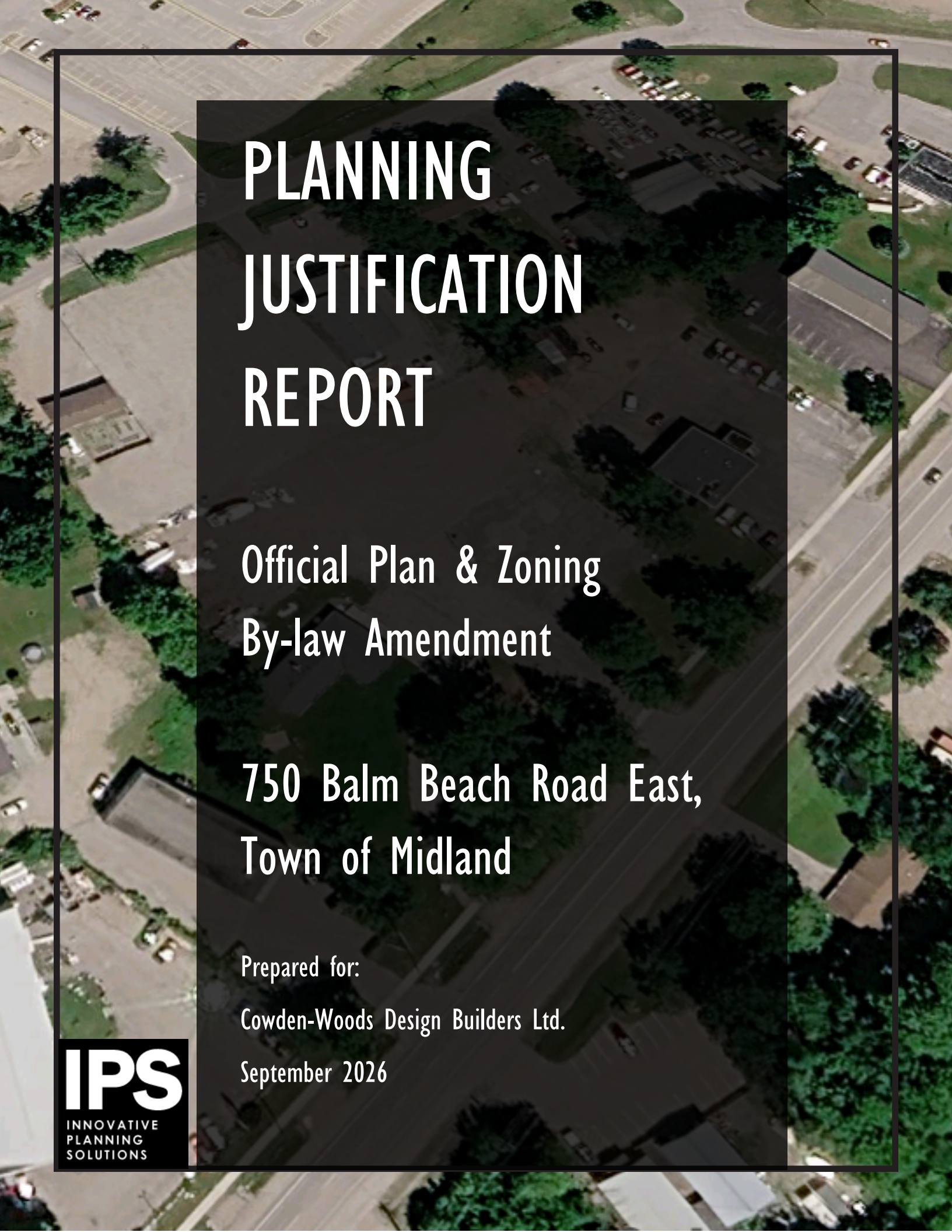


PLANNING JUSTIFICATION REPORT

Official Plan & Zoning By-law Amendment

750 Balm Beach Road East, Town of Midland

Prepared for:

Cowden-Woods Design Builders Ltd.

September 2026

IPS
INNOVATIVE PLANNING SOLUTIONS

750 Balm Beach Road East

Legal Description:

Part 8, Plan 51R-1520, being part of Lot 105, Concession 1 (W.P.R.), Township of Tiny, now in the Town of Midland, County of Simcoe

APPLICATION FOR

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS
647 WELHAM ROAD, UNIT 9A

BARRIE, ONTARIO L4N 0B7
TEL: (705) 812-3281

ON BEHALF OF

Cowden-Woods Design Builders Ltd.

September 2026

TABLE OF CONTENTS

1.0 Introduction 4
2.0 Subject Lands & Surrounding Uses 5
3.0 Description Of Development 9
4.0 Planning Policy And Analysis 10
4.1 Planning Act, R.S.O. 1990, C. P.13 10
4.2 Provincial Planning Statement, 2024 17
4.3 County Of Simcoe Official Plan, 2026 27
4.4 Town Of Midland Official Plan, 2025 35
4.5 Town Of Midland Zoning By-Law 2004-90 52
5.0 Proposed Town Of Midland Official Plan Amendment 58
6.0 Proposed Zoning By-Law Amendment 61
7.0 Conclusion 68

APPENDICES

Appendix A - Draft Official Plan Amendment Text and Schedule
Appendix B - Draft Zoning By-law Text and Schedule
Appendix C - Site Plan

1.0 INTRODUCTION

Innovative Planning Solutions (**'IPS'**) has been retained by Cowden-Woods Design Builders Ltd. (**'Client'**) acting on behalf of the owner Jean Paul Deroches, to prepare a Planning Justification Report in support of Official Plan Amendment (**'OPA'**) and a Zoning By-law Amendment (**'ZBA'**) *Planning Act* applications for the lands municipally addressed as 750 Balm Beach Road East, within the Town of Midland, County of Simcoe (hereinafter the '**Subject Lands**' or 'Lands').

The applications propose the development of the Subject Lands for a County of Simcoe's LINX public transit bus fleet repair shop (Transportation Terminal) and for the parking of transit buses in a Covered Parking Structure.

The Official Plan Amendment is required to permit the *Transportation Terminal* use and a single-storey building, Covered Parking Structure, through redevelopment within the '*Mixed Use Corridor*' designation as a special policy, and the Zoning By-law Amendment is required to permit the *Transportation Terminal Use*, *Covered Parking Structure* and a reduced front-yard setback within the '*Highway Commercial (HC) Zone*' as a site-specific provision. The applications follow the Record of Pre-Submission Review issued by the Town of Midland (PSUB-04-26, dated May 15, 2026).

This Report will review the subject planning applications in the context of applicable legislation, Provincial, County and Municipal policies, to provide the necessary rationale for the approval of the proposal, including:

- *Planning Act, R.S.O. 1990, c. P.13*
- *The Provincial Planning Statement, 2024*
- *County of Simcoe Official Plan, 2026*
- *Town of Midland Official Plan, 2025*
- *Town of Midland Zoning By-law 2004-90*

2.0 SUBJECT LANDS & SURROUNDING USES

The Subject Lands are generally located southwest of the intersection of Balm Beach Road East and Penetanguishene Road. The Subject Lands are described as 'Part 8, Plan 51R-1520, being part of Lot 105, Concession 1 (W.P.R.), Township of Tiny, now in the Town of Midland, County of Simcoe'. The Subject Lands are approximately 0.35 hectares in size, with approximately 52 metres of frontage along Balm Beach Road East. The Lands are currently occupied by an existing single-storey automobile repair shop (J.P.'s Service Centre) building of approximately 270 square metres in size and associated paved surface in front of the repair shop and gravel in the rear, as shown in **Figure 1**. There are also 3 large containers located on the northwest of the property, approximately 3 m by 15m.


KEY MAP
SCALE: N.T.S
SUNDOWNER ROAD
SUBJECT LANDS
BALM BEACH ROAD EAST
COUNTY ROAD 93
YONGE STREET
LITTLE LAKE
LEGEND
Subject Lands
Figure 1: Aerial Map
Updated: Sep 01st, 2026
Source : Simcoe Open Data
Drawn By: M.D
File: 26-1635
INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT
647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
3800 STEELES AVE. W, SUITE 200W, VAUGHAN, ON, L4L 4G9
8920 WOODBINE AVE, SUITE 405, MARKHAM ON L3R 9W9
Tel: 705-812-3281
Tel: 905-291-7525
Tel: 905-595-9008
info@ipsconsultinginc.com
www.ipsconsultinginc.com

Access to the Subject Lands is located on the south side of the property from Balm Beach Road East, which is under the jurisdiction of the County of Simcoe (County Road 25 - Primary Arterial). There is a consistent tree line along the north property line and sparse trees clustered beside the exisiting building and along the eastern property line in the front yard. The site is generally flat and slopes towards south east. The surrounding area is characterized by a combination of automotive, industrial, and commercial uses.

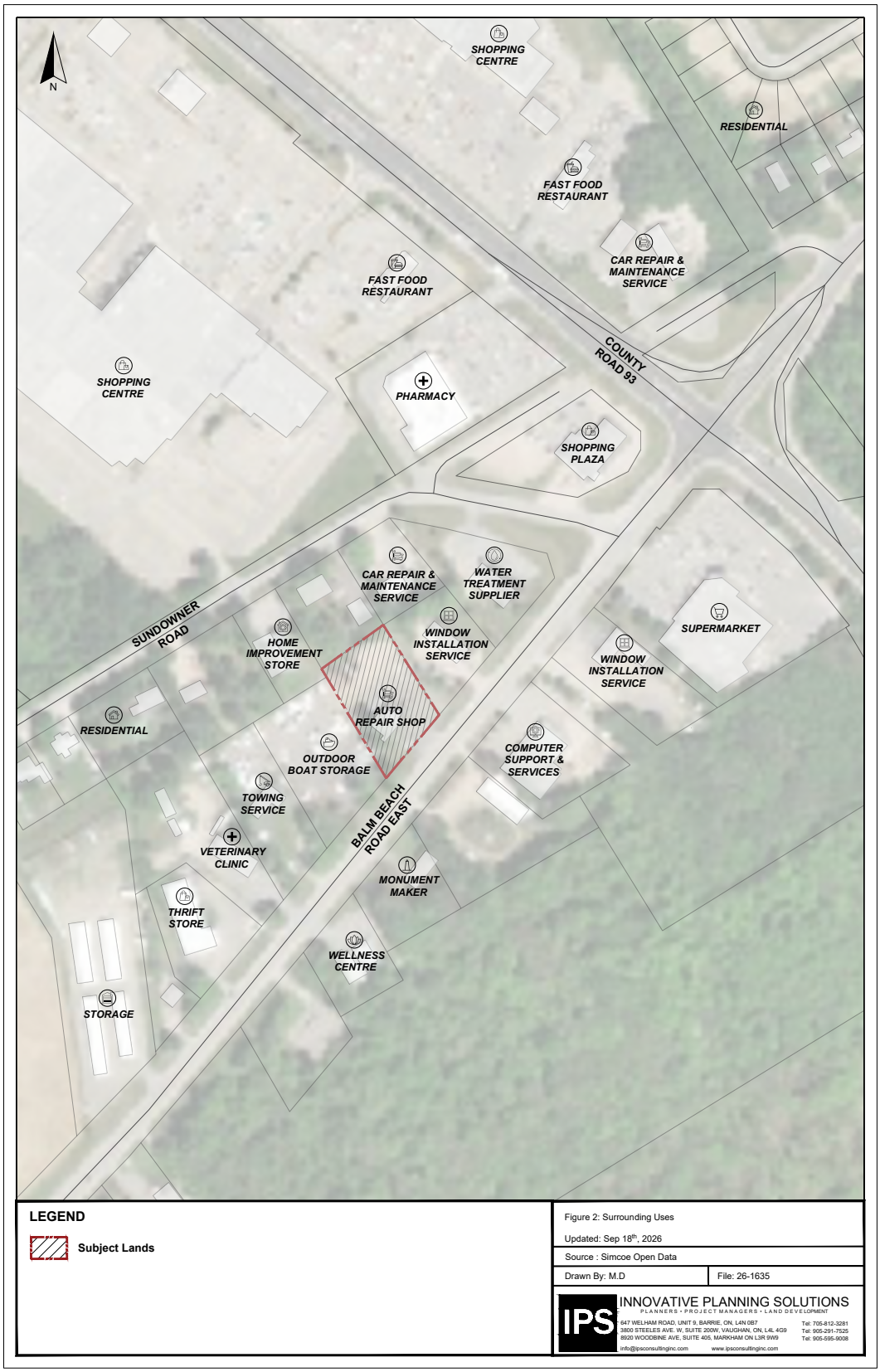
The land uses surrounding the Subject Lands include the following, as shown in **Figure 2**:

North: The lands to the north consist of a water treatment supplier and a home improvement store.

East: The lands directly east consist of a window installation service.

South: Balm Beach Road East abuts the Subject Lands to the South. The lands to the south across Blam Beach Road East consist of a computer support services and a stone monument maker.

West: The lands to the west consist of a towing service (directly west), outdoor boat storage and a veterinary practice.


N
SHOPPING CENTRE
RESIDENTIAL
FAST FOOD RESTAURANT
CAR REPAIR & MAINTENANCE SERVICE
FAST FOOD RESTAURANT
COUNTY ROAD 93
SHOPPING CENTRE
PHARMACY
SHOPPING PLAZA
CAR REPAIR & MAINTENANCE SERVICE
WATER TREATMENT SUPPLIER
SUNDOWNER ROAD
HOME IMPROVEMENT STORE
WINDOW INSTALLATION SERVICE
SUPERMARKET
WINDOW INSTALLATION SERVICE
AUTO REPAIR SHOP
RESIDENTIAL
OUTDOOR BOAT STORAGE
COMPUTER SUPPORT & SERVICES
TOWING SERVICE
BALM BEACH ROAD EAST
VETERINARY CLINIC
MONUMENT MAKER
THRIFT STORE
WELLNESS CENTRE
STORAGE
LEGEND
Subject Lands
Figure 2: Surrounding Uses
Updated: Sep 18th, 2026
Source : Simcoe Open Data
Drawn By: M.D
File: 26-1635
IPS
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647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
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3.0 DESCRIPTION OF DEVELOPMENT

The proposed development establishes a Transportation Terminal use and Covered Parking Structure on the Subject Lands for the County of Simcoe public transit fleet operated by LINX Transit as an additional use to the existing automotive repair use.

The development proposes the construction of a new single-storey L-shaped building with an area of 656.6 m^2 in the form of a Covered Parking Structure located in the eastern portion of the Subject Lands, in addition to the existing automotive repair shop of approximately 270 square metres, which will be retained, see **Appendix C**. The proposed Covered Parking Structure will be able to park nine (9) B12-size public buses as shown in Appendix C. The parking of the buses within the Covered Parking Structure is to provide shelter from the elements in a secured enclosed building rather than outdoor parking areas. The Covered Parking Structure contains access from the front and rear through overhead doors, increasing functionality while utilizing the existing site access. The sole purpose of the Covered Parking Structure is for the parking of public buses related to the County of Simcoe transit fleet operated by LINX Transit. To ensure rear access vehicular movements are provided, the location of the Covered Parking Structure provides a reduced front yard setback of 7.5 metres. To allow for the single storey Covered Parking Structure use and reduced front yard setback an Official Plan Amendment and Zoning Bylaw Amendment are required through specific policy and site-specific provisions.

Additionally, the existing automotive repair shop use (J.P.'s Service Centre) within the existing single storey building will remain and provide automotive repair services to the general public. In addition to the automotive repair shop use, a proposed Transportation Terminal use is proposed within the same existing building to service & repair the County of Simcoe transit fleet. No additions or changes are proposed for the existing building that will contain two (2) uses as mentioned. To allow the Transportation Terminal use to operate on the Subject Lands, an Official Plan Amendment and Zoning Bylaw Amendment are required through specific policy and site-specific provisions.

