded no archaeological resources were encountered and that the draft plan area be considered cleared of any further requirement for archaeological fieldwork. Correspondence has been received by the Ministry of Heritage, Sport, Tourism, Culture Industries (MTCS) dated November 15, 2019 confirming the Stage 1-2 Archaeological Assessment has been entered into the Provincial Register.

The Infrastructure: Sewage and Water Services policies are contained within Section 4.7 of the County OP which generally promotes the use of full municipal services within settlement areas which will also facilitate the conservation and protection of ground and surface water quality and quantity. As demonstrated within the Preliminary Servicing and Stormwater Management Report prepared by Jones Consulting Group Limited, the Proposed Development can be adequately

serviced with the existing full municipal services in a manner that meets all Town or other approval authority standards.

The Transportation policies are contained within Section 4.8 of the County OP, and seek to provide direction for a comprehensive and sustainable transportation network in the County. The Proposed Draft Plan includes a new right-of-way from Brandon Street to the west, through to William Street to the east, as well as a cul-de-sac at the termination of Brandon Street to the north. The proposed streets will provide connection to the broader community, and the Transportation Impact Study completed for the Proposed Development has confirmed that the anticipated traffic generated from the Proposed Development can be appropriately supported by the surrounding road network.

**Based on the above, it is concluded that the Proposed Draft Plan conforms to the County OP.**

## 4.5 Town of Midland Official Plan (2002)

The new Town of Midland Official Plan was adopted by the Town on November 20, 2019, and subsequently approved, with modifications, by the County of Simcoe on August 11, 2020. The Local Planning Appeal Tribunal approved the new Official Plan on February 19, 2021 (subject to certain outstanding site specific appeals) and it is recognized that the Owner has certain policies and schedules in the new Town Official Plan under appeal on a site specific basis. In accordance with policy 7.21 d) of the new Town Official Plan, which has been modified and approved by the Ontario Land Tribunal on a Town-wide basis (subject to outstanding site-specific appeals), the Draft Plan of Subdivision application was deemed complete in advance of the date of approval of the new Town Official Plan by the Local Planning Appeal Tribunal and therefore is required to conform only with the policies in-force at the time of the complete application.

Given that the new Town Official Plan is not in effect for the Subject Lands, the Town of Midland Official Plan (2002) was analyzed as part of this Report.

The Subject Lands are designated 'Employment Areas' on Schedule A of the Town of Midland Official Plan ("Town OP") (see **Figure 4**). The purpose of the Town OP is to manage and direct physical change and its effects on the social, economic and natural environment in the Town in a manner which implements the vision for Midland. Overall, the vision for the Town seeks to reflect the natural beauty of the region, while offering its residents and visitors economic opportunity and prosperity while maintaining a high level of protection for the lifestyle and environment.

Section 2.0 outlines the general development policies of the Town OP, with Section 2.1 addressing economic development. In particular, Section 2.1.1 states that,

*Economic Development will be supported and encouraged to create a positive business environment to provide local employment opportunities. It is expected that this can be achieved in part through the following initiatives:*

- b) Provide strategically located highway commercial facilities based on the need for expansive land requirements and optimum business exposure. These areas can also be considered as strategic locations for large footprint retail developments.*

- c) *Attract new industries and support existing businesses and capitalize on the assistance and initiative programs of senior levels of government.*

The Site is located adjacent to Highway 12, a key transportation corridor in the Town of Midland, and the Proposed Draft Plan will provide opportunities for further employment uses in the Town through the provision of five (5) new blocks for industrial type purposes.

Community design is addressed in Section 2.4 of the Town OP and policies broadly seek to ensure the delivery of high standard of design and quality built form in the Town, that evoke a desirable image and sense of place. As it relates to the Proposed Development, and the community design goals, the following objectives are identified:

*2.4.1 The Town recognizes the value of having the highest quality of built and natural environments. In addition to a distinctive physical form, many social, economic and environmental benefits are realized by well-designed environments.*

*2.4.2 As the Town grows and evolves an exemplary standard of design excellence must be promoted when the basic elements including streets, parks, public places, business uses, institutional facilities and residential neighbourhoods, are constructed.*

*2.4.3 The Community Design policies focus on important design features. These features have been translated, below, into objectives, which set out the Town's overall approach to community design. Council will promote developments, which through their adherence to principles of high quality community design will produce built environments that evoke a desirable image and sense of place.*

*2.4.4 To achieve the Community Design goals, the Town will pursue the following objectives when considering development and redevelopment:*

*2.4.4.1 Encourage private and public developments to provide an integrated mix of uses, activities and experiences;*

*2.4.4.2 Encourage, through the design process, the need to preserve, protect and enhance the natural environment of the land and adjacent bodies of water;*

*2.4.4.3 Encourage the creation of an overall physical form related to pedestrians and cyclists;*

*2.4.4.4 Encourage the design of road patterns, buildings and spaces which makes it easy for pedestrians and vehicles to move efficiently;*

*2.4.4.5 Encourage the implementation of disability design features;*

*2.4.4.6 Encourage developments that fit within the surrounding neighbourhood which consider the uses, massing, height, scale, architecture and details of adjacent buildings;*

*2.4.4.7 Encourage the creation and preservation of landmarks and other distinctive elements including buildings, open spaces, landscapes and natural features;*



*2.4.4.8 Encourage developments that can be used for a variety of purposes and which can adapt over time to changing circumstances and opportunities.*

*2.4.5 To implement the above, Council will require development to be designed and built in accordance to Section 4.0, Amenity and Design.*

The Proposed Development provides two (2) points of access from the surrounding road network and includes a new municipal right-of-way from Brandon Street to the west, through to William Street to the east, as well as a cul-de-sac at the termination of Brandon Street to the north. As confirmed by the Transportation Impact Study, the proposed road network will facilitate safe and efficient connections with the broader community. Further, the Proposed Draft Plan has been designed with considerations to the adjacent land uses. The Site is predominantly bordered by industrial and commercial developments to the west, south and east, with an approved residential draft plan of subdivision located to the north. The Proposed Draft Plan provides a layout appropriate for the adjacent land uses and will contribute toward diversifying the types of parcels available for industrial and commercial development within the immediate area. Additionally, the proposed blocks are of a size and depth that will allow for suitable separation from the residential lands to the north and the location of the stormwater management pond along the northern bounds of the Subject Lands will provide additional buffering and separation between uses. It is noted that individual Blocks will be required to go through Site Plan Approval as applicable which will ensure a functional and attractive design based on the individual future end users. Additionally, each Block will be required to demonstrate conformity with the Provincial D-6 guidelines in order to remove the Holding Provision where applicable. This will ensure that the wide range of uses within the M1 Zone are appropriately located as it relates to the residential lands.

As noted, the Subject Lands are designated 'Employment Areas' in the Town OP. The land use policies pertaining to the 'Employment Areas' designation are outlined in section 3.1 of the Town OP. Overall, the 'Employment Areas' designation is intended to provide for business and commerce, industry and compatible community and institutional uses. Overall, these lands are intended to provide adequate lands for the future needs of the community, and it is the intent of the Town OP to support and encourage appropriate business growth.

In accordance with the policy directives for the 'Employment Areas' designation, Section 3.1.2 of the Town OP establishes the following objectives:

- a) To provide opportunities for a diversified economic base which supports a healthy, stable economy and enhances employment opportunities.*
- b) To provide for and maintain an adequate supply of developable land.*
- c) To reduce and respect the natural conflicts between business uses and residential and public uses.*

Section 3.1.3 outlines the permitted uses for the 'Employment Areas' and includes a variety of industrial and commercial type uses.

The development policies related to the 'Employment Areas' designation are outlined in Section 3.1.5 and state that,

- a) Building design, location and treatment should be complementary to surrounding uses. Buildings located adjacent to major transportation routes are expected to present a best face*

- forward design approach, including landscaping, to heighten the aesthetic appeal of the location and the surrounding area.*
- b) Adequate parking and loading facilities will be provided on site. Shared access and parking for adjacent developments is encouraged, together with shared internal roadways, to reduce the need to use local streets.*
  - c) Adequate visual screening between adjacent residential and open space uses shall be provided. Outside storage areas shall be fenced and screened so as to appropriately conceal the use from adjacent properties and streets.*

The Proposed Development is a permitted use on the Site and will provide opportunities to diversify the economic base in the Town of Midland through the provision of five (5) new development blocks to support employment type development. The lands are currently underutilized and are designated for the land use proposed. The Subject Lands area predominantly surrounded by existing industrial and commercial development, however, an approved residential draft plan of subdivision is located directly to the north. These residential lands are also owned by the Applicant and consideration has been given on both sites to minimize the potential for conflict between uses. For example, additional depth has been provided within the residential lots bordering the Proposed Development, and the proposed employment blocks are of a size where future development can be sited in a manner to provide appropriate setbacks from the future residential uses. The Proposed Draft Plan is complementary of the surrounding uses in the area and the development blocks are of a scale that can adequately accommodate future development, including required parking and loading facilities. It is anticipated additional considerations such as landscaping and screening for individual development blocks would be addressed through future site plan control applications and review as applicable.

