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PLANNING JUSTIFICATION & URBAN DESIGN REPORT

GAS STATION, CONVENIENCE STORE & RESTAURANT DEVELOPMENT AT

16621 Heritage Drive, Midland ON

Owner: 2825951 ONTARIO LTD

Prepared by: n Architecture Inc.

Prepared for: Town of Midland

City File Number(s): To Be Decided

Submission Number: SPA APPLICATION Submission #1

Issue Date: Oct 4th, 2021

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1.0 Introduction

This Planning Justification and Urban Design Report is provided in support of the application submitted by n Architecture Inc., to the Town of Midland for Site Plan Approval for a Gas Station, Convenience Store and Restaurant proposal located at 16621 Heritage Drive (Highway 12), Midland Ontario (the "Site").

n Architecture Inc was retained by 2825951 Ontario Ltd. at 205 Glenwood Cres, Toronto Ontario M4B 1K5 to conduct this Report.

The Site is nearly vacant. A 1-storey Convenience Store and Fast Food Restaurant building is proposed on the southeast end of the Site and a Gas Canopy with 8 nozzles is proposed on the north end of the Site.

The official plan designation is Employment Area. The zoning designation is Highway Commercial Zone (HC), which permits Automobile Gas Bar, Eating Establishment, Retail Store, etc.. The purpose of the application is to achieve the Site Plan Approval for this proposal which conforms to the Town of Midland Official Plan Nov. 2019 and Zoning By-law 2004-09.

2.0 Site Description and Context

2.1 Location and Site Description

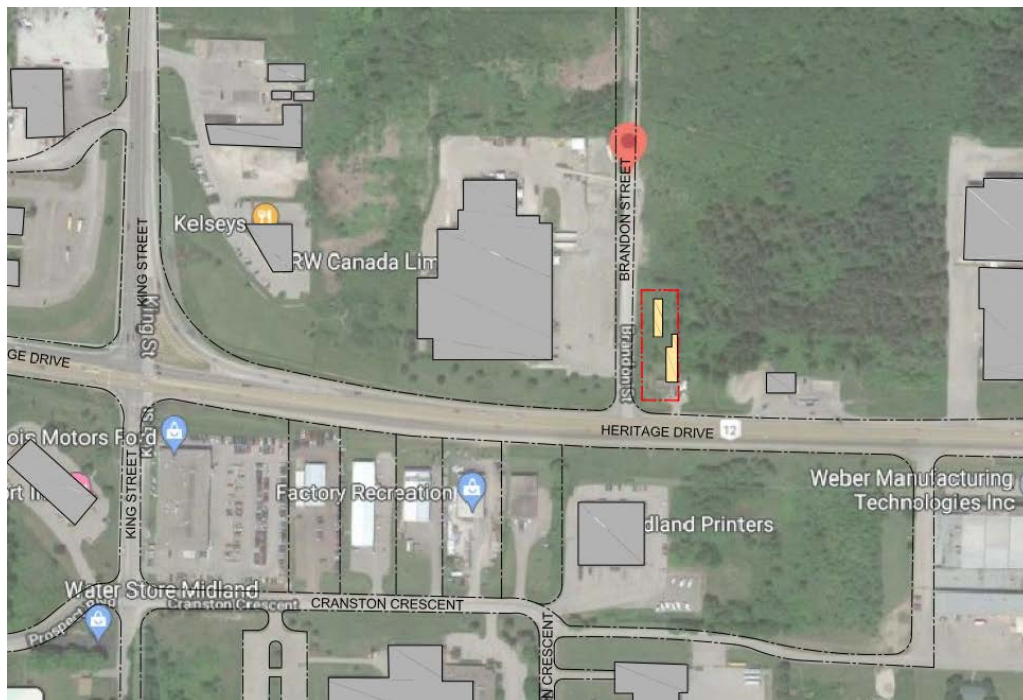


Figure 1, Location of the Site

The Site is located on the northeast corner of the intersection of Heritage Drive (HWY 12) and Brandon Street, Midland. The Lot Area is 2,793m² (0.69acres) in a rectangular-shape (See Figure 1). The lot frontage on Heritage Drive is 30.50m. There is an existing 1-storey dwelling for commercial use close to Hwy 12.

2.2 Surrounding Area

To the North and northeast of the Subject Site, there is a Natural Heritage area with woodlands; southeast of the Site, there is a vacant lot which used to be a Gas Station, a 1-storey building Tire Store and Convenience Store being demolished; south and west of the Site, there are 1-storey industrial buildings. Further west of the Site, near the intersection of King Street and HWY 12, there are commercial buildings (See Figure 1).

3.0 Proposed Development

In the proposal, the existing building is to be demolished. The site plan in Figure 2 shows the Site to include a proposed 1-storey building and a 4 pumps Esso Gas Canopy. The existing Site access from Highway 12 is to be closed. There are two proposed vehicular accesses to the site which are two-way driveways from Brandon Street (See Figure 2).