The existing access and general parking layout will not change as a result of introducing the Transportation Terminal and Covered Parking Structure uses, nor will any reduction of existing landscape open space areas. A total of fourteen (14) parking spaces, including one (1) Barrier Free space provide ample parking areas for employees and customers. As a result of the proposal, the existing containers located in the rear yard of the Subject Lands are to be removed. Site improvements are proposed by increasing the asphalt areas and specific snow storage areas ultimately improving drainage and functionality. The 3 large containers located on the northwest of the property will be removed.

4.0 PLANNING POLICY AND ANALYSIS

4.1 PLANNING ACT, R.S.O. 1990, C. P.13

The *Planning Act* is provincial legislation that regulates land use planning in Ontario.

Section 2 of the *Planning Act* requires that all land use planning activities under the Act shall have regard for Matters of Provincial Interest. The following key Matters of Provincial Interest under Section 2 of the *Planning Act* were found to be relevant to the Proposed Development, as shown in Table 1.

Section 2 of the Planning Act requires that all land use planning activities under the Act shall have regard for Matters of Provincial Interest. The following key Matters of

Provincial Interest under Section 2 of the Planning Act were found to be relevant to the Proposed Development, as shown in **Table 1**:

Table 1. Planning Act S.2 Matters of Provincial Interest

Matter of Provincial Interest (Section 2, Planning Act)	**Planning Rationale**
(a) the protection of ecological systems, including natural areas, features and functions;	There are no natural areas or natural heritage features on the Subject Lands identified in the Town of Midland Official Plan, and the Subject Lands are not within a Nottawasaga Valley Conservation Authority (NVCA) regulated area.
(b) the protection of the agricultural resources of the Province;	There are no agricultural resources on the Subject Lands, which are located within the Settlement Area.
(c) the conservation and management of natural resources and the mineral resource base;	There are no natural resources or mineral resources on the Subject Lands.
(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	There are no features of significant architectural, cultural, historical, archaeological or scientific interest on the Subject Lands identified in the Town of Midland Official Plan.
(e) the supply, efficient use and conservation of energy and water;	The proposed development makes efficient use of an existing, serviced parcel and existing

Matter of Provincial Interest (Section 2, Planning Act)	Planning Rationale
	municipal services, supporting the efficient use and conservation of energy and water.
(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The Subject Lands are served by existing municipal infrastructure, and as a Transportation Terminal use the proposed development supports the transportation system and municipal services.
(g) the minimization of waste;	The proposed development redevelops an existing parcel and will manage and collect waste on site in accordance with municipal standards.
(h) the orderly development of safe and healthy communities;	The proposed development represents the orderly development of an existing, serviced parcel within the Settlement Area for a use that supports public transit, consistent with and complementary to the surrounding land use context. As a transit-supportive use, it enables the operation of public transit, which supports active transportation and contributes to a healthy community.
(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	The facility will be designed to meet the accessibility requirements of the Ontario Building Code and the AODA, addressed in

Matter of Provincial Interest (Section 2, Planning Act)	Planning Rationale
	detail at the Site Plan Control stage. Furthermore, the proposed development will support the storage of accessible paratransit vehicles operated through LINX Transit, providing transportation for persons with disabilities.
(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	The Subject Lands are located within the Midland settlement area, which is served by an appropriate range and distribution of educational, health, social, cultural and recreational facilities, including educational facilities (Georgian Bay District Secondary School, St. Theresa's Catholic High School), health facilities (Georgian Bay General Hospital, CHIGAMIK Community Health Centre), social facilities (Wendat Community Programs, The Salvation Army Community and Family Services), cultural facilities (Midland Cultural Centre, Midland Public Library) and recreational facilities (North Simcoe Sports and Recreation Centre, Little Lake Park). As a transit-supportive use, the proposed development supports residents' access to these facilities across the community.

Matter of Provincial Interest (Section 2, Planning Act)	**Planning Rationale**
(j) the adequate provision of a full range of housing, including affordable housing;	Residential development is not proposed as part of the proposed development - not applicable.
(k) the adequate provision of employment opportunities;	The proposed development provides an employment-generating public transit use, being the parking and servicing of the County of Simcoe LINX transit fleet, and supports jobs in the local economy through the ongoing operation of the facility. Furthermore, the existing use retains established on-site jobs through the continued operation of J.P.'s Service Centre (Automotive Repair Shop).
(l) the protection of the financial and economic well-being of the Province and its municipalities;	The proposed development protects the financial and economic well-being of the Province and the Town by making efficient use of existing municipal infrastructure and by providing a facility that services the general public and public transit fleet for the County of Simcoe. The covered parking structure protects the longevity of the transit fleet as a public asset, supporting the financial well-being of the municipality, and supports economic well-being by enabling the reliable provision of public transportation services.

Matter of Provincial Interest (Section 2, Planning Act)	Planning Rationale
(m) the co-ordination of planning activities of public bodies;	The applications represent the coordination of planning activity for a public body, the County of Simcoe and its LINX Transit service, to provide transit support services within the Town of Midland and throughout Simcoe County. The applications will be circulated to and reviewed by the Town of Midland, the County of Simcoe as the road authority, and the applicable agencies, providing for the coordination of planning activities.
(n) the resolution of planning conflicts involving public and private interests;	The applications proceed through the Planning Act process, including a statutory public meeting, which provides for the resolution of any planning conflicts between public and private interests.
(o) the protection of public health and safety;	The proposed development supports the protection of public health and safety. Public health is advanced through active transportation: by keeping the County of Simcoe's LINX transit fleet in reliable operation, the development sustains a public transit service that encourages physical activity through active transportation and reduces reliance on single-occupant automobile travel. Public safety is advanced

Matter of Provincial Interest (Section 2, Planning Act)	Planning Rationale
	by providing secure, covered parking for the transit fleet, which protects the vehicles from the weather-related wear, supports their reliable day-to-day availability, and helps keep the transit service that residents depend on operating safely and dependably.
(p) the appropriate location of growth and development;	The proposed development directs a transit-supporting use to an existing, serviced parcel within the Settlement Area, within a Strategic Growth Area along a County Road 25, a Primary Arterial, which is an appropriate location for growth and development.
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed development supports public transit by providing the facility required for the servicing of the LINX Transit fleet, and makes sustainable use of existing infrastructure.
(r) the promotion of built form that, *(i) is well-designed,* *(ii) encourages a sense of place, and* *(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*	The single-storey facility provides a functional layout for transit fleet parking , and on-site circulation for the safe movement of transit vehicles. The built form, landscaping and streetscape treatment will be refined through the Site Plan Control process to ensure the development is well-designed and compatible with the surrounding area.

Matter of Provincial Interest (Section 2, Planning Act)	Planning Rationale
(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.	By supporting the public transit system, the proposed development contributes to reduced reliance on private vehicles and greenhouse gas emissions, and supports the parking of transit vehicles within a wholly enclosed building protecting fleet buses from the elements ultimately prolonging vehicular usage.

The Official Plan Amendment is filed pursuant to Section 22 and the Zoning By-law Amendment is filed pursuant to Section 34 of the *Planning Act.* Under these sections, each application must be accompanied by the prescribed and municipally required information and materials, which have been set out in the Record of Pre-Submission Review (File PSUB-04-26, issued May 15, 2026), and will proceed through notice and a statutory public meeting.

Based on a review of the *Planning Act* Section 2 Matters of Provincial Interest, the proposed Official Plan Amendment and Zoning By-law Amendment have appropriately considered matters to be regarded under the *Planning Act.*

4.2 PROVINCIAL PLANNING STATEMENT, 2024

On October 20, 2024, the Provincial Planning Statement, 2024 (hereinafter 'PPS 2024') came into effect, replacing both *Provincial Policy Statement 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters be consistent with the PPS 2024.

The characterization of the proposed transportation terminal is central to the policy analysis that follows.

PPS 2024 defines a *Transportation System* as:

Transportation System: *a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres**,** rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.*

PPS 2024 defines *Infrastructure* as:

Infrastructure: *physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, active transportation systems, oil and gas pipelines and associated facilities.*

The proposed development of a Transportation Terminal & Covered pPrking Structure for the maintenance and parking of the public transit fleet operated by the County of Simcoe's LINX Transit. PPS 2024 expressly captures 'transit and transportation corridors and facilities' within the definition of Infrastructure, and captures 'associated facilities such as storage and maintenance' within the definition of a Transportation System. On that basis, the proposed facility is properly characterized as transit infrastructure and a public service facility that directly supports the operation and reliability of the public transit network serving the Town of Midland and the County of Simcoe, and it is this transit-supportive function that the following policies are applied against.

Section 2.3.1 - General Policies for Settlement Areas

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

The proposed development directs employment growth and development by locating a public transit fleet maintenance and parking facility on a fully serviced site within the Town of Midland's Settlement Area and Strategic Growth Area.

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

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

The proposed development makes efficient use of an underutilized, highway-commercial-zoned parcel within the settlement area, placing a needed public facility on serviced land rather than on a greenfield or rural site (2.3.1.2 a). As a facility dedicated to the maintenance and parking of the LINX Transit fleet, the proposal is itself a public service facility and optimizes the infrastructure that underpins the transit network (2.3.1.2 b). Most significantly, the facility is transit-supportive in the most direct sense: the protection and storage of the LINX Transit service that supports active and transit-based travel across Midland and the County depends on the secure, maintained, covered parking of the fleet the facility provides, so the development directly sustains the transit and active transportation network the policy seeks to encourage (2.3.1.2 c and d).

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

The proposal redevelops and expands on an underutilized site within the settlement area for a public service facility and represents the type of investment in necessary infrastructure and public service facilities the policy directs planning authorities to prioritize to support complete communities.

Section 2.4.1 - General Policies for Strategic Growth Areas

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

The Subject Lands are identified within a 'Strategic Growth Area I' on Schedule A - Growth Areas of the Town of Midland Official Plan. The proposed development locates infrastructure that supports public transit directly within an identified Strategic Growth Area, consistent with the direction to focus growth and development in Strategic Growth Areas.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth;

c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and

The proposed development is an employment-generating use that directs new employment to a Strategic Growth Area. The Transportation Terminal & parking facility supports ongoing jobs associated with the operation of the County's LINX Transit fleet and retains established on-site employment through the continued operation of J.P.'s

Service Centre (automotive repair), contributing to the employment growth that strategic growth areas are to be planned to accommodate (2.4.1.2 a). By providing fleet maintenance, and a secure covered parking structure that keeps the LINX Transit fleet protected, reliably available, and ready for daily service, the development accommodates and supports the transit network and the inter- and intra-regional transit connections that strategic growth areas are directed to provide for (2.4.1.2 c).

2.4.1.3 Planning authorities should:

a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

Policy 2.4.1.3 (a) directs planning authorities to prioritize planning and investment for infrastructure and public service facilities in Strategic Growth Areas, and the proposed development is precisely the type of investment located within an identified Strategic Growth Area: infrastructure in the form of a Transportation Terminal that enables and sustains the public transit system serving Midland and the broader County of Simcoe. This facility provides that capacity on a serviced site within the Strategic Growth Area the policy prioritizes for such investment (2.4.1.3 a). The proposed development is located in a transitional area where the uses are transitioning from commercial uses from north of Sundowner Road into an enclave of automotive and industrial/commercial uses south of Sundowner Road, providing an adequate transition to the large-format commercial uses to the north of Sundowner Road (Pharmacy, Movie theater and Electronics store), and south of Balm Beach Road east (Supermarket) (2.4.1.3 b). The proposal also represents development and intensification permitted within a Strategic Growth Area in support of the achievement of a complete community through the

provision of transit and enables transit which supports a compact built form within the area (2.4.1.3 c).

Section 2.8.1 - Supporting a Modern Economy

2.8.1.1 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) 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 intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and

e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

The proposed development promotes economic development and competitiveness. It introduces an employment-generating public service use on a serviced site within the Settlement Area, providing for an appropriate employment and institutional use that meets a long-term need, being the maintenance and parking of the County's public transit fleet, and it retains established on-site employment through the continued operation of J.P.'s Service Centre (2.8.1.1 a). The site is a suitable, serviced employment site that contributes to a diversified economic base and takes into account the needs of the public transit provider as an existing and future operator of the facility

(2.8.1.1 b). By locating the use on a market-ready, fully serviced site, the proposal directs investment to a strategic location and removes a potential barrier to the reliable, day-to-day availability of the public transit fleet (2.8.1.1 c). The development intensifies an underutilized site with a compact employment use that supports the achievement of a complete community through the transit service it sustains (2.8.1.1 d). Land use compatibility with adjacent uses, including an appropriate transition, is provided as described above (2.8.1.1 e).

Section 2.9 - Energy Conservation, Air Quality and Climate Change

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;

b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

c) support energy conservation and efficiency;

d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

By providing secure, covered parking structure that keeps the public transit fleet protected and reliably available for service, the development supports the achievement of compact, transit-supportive, and complete communities and the shift toward transit-based travel from single-occupant automobile trips that reduces greenhouse gas emissions (2.9.1 a and e). Climate change considerations, including stormwater management, will be incorporated into the detailed design of the facility and its site servicing and addressed through the Site Plan Control process (2.9.1 b). The

development supports the continued operation of a public transit fleet that contributes to improved regional air quality through the reduction of automobile trips (2.9.1 c and d).

Chapter 3 - Infrastructure and Facilities

3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

a) are financially viable over their life cycle, which may be demonstrated through asset management planning;

b) leverage the capacity of development proponents, where appropriate; and

c) are available to meet current and projected needs.

The proposed development is infrastructure and a public service facility, provided efficiently to accommodate the projected needs of the public transit system (3.1.1). As a facility supporting the County of Simcoe's public transit service, it is planned to be financially viable over its life cycle and coordinated with the County's asset management and service planning, it leverages the capacity of the Client to deliver the proposed development, and it is being provided to meet the current and projected needs of the transit fleet (3.1.1 a, b and c).

3.1.2 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized; and

The proposal locates the facility on an existing, under-utilized and fully serviced commercial parcel within the settlement area, optimizing existing infrastructure rather than extending new infrastructure into undeveloped areas.

3.2.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low-emission vehicles.

The proposed facility directly supports the provision of a transportation system that is safe, energy efficient and able to facilitate the movement of people. By providing secure, covered parking structure and serviceability within an existing building for the LINX Transit fleet, it keeps a public transit service in safe and reliable operation, allows that service to address the projected needs of a growing ridership from projected population increase, and supports the fleet, including its capacity to accommodate zero- and low-emission vehicles as the fleet is renewed.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

The development makes efficient use of existing and planned infrastructure to meet public transit demands. By keeping the transit fleet protected and reliably available for service, the facility helps reduce reliance on single-occupant vehicle travel and supports more efficient use of the existing road network.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

The LINX Transit fleetsupports a multimodal transportation system and the connectivity of transit within Midland and across the County, including the inter- and intra-regional connections that cross municipal boundaries.

3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

The proposal supports the long-term function of the transportation and infrastructure corridors that the transit system relies upon. As a public transit fleet operation, it

sustains the use of the transportation and transit corridors that the policy directs planning authorities to plan for and protect.

3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The Subject Lands obtain access from Balm Beach Road East, a primary arterial County of Simcoe Road, and the development is compatible with and supportive of the long-term transportation function of that corridor; access arrangements and any impacts on the corridor will be designed to the satisfaction of the County of Simcoe through the Site Plan Control process (3.3.3). The remaining policies of Section 3.3, addressing the protection of major goods movement facilities, the reuse of abandoned corridors and the co-location of linear infrastructure, are not engaged by this proposal (3.3.2, 3.3.4 and 3.3.5).