Section 4 of the Town OP contains policies which address amenity and design matters. In particular, Section 4.2 addresses Community Image and includes the following policies:

*4.2.1 Through effective community design, the Town can foster an image of Midland that recognizes and promotes the high quality of the natural and built environment. The Town encourages the appropriate:*

*4.2.1.1 Retention and enhancement of distinctive built and natural features within the area, such as historic buildings, ridges, ravines, watercourses and woodlots that contribute to the image of the Town;*

Furthermore, Section 4.3 contains policies related to Design with Nature including:

*4.3.1.1 Through development review, strive to ensure that significant natural features and ecological and hydrological functions, such as watercourses, wetlands, woodlands and shorelines are protected as visual landmarks to maintain links with the Town's cultural, historic and environmental heritage;*

*4.3.1.2 Where possible, require the retention of native vegetation on development lands and permit such features to regenerate with minimal intervention;*

*4.3.1.3 Encourage the protection of mature trees of esthetic and heritage value;*

*4.3.1.4 Encourage the use of plant materials to create visual variety and to satisfy functional requirements, such as shade, screening, sound attenuation, buffering and stabilizing slopes;*

*4.3.2 When considering a Plan of Subdivision or any other development proposal, the Town may require that the owner enter into an agreement whereby:*

*4.3.2.1 Only such trees which directly impede the construction of buildings and services should be removed and the developer will replace them by trees of sufficient maturity to enhance the appearance of the development;*

*4.3.2.2 A reasonable minimum number of trees and/or other suitable vegetation per lot shall be provided by the developer regardless of the state of the area prior to being subdivided;*

The Subject Lands are currently designated and zoned for industrial development and no environmental protection lands are currently identified on the site in the Town of Midland Official Plan. The Environmental Impact Assessment completed by Azimuth for the Subject Lands and concluded there were no concerns from a natural heritage perspective. In addition, Fisheries and Oceans Canada ("DFO") has reviewed the proposed alterations to the drainage features on the Subject Lands and confirmed in a letter of advice that a permit is not required for the works and advised of their acceptance of the proposal. Vegetation will be provided through tree preservation around the perimeter of the Site where feasible due to engineered grading requirements and it is anticipated that considerations for landscaping and screening for each of the individual development blocks would be addressed through future site plan control applications and review as applicable.

Section 4.4.4 addresses Development and Subdivision Design and includes the following policies:

*An objective of development and subdivision design is to ensure a sufficiently compact form, appropriately integrated with the Town's existing built form, and features. Development and subdivision design should establish attractive physical settings that support a range of activities and pedestrian environments. The Town shall:*

*4.4.1.1 Encourage designs and patterns for streets and arterials that provide appropriate access and integration for vehicles, pedestrians and cyclists.*

*4.4.1.2 Encourage designs of streets, arterial roads, blocks and lots that create a circumstance supporting comfortable, safe and barrier free pedestrian activity and movement both within and beyond the development.*

*4.4.1.3 Encourage new subdivision streets and arterial roads that generally align on a grid or modified grid pattern in order to create development blocks appropriately sized for their intended use and possible future uses.*

*4.4.1.5 Encourage designs to promote public safety which includes reducing reverse lotting that requires privacy fencing along arterial roads.*

*4.4.1.6 Encourage designs, which properly position and landscape snow storage areas, solid waste disposal containers and group mail boxes.*

The Proposed Draft Plan will provide a connection to Brandon Street to the west and a connection to the east via William Street. The development of Street 'A' will provide access across the Subject Lands, which will facilitate connection to the broader community. The proposed development blocks are appropriately sized for their intended use and the Transportation Impact Study has confirmed that proposed road network will facilitate safe and efficient movement.

Section 4.5 of the Town OP addresses Streetscapes, and contains the following policies:

*4.5.1 Streets should be designed to contribute to the character of the immediate area and provide a high level of amenities. The Town should:*

*4.5.1.1 Encourage street landscape design to compliment adjacent built forms and open spaces to provide shade and visual interest in all seasons.*

*4.5.1.2 Support where appropriate, the use of sidewalks.*

*4.5.1.3 Promote the underground placement of electrical power lines, telephone and other utilities and cables wherever practical.*

Street 'A' will be designed to municipal standards through the detailed engineering design process.

It is noted that the Subject Lands are adjacent to lands approved for residential development to the north. As such, the buffering policies outlined in Section 4.6 of the Town OP must be contemplated. Sections 4.6.1 and 4.6.2 include the following provisions with respect to buffering,

*4.6.1 Appropriate buffering should be required where there may be a negative impact on the enjoyment of adjacent uses. Buffering should be appropriate for the circumstances and may include the following:*

*4.6.1.1 Landscaped strips including rows of trees and bushes and grassed areas.*

*4.6.1.2 Perforated or solid walls, fences, or other appropriate screenings.*

*4.6.1.3 Appropriate distance between uses.*

*4.6.1.4 Berms, particularly around parking lots.*

*4.6.2 Attention is required concerning adjoining residential and non-residential uses, particularly those characterized by traffic, trucks, noise, fumes and other circumstances which may negatively affect the residential amenity. The following should be given due consideration.*

*4.6.2.1 Restriction of adjacent parking, loading, unloading and outside storage.*

*4.6.2.2 Regulation of lighting and signs so that light is focused and/or directed away from the residential uses.*

To ensure adequate buffering, all development blocks within the Proposed Draft Plan are of a scale where it is anticipated that future development can be sited with appropriate setbacks from the

residential lands to the north. In addition, the location of the stormwater management pond along the northern bounds of the Subject Lands will assist in providing additional buffering and greater separation between the majority of the industrial lands and the residential lands to the north. Within the residential draft plan of subdivision, all lots along the southern property line have been provided with additional depth, with lots generally 45m deep compared to a typical residential lot depth of approximately 30m, which will further allow for greater separation between uses and a reduced likelihood of negative impacts.

In addition, it is proposed that a Holding Provision be added to certain lands in the existing M1 Zone on Subject Lands. The condition to remove the Holding Provision (where applicable) on the individual blocks would be to demonstrate regard for the Provincial D-6 Compatibility between Industrial Facilities Guidelines to ensure the wide range of uses within the M1 Zone are appropriately located as it relates to the residential lands to the north. Through this process, as well as site plan control as applicable, any additional buffering requirements can be implemented as appropriate depending on the specific use, scale and form of future individual end users as well as the specific location of each individual development block as it becomes known. It is proposed that the inclusion of any Holding Provision, where appropriate, be completed as a condition of draft plan approval to ensure this is in place prior to registration of the proposed industrial draft plan.

With respect to transportation, the Town OP contains policies in Section 6 which seek to provide a road network which can accommodate the predicted volume of traffic in a safe and efficient manner. In particular, Section 6.3.7 states that,

*All new roads and streets should be provided with curbs, gutters and storm sewers. Sidewalks should also be provided on at least one side of arterials, collectors and local streets.*

The Proposed Draft Plan includes a new right-of-way from Brandon Street to the west, through to William Street to the east, as well as a cul-de-sac at the termination of Brandon Street to the north. The proposed streets will be developed to full municipal standards through the detailed design process and will provide connection to the broader community. The Transportation Impact Study completed for the Proposed Development has confirmed that the anticipated traffic generated from the Site can be appropriately supported by the surrounding road network.

Section 6.4 of the Town OP contains policies related to Public Transit, including:

*6.4.1.2 Areas to be developed or redeveloped should incorporate design features to facilitate public transit use;*

*6.4.1.4 Bus stops are located to minimize walking distances and amenities such as seating and climate protection are incorporated as deemed necessary.*

Similarly, Section 6.5 contains policies related to Pedestrian and Bicycle Traffic including,

*6.5.1.1 New land development will have regard for the provision of pedestrian routes which link centers of activity within and beyond the subject sites;*

*6.5.1.2 Pedestrian and bicycle routes should be dedicated and form part of the public right of way system;*

The Subject Lands are in close proximity to several local public transit routes (**Figure 8**) Street 'A' will be designed to municipal standards through the detailed engineering design process and the road configuration with the Proposed Draft Plan provides access to both Brandon Street to the west and William Street to the East for road users and pedestrians. Street 'A' will be designed to municipal standards.

Section 7 of the Town OP contains policies pertinent to engineering services, such as water and sanitary servicing, and stormwater management. With respect to servicing, Section 7.1.1 states that,

*It is a policy that all development be provided with municipal water, sanitary sewers and a storm water drainage system.*

The Proposed Development will be serviced by municipal water and sanitary systems, and will be provided with a stormwater drainage system. A Preliminary Servicing and Stormwater Management Report was completed for the Proposed Development and is respectively detailed in **Section 5.2** of this Report.