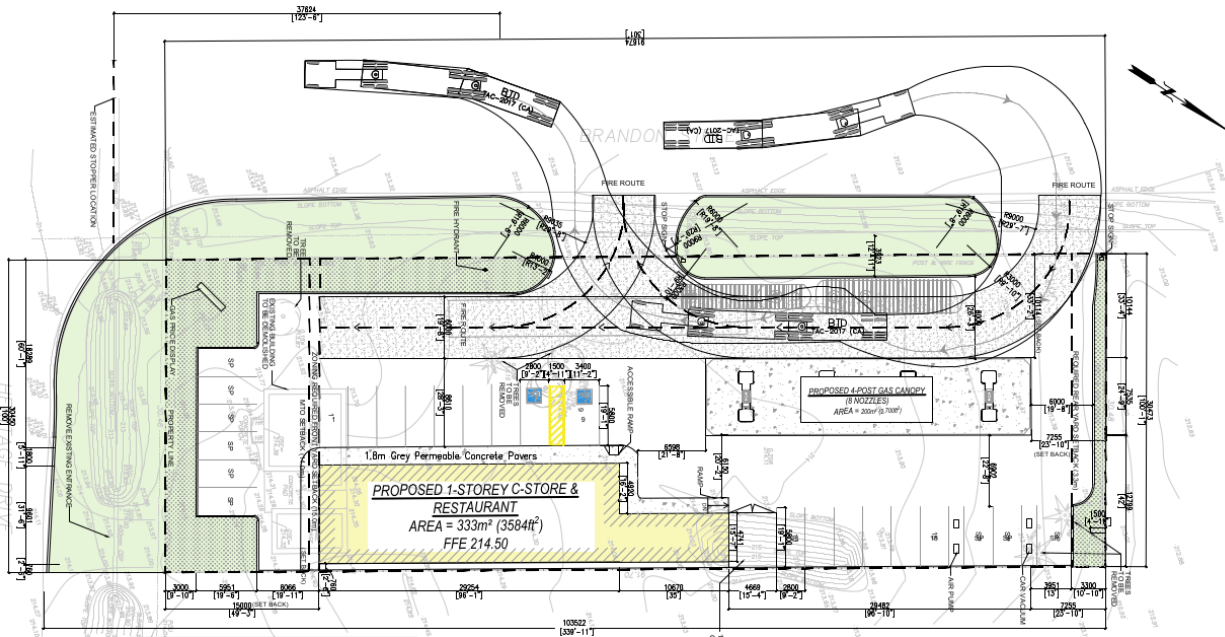


Figure 2, Site Plan

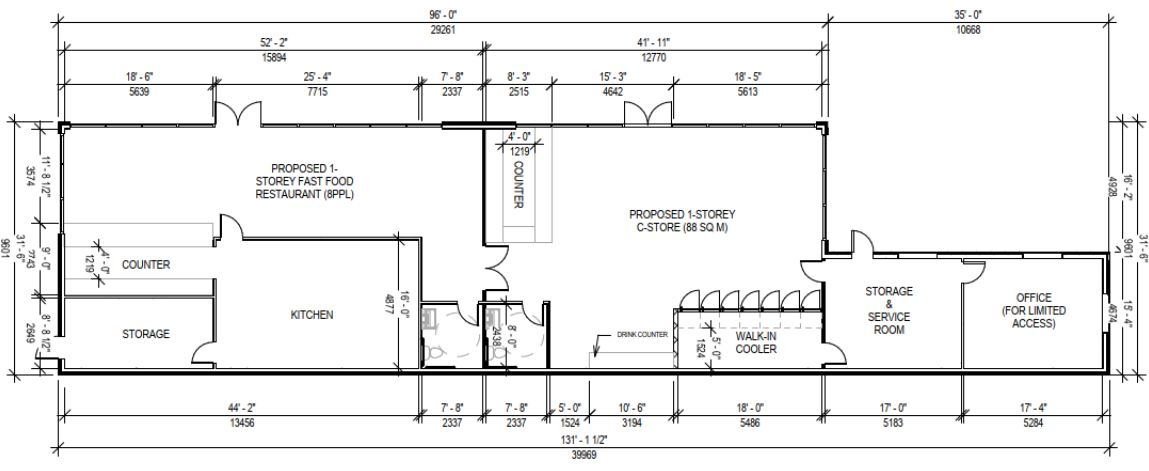


Figure 3, Floor Plan

The proposed building floor area is 333 square meters. The Floor Plan in Figure 3 shows the building includes an 88 m² convenience store and a fast-food restaurant for the capacity of 8 people.

4.0 Planning Context and Analysis

This section reviews the application to conform to:

- Consistency with the 2020 Provincial Policy Statement;
- The policies of the 2019 Growth Plan for the Greater Golden Horseshoe;
- The County of Simcoe 2016 Official Plan
- The policies of the Town of Midland Official Plan Nov. 2019;
- Town of Midland Zoning By-law 2004-09.