3.6.2 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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

The Subject Lands are located within the Settlement Area of the Town of Midland and will be serviced by municipal water and municipal wastewater services, which are the preferred form of servicing within settlement areas. The availability and design of servicing will be addressed through the detailed design and Site Plan Control process. Additionally, the existing building continuation of automotive repair operations together

with maintenance of public fleet vehicles utilizes existing municipal services. The addition of a wholly enclosed parking structure for fleet vehicles would not require municipal water or wastewater services.

Based on a review of the PPS 2024 policies above, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with policies 2.3.1.1, 2.3.1.2, 2.3.1.3, 2.4.1.1, 2.4.1.2, 2.4.1.3, 2.8.1.1, 2.9.1, 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.2.3, 3.3.1, 3.3.3 and 3.6.2 of the Provincial Planning Statement, 2024.

4.3 COUNTY OF SIMCOE OFFICIAL PLAN, 2026

The County of Simcoe Official Plan is the upper-tier Official Plan applicable to the Subject Lands. As the Town of Midland is a lower-tier municipality within the County of Simcoe, the proposed development is required to conform to the policies of the County of Simcoe Official Plan. Within the County of Simcoe Official Plan, the Subject Lands are designated 'Settlements,' and Balm Beach Road East (County Road 25) is identified as a ‘Primary Arterial’.
The following policies were found to be relevant to the proposed development:

Section 1.3 - Goals of the Official Plan

- *To further community economic development which promotes economic sustainability in Simcoe County communities, providing employment and business opportunities;*
- *To positively influence the creation of built environments within the County for people of all ages and abilities, which serve to establish complete healthy communities and enhance the quality of life for our residents;*
- *To promote socially and physically accessible rural and urban communities; and*
- *To promote, protect and enhance public health and safety.*

The proposed development supports the goals of the Plan. As a public service facility, it furthers community economic development and economic sustainability by supporting

employment and business activity within the County associated with the LINX transit system. By sustaining a reliable public transit service, it contributes to a built environment that serves people of all ages and abilities, supporting complete, healthy communities and enhancing the quality of life for County residents. The facility stores the LINX fleet and thereby enables the urban community to be physically accessible to those who cannot or choose not to drive, promoting socially and physically accessible rural and urban communities. Finally, by enabling transit-based mobility that reduces reliance on single-occupant automobile travel and promotes active transportation, the development supports the promotion, protection, and enhancement of public health and safety.

Section 2.4 - Resources and Economic Base

2.4 The movement of people and goods is essential to the economic and social well-being in the County.

The proposed facility provides maintenance service and a covered parking structure for the public transit fleet that moves people across the County, directly supporting the movement of people that the Plan recognizes as essential to the County's economic and social well-being.

Section 3.1 - Objectives

3.1.1 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

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

The proposal directs a public service facility to a settlement area where it can be effectively serviced (3.1.1) and contributes to a community with diversified economic functions by supporting the transit-associated employment (3.1.4).

Section 3.2 - Growth Management Framework

3.2.3 The majority of population and employment growth will be directed to settlement areas with particular emphasis on primary settlement areas. Municipalities with primary settlement areas will direct a significant portion of population and employment growth forecasted to the applicable primary settlement areas. A proportion of new growth will be accommodated through intensification according to the targets set out in Section 3.5. The primary settlement areas will develop as complete communities. Other settlement areas may over time develop towards becoming a complete community, where appropriate, based on the hierarchy described in 3.5.

3.2.4 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.

3.2.6 The County as a whole will plan for and invest for a balance of jobs and housing to reduce the need for long distance commuting and promote alternative transportation choices and usage for people of all ages and abilities.

The Subject Lands are located within a Settlement Area on full municipal water and wastewater services, consistent with the direction of the majority of growth to settlement areas and, in particular, to settlement areas served by full municipal services (3.2.3 and 3.2.4). As the site is served by full municipal services, the provision in policy 3.2.4 requiring supporting studies for other forms of servicing does not apply (3.2.4). By providing servicing and covered parking for the LINX Transit fleet, the development promotes alternative reliable transportation choices and seeks to reduce the need for long-distance commuting (3.2.6).

Section 3.5 - Settlements

3.5.5 To promote healthy, complete, and accessible urban and rural communities that are in proximity to amenities, support services, and transit.

The proposed development supports the objective of healthy, complete, and accessible urban and rural communities in proximity to amenities, support services, and transit. The Provincial Planning Statement, 2024 defines complete communities as *places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services* (PPS 2024, Section 8). The proposed development provides services for the County of Simcoe LINX transit fleet, and it is that fleet which physically connects residents to nearby amenities, support services, and transit across the County, providing the transportation options and public service facilities that a complete community relies upon. Because nearly every transit trip begins and ends with a walk or roll to and from a stop, a reliable transit service also promotes active transportation and the physical health benefits that come with it, supporting healthier communities. Access to this service is most meaningful for residents who do not own a vehicle or are unable to drive, including seniors, youth, persons with disabilities, and lower-income households, for whom reliable public transit is the means by which equitable access to daily needs is realized. By sustaining the transit service on which this accessibility and active mobility depend, the development advances the creation of healthy, complete, and accessible communities.

3.5.8 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 3.5.9 or 3.5.11 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 Settlement. Policy 3.5.8 provides that the applicable land uses are to be developed within settlement area boundaries on land appropriately designated in the local municipal official plan, and expressly states that land use designation changes within settlement area boundaries do not require a County Official Plan amendment. The requested Official Plan Amendment is therefore a matter for the Town of Midland Official Plan, and the proposed development conforms to the County's direction that Settlements be the focus of employment growth.

3.5.27 Settlements, and the downtowns and main streets of primary settlement areas, shall be promoted as focal points for residential, commercial, and institutional uses, through the following:

- *Encouragement of opportunities for affordable and reliable transit access within communities and between communities for people of all ages and all abilities.*

The proposed facility directly enables the affordable and reliable transit access within and between communities, for people of all ages and all abilities, that the Plan promotes as a means of reinforcing Settlements as focal points (3.5.27).

Section 4.5.43 - Energy Conservation and Renewable Energy

4.5.43 The County will promote energy conservation through land use development patterns that:

b) promote active transportation and the use of transit;

By sustaining the LINX Transit fleet, the development supports a land use pattern that promotes the use of transit and, in turn, active transportation, consistent with the County's energy conservation direction (4.5.43 b).

Section 4.7 - Infrastructure: Sewage and Water Services

4.7.4 The preferred method of servicing settlement areas and other multi-lot developments is full municipal sewage services and full municipal water services. A local municipality may direct growth towards a particular settlement area to achieve this policy. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

The Subject Lands are located within a settlement area and will be served by full municipal sewage and water services, which the Plan identifies as the preferred method of servicing, and the proposal represents redevelopment on existing municipal services (4.7.4).

Section 4.8 - Transportation

4.8.6 The County will support opportunities for multimodal use where feasible, in particular prioritizing transit, walking, cycling and goods movement needs over those of single occupant automobiles.

4.8.9 The County will consult with other levels of government and agencies responsible for the provision or licensing of transportation services in order to analyze and make recommendations regarding the improvement, compatibility, and efficiency of transportation systems in the County and shall integrate transportation and land use considerations at all stages of the planning process. The potential County multimodal transportation system, including high-capacity interregional connectivity, will be promoted and, where possible, improved.

4.8.12 Local municipalities should seek to reduce traffic congestion and minimize the length and number of vehicle trips through traffic management techniques, support

current and future use of transit (where applicable) and active transportation in their official plans, through the designation of areas of higher density and mixed land use.

4.8.24 All County Roads are considered arterial roads and are classified as one of controlled access, primary, or secondary arterials. The main function of County Roads is to provide for through traffic movements between activity areas across the County and external to the County. They generally link Provincial Highways and County Roads, settlement areas, and transportation corridors both within and outside the County, as well as provide service to commercial, industrial, and major recreational areas.

4.8.57 Local municipalities which operate or plan to operate transit services are encouraged to work cooperatively with neighbouring municipalities to expand transit service to Simcoe area residents using the family of services principles.

This policy cluster is directly advanced by the proposed development. The proposed development provides the servicing and parking for the public transit fleet that delivers the multimodal system the County prioritizes over single-occupant automobile travel (4.8.6), and supports the County's multimodal transportation system and its high-capacity interregional transit connectivity (4.8.9). By providing secure, covered parking for the LINX Transit fleet and keeping that fleet reliably available for daily operation through regular maintenance, the development supports the current and future use of transit that local municipalities are directed to support (4.8.12), and advances the expansion and delivery of transit service that municipalities operating transit are encouraged to provide cooperatively under the family of service principles (4.8.57). The Subject Lands obtain access from Balm Beach Road East, a County of Simcoe road that functions as a primary arterial carrying through-traffic between activity areas across the County. The proposed Transportation Terminal facility and covered parking structure both relies on and supports that arterial function. It houses and safeguards the public transit fleet that moves people across the broader County road network, and it is an appropriate use to locate on lands fronting a County arterial roadway (4.8.24).

County Road 25 (Balm Beach Road) is identified as a Primary Arterial with a Righ-of-way width of 30.5 between Simcoe County Road System County Road 93 and County Road 6 under Table 5.4. Given the current width of the excising right-of-way at 30.5m, no road widening is anticipated. A minimum front-yard setback of 7.50 metres from Balm Beach Road East (County Road 25) is proposed, whereas Section 3.27 of the Zoning By-law requires a 15.0 metre setback from a Provincial Highway or County Road.

The purpose of the 15.0 metre setback under Section 3.27 is, in part, to protect lands for the potential future widening of a County Road. Balm Beach Road East is identified as a Primary Arterial with a basic right-of-way of 30.5 metres between County Road 93 and County Road 6 under Table 5.4 (Simcoe County Road System) of the County of Simcoe Official Plan. The existing right-of-way measures 30.5 metres and already satisfies the planned width, and as such no road widening is anticipated along the frontage of the Subject Lands. The purpose underlying the setback is not engaged in this instance, and the reduced setback does not prejudice any future widening of the road. Should the County identify a corridor requirement, it is secured through the road dedication process at the Site Plan Control stage under the transportation policies of the County of Simcoe Official Plan, rather than through the building setback.

The reduced setback does not result in adverse impacts to sight lines. Section 3.27 regulates the placement of the building relative to the front lot line, whereas sight lines at the Balm Beach Road East access are a function of the access location and the required sight triangle. The reduced building setback does not alter those sight lines, and sight-line adequacy will be confirmed through the Site Plan Control process.

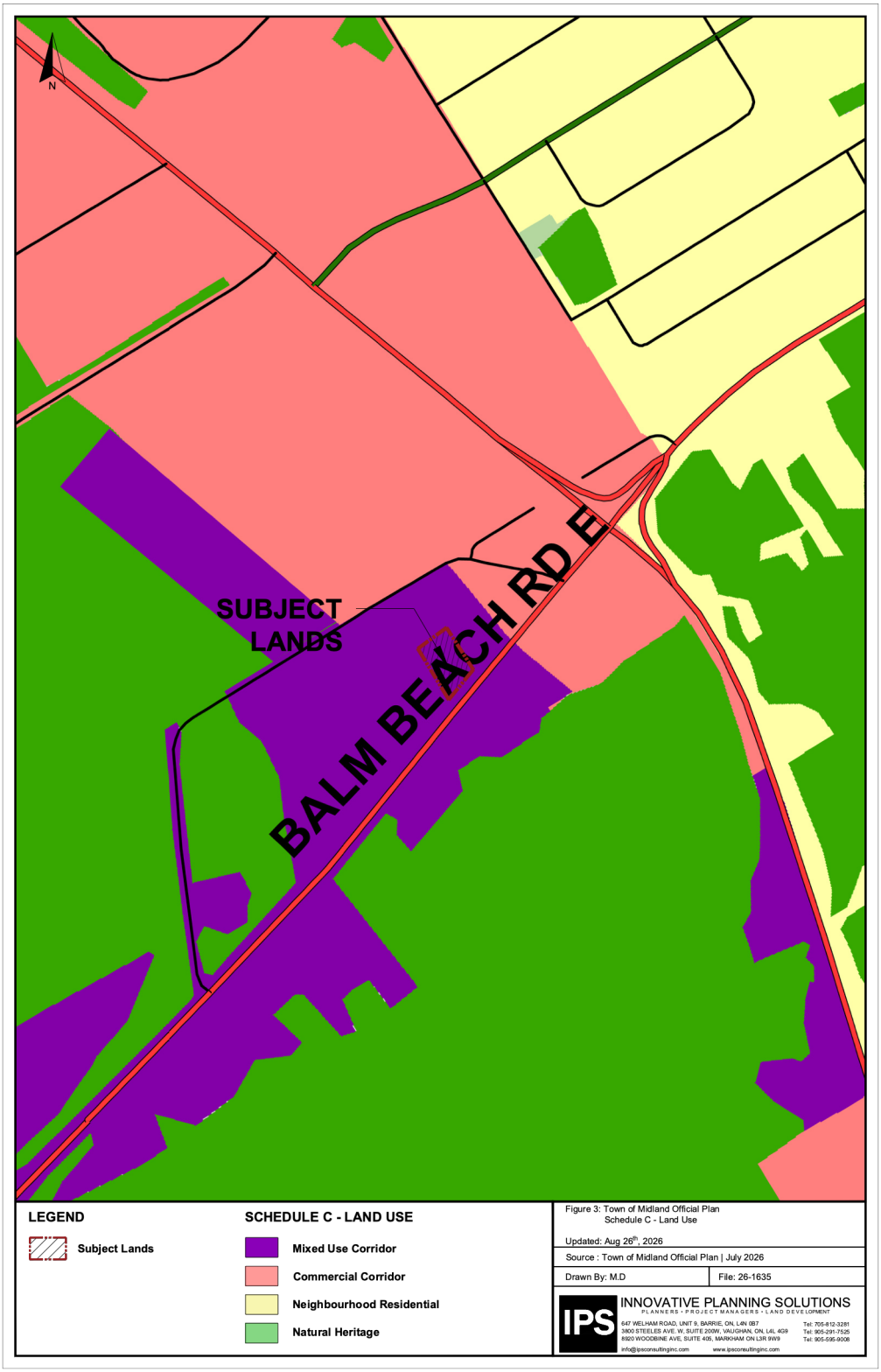
The reduced setback does not result in adverse impacts to servicing. The Subject Lands are serviced by full municipal services, and the building setback does not encroach into the road allowance or the municipal service corridor within the right-of-