With respect to stormwater management, Section 7.6.1 of the Town OP states that,

*The effects and impact of stormwater management and quality control form an integral and important part of development, redevelopment and public works. As such, stormwater management should be an important part of any development consideration.*

Section 7.6.3.4 of the Town OP states that,

*Stormwater management plans are required for all new Plans of Subdivision, may be required for developments under Site Plan Control and may be required for developments, which by their nature, magnitude or location have a potential for negative impact on the drainage area. The proposed stormwater management plan shall be acceptable to the relevant agencies and bodies having jurisdiction and shall be designed in accordance with any Town design standards, and if applicable, the Master Drainage Plan for the sub watershed area. In the absence of a Master Drainage Plan, the stormwater management plan should address such matters as best management practices, consideration of watershed flow regimes and headwater areas, stormwater flow control, centralized facilities, erosion control during and after construction, impact on groundwater resources, maintenance of base flow and storage levels and effects on water quality including temperature, wild life, fisheries and the implementation of any mitigating measures.*

Section 7.6.3.6 of the Town OP states that,

*Chanelization of natural watercourses should be minimized. Alteration of natural watercourses should only be undertaken as part of an approved renaturalization/replacement plan subject to the requirements of the appropriate approval authority. (CM#15)*

With respect to stormwater management and tree restoration, Section 7.6.3.5 of the Town OP states that,

*The retention of existing tree cover or natural vegetation particularly along water courses and water stream valleys and the provision of significant grassed and natural areas shall be*

*encouraged to facilitate the infiltrating of stormwater runoff into the ground where soil conditions permit.*

With Section 7.6.3.7 stating that,

*Where end of pipe management facilities are required, such facilities shall be designed to retain surface runoff during peak flow periods, to permit settling of pollutants and to reduce the cost of storm sewers, related works and maintenance. End of pipe stormwater quality controls should include wet storm detention pond wetlands, oil/grit separators, buffer strips and/or infiltration basins or trenches.*

Furthermore section 7.6.3.8 states that,

*Developments, which may impact surface drainage, shall provide comprehensive plans detailing methods of treating stormwater and discharging it to a receiving watercourse and any impact on affected properties*

With Section 7.6.3.9 stating that,

*No Official Plan Amendment, Zoning By-law Amendment or Plan of Subdivision shall be approved if the proposed development would have a significant adverse impact on surface drainage.*

A hybrid wet pond/dry pond stormwater management facility and storm sewer network is proposed to convey and manage stormwater within the Proposed Development and surrounding lands. The proposed alteration of drainage features on the Subject Lands maintains conveyance function emulating existing conditions and the Proposed Development will manage flow volume and improve the quality of water discharged downstream, which is an improvement to existing conditions. In addition, Fisheries and Oceans Canada (“DFO”) has reviewed the proposed alterations to the drainage features on the Subject Lands and confirmed in a letter of advice that a permit is not required for the works and advised of their acceptance of the proposal. The stormwater management plan for the Proposed Development has been designed to maintain pre-development flows and infiltration volumes, as well as ensure quality and quantity control for upstream development. A more detailed description of the stormwater management plan for the Proposed Development is contained within **Section 5.2** of this Report.

Additionally, in accordance with Sections 7.6.3.13 and 7.6.3.14, post development peak stormwater runoff should be limited to predevelopment levels, with groundwater quality maintained and groundwater recharge promoted.

**Based on the above, it is concluded that the Proposed Draft Plan conforms to the Town OP.**

## 4.6 Town of Midland Zoning By-law

The Town of Midland Zoning By-law (the “Town ZBL”) is applicable to the Subject Lands. The Subject Lands are currently zoned “Industrial (M1)” in the Town ZBL (**Figure 7**), which permits a variety of light industrial and commercial type uses. The Proposed Draft Plan has generally been designed within the parameters of the M1 Zone provisions and a Zoning By-law compliance review has been included as Table 1.

**Table 1 – Zoning By-law Compliance Review**

<b>Provision</b>	<b>M1 Zone Requirement</b>	<b>Proposed in Draft Plan</b>
Minimum Lot Area	4,000 m <sup>2</sup>	8,800 m <sup>2</sup> and greater
Minimum Lot Frontage	30.0 m	44.5 m and greater
Maximum Lot Coverage	60 %	-
Minimum Yard Setbacks		
(a) Front	7.5 m	
(b) Rear	8.8 m	
(c) Interior Side	6.0 m	-
(d) Exterior Side	7.5 m	
Maximum Building Height	11.0 m	-

All of the proposed development blocks will meet the minimum lot area requirements with sizes ranging from 8,800 m<sup>2</sup> (0.88ha) to 53,500 m<sup>2</sup> (5.35 ha). Furthermore, all of the blocks will satisfy the minimum frontage requirements, with frontages ranging between 44.5 metres to 111.1 metres.

Additionally, while no buildings or structures are proposed at this time, it is anticipated that future development can be accommodated on each of the blocks in a manner that conforms to the lot coverage, setbacks, height requirements and other provisions of the M1 Zone.

Overall, the layout of the Proposed Draft Plan makes efficient use of the lands, while accounting for the large stormwater management block, irregular property shape, and the existing M1 Zone requirements.

**Based on the above, it is concluded that the Proposed Draft Plan complies with and meets the intent of the provisions outlined in the Town ZBL.**



# 5.0 SUPPORTING STUDIES

## 5.1 Environmental Impact Assessment

An Environmental Impact Assessment (“EIA”), dated August 2020, was completed by Azimuth Environmental Consulting Inc. The purpose of this EIA was to demonstrate there are no concerns from a natural heritage perspective with respect to the Proposed Development, including the location and configuration of the relocated stormwater management pond.

As part of the EIA, the following work was undertaken to determine the existing conditions of the Subject Lands and the adjacent lands:

- Acquired background natural heritage information for the property and adjacent lands from online sources and MNRF;
- Reviewed natural heritage studies completed for the Town of Midland;
- Completed drainage feature assessments of the Subject Lands and adjacent lands;
- Completed bat related studies to assess habitat function for Endangered bats and Bat Maternity Colony Habitat;
- Completed evening calling amphibian surveys;
- Completed visual encounter surveys for snakes and other reptiles (turtles);
- Completed dawn breeding bird surveys;
- Completed nocturnal bird surveys;
- Completed fish sampling;
- Classified vegetation communities;
- Compiled lists of vascular plants by vegetation community based on reconnaissance surveys;
- Completed a SAR assessment;
- Completed a Stream Flow Assessment; and
- Completed a Significant Wildlife Habitat assessment.

Overall, the EIA concludes that the natural features and ecological functions of the Subject Lands and adjacent lands have been evaluated to inform decisions concerning the Proposed Development. The results of the EIA indicate that the Proposed Development can be achieved with no negative impacts to significant natural heritage features and functions – including individuals and habitat of Endangered and Threatened species consistent with Section 2.1 of the PPS and Ontario’s *Endangered Species Act*. The proposed alteration of drainage features on the Subject Lands does not impact productive aquatic habitat/direct fish habitat and maintains conveyance function emulating existing conditions. The Proposed Development will manage flow volume and improve the quality of water discharged to downstream aquatic habitat, which is an improvement to existing conditions. The Proposed Development balances pre- to post-development infiltration maintaining the ground water regime.

Based on the findings of the EIA, the following recommendations are included:

- Submit a request for review to the DFO related to works impacting drainage features of the ORSI lands;
- Following approval, prepare an edge management plan to identify opportunities for tree retention and to identify hazard trees for removal (arborist report);
- Clear vegetation between October 15 and April 1 as per the MECP's direction provided in the context of this development;
- Within the landscape design for the industrial subdivision/SWM Pond/SWM Bypass channel, etc. - utilize native, non-invasive plant species (trees, shrubs, seed mixes) to the extent possible given design constraints;
- As part of the engineering design, develop a sediment and Erosion Control Plan (ECP) employing best management practices and according to municipal requirements. The ECP should include details related to monitoring to ensure that the development does not discharge deleterious substances to environmental features of adjacent lands during and following construction; and
- Apply best management practices for construction vehicle refueling, maintenance and marshalling to protect surface and ground water from potential release of deleterious substances.

## 5.2 Preliminary Servicing & Stormwater Management Report

A Preliminary Servicing and Stormwater Management Report was prepared by Jones Consulting Group Ltd. in October 2020 to review how the Proposed Development would be serviced with respect to sanitary and water services, as well as stormwater infrastructure. An update to the Report was subsequently completed in November 2022 to reflect the revisions to the Proposed Development. Overall, the Proposed Development will be serviced by municipal sanitary and water infrastructure. A large, centralized stormwater management facility is proposed on the Subject Lands and the proposed municipal storm sewer infrastructure will convey drainage from the existing development north, west and east of the Subject Lands, to this facility. The proposed SWM facility will provide the required quality and quantity control in accordance with Ministry of Environment guidelines.

### 5.2.1 Sanitary Servicing

The Proposed Development will be serviced by the Town of Midland's Bay Street Sewage Treatment Plan (STP). Sewage conveyance to the Bay Street STP is proposed via existing sanitary sewers on William Street. The Town has not advised of any capacity concerns for the Bay Street STP or downstream facilities. Overall, internal sanitary flows are proposed to be conveyed via gravity sewers to the existing sanitary trunk which collects external sanitary sewer flows from existing developments to the north and west, before outfalling at the sanitary trunk along William Street. Two (2) connection points are proposed to the trunk sanitary sewer from the Proposed

Development, one at the existing sanitary maintenance hole 184 and the other at the east limit of Street 'A' adjacent to the Coral Springs Lane and William Street intersection at existing maintenance hole 253.

The sanitary sewer system has been sized to accommodate external flow from the residential development to the north and the proposed sewers have been appropriately sized to convey the required flows from the Proposed Development, in addition to meeting the minimum and maximum velocity requirements stipulated by the Town of Midland.

### **5.2.2 Water Servicing**

A fully looped water distribution system will provide water servicing and distribution for the Site via two (2) connections along William Street and Brandon Street. While a watermain is existing along William Street for the one (1) connection, a new watermain is proposed along Brandon Street to service the Site for the second connection at the Street A. This new watermain will connect to the existing watermain along Highway 12.

Domestic water and fire services will be provided to each of the blocks through watermains internal to the Subject Lands. Fire hydrants will be sited at strategic locations within the Proposed Development in accordance with the Town's requirements for fire suppression coverage. Based on the estimated water demand for end uses within the Proposed Development, it is anticipated that the Town's overall water supply has sufficient pressure and capacity to provide the required flows to the Proposed Development. A Water System Analysis (WSA) will be completed at the detailed design stage to confirm watermain sizing and to ensure adequate water supply.