4.1 2020 Provincial Policy Statement

The 2020 Provincial Policy Statement (the “PPS”) came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development in the Province of Ontario. The PPS supports the provincial goal to enhance the quality of life for all Ontarians.

Section 1.0 of the PPS supports building strong healthy communities in Ontario. Its policies encourage efficient land use and development patterns in municipalities. Sustainability is supported by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

The proposed commercial development will not change the land use designation in the Official Plan which is produced in accordance with the PPS. It is consistent with the policy of Building Strong Healthy Communities. The proposed development is located within a settlement area with existing public Infrastructure, it therefore promotes efficient development and efficient land use patterns thereby sustaining the financial well-being of the Province of Ontario and the Town of Midland over the long term; the proposed commercial uses contribute to meeting long-term commercial needs; the Site is beside the Provincial Highway and increases the density of the Site in the Urban Area of Town and is a form of intensification on underutilized lands; The proposed commercial use is located in a settlement area and contributes to a mix of land uses in the Town beside a light industrial area.

4.2 2019 Growth Plan for the Greater Golden Horseshoe

The Town of Midland is subject to the policies of the Growth Plan for the Greater Golden Horseshoe 2019 (the “Growth Plan”).

The Growth Plan is the Province of Ontario’s framework for managing growth in the region to 2041. It provides policy direction on growth management for municipalities within the Greater Golden Horseshoe. The Growth Plan works in conjunction with the Provincial Policy Statement.

“A Place to Grow” Act requires that a decision made by a municipal council under the Planning Act shall conform to the Growth Plan.

In Schedule 2, the Site is located inside the Build-Up Area and in Schedule 8, the Site is located at the Primary Settlement Area. It has a delineated built boundary and existing municipal water and wastewater systems. The development area has already been planned in the official Plan and Zoning Bylaw but kept nearly vacant. This development can support the achievement of complete communities. Therefore, this proposed development conforms to the Growth Plan.

4.3 The County of Simcoe 2016 Official Plan

The Official Plan of the County of Simcoe (the Plan) provides a policy context for land use planning taking into consideration the economic, social, and environmental impacts of land use and development decisions.

The proposed Site Plan conforms to the relevant land use designations and land use policies of the Region of Simcoe 2016 Official Plan.

In Schedule 5.1, the Site is located inside the Settlement Area. The plan policy supports Settlements being developed at higher densities to provide more resource lands and environmentally valuable lands can be conserved. The proposed land use provides an opportunity for people to work and shop in one compact community, which promotes the long-term growth of the settlement as complete communities. The Town Official Plan conforms to this County Plan. The use of this development conforms to the County Official Plan.

In Schedule 5.2.4 of County Official Plan, the Site is located inside WHPA-Q2 area, where a future reduction in recharge would significantly impact that area (South Georgian Bay Lake Simcoe Source Protection Plan 2015); based on the Conceptual Plan greater than 500 m² of impervious surface will be added to the property and therefore policy LUP-12 in the SPP 2015 produced by Lake Simcoe Region Conservation Authority would apply. The Source Protection Committee requires a hydrogeological study to maintain pre-development recharge rates of the development. Policy LUP-12 requires a hydrogeological study be provided to ensure that the pre and post infiltration rate will remain neutral.

A Hydrogeological Assessment is provided by Frontop Engineering Limited. Based on the result of the Assessment, Frontop Engineering Ltd also provided a Water Balance Assessment in the Section 4.2 of the Functional Servicing and Stormwater Management Report. In the study, 9.0 m³ infiltration storage provided on the site would meet the annual infiltration volume requirement. The modular underground stormwater storage product with open bottom will be used to collect clean roof runoff into the ground in Appendix C.

4.4 Town of Midland Official Plan Nov. 2019

The purpose of the Official Plan is to set out a planning policy framework that provides direction for future growth and development within the Town of Midland. This Plan will assist in managing and directing physical change and its effects on the social, economic and natural environment in the Town to

the year 2031. The retail businesses and the light industry located adjacent to Provincial Highway 12 with other uses in the other areas of the town form a balanced and appealing urban fabric.

The proposed development is the modestly scaled retail and service commercial uses which can be supported by the local population and tourists and the travelling public. It will help the Town to achieve a viable community as per the Official Plan 3.1.1 d) vi.

The development is to intensify a nearly vacant property in an existing emplacement area with higher density built forms. It will not course land consumption and can maximize the efficiency and cost effectiveness of municipal service infrastructure. It is consistent with the Official Plan 3.1.1 e) ii.

In Schedule 'A' Growth Areas, the Site is located inside Delineated Built Boundary. This development is the intensification of a commercial lot which is consistent with the Official Plan 2.2 d) i.

In Schedule 'B' Urban Structure, the Site is located inside Employment Districts. This commercial development provides employment opportunities and serves the big Employment Area. It is consistent with the Official Plan 2.2 f) iv. and 3.3.1 b) v. & vi..