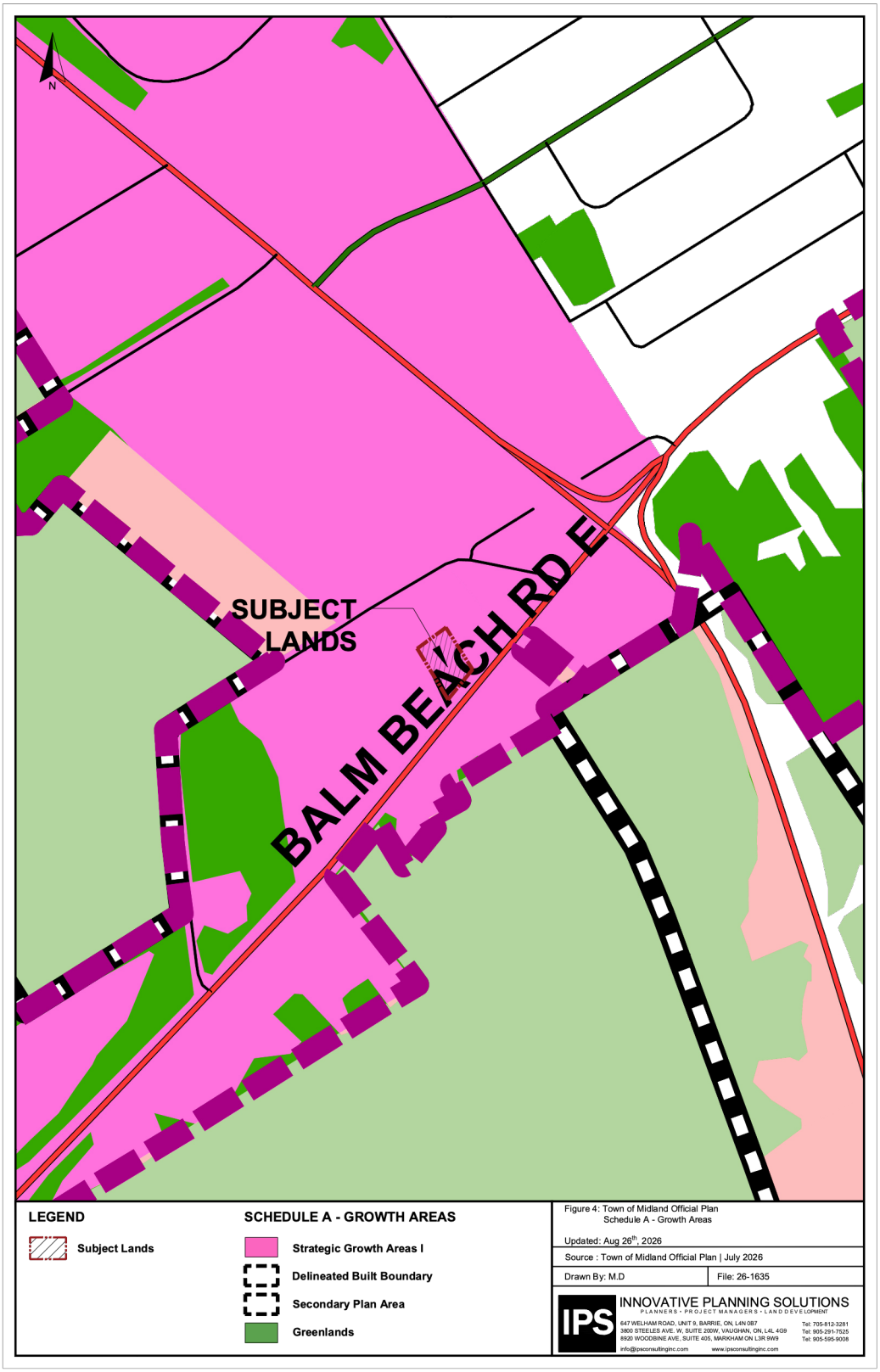
way. Utility connections, grading and any works within the boulevard will be finalized at the Site Plan Control stage.

Based on the policy review above, the proposed Official Plan Amendment and Zoning By-law Amendment conform to policies 1.3, 2.4, 3.1.1, 3.1.4, 3.2.3, 3.2.4, 3.2.6, 3.5.5, 3.5.8, 3.5.27, 4.5.43, 4.7.4, 4.8.6, 4.8.9, 4.8.12, 4.8.24 and 4.8.57 of the County of Simcoe Official Plan.

4.4 TOWN OF MIDLAND OFFICIAL PLAN, 2025

The Town of Midland Official Plan is the lower-tier Official Plan applicable to the Subject Lands. The Subject Lands are designated 'Mixed Use Corridor' on Schedule C - Land Use (Figure 3), are located within a ‘Strategic Growth Area I’ on Schedule A - Growth Areas (Figure 4). An Official Plan Amendment is sought to permit the Transportation Terminal on the Subject Lands, and to permit a single-storey building (parking structure), being relief from the minimum building height in policy 4.4.5(i) as exceptions to the ‘Mixed Use Corridor’ designation (s. 4.4.5.1.). As the local Official Plan, the proposed development is required to conform to applicable policies. The following policies were found to be relevant to the proposed development.


N
SUBJECT LANDS
BALM BEACH RD E
LEGEND
Subject Lands
SCHEDULE C - LAND USE
Mixed Use Corridor
Commercial Corridor
Neighbourhood Residential
Natural Heritage
Figure 3: Town of Midland Official Plan
Schedule C - Land Use
Updated: Aug 26th, 2026
Source : Town of Midland Official Plan | July 2026
Drawn By: M.D
File: 26-1635
IPS
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PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT
647 WELHAM ROAD, UNIT 9, BARRIE, ON. L4N 0B7
3800 STEELES AVE. W, SUITE 200W, VAUGHAN, ON. L4L 4G9
8920 WOODBINE AVE, SUITE 425, MARKHAM ON L3R 9W9
Tel: 705-812-3281
Tel: 905-291-7525
Tel: 905-595-9008
info@ipsconsultinginc.com
www.ipsconsultinginc.com


N
SUBJECT LANDS
BALM BEACH RD E
LEGEND
Subject Lands
SCHEDULE A - GROWTH AREAS
Strategic Growth Areas I
Delineated Built Boundary
Secondary Plan Area
Greenlands
Figure 4: Town of Midland Official Plan
Schedule A - Growth Areas
Updated: Aug 26th, 2026
Source : Town of Midland Official Plan | July 2026
Drawn By: M.D
File: 26-1635
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8920 WOODBINE AVE., SUITE 405, MARKHAM ON L3R 9W9
Tel: 705-812-3281
Tel: 905-291-7525
Tel: 905-595-9008
info@ipsconsultinginc.com
www.ipsconsultinginc.com

Section 3.1.1 - A Successful Community

3.1.1 i) Plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities and to transportation systems that serve the broader region;

By sustaining the LINX Transit service that links the community to adjacent communities and to the transportation systems serving the broader region, the development supports a highly integrated and connected transit and active transportation system.

Section 3.1.4 - Climate Change

3.1.4 a) The Town will promote development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The development supports a land use pattern that reduces greenhouse gas emissions by providing a service facility for the public transit fleet and the shift to transit travel that it enables. Additionally, the proposal utilizes an existing automotive repair shop, combining uses within a singular building, similar to land use patterns within the surrounding area.Applicable climate change and stormwater measures will be incorporated into the detailed design of the facility and addressed through the Site Plan Control process.

Section 3.1.14 - Pollution Abatement

3.1.14 b) An objective of the Municipality is to be a pollution-free Town. The Town will promote and support initiatives to reduce greenhouse gas emissions, both through Town operations and through working with other agencies and the private sector.

By supporting public transit and the reduction of single-occupant vehicle travel, and by providing for the public transit fleet zero- and low-emission vehicles within the LINX Transit fleet, the development advances the Town's objective of reducing pollution and greenhouse gas emissions and improving air quality.

Section 3.3 - Economic Development

3.3 b) vii) Attract new industries, support existing businesses and capitalize on the assistance and initiative programs of senior levels of government;

The development delivers a County of Simcoe public transit facility within the Town, supporting economic development and local employment and capitalizing on the transit service initiative of an upper-tier level of government.

Section 3.3.2 - Tourism

3.3.2 b) Tourism is supported by having a successful community, which includes a vibrant Downtown, and cultural and sports facilities, which are connected by an integrated active transportation system.

The proposed development provides for the LINX Transit fleet, and it is that transit service which links the Town's Downtown, cultural and sports facilities as an integrated system, supporting the connected, successful community on which tourism depends.

Section 3.3.4 - Employee Retention and Diversification

3.3.4 a) iv) Provide for a full range and mix of employment opportunities.

The development supports the employment associated with the LINX Transit operation, and contributes to a full range and mix of employment opportunities within the Town. It also retains the established on-site employment and the existing automotive service and repair use of J.P.'s Service Centre, which continues to operate on the Subject Lands, thereby preserving existing local jobs (3.3.4 a) iv).

Mixed Use Districts - Urban Structure

iii. The Mixed Use Districts – The Mixed Use Districts accommodate, and are planned to accommodate, a mixture of retail, service commercial, office, institutional and, in some cases, higher density residential land uses. The Mixed Use Districts shall comprise the Strategic Growth Areas identified on Schedule A – Growth Areas, and will provide the justification for enhanced transit and active transportation investment over time.

The planning policy framework will identify the Mixed Use Districts as key locations for a full range and mix of compatible land uses to ensure that they evolve as an important connecting element of the Town's urban structure. The planning policy framework included in this Plan will also establish a hierarchy that will be more specific about the range and mix of permitted land uses and the scale of the built form anticipated.

The Mixed Use Districts are located both within the Delineated Built-up Area (intensification opportunities) and outside the Delineated Built Boundary (Designated Greenfield Areas), and it is anticipated that a substantial portion of new jobs and residents will be accommodated on these lands.

New development on full urban services is required for growth in the Mixed Use Districts. New development on partial or private services is expected to be limited to minor infilling and minor rounding out of existing development where there are no urban services available or expected.

The planning policy framework included in this Plan further subdivides the Mixed Use Districts into the Downtown, Waterfront District – Midland Bay Landing, Commercial Corridor and Mixed Use Corridor.

The Subject Lands are identified within a Mixed Use District and Strategic Growth Area. The Plan provides that the Mixed Use Districts comprise the Strategic Growth Areas identified on Schedule A – Growth Areas, and that they provide the justification for enhanced transit and active transportation investment over time. The proposed transit facility offering fleet vehicle maintenance and a single storey covered parking structure is precisely such a transit investment, and it is located on full urban services, which the policy requires for growth in the Mixed Use Districts. The Mixed Use Corridor designation applying to the Subject Lands is one of the sub-designations into which the Plan subdivides the Mixed Use Districts (iii).

Section 4.4.1 - Mixed Use Districts

4.4.1 a) The Mixed Use Districts have the potential to accommodate significant growth, in an intensified built form, with mid-rise and high-rise residential buildings and population related employment uses, including community or regionally scaled retail commercial, office and institutional facilities. The Mixed Use Districts also play a crucial role in defining the planned urban structure of the Town, in accommodating growth through intensification and in supporting a successful transit system.

4.4.1 b) The Mixed Use Districts are intended to be flexible and responsive to land use pattern changes and demands, and permit a broad range of uses at different scales and intensities depending on the location within the Town's urban structure. An appropriate mix and range of commercial, retail, office, institutional and residential uses at different scales and intensities will be encouraged and supported within the various Mixed Use Districts.

4.4.1 c) With respect to the Mixed Use Districts identified on Schedule B – Urban Structure, the objectives of the Town are to:

i. Promote the accommodation of substantial anticipated growth in medium and higher density built forms;

ii. Ensure a significant and diverse supply of designated lands that provide opportunities for a diversified economic base, taking into account the needs of existing and future residents and businesses;

iii. Ensure that the necessary infrastructure is available to support current and projected growth and development; and,

iv. Require that all development within the Mixed Use Districts is transit-supportive and incorporates high-quality design to support active transportation and a strong public realm, including built form, architectural details, landscaping and signage.

The Mixed Use Districts play a crucial role in supporting a successful transit system (4.4.1 a), and the proposed development directly supports that role by providing maintenance and secure covered parking for the transit fleet on which the public transit

system depends. Of the objectives, the proposal most directly advances the requirement that the necessary infrastructure be available to support current and projected growth and development (4.4.1 c iii), being itself transit infrastructure, and the requirement that development within the Mixed Use Districts be transit-supportive (4.4.1 c iv), which the facility is in the most direct sense. The objectives directed at accommodating higher-density growth and a diversified economic base (4.4.1 c i and ii) are advanced insofar as the proposal delivers public infrastructure and employment that support the continued intensification of the Mixed Use Districts, and the architectural details, landscaping and signage referenced in objective (iv) will be addressed and further refined through the Site Plan Control process.

Section 4.4.5 - Mixed Use Corridor Designation

Intent

4.4.5 a) Lands within the Mixed Use Corridor designation function as the connective spine of the Town as well as a destination for the surrounding neighbourhoods. These lands provide a significant opportunity for creating vibrant, pedestrian and transit oriented places through investment in infrastructure, residential intensification, infill and redevelopment, with particular attention to urban design.

4.4.5 b) Areas within the Mixed Use Corridor designation have evolved, and will continue to evolve over time. These corridors typically include an array of compatible land uses including retail and service commercial uses, mid-rise and high-rise residential uses, as well as institutional uses. These corridors are expected to accommodate significant intensified development, while maintaining a broad mix of land uses that support investment in transit and the achievement of a complete community.

The Subject Lands are designated Mixed Use Corridor. The designation is expressly transit-oriented: the Plan describes these lands as a significant opportunity for creating vibrant, pedestrian and transit-oriented places through investment in infrastructure (4.4.5 a), and as corridors that maintain a broad mix of land uses that support investment in transit and the achievement of a complete community (4.4.5 b). The

proposed facility represents an investment in the public transit infrastructure the designation is intended to foster, and directly advances the transit-oriented intent of the designation (4.4.5 a and b).

Permitted Uses

4.4.5 d) Permitted uses on lands designated as Mixed Use Corridor, as identified on Schedule C - Land Use, may include:

> *i. Land uses lawfully existing on the date of the approval of this Plan;*
>
> *ii. Moderately scaled retail, service commercial uses and restaurants of all types, motor vehicle service centres and repair shops;*
>
> *xvi. Parking facilities at-grade and/or structured;*
>
> *xix. Public service facilities; and,*
>
> *xx. Public uses and public and private utilities*

4.4.5 f) Motor vehicle sales facilities are specifically prohibited in the Mixed Use Corridor designation.

An Official Plan Amendment is sought to permit a single-storey building (Covered Parking Structure) as a policy exception together with the Transportation Terminal use. The proposed facility is supporting the County of Simcoe LINX public transit system, which can generally be characterized as a permitted "motor vehicle service centre and repair shops" use (4.4.5 d) ii.). However, through the Pre-Consultation process, staff established the proposed transit facility to be outside the scope of a ‘motor vehicle centre and repair shop’ as the fleet based facility for parking, servicing, and maintenance of transit buses, differs from a conventional service station catering to the general traveling public. To fully permit the transit facility, an Official Plan Amendment is required to permit a ‘Transportation Terminal’ as a specific policy exception in the ‘Mixed Use Corridor’ designation. To note, the existing automotive repair shop will remain functional and offer automotive repair services to the general public, which

would not require an Official Plan Amendment. Additionally, the proposed single storey Covered Parking Structure is a permitted use within section 4.4.5.d) xvi. and classified as a ‘Parking facilities at grade and/or structured.’ The proposed new building (Covered Parking Structure) constitutes new development to which the minimum building height in policy 4.4.5(i) applies. That minimum of two storeys is expressed as a directive that development 'should' achieve, rather than an absolute requirement, and the specialized functional requirements of a covered transit parking building, including drive-in vehicle access and the internal movement and staging of transit buses, are best accommodated within a single-storey form. Notwithstanding the single-storey interior, the proposed building has a height of 7.6 metres and is designed to present as a two-storey building along its street-facing elevation, so that the built form achieves the massing, scale, and street presence that policy 4.4.5(i) is intended to secure. The building also remains well within the maximum permitted height of 16.0 metres. In this way the requested site-specific relief maintains the intent of the height policy, delivering redevelopment with a two-storey appearance and an active street edge while accommodating a functional covered transit parking facility (4.4.5 i). To conclude, both the proposed use of a ‘Transportation Terminal’ and the permission of a single storey structure (Covered Parking Structure) be included as site-specific policy exceptions within the ‘Mixed Use Corridor’ designation to allow for the County of Simcoe Transit Fleet to operate on the Subject Lands.