### **5.2.3 Stormwater Management & Conveyance**

External storm drainage from existing development to north, east, west and south, currently flows through the Subject Lands through a combination of existing storm sewers and overland flow routes. In order to achieve quality and quantity control for existing upstream development, as well as the Proposed Development, a wetland stormwater management facility is proposed on the Subject Lands, which will outlet to William Street. Overall, the stormwater management solution has been designed to ensure post-development flows and infiltration volumes are consistent with pre-development values.

The proposed stormwater management facility and associated storm drainage system will be designed in accordance with the Town of Midlands Engineering Development Design Standards and the Ministry of Environment Policies and Guidelines. Overall, the stormwater management plan for the Proposed Development includes the following components:

- Minor system (storm sewers) will be sized to convey runoff up to the 5 year storm event;
- Major system (overland flow) will be designed to safely convey regulatory event run-off to the designated outlets;
- Quantity control of stormwater runoff will be provided to reduce post development peak flows to corresponding pre development flows for the 2 to 100 year storm events;
- Quality control of stormwater run-off will be provided in accordance with the "Enhanced" level of protection stipulated by the Ministry of Environment; and,
- Maintain existing annual water balance characteristics by promoting infiltration to counteract the increase in hard surfaces.

The post-development condition for the Subject Lands will drain in a south-easterly direction towards William Street, prior to ultimately draining to the Wye River.

The proposed stormwater management facility will provide the required quality and quantity control in accordance with MECP guidelines. 80% removal of Total Suspended Solids (TSS) will be achieved and the proposed stormwater pond has been designed to provide extended detention of the 25mm post-development peak flow, ensuring mitigation of any downstream erosion. The proposed stormwater management facility has been designed to attenuate post development runoff for storm events up to and including the 100-year event and will provide the necessary stormwater quantity control for the Proposed Development. Additionally, the facility will capture runoff from the neighbouring residential subdivision to the north, ensuring post development flows to William Street are controlled to corresponding pre-development peak flows.

As it relates to a minor conveyance event, runoff will discharge to the stormwater management facility through the proposed storm sewer network. However, in the event of a major storm occurrence or the blockage to the storm sewer network, site grading has been designed such that flows will be directed to the proposed stormwater management facility, without causing flooding. While a detailed Erosion and Sediment Control Plan will be prepared at the detailed design stage, the following measures are recommended during construction to minimize potential impacts from erosion and sedimentation during construction:

- Excess earth and topsoil is to be stockpiled away from environmentally sensitive areas and/or removed from site. Stockpiles shall be seeded or covered with erosion control if left for periods of greater than 30 days.
- Temporary sediment control fencing should be erected around the perimeter of all grading activities;
- Temporary sediment traps should be installed on catch basins until surface cover has been stabilized;
- Temporary rock flow check dams should be installed within drainage cut-off swales;
- A temporary construction access mud mat should be installed at the construction accesses to reduce the amount of materials that may be transported off site;
- Temporary sediment and erosion control ponds should be installed to attenuate and treat sediment laden runoff during earthworks operations.
- Construction during drier months should be monitored for wind-borne transport of sediments. At the direction of the engineer, the contractor may be directed to water down exposed earth areas with an aqueous solution of calcium chloride or suitable alternative;
- All disturbed areas not under immediate construction for 30 days, or not intended for building activities within a 3-month time period, should be stabilized with hydro-seeding.

#### **5.2.4 Secondary Utilities**

Electrical, telephone and cable utilities are all available within the adjacent right-of-ways and it is not anticipated that there would be any limitations to servicing the Proposed Development with secondary utilities. A Composite Utility Plan will be provided to indicate the location of each utility once formal confirmation is received.

Overall, the Proposed Development can be appropriately serviced via the methods proposed.

### **5.3 Hydrogeological Assessment**

To determine the potential for the Proposed Development to impact existing soil and groundwater conditions, a Hydrogeological Assessment was prepared by Azimuth Environmental Consulting, Inc. for the Subject Lands and the residential lands to the north in July 2022. An update to the original report was subsequently prepared in November 2022. As part of this assessment, a drilling program, monitoring wells, hydraulic conductivity testing and water quality sampling were undertaken.

Results from the water quality sampling determined that all of the parameters meet the Ontario Provincial Water Quality Objectives (PWQO), with the exception of total phosphorous. The elevated phosphorous levels are likely attributed to suspended sediment within the monitoring well and the value will likely be lowered through the implementation of erosion and sediment control measures implanted during construction.

Based on the dewatering analysis for the proposed stormwater pond and service lines, registration under the Environmental Activity and Sector Registry (EASR) may be advisable as the dewatering volume during construction is likely to exceed 50,000 L/day. However, impacts to adjacent private wells and natural heritage features as a result of construction dewatering were determined to be low.

Lastly, the water balance completed for the Subject Lands determined that with mitigation measures, infiltration under post-development conditions would be 100% of the pre-development volumes. Therefore, groundwater infiltration on the site will be maintained.

### **5.4 Traffic Impact Study**

A Traffic Impact Study ("TIS") was prepared by JD Northcote Engineering Inc. to review the potential impacts to traffic that the Proposed Development could have on the local road network and on traffic flow at the Subject Lands in October 2020. The Report was subsequently updated in November 2022 to reflect modifications to the Proposed Development. Overall, the Proposed Development will include a new road ("Street A") spanning between William Street and Brandon Street. The Proposed Development will include one full-movement access driveways onto Brandon Street and one full-movement access driveway onto William Street.

As part of the TIS, the following work was undertaken:

- Consult with the Town and MTO to address any traffic-related issues or concerns they have with the Proposed Development;
- Determine existing traffic volumes and circulation patterns;
- Estimate future traffic volumes if the proposed development was not constructed, including the impact of additional proposed developments in the area;
- Complete level-of-service (“LOS”) analysis of horizon year (without the Proposed Development) traffic conditions and identify operational deficiencies;
- Estimate the amount of traffic that would be generated by the Proposed Development and assign to the roadway network;
- Complete LOS analysis of horizon year (with the proposed development) traffic conditions and identify additional operational deficiencies;
- Identify improvement options to address operational deficiencies;
- Review the proposed intersection spacing;

Overall, the TIS determined that Proposed Development will not cause any operational issues and will not add significant delay or congestion to the local roadway network. The conclusions from the TIS can be summarized as the following:

- The Proposed Development is expected to generate a total of 351 AM and 417 PM peak hour trips.
- Based on the results of the intersection operation analysis, no improvements (other than the planned conversion of William Street to a 3-lane profile) are recommended within the study area.
- The proposed site accesses will operate efficiently with one-way stop control for egress movements. A single lane for ingress and egress movements will provide the necessary capacity to convey the traffic volume generated by the Proposed Development.
- An eastbound left turn lane is recommended at the East Access with a 25 metre storage length and a 55 metre taper length.
- An eastbound left turn lane is required on Highway 12 at Brandon Street with a 15 metre storage length, 55 metre parallel length and a 120 metre taper length. This left turn lane will tie into the existing westbound left turn lane at the downstream intersection (Highway 12 / King Street), creating a shared auxiliary lane.
- The location of the proposed site access connections are considered appropriate with respect to minimum corner clearance and spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017) and MTO Highway Management Guideline (2013).

- The sight distance available for the proposed East Access is suitable for the intended use.

## 5.5 Stage 1-2 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was completed by AMICK Consultants Limited to review the potential for archaeological resources on the Site. The Assessment consisted of property inspection and photographic documentation, concurrently with high intensity test pit methodology at 5 metre intervals between individual test pits, and by test pit survey at a ten metre interval to confirm disturbance.

No archaeological resources were encountered through the Assessment, and as a result, the following recommendations are made:

1. No further archaeological assessment of the study area is warranted;
2. The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;
3. The proposed undertaking is clear of any archaeological concern.

The Stage 1-2 Archaeological Assessment was filed with the Ministry of Tourism Culture and Sport on December 3, 2018. Correspondence has been received by the Ministry of Heritage, Sport, Tourism, - Culture Industries (MTCS) dated November 15, 2019 confirming the Stage 1-2 Archaeological Assessment has been entered into the Provincial Register.

# 6.0 SUMMARY & FINDINGS

Based on the analysis outlined throughout this Report and the conclusions of the other supporting studies, it is submitted that the Proposed Draft Plan represents good planning for the following reasons:

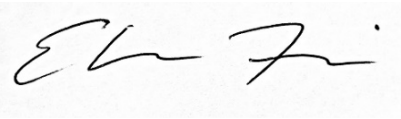
- It complies with the Planning Act, including by having regard to matters of provincial interest and to the matters listed in section 51(24) of the Planning Act;
- It is consistent with the PPS and conforms to the Growth Plan for the Greater Golden Horseshoe;
- It conforms to the County of Simcoe Official Plan and Town of Midland Official Plan; and
- It generally meets the applicable provisions and is in keeping with the approaches used in the Town of Midland Zoning By-law.