In Schedule 'C' Land Use, the Official Plan designation of this property is Employment Area. The proposed use provides Motor vehicle facilities (fuel and/or sales facilities) to the employment area and is not the major retail use, thus it is consistent with the Official Plan 4.2.

Therefore, the proposed development conforms to the Town Official Plan.

4.5 Town of Midland Zoning By-law 2004-90

The purpose of the Site Plan is to propose a commercial development in a current Highway Commercial Zone (HC) in Zoning By-law 2004-90. Table 1 compares the proposed development with the provisions of the current HC zoning of the subject Site.

Table 1 Development Standards Zoning By-law 2004-90		
	Zoning By-law Requirement	Remained and Proposed
Uses	Eating establishment	Remained Permitted HC use
	Retail Store	Remained Permitted HC use
	Gas Bar	Proposed Permitted HC use
Lot Area (minimum)	3000.0 m2	Remained 2973 m2 (Existing)
Lot Frontage (minimum)	30 m	Remained 30.5 m (complies)
Front Yards (minimum)	onto a Provincial Highway 15.0m	Proposed 15.0 m (complies)
Lot Coverage (Maximum)	50%	Proposed 17.29% (complies)
Rear Yards (minimum)	3.3 m	Proposed 7.26 m (complies)
Exterior Side Yard (minimum)	4.5 m	Proposed 10.14 m (complies)
Interior Side Yard (minimum)	0 m	Proposed 0.76 m (complies)
Height of Building (maximum)	11 m	Proposed 5.18 m (complies)
Retail & Restaurant Floor Area	N/A	Proposed 333 m2

Leasable Retail Area	N/A	Proposed 88 m2
Gas Bar	N/A	Proposed 200m2
Parking Spaces for Retail	5	Proposed 6 (complies)
Parking Spaces for Restaurant	2	Proposed 3 (complies)
Parking Spaces for Gas Bar	5	Proposed 6 (complies)
Total Parking Spaces	12	Proposed 15 (complies)
Accessible Parking Spaces	1	Proposed 2 (complies)
Supernumerary Parking Spaces	N/A	Proposed 6
Loading Space	0 (500m2 or less)	0

Only the Lot Area which is an existing condition is not able to conform to the Zoning Bylaw requirement. Therefore, the proposed development is consistent with the Town Zoning Bylaw.

5.0 Urban Design Analysis

Midland is a picturesque and dynamic waterfront community that values its heritage character, small town feel and friendliness. The urban design of this proposal presents the friendly small town feel. In the following context, the sentences in italic style with underlines are the Official Plan policies regarding urban design; and the sentences led by [n] are my opinions and response to the related policies.

5.1 Town Official Plan 1.5 Guiding Principles

Sensitive Urban Design

d) Ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water and waste systems.

[n]: As mentioned in 4.3, the modular underground stormwater storage product with open bottom will be used to collect clean roof runoff into the ground.

e) Achieve design excellence through high quality community design and streetscaping techniques.

[n]: The existing buildings in the current community are traditional in style. This proposal provides contemporary building design style with joyful colours and modern materials to upgrade the image of the community. There are no existing regular trees along the streets. The streetscape looks like a countryside area rather than a town. The landscape plan provides the organized street trees pattern on both Heritage Road and Brandon Street, which will be the catalyst of improvement to the streetscape of these two streets.

Healthy & Complete Communities

i) Require that new mixed-use development, intensification and revitalization efforts be compatible with surrounding properties and neighbours.

[n]: All the buildings in the surrounding properties are 1-storey buildings. The proposed retail and restaurant building and the gas canopy are also 1-storey high. In the only adjacent neighbour east of the Site, the building has been demolished and it is vacant now. Thus, the proposed building massing and uses can fit into the surrounding properties to keep the small town feel.

o) Optimize appropriate opportunities for infill, mixed-use intensification and revitalization.

[n]: The current land is majority vacant land. There is a small and dated dwelling facing Highway 12. The proposed development provides several commercial uses and much higher density of new design building and structure to intensify and revitalize this property.

5.2 Town Official Plan 3.0 General Development Policies

3.1 A Successful Community

3.1.1 Introduction cont'd

Successful Community Elements

d) A successful community includes an array of elements that, when considered together, will ensure the long-term success of the Town of Midland. A successful community includes the following:

i. Complete - A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services..... Convenient access to public transportation and options for active transportation are crucial elements of a complete community;

[n]: The proposed commercial uses provide convenient services to the people working in the surrounding employment area and the passengers on Highway 12.

As per the Transportation Impact Assessment prepared by Frontop Engineering Limited, the Midland South bus route provides bus service on William Street which is 600m away from the Site. The bus route can provide a "flag on" service where passengers are not required to be at a bus stop and can flag down the bus along its route to get on the bus.

ii. Beautiful - A beautiful community includes well designed buildings, streetscapes, parks and open spaces. A beautiful community protects natural heritage features and viewsapes and includes an accessible and well-designed system of public parks and open spaces that celebrate the area and provide opportunities for enjoyment by the entire population. A beautiful community includes destinations, landmarks and gateways that distinguish it within its context and establish a sense of place. Crucial to a beautiful community is the attention to the interplay among built form, the public realm and the natural environment.