Development Policies

4.4.5 i) Within the Mixed Use Corridor designation, the minimum building height for new development or redevelopment should be 2 storeys, or 8 metres, whichever is greater. The maximum building height shall not exceed a height of 4.0 storeys or 16.0 metres, whichever is less.

That minimum of two storeys is expressed as a directive that development 'should' achieve, rather than an absolute requirement, and the specialized functional requirements of a covered transit storage building, including drive-in vehicle access and

the internal movement and staging of transit buses, are best accommodated within a single-storey form. Notwithstanding the single-storey interior, the proposed building has a height of 7.6 metres and is designed to read as a two-storey building in height along its street-facing elevation, so that the built form achieves the massing, scale, and street presence that policy 4.4.5(i) is intended to secure. In this way the requested site-specific relief maintains the intent of the height policy, delivering redevelopment with a two-storey appearance and an active street edge while accommodating a functional covered transit storage facility.

4.4.5 k) When considering an application for a development or redevelopment within the Mixed Use Corridor designation, the following shall be considered:

i. The landscape, built form and functional character of the surrounding community is enhanced;

ii. No undue, adverse impacts are created on adjacent properties in the vicinity;

v. The height and massing of nearby buildings is appropriately considered and buffering and/or transitions in height and density to adjacent properties are implemented, where necessary;

ix. Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no undue adverse impacts on the Town's sewer, water, storm water management and transportation systems; and,

4.4.5 m) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. Front yard parking should not be permitted for new development or redevelopment. Parking and servicing areas should be located at the rear or side of the building and not visible from the street.

4.4.5 n) All lands within the Mixed Use Corridor designation are identified as within a Community Improvement Area. The Town may consider the preparation of a Community Improvement Plan to establish a vision for the area, identify public realm improvement priorities and establish incentive programs to assist the private sector in

improving their properties and to encourage the intensification of the corridors in accordance with the Town's planned urban structure.

The single-storey at-grade parking structure suits the specialized public service use as a Transportation Terminal, and the matters set out in policy 4.4.5 k, including fitting into the surrounding community, avoiding undue impacts on neighbours, the streetscape, on-site amenity, and confirming that servicing and transportation capacity are in place, will be addressed at the Site Plan Control stage (4.4.5 k). Overall, the proposed facility would not alter the form and functional character of the established area.

As the existing automotive repair shop contains front yard parking and with the utilization of the existing building for an additional use, that being a Transportation Terminal, the parking between the building and the roadway will not change. Additionally, with the inclusion of a covered parking structure does not impact or require alterations to the existing parking layout where the majority of the surface parking for motor vehicles is located at the rear of the existing building and fleet buses will be parked within the proposed parking structure. This satisfies section 4.4.5.m as existing parking will remain and fleet vehicles will be parked within a wholly enclosed structure and not be visible from the street.

The Subject Lands are identified within a Community Improvement Area, and the redevelopment of this underutilized site for a transit service facility (maintenance and parking) delivers the corridor intensification and improvement through redevelopment that this policy encourages (4.4.5 n).

Section 5.1 - Transportation

5.1 c) A modern transportation system:

i. Is multi-modal and multi-purpose;

ii. Recognizes and raises the priority of pedestrians and cyclists, and promotes and supports transit and active transportation initiatives;

iii. Is linked to, and supportive of the evolving urban structure and land use pattern; and,

iv. Promotes and integrates multimodal goods movement and freight-supportive land use and transportation system planning.

Section 5.1 further provides that the objectives related to Transportation will ensure a modern transportation system that:

> *ii. Promotes land uses and development forms that encourage bicycle, pedestrian, and transit travel;*
>
> *iii. Satisfies the evolving needs of both the existing population and businesses, as well as of future growth with a focus on optimizing the existing network to better serve travel demands and extend service life as opposed to the construction of new infrastructure;*
>
> *iv. Facilitates efficient and convenient movement within the Town and integrates with the transportation systems of the County, Province and adjoining municipalities;*
>
> *v. Minimizes the length and number of vehicle trips, and reduces greenhouse gas emissions that result from transportation choices;*

The proposed facility supports the Town's modern, multimodal transportation system. By providing services and secure parking facilities for the LINX Transit fleet, promotes and supports transit and active transportation (5.1 c ii) and reinforces a transportation system linked to and supportive of the evolving urban structure (5.1 c iii). The facility optimizes and extends the service life of the existing transit network as opposed to constructing new infrastructure (5.1 objective iii), encourages transit travel (5.1 objective ii), integrates with the transportation systems of the County, Province and adjoining municipalities (5.1 objective iv), and reduces vehicle trips and associated greenhouse gas emissions (5.1 objective v).

Section 5.3 - Public Transit

5.3.1 a) It is a policy to promote a public transit system to appropriately service the Town. The transit system should be coordinated to service the Town in response to need, demand and financial capabilities.

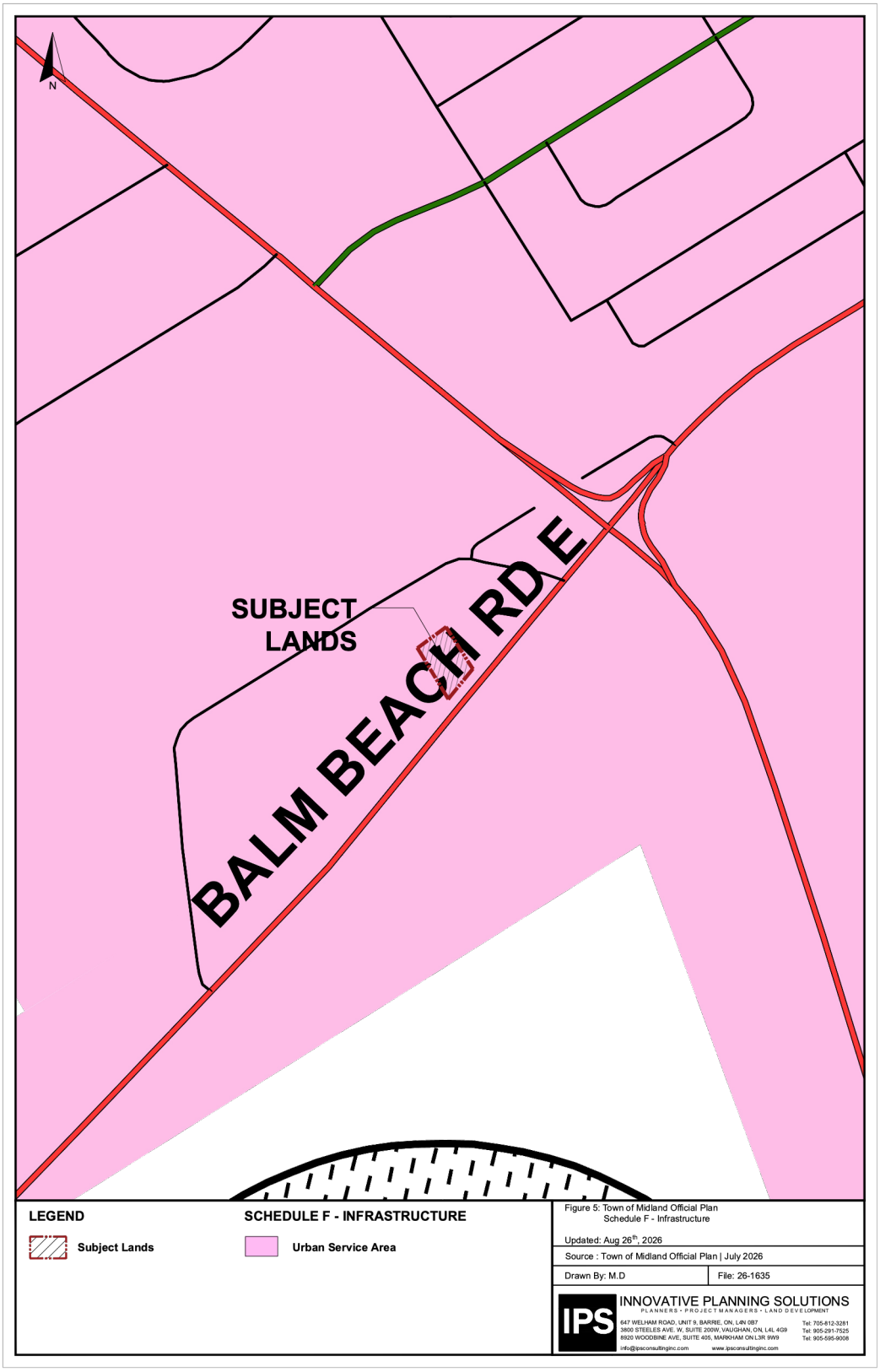
5.3.2 c) The Town shall work with the County, Province, adjacent municipalities and any other applicable agencies to support transit service integration within and across municipal boundaries.

The proposed development is fundamental to the Town's public transit policies. The facility provides the necessary services and parking facilities that keeps the public transit system the Town promotes in reliable operation (5.3.1 a), and it supports the integration of transit service within and across municipal boundaries delivered by the Town in cooperation with the County (5.3.2 c).

Section 6.2.4 - Urban Servicing Limit

6.2.4 b) Any development within the boundaries of the Urban Service Area shall be on full municipal services.

The Subject Lands are located within the Urban Service Area as shown on Figure 5, and the development will be provided with full municipal water and wastewater services in accordance with the policy.


N
SUBJECT LANDS
BALM BEACH RD E
LEGEND
Subject Lands
SCHEDULE F - INFRASTRUCTURE
Urban Service Area
Figure 5: Town of Midland Official Plan
Schedule F - Infrastructure
Updated: Aug 26th, 2026
Source : Town of Midland Official Plan | July 2026
Drawn By: M.D
File: 26-1635
IPS
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Tel: 905-291-7525
8920 WOODBINE AVE, SUITE 405, MARKHAM ON L3R 9W9
Tel: 905-595-9008
info@ipsconsultinginc.com
www.ipsconsultinginc.com

Section 7.20 - Public Involvement and Consultation

a) The Town recognizes that resident and stakeholder engagement and involvement is an essential component of community building and the local planning review and decision making process. The Town will seek methods to improve resident and stakeholder participation, while balancing the need to process planning applications within the timelines prescribed in the Planning Act. In order to ensure public involvement and consultation, the Town will:

i. Encourage all residents and stakeholders to provide input and support public participation in the local planning review and decision making process, where everyone is treated fairly and without bias in an open, orderly and respectful manner;

ii. Promote awareness of applications, studies and initiatives by involving and informing residents and stakeholders early and as often as practical;

iii. Make available to the public the Town's Official Plan and Zoning Bylaw and other planning studies, policies and guidelines in order to foster greater awareness and knowledge of planning matters;

iv. Engage, consult and partner as appropriate with First Nations, Indigenous peoples and the Métis Nation when considering development applications and studies that may affect their interests; and,

v. Utilize a range of approaches and methods to encourage and support public involvement and consultation including traditional notices and print media advertisements, web based information and social media where practical while recognizing that the Town has legal obligations to process specific applications within prescribed timelines that are set out in the Planning Act.

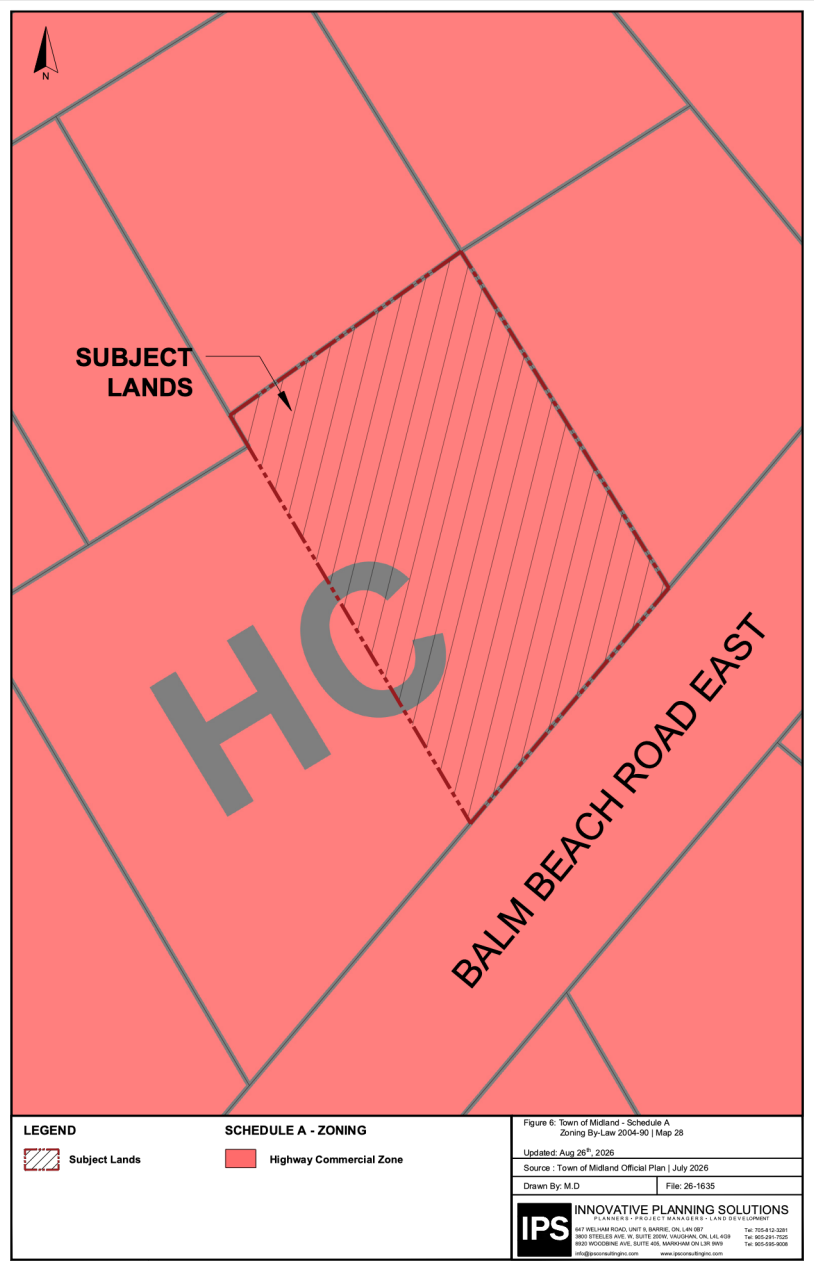
The Official Plan Amendment and Zoning By-law Amendment applications will be processed in accordance with the Town's public involvement, consultation and notice

procedures, providing residents and stakeholders the opportunity to review the applications and provide input through the statutory Public Meeting and required notice (7.20 a i and ii). The Town's Official Plan, Zoning By-law and supporting planning materials remain publicly available to inform that review (7.20 a iii), and notice of the applications will be given using the Town's range of approaches, including traditional and print notice and web-based information, within the timelines prescribed in the Planning Act (7.20 a v). Where the applications may affect the interests of First Nations, Indigenous peoples or the Métis Nation, the Town and/or the Applicant will engage and consult as appropriate (7.20 a iv).

Based on the policy review above, the proposed Official Plan Amendment and conform to policies 3.1.1, 3.1.4, 3.1.14, 3.3, 3.3.2, 3.3.4, 4.4.1, 4.4.5, 5.1, 5.3, 6.2.4 and 7.20 of the Town of Midland Official Plan, and the requested site-specific Official Plan Amendment exception maintains the intent of the minimum building height policy (4.4.5 i) and the inclusion of a Transportation Terminal use.

4.5 TOWN OF MIDLAND ZONING BY-LAW 2004-90

The Subject Lands are zoned 'Highway Commercial (HC)' under the Town of Midland Comprehensive Zoning By-law 2004-90 as shown on Figure 6.