Respectfully submitted,

**MHBC**



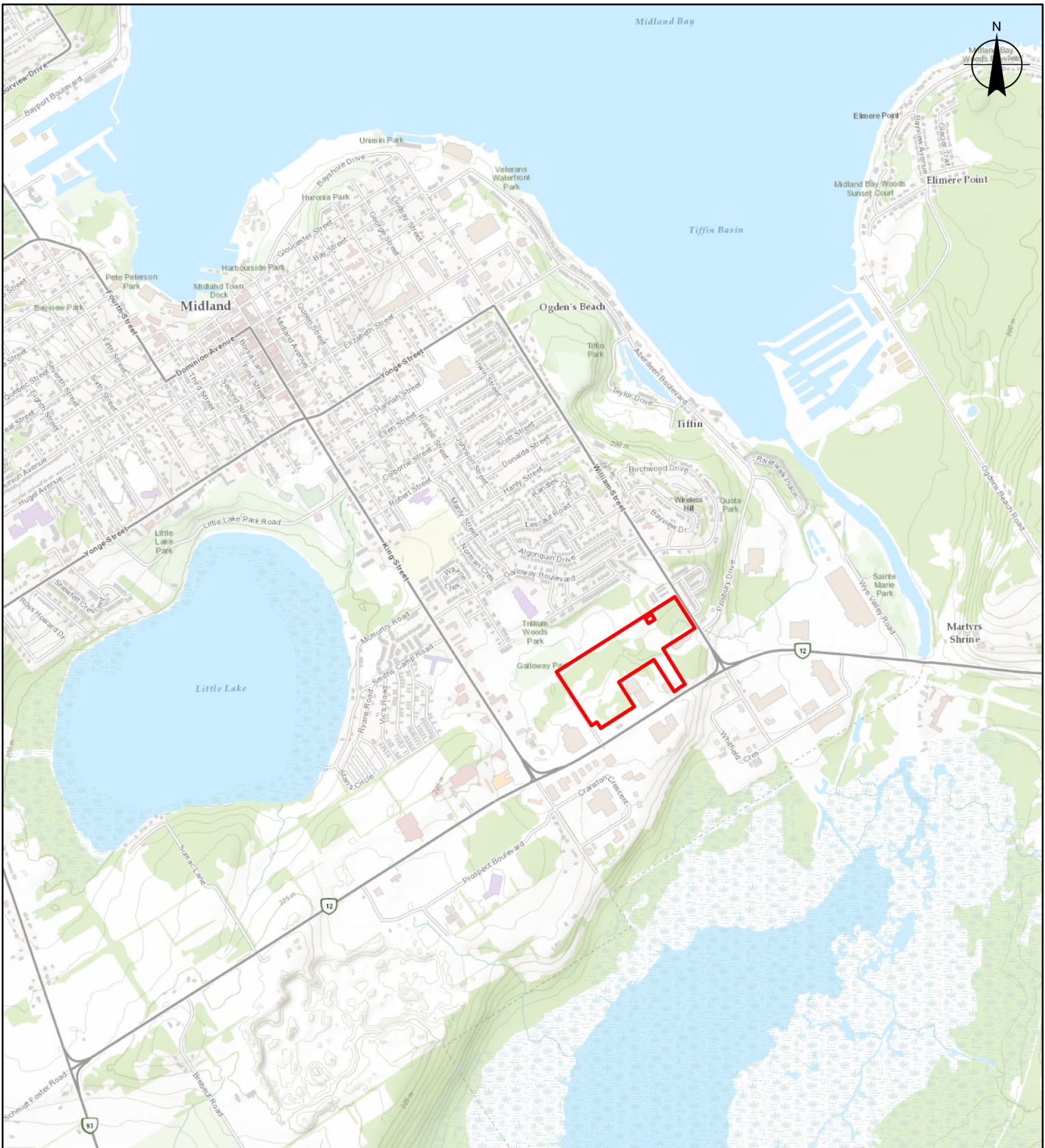
Kory Chisholm, BES, M.Sc., MCIP, RPP  
Partner



Ellen Ferris, BSc., MSc., MCIP, RPP  
Associate



# Figures



**Figure #1**  
**Site Location**

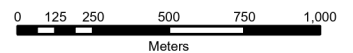
**Pratt - Industrial**  
**Draft Plan of Subdivision**  
16533 Highway 12  
Town of Midland  
County of Simcoe

**LEGEND**

 Property Boundary

DATE November 2022

SOURCES  
ESRI



N:\Brian\12162F Pratt - Residential Draft Plan of Subdivision\Drawings\Figures\Planning Report\GIS





**Figure #2  
Aerial Context**

**Pratt - Industrial  
Draft Plan of Subdivision**

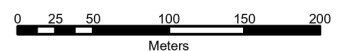
16533 Highway 12  
Town of Midland  
County of Simcoe