A beautiful community should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance;

[n]: The Open Space northeast of the Site is Natural Heritage and preserved. It creates a lush green background from the view of Brandon Road and the parking space screen from the view of HWY 12 (See Figure 1).

The proposed building and gas canopy are contemporary designs echoing each other. The ESSO gas canopy colour scheme provides a white and red canopy with the columns of gray brick pattern, which

reflect the materials of the main wall on the proposed building (See Figure 4).

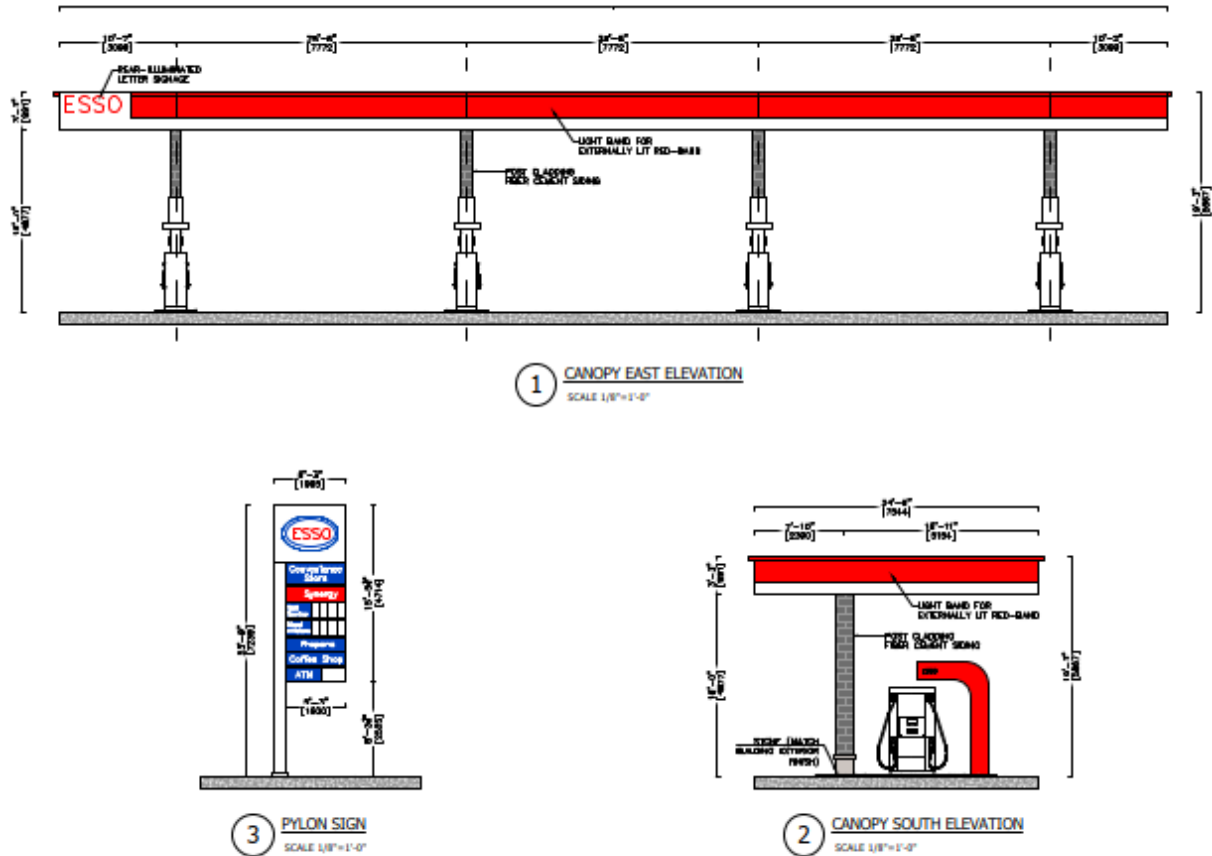


Figure 4, Gas Canopy and Ground Pylon Sign Elevations

All 4 elevations of the proposed building are well designed since they all can be seen from the 2 adjacent public roads. On the east and the west walls, there are several beige colour stone pieces and the lighter gray stucco bands as the decoration. On the south elevation, there is a red colour panel for the main wall signage which is the reflection of the Gas Canopy and also makes the building stand out highly visible from a far distance along HWY 12. The north elevation design is also consistent with the other elevations. The brick and stone are sustainable materials and stucco is provided on the higher parts of the building where the man-made damage can be avoided (See Figure 5).



Figure 5, Proposed Building Elevations

Referring to the Tree Inventory / Preservation Plan, there are 7 existing trees on Site. They are all in fair and poor condition and will be removed in this development. More regular pattern trees are provided in the two Right of Ways. 2 new trees are proposed inside the landscape area within the property. The linear pattern shrubs are provided inside the property along the boundaries. They create a beautiful landscape with clear hierarchy (See Figure 6).