The permitted uses within the HC Zone are set out in Section 6.2.2 and include, among others, an Automobile Service Station, a Public Use and a Service Shop, but do not

include a Transportation Terminal or Covered Parking Structure. Section 2 of the Zoning By-law defines the three relevant uses as follows:

Automobile Service Station: *Shall mean a building or place where gasoline or other motor fuels and vehicle accessories may be kept for sale and for delivery directly into a motor vehicle, and may also include a building or place where running repairs essential to the operation of motor vehicles and the sale to the motoring public of goods usual to the trade are performed, but shall not include an Automobile Sales Agency or Salvage Yard.*

Transportation Terminal: *Shall mean the use of land, buildings or structures for the purpose of storing goods and materials and the storage, servicing, repairing or loading trucks, transport trailers and/or buses, but does not include automobile service stations or transportation sales or rental outlets.*

Covered Parking Structure: *Shall mean a structure that contains parking spaces and aisles used for the parking of motor vehicles. Parking structures may include driveways, stairwells and ramps for pedestrian and motor vehicle access.*

The proposed development will support the parking of the County's public transit fleet buses under the Covered Parking Structure as defined under the Zoning By-law. The development will also include the servicing and repair of fleet buses within the existing Automotive Service Station building, occupied by J.P.'s Service Centre. Both repair and servicing of automotive vehicles and fleet buses (Transportation Terminal) will occur in the same building.

A Transportation Terminal and Covered Parking Structure is not a permitted use within the HC Zone. Additionally, the front yard setback for the proposed Covered Parking Structure, together with use permissions stated above, is required to be included in the requested site-specific zoning provisions within the HC zone classification. Accordingly, a Zoning By-law Amendment is required to permit the proposed uses and reduced setback on the Subject Lands, as addressed in the Proposed Zoning By-law Amendment section 6.0 below.

The following table reviews the proposed development against the standards of the Highway Commercial (HC) Zone set out in Section 6.2 of the Zoning By-law:

Table 3. Highway Commercial (HC) Zone Provisions

Zone Provision	HC Zone Requirement	Proposed	Compliance
Permitted Uses (Section 6.2.2)	*Uses listed in Section 6.2.2; a Transportation Terminal and Covered Parking Structure is not a permitted use*	Transportation Terminal Covered Parking Structure	Zoning By-law Amendment required
Minimum Lot Area (6.2.3.1)	*3,000.0 m2*	3,496.89 m2	Complies
Minimum Lot Frontage (6.2.3.2)	*30.0 m*	51.79 m	Complies
Maximum Lot Coverage (6.2.3.3)	*50%*	26.4%	Complies
Minimum Front Yard (6.2.3.4 a)	7.50 m	7.50 m	Complies *Note while the the front-yard setback is 7.5 m in the HC zone it is

Zone Provision	HC Zone Requirement	Proposed	Compliance
			superceeded by 3.27 which requires a 15m front-yard setback
Minimum Rear Yard (6.2.3.4 b)	*3.3 m*	14.42 m	Complies
Minimum Interior Side Yard (6.2.3.4 c)	*0.0 m*	1.20 m (east); 21.15 m (west)	Complies
Maximum Building Height (6.2.3.5)	*11.0 m*	7.6 m (single storey)	Complies
Yards abutting Residential, Institutional or Open Space (6.2.3.6)	*Min. rear 4.5 m; min. interior side 3.0 m*	N/A – no abutting Residential, Institutional or Open Space	N/A – no abutting Residential, Institutional or Open Space

Table 4 Sets out other zoning provisions under the Zoning By-law and Table 6 provides the parking calculations:

Table 4. Other Zoning provisions

Policy	Requirement	Provided	Compliance

3.27 Setback From Provincial Highways And	Front-yard setback Notwithstanding any other setback provisions in this By-law, the minimum setback from the property line for lands fronting onto a Provincial Highway or County Road shall be 15.0 metres or whichever setback is determined by the particular governing authority.	7.5 m	Does not comply
4.1.6.2 Parking location	All spaces provided on the same lot as the use.	All parking space are provided on the same lot as the use.	Complies
4.1.6.4 Parking space dimensions	Minimum 2.8 m wide x 5.8 m long	Provided parking space size 2.8 m wide x 5.8 m long	Complies
4.1.6.5 Drive aisle width	6.0 m two-way; 3.6 m one-way	6.4 m provided	Complies
4.1.8.1 Barrier-free spaces	Parking area of 11 to 100 spaces: 1 space	1 Barrier-free space provided	Complies
4.1.7.7 Driveway entrance	Minimum 15.0 m from an intersection; not within a sight triangle.	Complies	Complies

Table 6. Parking Calculations

Proposed Use	**GFA / Units**	**By-law Rate**	**Basis (Table 4.1)**	**Stalls Required**
Office	22.5 m²	1 per 30 m² GFA	Business / Professional Office	0.75

Proposed Use	GFA / Units	By-law Rate	Basis (Table 4.1)	Stalls Required
(Existing Building)				
Service Bays (Existing Building)	3 bays	4 per service bay	Automobile Service Station	12
Transportation Terminal (Existing Building)	See above	See above	See above	0 Parking requirement will be the same as the automobile service station as fleet bus service or automobile service can only occur in a singular bay at any given time.
Covered Parking Structure (Proposed Building)	653.6 m²	0	Covered Parking Structure does not generate demand for parking	0
Total				12.75
Total Required (fraction rounded up, s.4.1.6.7)				**13**
Barrier-Free Required (Table 4.3, 11–100 band)				1

Proposed Use	GFA / Units	By-law Rate	Basis (Table 4.1)	Stalls Required
Loading Required (no loading space required for a covered parking structure, Table 4.4 / s.4.1.10)				0

The following relief is required through the Zoning By-law Amendment:

1. Site-Specific Exception To Permitted Transportation Terminal Use whereas a Transportation Terminal Use is not permitted under the HC Zone.
2. Site-Specific Exception To Permitted Covered Parking Structure whereas a Covered Parking Structure Use is not permitted under the HC Zone.
3. A minimum setback of 7.50 metres is provided from the front lot line abutting Balm Beach Road East (a County Road), whereas Section 3.27 of the Zoning By-law requires a minimum setback of 15.0 metres from a Provincial Highway or County Road, or such other setback as determined by the particular governing authority.

5.0 PROPOSED TOWN OF MIDLAND OFFICIAL PLAN AMENDMENT

The Subject Lands are designated '*Mixed Use Corridor*' in the Town of Midland Official Plan. A site-specific Official Plan Amendment is proposed to facilitate the development of the Subject Lands to permit a Transportation Terminal and permit a single-storey building.

Planning Rationale

1. **To permit a Transportation Terminal as an additional permitted use on the Subject Lands within the *Mixed-Use Corridor* designation.**

A Transportation Terminal (as defined under Town of Midland Zoning By-law 2004-90, definition provided under Section 7.0) is proposed as an additional use on the Subject Lands, in addition to the uses permitted in Section 6.2.2 of the Zoning By-law.

The existing building on the Subject Lands is a lawfully established motor vehicle service centre / repair shop, a use permitted in the Highway Commercial (HC) Zone. That existing building is now being adaptively used to also include the service and repair the County of Simcoe LINX public transit fleet buses. Because the definition of "Transportation Terminal" under the Zoning By-law captures the servicing and repairing of transport buses, this adaptation of the existing repair-shop use to transit buses reclassifies the use as a Transportation Terminal, and it is this reclassification that gives rise to the need for the site-specific policy exception.

The proposed use is consistent in form, scale, and operational character with those permitted uses, such that permitting a Transportation Terminal as an additional site-specific use represents a logical and appropriate extension of the Designation permitted uses rather than the introduction of a materially different or more impactful activity. As set out in the policy analysis above, the use is also a public service facility and transit infrastructure that conforms to the intent of the Mixed Use Corridor designation and is consistent with the Provincial, County, and Town transit and infrastructure policies. Permitting the use on the Subject Lands through a site-specific exception maintains the general intent and purpose of the Town of Midland Official Plan. The proposed Transportation Terminal use is therefore appropriate and justified.

2. **To Permit Single-Storey Building Height on the Subject Lands.**

The proposed development also provides secure, covered storage parking and staging of the LINX transit fleet in a new single storey wholly enclosed building, which is likewise captured by the Parking facilities at grade and/or structured as permitted in section 4.4.5.d) xvi. Due to the single story of the parking facility, a site-specific policy exception is required to permit this structure as the Town's Official Plan section 4.4.5.i) targets new development or redevelopment to be 2 storeys, or 8 metres, whichever is

greater in height. With respect to building height, the proposed building is single-storey internally, a form dictated by the operational needs of a covered transit parking facility, including drive-in vehicle access and the internal circulation and staging of transit buses, which cannot be efficiently accommodated in a multi-storey structure. The purpose of the minimum-height standard in Policy 4.4.5(i) is, in part, to ensure that development along the corridor contributes an appropriate massing and a well-defined, two-storey street wall rather than a low, under-scaled built form. The proposed building achieves this intent notwithstanding its single-storey interior: it has a height of 7.6 metres and is designed so that its street-facing elevation reads as a two-storey building, presenting the massing, scale, and street presence the corridor is intended to achieve, while remaining well within the maximum permitted height of 16.0 metres. The requested relief is modest, is limited to the technical storey count, and maintains the general intent and purpose of the height policy. Parking facilities at grade and/or structured as permitted in section 4.4.5.d) xvi. Due to the single-storey parking facility, a site-specific policy exception is required to permit this structure, as the Town's Official Plan section 4.4.5.i) targets new development or redevelopment to be 2 storeys, or 8 metres, whichever is greater in height. As detailed in the Town of Midland Official Plan analysis above, the proposed use is properly characterized as a Transportation Terminal and transit infrastructure that supports County LINX public transit, and directly advances the transit-oriented intent of the *Mixed Use Corridor* designation, being the support to the creation of vibrant, transit-oriented places through investment in transit infrastructure.

The single-storey form of the Covered Parking Structure is a function of the use rather than a design choice. The structure provides enclosed storage and staging for the County LINX transit fleet, which are large vehicles that require a tall, unobstructed interior clearance and direct at-grade access for entry and departure, such that a second parking level is neither functional nor practical for vehicles of this type. The structure also fits the established character of the area, as the Subject Lands front Balm Beach Road East, a County arterial within the Mixed Use Corridor, and are already

occupied by an automotive service centre. The proposal continues this vehicle-oriented, service-commercial character in an enclosed form that is more consistent with the transit-oriented objectives of the designation than open-air storage. Any potential impacts are mitigated by that enclosed design, which screens the fleet from the street and adjacent properties, and improves the appearance of the frontage, with matters of setback, landscaping, lighting, screening and servicing to be addressed through the Site Plan Control process.

The requested Official Plan Amendment which requests the combination of:
1. permiting a Transportation Terminal as an additional permitted use on the Subject Lands within the Mixed-Use Corridor designation.
2. Permiting a Single-Storey Building Height on the Subject Lands
is therefore appropriate, represents good planning, and conforms to the intent and objectives of the Town of Midland Official Plan based on the planning rationale above.

A Draft Official Plan Amendment has been prepared and provided under **Appendix A**.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

The development proposal requires a Zoning By-law Amendment to rezone the Subject Lands from 'Highway Commercial (HC)' to a site-specific 'Highway Commercial Exception (HC-XX)' Zone under Town of Midland Zoning By-Law 2004-90. The site-specific exception is required to permit the *Transportation Terminal* and *Covered Parking Structure* uses on the Subject Lands and a reduced front-yard setback for the Covered Parking Structure under Section 3.27.

<u>Planning Rationale</u>

1. **Site-Specific Exception To Permit Transportation Terminal Use under the HC Zone.**

A Transportation Terminal (as defined under Town of Midland Zoning By-law 2004-90, definition provided under Section 7.0) is proposed as an additional use on the Subject Lands, in addition to the uses permitted in Section 6.2.2 of the Zoning By-law. The

proposed use is limited to the continued operation of the existing service building on the Subject Lands for the servicing, maintenance, and repair of the County of Simcoe LINX public transit fleet buses.

Section 6.2.2 of the Zoning By-law recognizes an "Automotive Service Station" as a permitted use within the Highway Commercial (HC) Zone. Section 2 of the Zoning By-law defines an Automotive Service Station as:

> *"[a] building or place where gasoline or other motor fuels and vehicle accessories may be kept for sale and for delivery directly into a motor vehicle, and may also include a building or place where running repairs essential to the operation of motor vehicles and the sale to the motoring public of goods usual to the trade are performed, but shall not include an Automobile Sales Agency or Salvage Yard."*

The Zoning By-law also recognizes a "Transportation Terminal," a use permitted in the Industrial (M2) Zone and defined as:

> *"the use of land, buildings or structures for the purpose of storing goods and materials and the storage, servicing, repairing or loading trucks, transport trailers and/or buses, but does not include automobile service stations or transportation sales or rental outlets."*

As identified by Town Planning Staff through Pre-Submission Review PSUB-04-26 (Town of Midland, May 15, 2026), the Zoning By-law establishes a clear distinction between these two uses. An Automotive Service Station is intended to serve the general motoring public, providing fuel, vehicle accessories, and minor running repairs directly to individual motorists. A Transportation Terminal, by contrast, involves the storage, servicing, repairing, or loading of trucks, transport trailers, or buses and, by definition, excludes automobile service stations. Town Staff have advised that because the proposed use involves the servicing and maintenance of a dedicated transit bus fleet, it functions as a private, fleet-based operation and does not meet the intent or definition of an Automotive Service Station within the HC Zone. The Transportation Terminal use bridges the gap between the vehicle-servicing function already

contemplated for the general motoring public through an Automotive Service Station and the analogous fleet-based servicing function proposed for the County's public transit vehicles, such that a site-specific exception to permit a Transportation Terminal use is the appropriate mechanism to recognize this activity within the HC Zone.

The existing building on the Subject Lands is not being replaced or discontinued. It will continue to operate as a motor vehicle repair shop serving the general public, concurrently with, and in conjunction with, its use for the servicing and maintenance of the LINX transit fleet. The introduction of the Transportation Terminal use therefore does not result in the loss of the existing automotive repair shop use, with both functions to be accommodated within the same building.

The Transportation Terminal use will be accommodated within the same existing building and the same existing service bays currently used for the automotive repair shop use, its introduction does not generate parking demand beyond what is already provided on the Subject Lands. The change is one of the class of vehicle serviced within the existing service bays, from general motoring-public vehicles to transit buses, rather than an expansion of floor area, service bay count, or staffing that would generate incremental parking demand. The existing parking supply on the Subject Lands is therefore appropriate to accommodate the Transportation Terminal use, and no additional parking is required as a result of introducing the use.

The proposed Transportation Terminal use supports the County of Simcoe's public transit system and is, in that respect, a publicly-functioning use. However, Town Planning Staff have advised that the use does not meet the definition of a "Public Use" as a distinct permitted-use category under Section 6.2.2 of the Zoning By-law, as the use is a private, fleet-based operation rather than one operated by, or open to, the general public. Accordingly, the proposed Transportation Terminal is relied upon as its own permitted use in support of the requested Zoning By-law Amendment, rather than as a Public Use.

As set out in the policy analysis above, the use is also a public service facility and transit infrastructure that conforms to the intent of the Mixed Use Corridor designation and is consistent with the Provincial, County, and Town transit and infrastructure policies. Permitting the use on the Subject Lands through a site-specific exception maintains the general intent and purpose of the Zoning By-law. The proposed Transportation Terminal use is therefore appropriate and justified.