**LEGEND**

 Property Boundary

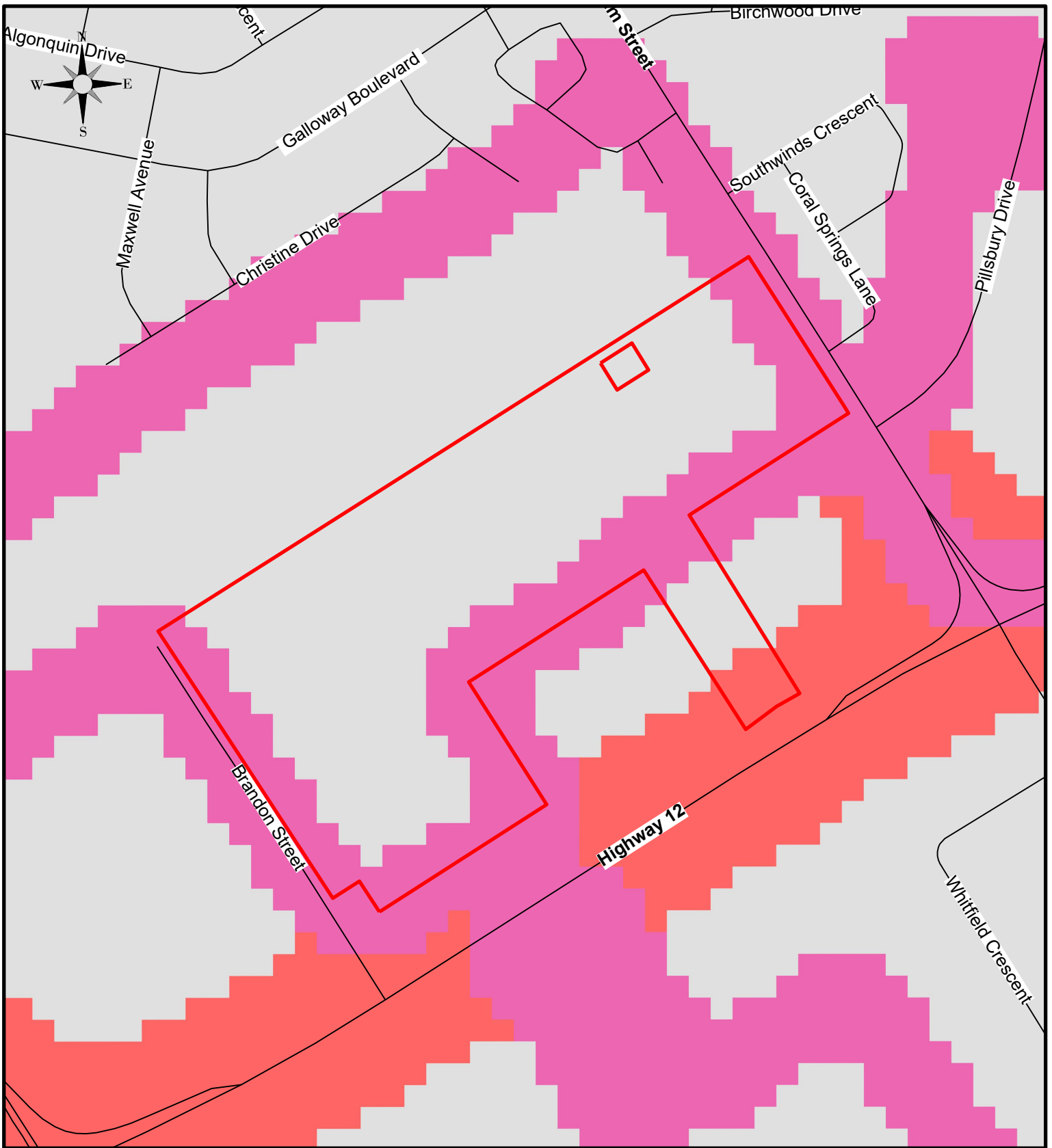
DATE November 2022

SOURCES  
County of Simcoe GIS



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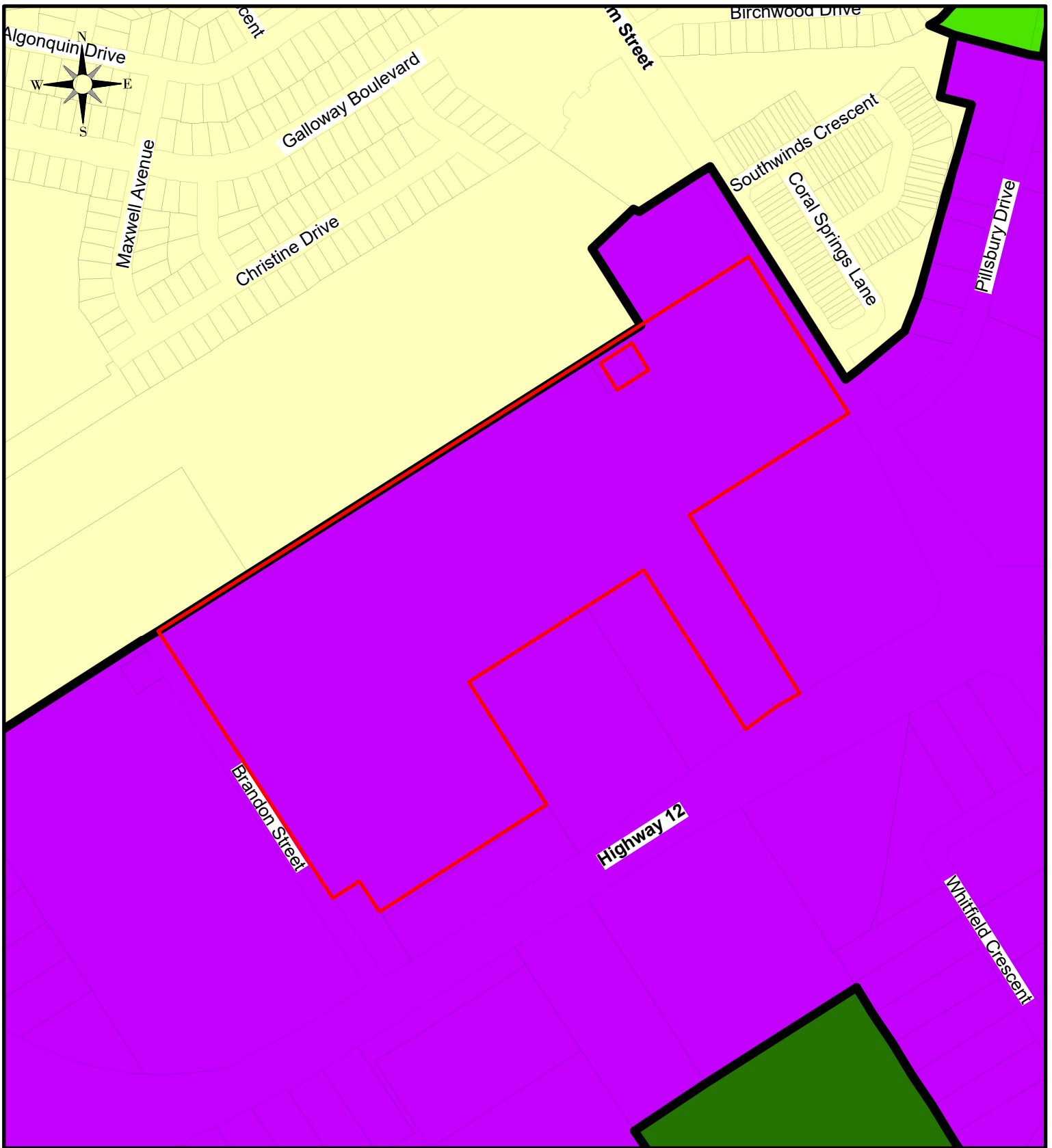


**Figure # 3**  
**Land Use Designations**  
**County of Simcoe**  
 Official Plan - Schedule 5.1  
**Pratt - Industrial**  
**Draft Plan of Subdivision**  
 16533 Highway 12  
 Town of Midland  
 County of Simcoe

**Legend**

- Property Boundary
- Built Boundary
- Provincial Highway
- Settlement

<b>Date</b>	November 2022
<b>Sources</b>	County of Simcoe Official Plan Schedule 5.1 - Land Use Designations Approved December 29, 2016
<b>Scale</b>	<div style="display: flex; align-items: center;"> <div style="width: 100px; border-bottom: 1px solid black; position: relative;"> <span style="position: absolute; left: 0; bottom: 0;">0</span> <span style="position: absolute; right: 0; bottom: 0;">150</span> </div> <div style="margin-left: 5px;">Meters (1:5000)</div> </div>
N:\Brian\12162G Pratt - Industrial Draft Plan of Subdivision\Drawings\Figures\Planning Report\CAD\12162G - Planning Report Figures 2022-11-15	
<b>PLANNING URBAN DESIGN &amp; LANDSCAPE ARCHITECTURE</b>	

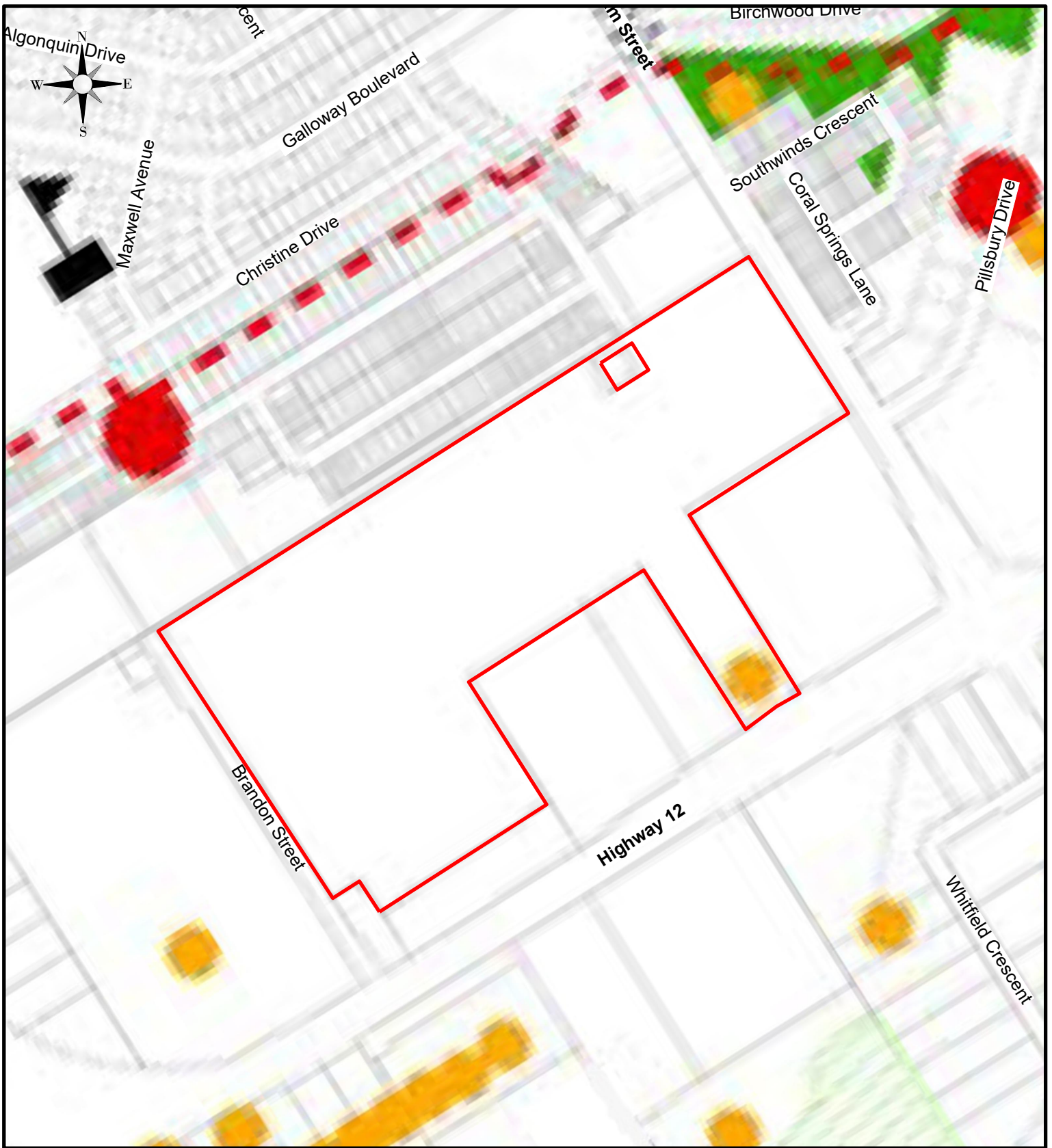


**Figure # 4**  
**Land Use**  
**Town of Midland**  
 Existing Official Plan - Schedule A  
**Pratt - Industrial**  
**Draft Plan of Subdivision**  
 16533 Highway 12  
 Town of Midland  
 County of Simcoe

**Legend**

- Property Boundary
- Residential District
- Employment Areas
- Open Space District
- Environmental Protection

Date	November 2022
Sources	Town of Midland Official Plan - Existing Schedule A - Land Use Office Consolidation November 2017
Scale	 0 75 150 Meters (1:5000)
N:\Brian\12162G Pratt - Industrial Draft Plan of Subdivision\Drawings\Figures\Planning Report\CAD\12162G - Planning Report Figures 2022-11-15	
 <b>PLANNING URBAN DESIGN &amp; LANDSCAPE ARCHITECTURE</b>	



**Figure # 5**  
**Green Map**  
**Town of Midland**  
 Existing Official Plan - Schedule B  
**Pratt - Industrial**  
**Draft Plan of Subdivision**  
 16533 Highway 12  
 Town of Midland  
 County of Simcoe

**Legend**

- Property Boundary
- School
- Private SWM
- Municipal SWM
- Parks
- Future Trails