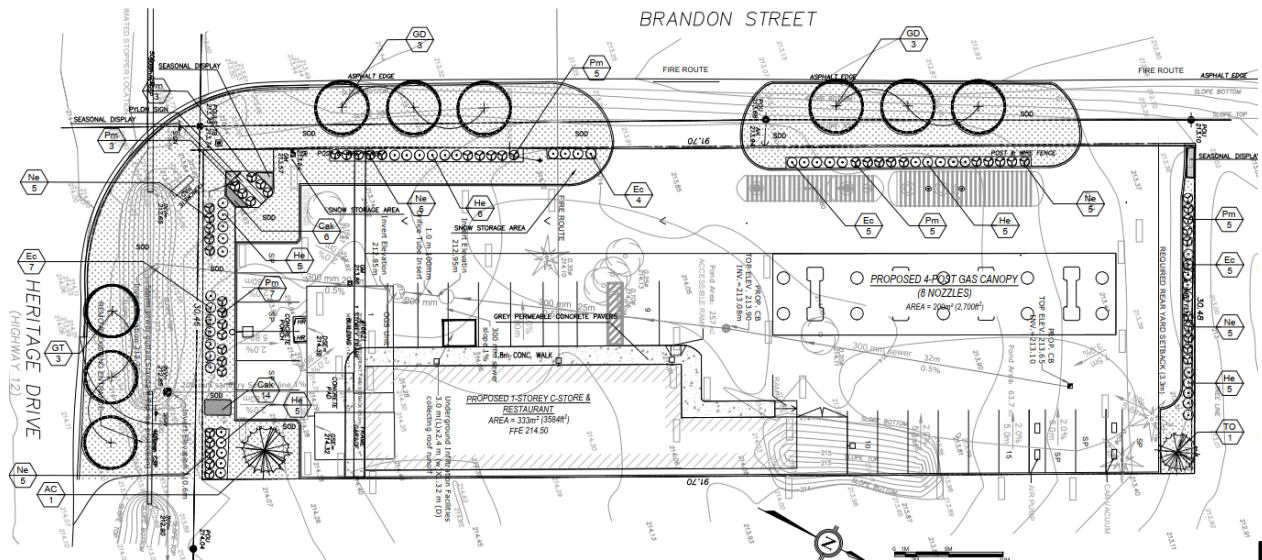


Figure 7,

Landscape Plan

Therefore, the urban design of this proposal considers the synergy of built form, the public realm and the natural environment. It will improve the beauty of the community in place making and long-term maintenance;

f) Community Design Objectives

iii. Preserve, incorporate and develop landmarks and gateways that clearly identify where you are, and when you have entered a given area. Landmarks must be recognizable and visible from a distance. Landmarks and gateways can include buildings, structural elements and/or landscape features;

[n]: A ground Pylon Signage is designed in the 45° sight triangle at the street corner and easy to be seen from both public roads. The colours are fresh blue, red and white in a contemporary design (Figure 4). It will serve as a landmark which makes the Site more distinguished. Some ornamental plants are designed around the Pylon Sign to enhance the landmark (See Figure 6).

iv. Require high quality architecture that transcends a theme or a specific period in time, which is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of scale and a diversity of style as it may be defined through building materials, colour and architectural details;

[n]: Most existing buildings in this area were built decades ago. Most exterior wall materials of those buildings are metal siding, stucco and concrete blocks. The colours are mainly light gray and brown. Many buildings have sloped roofs and the windows are small. Several buildings nearby are large. They are the reflection of the era of the industrial boom.

As mentioned above, the proposed building and structures are small and designed in the contemporary style with a simple flat roof and has well considered scale and proportions of different components. Dark gray, white, red, and blue, which are stronger or eye-catching colours, makes the Site vibrant. The big windows create a vivid commercial feeling. The brick and stone, which are more natural feeling materials, make the Site welcoming to pedestrians (See Figure 4 & 5).

v. Promote the concept of compatible development to ensure that new developments fit within the surrounding neighbourhood with consideration for the mix of uses, massing, height, scale, architecture and details of adjacent buildings. Compatible development is development that is not necessarily the same as, or even similar to nearby existing development, but enhances an existing community, without causing any undue, adverse impacts on adjacent properties;

[n]: There is only one property for development directly adjacent to the proposed development which is the lot to the east of the Site. It is current vacant.

ix. Require the implementation of accessibility design features, in accordance with the requirements of the Accessibility for Ontarians with Disabilities Act;

[n]: The proposed commercial development creates job opportunities for the community and the Site is accessible. There are 2 accessible parking spaces - one more than the AODA requirement – in front of

the proposed building and the ramps are designed on the walkway (See Figure 2). Accessible washrooms are designed within the building (See Figure 3).

h) Sustainability Objectives

i. Protect and enhance local and regional ecosystems and biological diversity through the identification of a comprehensive and connected natural heritage system that includes key natural heritage features and their associated ecological and hydrologic functions;

[n]: The natural heritage in the open space adjacent to the Site will not be affected by the development. Although the existing trees on Site will all be removed due to the poor condition, more trees are proposed in the landscape design.