2. **Site-Specific Exception to Permitted Covered Parking Structure under the HC Zone.**

The proposed building meets the definition of a Covered Parking Structure that provides enclosed, covered parking for the County of Simcoe LINX transit fleet, accommodating nine (9) B12-size buses. A definition of "Covered Parking Structure" is provided under Section 7.0 of this Report and is proposed to be added to the Zoning By-law through the Zoning By-law Amendment as a site-specific provision. First, the use conforms to the Official Plan: the Mixed Use Corridor designation expressly permits parking facilities at-grade and/or in a structure (4.4.5 d)), so a Covered Parking Structure for the transit fleet is a use directly contemplated by the designation, and permitting it through the Zoning By-law Amendment implements the Official Plan. Second, covered parking of the fleet is an integral and functionally necessary component of a Transportation Terminal operation serving the public, protecting the vehicles from the elements, supporting cold-weather readiness, longevity of fleet vehicles, and improving the reliability of the public transit service. Third, the use is compatible with the character and intent of the Highway Commercial (HC) Zone: the Zone already permits a range of vehicle-oriented uses that store and dispatch motor vehicles, including an Automobile Service Station, Automobile Body Shop, Automotive Rental Agency, and Taxi Stand (Section 6.2.2), such that an enclosed structure for parking motor vehicles is consistent in form, scale, and operational character with the uses the Zone contemplates, and structured, covered parking represents good urban design by screening parked vehicles from the street. Fourth, the use results in no adverse impact: the structure is contained within the building envelope and its detailed design will be confirmed through the Site Plan Control

process. Permitting a Covered Parking Structure as an additional site-specific use maintains the general intent and purpose of the Zoning By-law and conforms to the Mixed-Use Corridor designation.

Bus access to and from the Covered Parking Structure is designed to occur without adverse impacts to the existing access arrangement on the Subject Lands. Buses will enter and exit the structure using the existing driveway and access point from Balm Beach Road East, and internal circulation and staging areas are sized to accommodate the turning movements of the B12-size fleet, such that the introduction of the Covered Parking Structure does not require a new or modified access to the County road. Detailed matters of vehicle circulation, sightlines, and access geometry will be confirmed and finalized through the Site Plan Control process. The massing and siting of the Covered Parking Structure are also not anticipated to result in adverse impacts to abutting lands. The building is sited within the interior of the Subject Lands, is consistent in scale with the existing service building and the surrounding vehicle-oriented, service-commercial context, and does not introduce a form of development out of keeping with the corridor. Matters of drainage, grading, and vegetation retention or replacement along the site's perimeter will be addressed through the Site Plan Control process, including the Grading Plan, Site Servicing Plan, and Landscape Plan, to ensure the development does not adversely affect abutting properties.

The use is therefore appropriate and justified.

3. **A minimum setback of 7.50 metres is provided from the front lot line abutting Balm Beach Road East (a County Road), whereas Section 3.27 of the Zoning By-law requires a minimum setback of 15.0 metres from a Provincial Highway or County Road, or such other setback as determined by the particular governing authority.**

The purpose of the 15.0 metre setback in Section 3.27 is, in part, to protect the function and integrity of higher-order road corridors by preserving land for potential future road widening or improvement, by maintaining sight lines and traffic safety at the road edge,

and by providing space for utilities, drainage, and snow storage within the corridor. The standard is not absolute: Section 3.27 expressly provides that the applicable setback may instead be "whichever setback is determined by the particular governing authority," being, in this case, the County of Simcoe.

The requested reduction maintains the intent of the standard. Balm Beach Road East is identified as County Road 25 and is classified as a Primary Arterial with a required basic right-of-way width of 30.5 metres under Table 5.4 of the County of Simcoe Official Plan. The existing right-of-way satisfies this requirement, and no road widening or right-of-way dedication is anticipated along the Subject Lands' frontage. The 7.50 metre front-yard setback is measured from the existing (pre-dedication) front lot line; as no dedication is anticipated, the existing lot line remains the applicable lot line and the 7.50 metre setback represents the final built condition. Accordingly, the corridor-protection purpose that underlies the 15.0 metre setback is not engaged on these lands. In any event, the County of Simcoe Official Plan secures any required protection of the County Road corridor through the dedication of lands at the Site Plan stage under Policy 4.8.27, rather than through the building setback, such that the reduced building setback does not compromise the operation or integrity of the County Road.

The reduced setback is also a direct result of the functional requirements of a covered transit storage facility. The facility must accommodate the on-site circulation and maneuvering of full-size transit buses, and the design bus (the B12) requires a turning radius of 14.23 metres to move safely between the yard, the parking structure, and the site access. Providing this maneuvering area requires that the rear and side yards be kept clear for bus movement, and the building therefore cannot be shifted further back into the rear yard to increase the front-yard setback without compromising safe on-site bus circulation. The 7.50 metre front-yard setback is consequently the minimum siting necessary to reconcile the building footprint with the bus turning and maneuvering requirements of the use, rather than a discretionary encroachment toward the street.

The reduced setback of 7.50 metres also maintains a consistent building line along the Balm Beach Road East frontage, reflects the front-yard condition of the existing development on the Subject Lands, and is consistent with the 7.5 metre minimum front yard that the Highway Commercial (HC) Zone otherwise applies along the Town's commercial corridors. The County of Simcoe is both the road authority for Balm Beach Road East and the public transit body that the facility serves, and the County's entrance, sight-line, and access requirements will be confirmed through the County road access/entrance permit and the Site Plan Control process. Furthermore, a building positioned closer to the street edge supports the pedestrian- and transit-oriented street wall that the Mixed Use Corridor designation seeks to achieve.

The proposed setback and building configuration also correlate appropriately with the existing repair shop on the Subject Lands. The Covered Parking Structure is sited to the east of the existing building, with both buildings positioned side by side along the Balm Beach Road East frontage rather than one building fronting or obstructing the other. The 'L'-shaped configuration of the Covered Parking Structure orients the bulk of the building, being the enclosed bus storage and staging bays, back into the interior of the Subject Lands, away from the road, such that only a comparatively narrower portion of the new structure is presented along the frontage. This configuration allows the existing repair shop to retain its own distinct street presence and storefront visibility along Balm Beach Road East, without being fronted, flanked, or visually dominated by the new structure. This outcome serves both a functional purpose, in accommodating the bus maneuvering and access requirements addressed above, and the objectives of the Highway Commercial designation within the Mixed Use Corridor, by maintaining a legible, service-commercial street presence for both buildings on the Subject Lands.

The requested reduction is appropriate and maintains the general intent and purpose of the Zoning By-law. The proposed 7.50 metre setback from Balm Beach Road East is therefore appropriate and justified.

Based on the planning rationale above, the following combination of the 3 requested variances below maintains the general intent and purpose of the Town of Midland Zoning By-Law 2004-90:

1. Site-Specific Exception to Permitted Covered Parking Structure under the HC Zone.
2. Site-Specific Exception to Permitted Covered Parking Structure under the HC Zone.
3. A minimum setback of 7.50 metres is provided from the front lot line abutting Balm Beach Road East (a County Road), whereas Section 3.27 of the Zoning By-law requires a minimum setback of 15.0 metres from a Provincial Highway or County Road, or such other setback as determined by the particular governing authority.

A Draft Zoning By-law and Schedule have been prepared and provided under **Appendix B**.

7.0 CONCLUSION

This Report explores the merits of the proposed development as it relates to all levels of applicable planning policy, for lands municipally known as 750 Balm Beach Road East, in the Town of Midland, County of Simcoe. Innovative Planning Solutions has been retained by Cowden-Woods Design Builders Ltd. to prepare this Planning Justification Report in support of Official Plan Amendment and Zoning By-law Amendment applications to permit the development of the Subject Lands for a Transportation Terminal use in the existing building and Covered Parking Structure for the County of Simcoe's LINX public transit bus fleet. The Transportation Terminal use will service transport fleet buses in addition to servicing automotive vehicles as a lawfully existing use in conjunction with the parking of fleet vehicles in a wholly enclosed structure on the Subject Lands.

The Official Plan Amendment is filed pursuant to Section 22 of the *Planning Act* to permit the Transportation Terminal use and a single-storey building (Covered Parking

Structure) within the 'Mixed Use Corridor' designation, and the Zoning By-law Amendment is filed pursuant to Section 34 of the *Planning Act* to permit the *Transportation Terminal* and *Covered Parking Structure* as permitted uses and reduced front-yard setback within the 'Highway Commercial (HC)' zone.

As outlined in this report, the proposed applications and associated development are appropriate for the Subject Lands. Based on the existing physical context and the surrounding neighbourhood, an assessment of the proposed development concept, and an analysis of the proposal within the current policy framework and regulatory context of the Province, the County of Simcoe, and the Town of Midland, this report concludes the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment have appropriately considered the Matters of Provincial Interest under Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13;
2. The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with policies 2.3.1.1, 2.3.1.2, 2.3.1.3, 2.4.1.1, 2.4.1.2, 2.4.1.3, 2.8.1.1, 2.9.1, 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.2.3, 3.3.1, 3.3.3 and 3.6.2 of the *Provincial Planning Statement, 2024*;
3. The proposed Official Plan Amendment and Zoning By-law Amendment conform to policies 1.3, 2.4, 3.1.1, 3.1.4, 3.2.3, 3.2.4, 3.2.6, 3.5.5, 3.5.8, 3.5.27, 4.5.43, 4.7.4, 4.8.6, 4.8.9, 4.8.12, 4.8.24 and 4.8.57 of the *County of Simcoe Official Plan*;
4. The proposed Official Plan Amendment and Zoning By-law Amendment conform to policies 3.1.1, 3.1.4, 3.1.14, 3.3, 3.3.2, 3.3.4, 4.4.1, 4.4.5, 5.1, 5.3, 6.2.4 and 7.20 of the *Town of Midland Official Plan*, and the requested site-specific Official Plan Amendment maintains the intent of the minimum building height policy (4.4.5 i) while accommodating the specialized functional requirements of the vehicle storage facility;

5. The requested site-specific Zoning By-law Amendment maintains the general intent and purpose of the Town of Midland Zoning By-law 2004-90 by permitting a *Transportation Terminal* and *Covered Parking Structure* as an additional uses within a Highway Commercial Exception (HC-XX) zone, a use consistent in form, scale and operational character with the uses already permitted within the Highway Commercial (HC) zone under Section 6.2.2;
6. The proposed development is transit infrastructure that serves the public and directly supports the operation of the County of Simcoe's LINX public transit service, advancing the Provincial, County and Town policy direction to support transit and the achievement of complete communities;
7. The proposed development optimizes existing infrastructure by locating a needed public service facility on an underutilized, fully serviced site within the Settlement Area rather than extending infrastructure onto greenfield or rural lands; and
8. The proposed development directs an employment-generating service use to an identified Strategic Growth Area on full municipal water and wastewater services, and provides an appropriate transition to the surrounding commercial and automotive/industrial land uses.

It is our professional planning opinion that the requested Official Plan Amendment and Zoning By-law Amendment demonstrate consistency with, and conform to, applicable Provincial and Municipal planning policies and principles, and represent good planning.

Respectfully submitted,

Innovative Planning Solutions







Darren Vella, MCIP, RPP	Nick Skerratt	John Albert, MCIP, RPP
President & Director of Planning	*Senior Planner*	*Planner*

APPENDICES

Appendix A

Draft Official Plan Amendment and Schedule

AMENDMENT NO. XX
TO THE TOWN OF MIDLAND OFFICIAL PLAN

This Amendment applies to:

Part 8, Plan 51R-1520, being part of Lot 105, Concession 1 (W.P.R.), Township of Tiny, now in the Town of Midland, County of Simcoe

750 Balm Beach Road East

THE CORPORATION OF THE TOWN OF MIDLAND BY-LAW NO. XX

The Council of the Corporation of the Town of Midland, in accordance with the provisions of Section 22 of the Planning Act, R.S.O. 1990, as amended, hereby enacts as follows:

1. That Official Plan Amendment XX to the Official Plan for the Town of Midland is hereby adopted.

2. The Clerk is hereby authorized and directed to make an application to the County of Simcoe for approval of the aforementioned Amendment XX to the Official Plan of the Town of Midland.

3. The Clerk is hereby authorized and directed to proceed with the giving of notice under Section 17(23) of the Planning Act.

4. This By-law shall come into force and take effect on the day of the final passing thereof subject to the approval of the County of Simcoe.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS XX DAY OF XX, 2026.

THE CORPORATION OF THE TOWN OF MIDLAND

_____

Mayor

_____

Clerk

AMENDMENT NO. XX
TO THE TOWN OF MIDLAND OFFICIAL PLAN

CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the Town of Midland consists of three parts.

Part A - The Preamble - consists of the purpose, location and basis for the Amendment and does not constitute part of the Amendment.

Part B - The Amendment - constitutes the actual Amendment No. XX to the Official Plan for the Town of Midland.

Part C - The Appendices - consists of information relevant to this Amendment in the form of background information. This section does not constitute part of the Amendment.

PART A - THE PREAMBLE

1.0 PURPOSE

The purpose of this Official Plan Amendment is to permit the development of the lands municipally known as 750 Balm Beach Road East for a transit storage facility. Specifically, the Amendment adds a site-specific policy to the 'Mixed Use Corridor' designation (Section 4.4.5) that: (a) permits a transportation terminal as an additional permitted use on the subject lands; and (b) permits a single-storey building on the subject lands, notwithstanding the minimum building height of two storeys or 8 metres set out in Policy 4.4.5(i). The Amendment does not change the land use designation of the subject lands, which remain designated 'Mixed Use Corridor ', but it includes a site-specific policy to permit the Transportation Terminal use and a single-storey enclosed parking structure.

2.0 LOCATION

The subject lands are located within the Settlement Area of the Town of Midland, on the north side of Balm Beach Road East (County Road 25), and are municipally known as 750 Balm Beach Road East. The subject lands are legally described as Part 8, Plan 51R-1520, being part of Lot 105, Concession 1 (W.P.R.), Township of Tiny, now in the Town of Midland, County of Simcoe. The subject lands have an area of approximately 0.35 hectares, with approximately 51.79 metres of frontage along Balm Beach Road

East, and are currently occupied by an existing single-storey building of approximately 270 square metres and associated surface parking.

3.0 BASIS

The subject lands are designated 'Mixed Use Corridor' on Schedule C (Land Use) and are located within a Strategic Growth Area on Schedule A (Growth Areas) of the Town of Midland Official Plan. The proposed development is for a transit repair and maintenance facility and enclosed parking structure that provides services to County of Simcoe's LINX public transit fleet. As confirmed by the County of Simcoe, the facility supports the delivery, reliability, safety and operational readiness of County public transit, and is properly characterized as a public service facility and transit infrastructure.

The Mixed Use Corridor designation is intended to create vibrant, pedestrian and transit oriented places through investment in infrastructure, and to maintain a broad mix of land uses that support investment in transit. While the designation permits motor vehicle service centres and repair shops, public service facilities, and public uses and utilities, the Town has advised that the proposed use is distinct from a public-facing service station and aligns with a transportation terminal use. This Amendment permits the transportation terminal use and a single-storey building on the subject lands, and in doing so directly advances the transit-oriented intent of the Mixed Use Corridor designation. The Amendment conforms to the Provincial Planning Statement, 2024, the County of Simcoe Official Plan, and the intent and objectives of the Town of Midland Official Plan, as detailed in the Planning Justification Report prepared by Innovative Planning Solutions.

PART B - THE AMENDMENT

1.0 INTRODUCTION

All of this part of the document entitled Part B - The Amendment constitutes Amendment No. XX to the Town of Midland Official Plan.