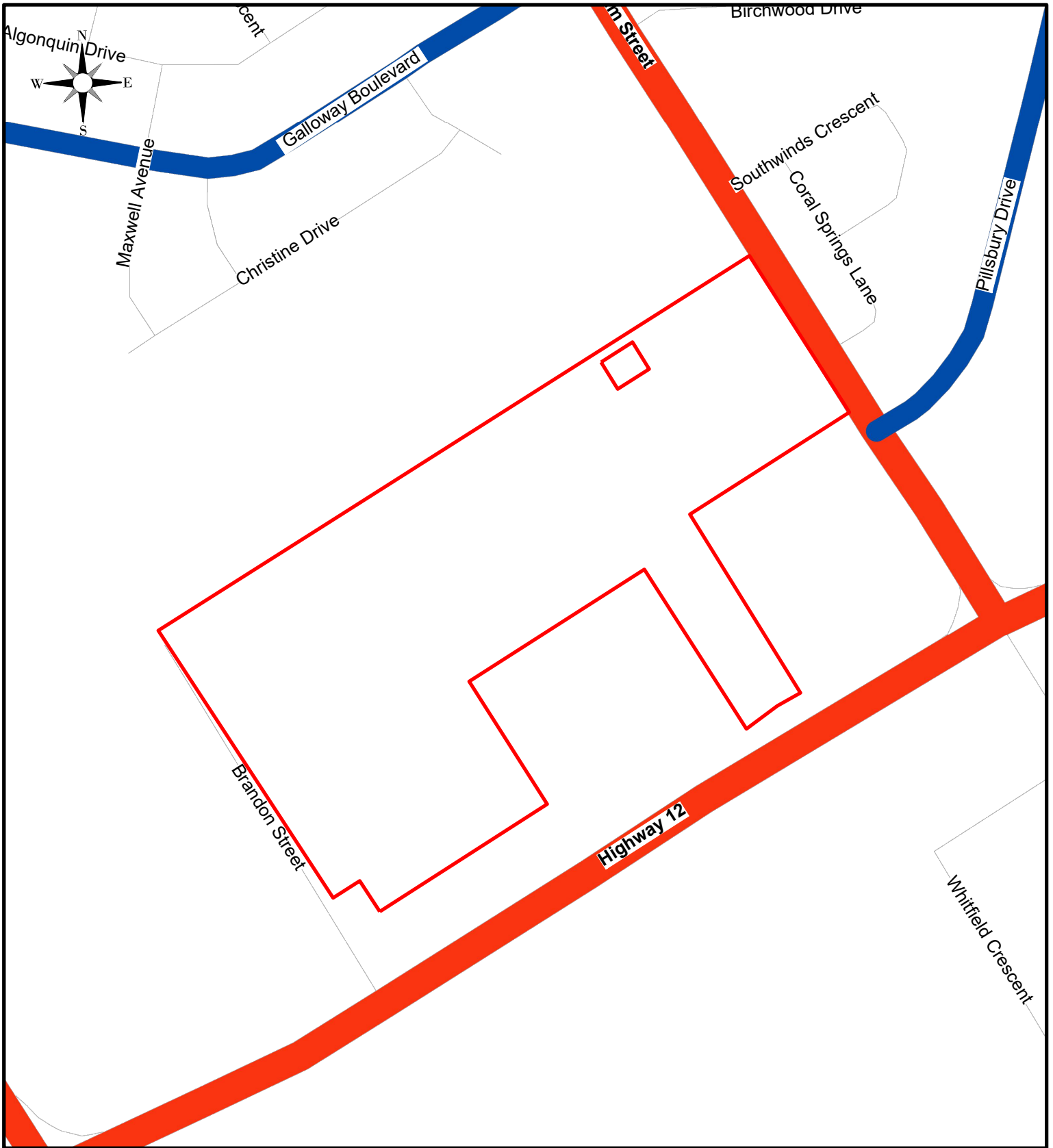
Date November 2022

Sources  
 Town of Midland Official Plan - Existing  
 Schedule B - Green Map  
 Office Consolidation May 2007

Scale  
 0 75 150  
 Meters (1:5000)




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**PLANNING**  
**URBAN DESIGN**  
**& LANDSCAPE**  
**ARCHITECTURE**



**Figure # 6**  
**Road Classification Map**  
**Town of Midland**  
 Existing Official Plan - Schedule C  
**Pratt - Industrial**  
**Draft Plan of Subdivision**  
 16533 Highway 12  
 Town of Midland  
 County of Simcoe

**Legend**

 Property Boundary	 Arterial Road
	 Collector Road

Date	November 2022
Sources	Town of Midland Official Plan - Existing Schedule C - Road Classification Map Office Consolidation May 2007
Scale	 0 75 150 Meters (1:5000)
<small>N:\Brian\12162G Pratt - Industrial Draft Plan of Subdivision\Drawings\Figures\Planning Report\CAD\12162G - Planning Report Figures 2022-11-15</small>	
 <b>PLANNING URBAN DESIGN &amp; LANDSCAPE ARCHITECTURE</b>	



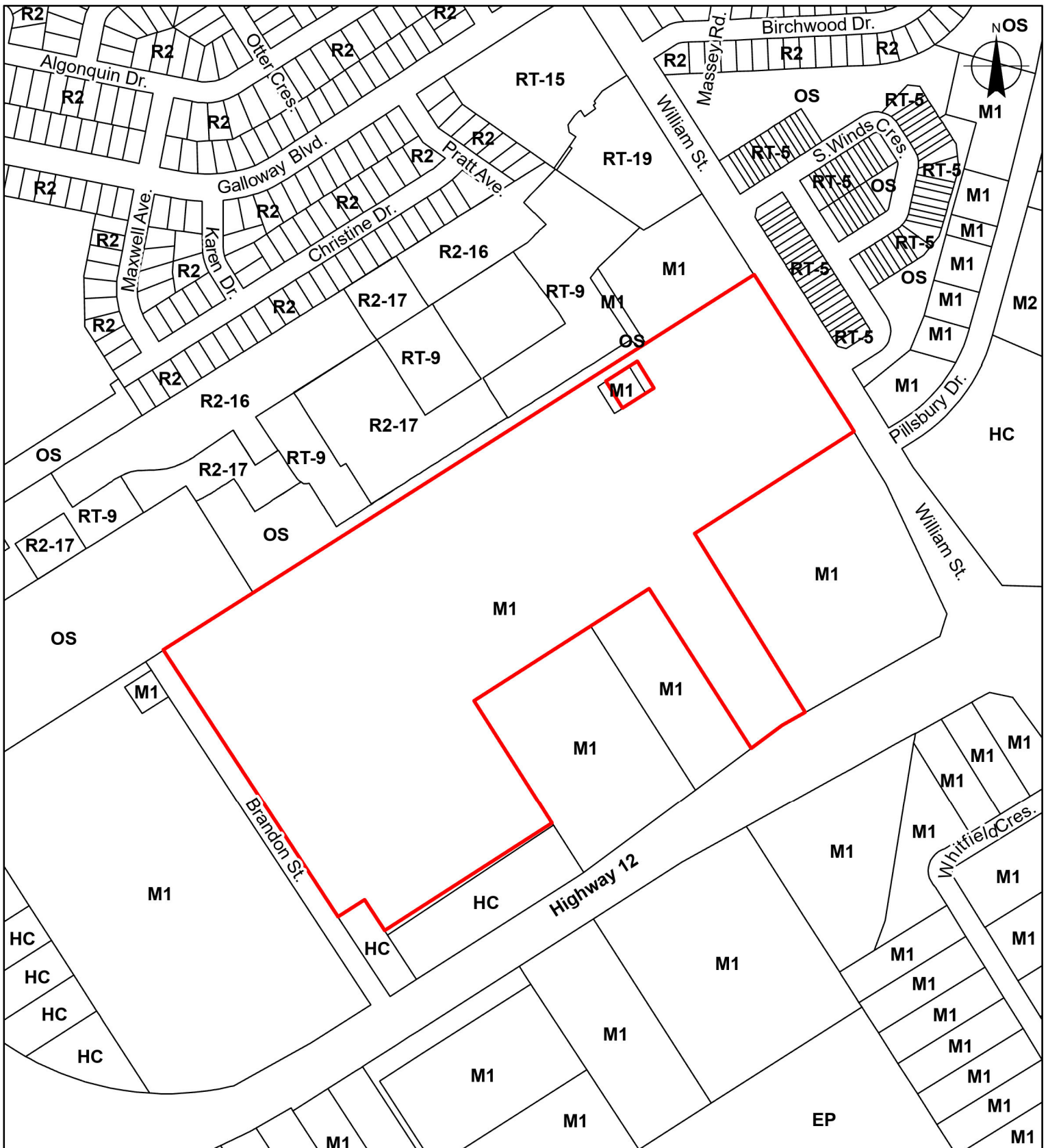


Figure #7  
**Approved Zoning**

**Pratt - Industrial  
 Draft Plan of Subdivision**

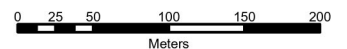
16533 Highway 12  
 Town of Midland  
 County of Simcoe

**LEGEND**

 Property Boundary

DATE November 2022

SOURCES  
 County of Simcoe GIS



N:\Brian\12162F Pratt - Residential Draft Plan of Subdivision\Drawings\Figures\Planning Report\GIS







Figure #8  
Transit Routes

**Pratt - Industrial  
Draft Plan of Subdivision**

16533 Highway 12  
Town of Midland  
County of Simcoe

**LEGEND**

- Property Boundary
- Midland Transit Route
- Muskoka Extended Transit Route
- Simcoe County Linx Stop
- Midland Penetanguishene Transit Stop
- Muskoka Extended Transit Stop

DATE November 2022

SOURCES  
County of Simcoe GIS



N:\Brian\12162F Pratt - Residential Draft Plan of Subdivision\Drawings\Figures\Planning Report\GIS