3.1.6 Green Buildings

b) The Town will promote green building design and construction and will work with the private sector to consider the following for all new building design:

ii. Mitigate heat island effects by considering:

- The incorporation of green/white or other high albedo roofs into building design for all buildings that achieve an FSI of 1.5 or greater;

[n]: The FSI of this development is less than 1.5, so we do not need to incorporate high albedo roofs into our design.

- Locating trees or other plantings to provide shading for sidewalks, patios, and driveways within 15 metres of new buildings; and,

[n]: Trees and shrubs are provided along the two public roads and the south and west boundaries of the Site to shade on the potential sidewalks in the future and hide the empty asphalt paving area (See Figure 6).

- Installing light-coloured paving materials including white concrete, grey concrete and open pavers; and,

[n]: Referring to Architecture Drawing, the paving of the walkway is gray concrete pavers.

c) In addition, the following sustainability elements should be considered for all new buildings:

iii. The use of regionally and locally sourced building materials to the greatest extent possible in new construction; and,

[n]: The exterior finish and structural material are typical materials and can be found in local stores. The developer will consider regionally and locally sourced building materials as their priority, which will shorten transportation time and route and could also help with the green building.

iv. Promotion of sustainable landscape practices by requiring:

- The use of water efficient, drought resistant plant materials in parks, along streetscapes and in public and private landscaping;

[n]: Referring to the LA drawings, drought resistant species will be applied.

- The avoidance of turf grass areas, and when required, installing drought resistant sod; and,

[n]: Referring to the LA drawings, drought resistant species will be applied.

- The installation of permeable driveway and parking lot surfaces.

[n]: Referring to the LA drawing, permeable walkway pavers will be applied along the proposed building.

3.1.7 Crime Prevention Through Environmental Design (CPTED)

a) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, should consider the following CPTED principles:

i. Adequate lighting;

[n]: The lights for the walkway are provided on the walls of the proposed building (See Figure 5); the ceiling lights are provided in the Gas Canopy area (See Figure 3); and the light poles are arranged round the driveway and parking lot (See Figure 6).

ii. Clear sight lines, allowing view from one end of the walkway to the other;

[n]: The walkway is entirely open to the public realm (See Figure 3).

iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;

[n]: The trees designed in the right-of-ways are grouped with big gaps in between allowing people to see through clearly. The long linear plants provided inside the boundary lines are short shrubs which will not block the view.

iv. Adequate fencing;

[n]: 1.8m high wood fence is provided around the garbage storage area. Since there is an existing woods area northeast of the Site, fences will not provided along the property lines of this corner.

v. Clear signage that delineates permitted use and speed; and,

[n]: A ground sign and fascia signs are provided to show the uses of the Site. Referring to the Proposed Site Plan, two Stop Signs are proposed at the two accesses.

vi. Streetscape and building design that promotes "eyes on the street".

[n]: The proposed commercial building has large windows which allows people to have a clear view to the exterior (See Figure 5). For the same reason mentioned in item iii above, the plants will not block the views from the Site to the streets.

b) Lighting should be designed, where possible, with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community.

[n]: The lights for the walkway are provided on the walls of the proposed building at the pedestrian level (See Figure 5); the ceiling lights are provided under the Gas Canopy for the vehicles refueling (See Figure 3); and the light poles are arranged round the driveway and parking lot (See Figure 6).

3.1.9 The Urban Forest

f) Any development proposal on a site which includes a woodlot, hedgerow or trees may be required to prepare a Tree Preservation Plan. Tree Preservation Plans shall be submitted at the consent to sever and/or the draft plan of subdivision application stage, or at the site plan application stage, or as otherwise required by the Town.

A Tree Preservation Plan shall be prepared by a Certified Arborist or Registered Professional Forester and shall be approved by the Town. A Tree Preservation Plan shall identify the present conditions of the site and shall make recommendations on tree preservation in conjunction with the development proposed.

[n]: The Tree Preservation Plan is prepared by the arborist of Green-Why Landscape Inc.

3.1.13 Signage

a) Good community design requires attention to signage. Signs for all types of uses should contribute to the visual attractiveness of both the development and the surrounding area. The Town will:

i. Encourage the design of signs to be used to add colour and enhance the appeal of developments and business establishments in order to contribute to the overall visual quality of the built environment;

[n]: The ground pylon sign and the main wall sign are designed with blue and red backgrounds to make the white text clear. The background of the wall sign above the store and the restaurant are gray to make the future colour brand name stand out (See Ficht 4 & 5).

ii. Encourage the use of an appropriate variety of signage types such as fascia signs, canopies and awnings, ground signs and directory signs, which compliment building designs rather than dominate them;

[n]: There are 2 proposed types of signage on Site: Ground Pylon Sign and Fascia Signs (See Ficht 4 & 5).

iii. Discourage the use of portable signs;

[n]: There are no portable signs proposed in the Site Plan.

iv. Review and revise, where necessary, the Town's Sign By-law; and,

[n]: The basic sign designs (See Figure 4 & 5) are consistent with the Town Sign Bylaw. The detail will be provided at the next stage for the Signage Application.

v. Comply with County and Provincial Sign By-laws where applicable.