2.0 DETAILS OF THE AMENDMENT

The Town of Midland Official Plan is hereby amended as follows:

1. Section 4.4.5 (Mixed Use Corridor Designation) is amended by adding the following site-specific policy applicable to the lands municipally known as 750 Balm Beach Road East, legally described as Part 8, Plan 51R-1520, being part of Lot 105, Concession 1 (W.P.R.), Township of Tiny, now in the Town of Midland, County of Simcoe:

"Notwithstanding any other policy of this Plan, on the lands municipally known as 750 Balm Beach Road East:

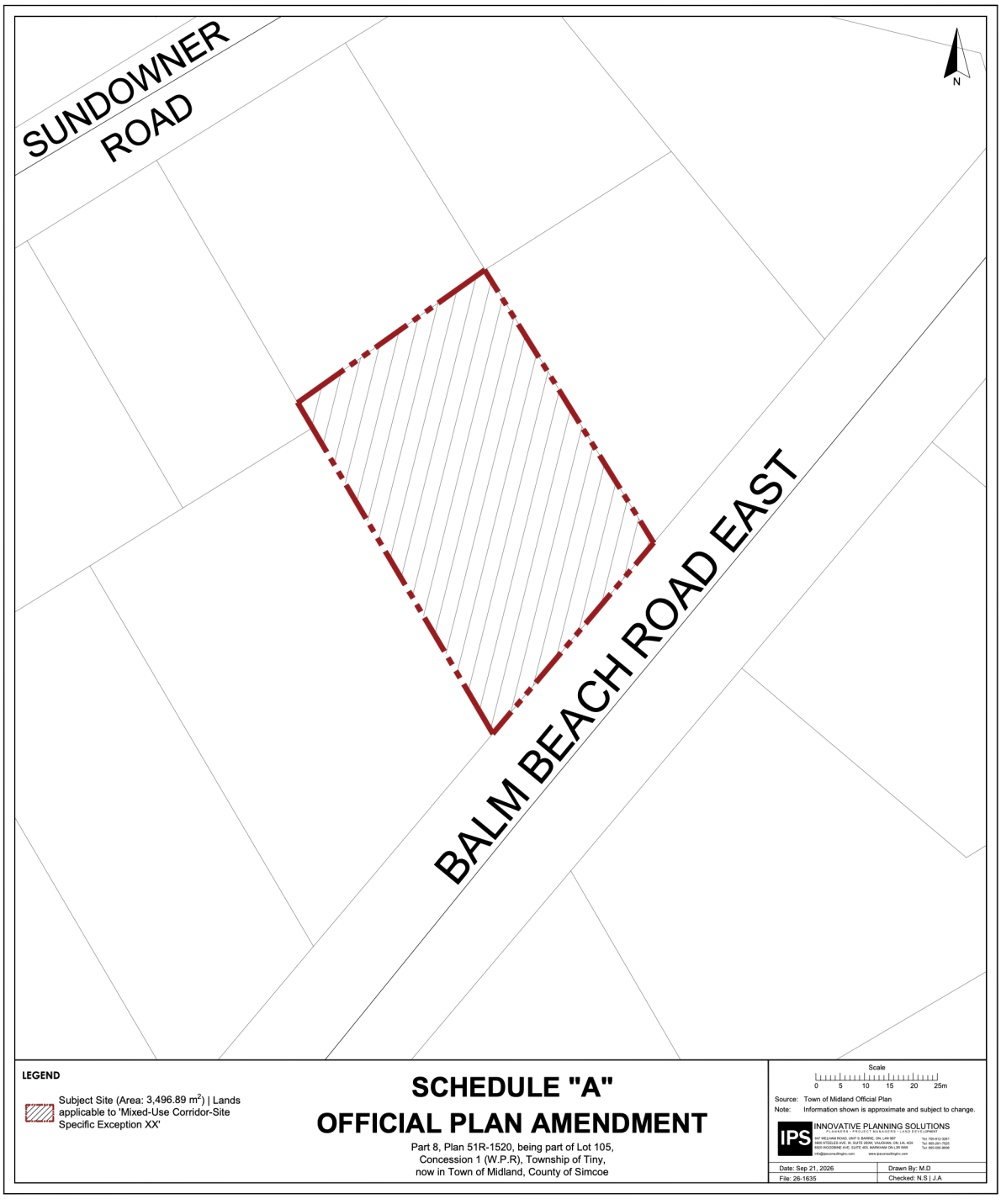
a) a transportation terminal, shall be permitted as an additional use; and

b) a single-storey building shall be permitted, notwithstanding the minimum building height of two storeys or 8 metres set out in Policy 4.4.5(i)."

For greater certainty, the land use designation of the subject lands is not changed by this Amendment and remains 'Mixed Use Corridor'. No amendment to Schedule A, Schedule B or Schedule C of the Official Plan is required.

PART C - THE APPENDICES

The Appendices do not constitute part of the Amendment but are included as supporting information.



LEGEND

Subject Site (Area: 3,496.89 m^2) | Lands applicable to 'Mixed-Use Corridor-Site Specific Exception XX'

SCHEDULE "A"
OFFICIAL PLAN AMENDMENT

Part 8, Plan 51R-1520, being part of Lot 105,
Concession 1 (W.P.R), Township of Tiny,
now in Town of Midland, County of Simcoe

Scale
0 5 10 15 20 25m

Source: Town of Midland Official Plan
Note: Information shown is approximate and subject to change.

INNOVATIVE PLANNING SOLUTIONS
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BARRIE: 182 CUNDLES ROAD, UNIT 3, BARRIE, ON, L4M 6G7 Tel: 705-431-7221
MARKHAM: 2620 WOODBINE AVE, SUITE 403, MARKHAM ON L3R 5W8 Tel: 905-946-8630
info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: Sep 21, 2026	Drawn By: M.D
File: 26-1635	Checked: N.S | J.A

Appendix B

Draft Zoning By-law Text and Schedule

THE CORPORATION OF THE TOWN OF MIDLAND

BY-LAW 2026-XX

A By-law to amend Zoning By-law 2004-90, as amended, for the lands known municipally as 750 Balm Beach Road East

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

AND WHEREAS the Council of The Corporation of the Town of Midland has received an application to Amend Zoning By-law 2004-90 and has approved the Application; and,

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

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

1. That the lands described as “Part 8, Plan 51R-1520, being part of Lot 105, Concession 1 (W.P.R.), Township of Tiny, now in the Town of Midland, County of Simcoe”, and having the municipal address of 750 Balm Beach Road East, as shown on Schedule 'A' attached hereto shall be the subject of this By-law.
2. That the lands described above and on Map 28 of Schedule "A" to Zoning By-law 2004-90 and as shown on Schedule "A" attached hereto and forming part of this By-law, shall be rezoned from the "Highway Commercial (HC)" zone to the "Highway Commercial Exception (HC-XX)" zone.
3. That all provisions of Zoning By-law 2004-90, as amended, except those expressly amended herein shall apply to the subject lands.
4. Notwithstanding Section 6.2.2, the following additional uses shall also be permitted on the lands zoned HC-XX:
    - Transportation Terminal
    - Covered Parking Structure
5. Notwithstanding Section 3.27, the minimum setback from the front lot line abutting Balm Beach Road East (County Road 25) shall be 7.50 metres.
6. That the By-law shall come into force and effect in accordance with the provisions of Section 34 of the Planning Act, R.S.O. 1990 and the regulations thereto.

PASSED AND ENACTED THIS XX DAY OF XX, 2026.

THE CORPORATION OF THE TOWN OF MIDLAND

_____

MAYOR

_____

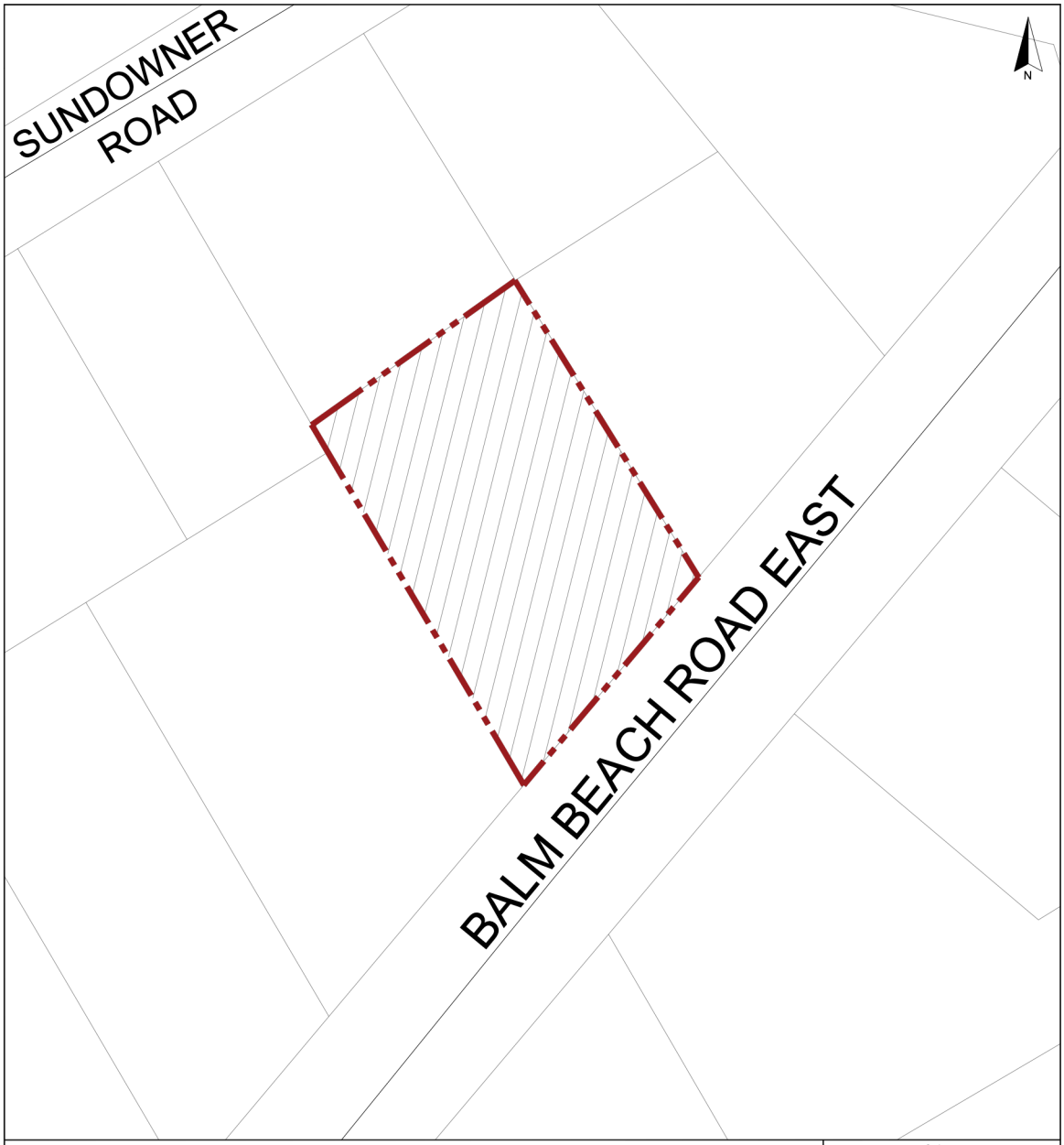
CLERK

Schedule 'A'

Proposed Zoning By-law Amendment

750 Balm Beach Road East

Town of Midland, County of Simcoe



LEGEND

Subject Site (Area: 3,496.89 m^2)

Lands to be rezoned from 'Highway Commercial (HC)' zone to 'Highway Commercial Exception (HC-XX)' zone

SCHEDULE "A"
ZONING BY-LAW AMENDMENT

Part 8, Plan 51R-1520, being part of Lot 105,
Concession 1 (W.P.R), Township of Tiny,
now in Town of Midland, County of Simcoe

Scale
0 5 10 15 20 25m

Source: Town of Midland Zoning By-Law 2004-90
Note: Information shown is approximate and subject to change.

IPS INNOVATIVE PLANNING SOLUTIONS
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647 WELLMAN ROAD, UNIT 9, BARRIE, ON, L4N 0B7
3690 STEELES AVE. W, SUITE 200B, VAUGHAN, ON, L4L 4G9
9520 WOODBINE AVE, SUITE 400, MARKHAM ON L3R 0W9
info@ipsconsultinginc.com
www.ipsconsultinginc.com
Tel: 705-812-3281
Tel: 905-237-7520
Tel: 905-695-9588

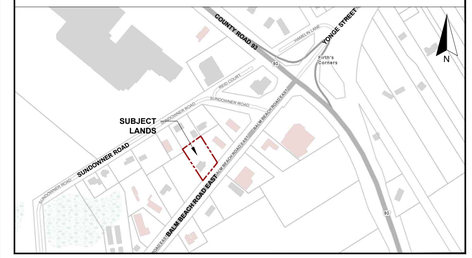
Date: Sep 03, 2026	Drawn By: M.D
File: 26-1635	Checked: N.S | J.A

Appendix C

Site Plan



KEY MAP SCALE: n.t.s



CONCEPTUAL SITE PLAN

750 Balm Beach Road East, Midland.

Scale

0 05 10 15 20 25m

LEGEND

- Subject Lands (Area: 3496.89 m^2)
- Existing Building (Area: ± 270 m^2)
- Proposed Building / Covered Parking Structure (Area: 653.6 m^2)
- Landscape (Area: 488.74 m^2)
- To Be Removed
- Snow Storage (Area: 104 m^2)

HIGHWAY COMMERCIAL 'HC' ZONE

Permitted Uses

Transportation Terminal (Existing Building)	***Not Permitted***
Covered Parking Structure (Proposed)	***Not Permitted***

Provisions	Required	Provided	
		Existing	Proposed
Lot Area (min.)	3000 m^2	3,496.89 m^2	
Lot Frontage (min.)	30.0 m	51.79 m	
Front Yard (min.)	15.0 m	15.33 m	7.50 m
Interior Side Yard- East (min.)	0.0 m	20.02 m	1.20 m
Interior Side Yard- West (min.)	0.0 m	5.77 m	21.15 m
Rear Yard (min.)	3.3 m	41.14 m	14.41 m
Lot Coverage (max.)	50 %	26.40 %	
		7.7 %	18.7 %
Building Height (max.)	11.0 m	5 m	7.60 m
Parking Spaces (min.)	13	14 *(see parking calculations below)*	
Parking Stall Dimension (min.)	2.8 m x 5.8 m	2.8 m x 5.8 m	
Parking Aisle Width	6.0 m (Two-way)	6.4 m	
Barrier Free Parking (min.)	1 (3.4 m x 5.8 m)	1	
Loading Spaces (min.)	0	0	

Parking Stall Calculation - as per By-Law 2004-90; Table 4.1

Specific Activity	GFA/ Units	By-Law Rate	Basics (Table 4.1)	Required
Office - Existing	22.50	1 per 30m^2 GFA	Business/ Professional Office	0.75
Service Bays - Existing	3 Bays	4 per Service Bay	Automobile Service Station	12
Transportation Terminal - Existing	See Above	See Above	See Above	0
Covered Parking Structure	653.60	0	*A Covered Parking Structure doesn't generate required parking / loading spaces*	0
Raw Total				**12.75**
Total Required (Fraction rounded-up, s.4.1.6.7)				**13**
Barrier-Free Required (Table 4.3, 11-100 band)				**1**
Loading Required *(No Loading Space required for a Covered Parking Structure)*				**0**

Source: Town of Midland Zoning By-Law 2004-90

Note: Information shown is approximate and subject to change.

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3800 STEELES AVE. W, SUITE 200W, VAUGHAN, ON, L4L 4G9 Tel: 905-291-7525
8920 WOODBINE AVE, SUITE 405, MARKHAM ON L3R 9W9 Tel: 905-595-9008
info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: Sep 08, 2026 Drawn By: M.D

File: 26-1635 Checked: N.S | J.A