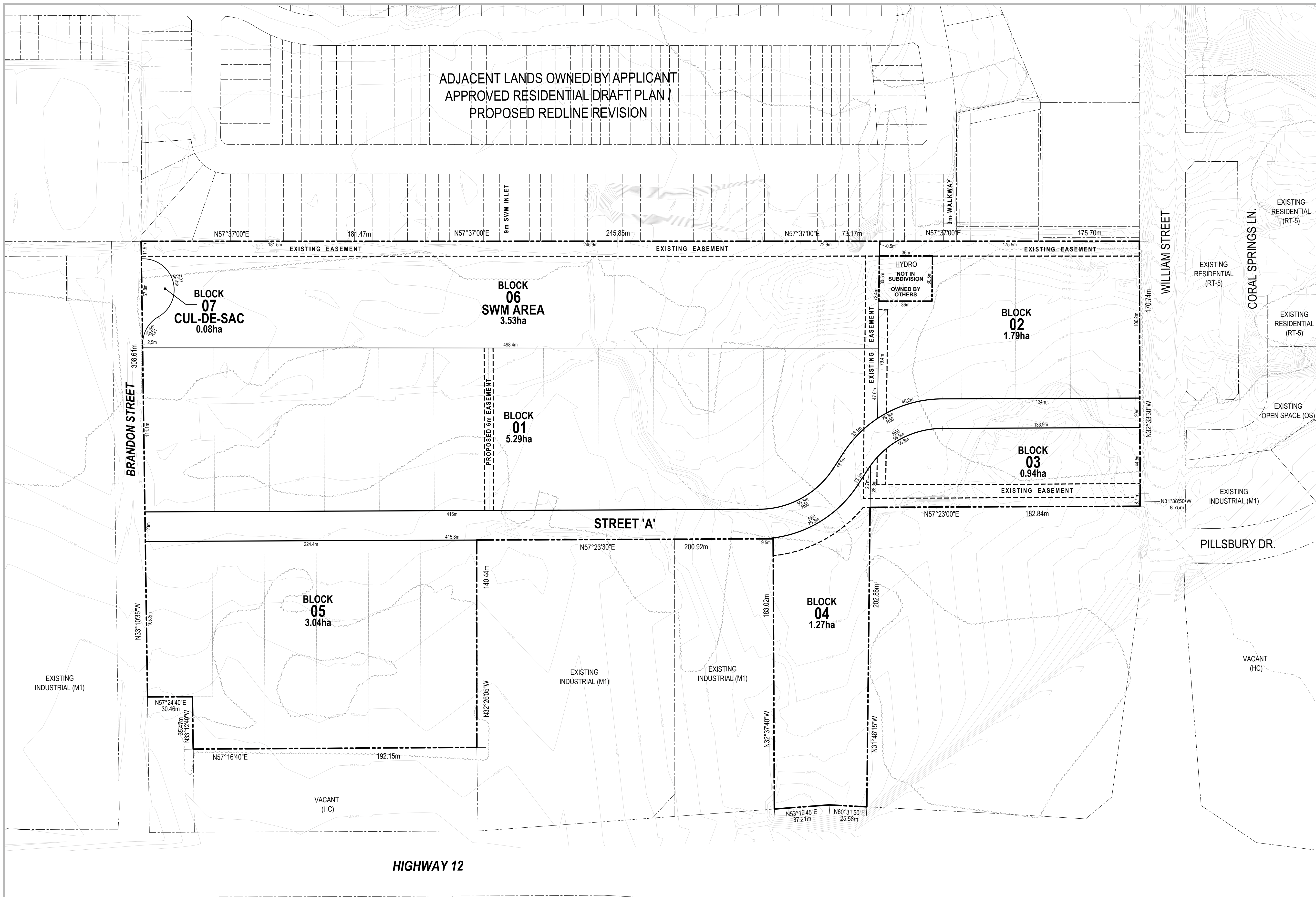


# Appendices

# Appendix **A**



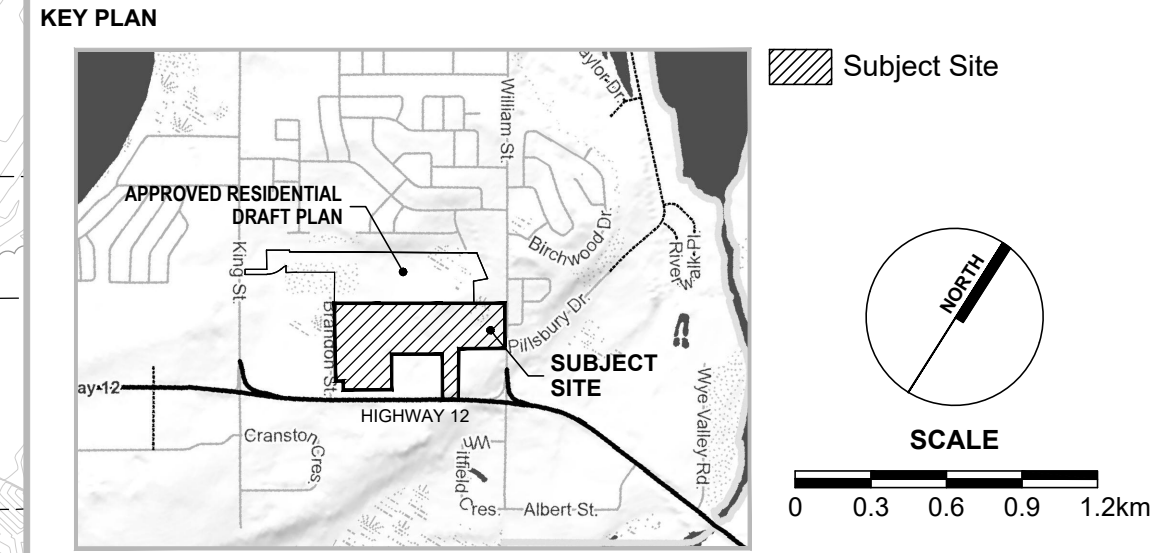
ADJACENT LANDS OWNED BY APPLICANT  
APPROVED RESIDENTIAL DRAFT PLAN /  
PROPOSED REDLINE REVISION



**LEGAL DESCRIPTION**  
16533 HIGHWAY 12  
PART OF LOT 101, CONCESSION 2  
GEOGRAPHIC TOWNSHIP OF TAY  
TOWN OF MIDLAND  
COUNTY OF SIMCOE

**OWNER'S CERTIFICATE**  
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.  
DATE: \_\_\_\_\_ PRATT DEVELOPMENT INC.  
DON PRATT, PRESIDENT

**SURVEYOR'S CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.  
DATE: \_\_\_\_\_ RUDY MAL - O.L.S.  
RUDY MAK SURVEYING LTD.



- LEGEND**
- SITE BOUNDARY
  - BLOCK & RIGHT OF WAY LINE
  - EASEMENT LINE
  - PARCEL FABRIC LINE
  - CONCEPTUAL POTENTIAL FUTURE DEVELOPMENT BLOCK LINE
  - WATERCOURSE
  - WOODED AREA

01	NOV. 23, 2022	RELOCATE STORMWATER MANAGEMENT AREA, RELOCATE CUL-DE-SAC, REVISE ROW, ADJUST BLOCKS, ADD EASEMENT	MAM
REVISION No.	DATE	ISSUED / REVISION	BY
ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P.13 AS AMENDED			
A. AS SHOWN	F. AS SHOWN	J. AS SHOWN	
B. AS SHOWN	G. AS SHOWN	K. MUNICIPAL	
C. AS SHOWN	H. MUNICIPAL	L. AS SHOWN	
D. INDUSTRIAL/COMMERCIAL	I. SILTY SAND/SILT AND CLAY/SILTY CLAY		
E. AS SHOWN			

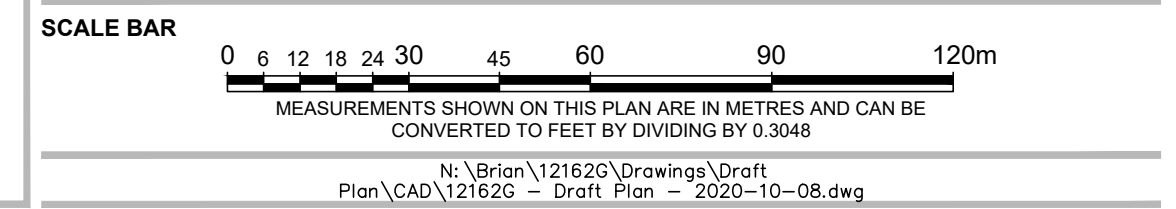
**PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE MHBC PLANNING**  
113 COLLIER STREET  
BARRIE ON L4M 1H2  
P: 705 728 0045 F: 705 728 2010  
WWW.MHBCPLAN.COM

<b>STAMP</b>	DATE	AUG. 19, 2022
	FILE No.	12162G
	SCALE	1:1,250 (ARCH D)
	DRAWN BY	M.M.
	CHECKED BY	K.C.
OTHER		

**PROJECT**  
**PRATT EMPLOYMENT SUBDIVISION**  
PRATT DEVELOPMENTS INC.  
27 CLAPPERTON ST. SUITE 300  
BARRIE ON L4M 3E6  
705-722-4500

**FILE NAME**  
DRAFT  
PLAN OF SUBDIVISION

**DWG No.**  
1 of 1



**LAND USE SUMMARY**

LAND USE	BLOCKS	AREA
EMPLOYMENT BLOCK	01-05	12.32ha
STORMWATER MANAGEMENT AREA	06	3.53ha
CUL-DE-SAC	07	0.08ha
RIGHT OF WAY	A	1.40ha
<b>TOTALS</b>	-	<b>17.33ha</b>