[n]: The basic sign designs (See Figure 3, 4 & 5) are consistent with the County Sign Bylaw. The detail will be provided at the next stage for the Signage Application.

3.3.4 Employee Retention and Diversification

a) The Town will strive to ensure an appropriate and evolving source of qualified labour. To help attract and retain a diverse and skilled labour force, the Town will:

i. Ensure a successful community that includes a high quality of place and a high quality of life;

[n]: As mentioned above, this proposal upgrades the building design, landscape and building material of this area to create a higher quality of place and provide convenience services to improve quality of life.

ii. Require a high standard of urban design;

[n]: The urban design of this proposal considers the building form, landscape, vehicle parking, accessibility, and nature preservation all together. The site plan is organized to provide a safe, beautiful, clean, vibrant and sustainable urban place.

5.3 Town Official Plan 4.0 Land Use Designations

4.2.2 Employment Area Designation

Development Policies

a) Building design, location and treatment should be compatible with surrounding uses. Buildings located adjacent to Provincial Highways, County Roads and Arterial Roads are expected to present a best face forward design approach, including landscaping, to heighten the aesthetic appeal of the location and the surrounding area.

[n]: The Site is adjacent to Highway 12, which is a provincial highway. Although the frontage is narrow, the façade of the building and ground sign are designed with vibrant colours to be visually appealing on Highway 12. The proposed west and east building elevations and Gas Canopy, which can be seen from Highway 12, are well considered to enhance the views from the highway (See Figure 4 & 5). The Landscape design provides a nearly symmetrical design with the axis pointing to the intersection to enhance the aesthetic value. The row of shrubs along Highway 12 is thicker to respect the hierarchy of the roads.

h) Adequate parking, loading and garbage collection/storage facilities will be provided on site. To promote a high quality appearance, these facilities, except for a limited amount of visitor parking, should generally not be located between the building(s) and a Provincial Highway, County Road or Arterial Road. Notwithstanding the above, surface parking should be minimized where possible, and alternative transportation solutions be considered.

[n]: As shown in Table 1, there are enough parking spaces on Site. Since the building area is less than 500m², loading space is not requested. The Garbage Storage is provided north of the proposed building with 1.8m high wood fence and gates enclosure. All the permanent parking spaces are provided along the east boundary and in front of the proposed building and the number is close to the minimum requirement. As per the discussion between the owner and the MTO, some Supernumerary Parking Spaces are provided between the proposed building and Highway 12 surrounded by plants.

i) Adequate visual screening between the uses permitted in the Employment Area designation and adjacent residential and open space uses shall be provided.

[n]: Since there are woods in the open space, Wood Fence will not be provided between the parking lot and the open space northeast of the Site.

k) The following locational and design features are to be applied to permitted motor vehicle facilities:

i. New service stations and gas bars should generally be permitted at Collector and Arterial Road intersections;

[n]: The proposed Gas Bar is located at the Provincial Highway and the Local Road intersection.

ii. Service stations and gas bars should be limited to no more than two at any intersection; and,

[n]: There will be only one proposed gas bar of this development at the intersection.

6.0 Planning and Urban Design Conclusions

An application of Site Plan Approval has been submitted to the Town of Midland to permit a commercial development on the lands known municipally as 16621 Heritage Drive (Highway 12), Midland On.

The application is consistent with the 2020 Provincial Policy Statement and the 2019 Growth Plan for the Greater Golden Horseshoe. The proposed development conforms to the County of Simcoe and the Town of Midland Official Plans and Zoning Bylaw.

In conclusion, the proposed development is appropriate for the subject Site and compatible with its current and planned context. It will enhance the economic prosperity, protect the Natural Heritage, and make a safe, attractive, vibrant place for the existing Employment Area community.

Therefore, the application warrants support from the Town of Midland.

Sincerely,



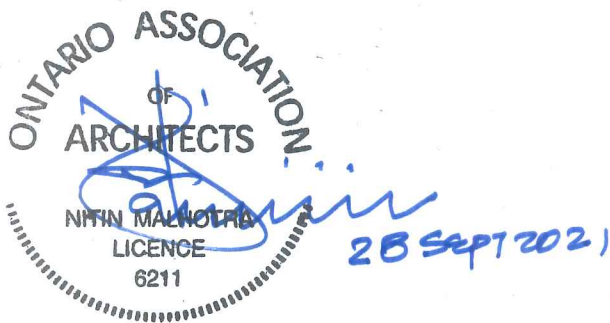
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