

AMENDMENT NO. 16

TO THE

OFFICIAL PLAN OF THE TOWNSHIP OF CLEARVIEW

AIRPORT RELATED EMPLOYMENT LANDS

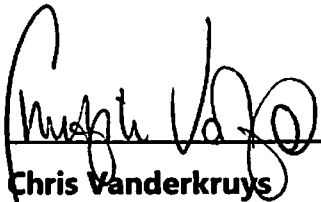
June 2015

AMENDMENT NO. 16

TO THE

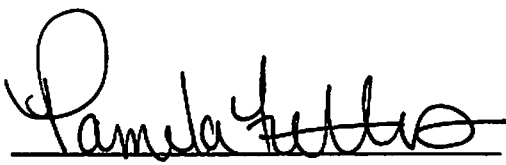
OFFICIAL PLAN OF THE TOWNSHIP OF CLEARVIEW

The attached text and Schedule "A" constituting **Amendment No. 16** to the Official Plan of the Township of Clearview, was adopted by the Council of the Corporation of the Township of Clearview by **By-law No. 15-54** in accordance with the provisions of Section 21 of the Planning Act, on the 6th day of July, 2015.



Chris Vanderkruys
Mayor

CORPORATE SEAL OF MUNICIPALITY



Pamela Fettes
Clerk

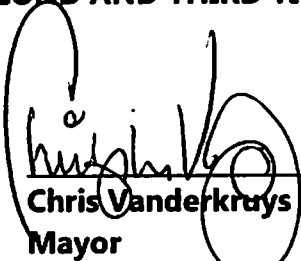
THE CORPORATION OF THE TOWNSHIP OF CLEARVIEW

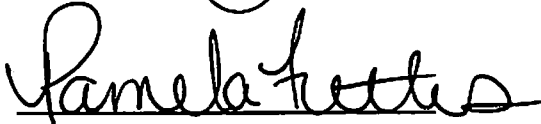
BY-LAW NO. 15-54

Being a By-law to adopt amendment Number 16 to the Official Plan of the Township of Clearview.

1. The attached text and schedule "A", which constitutes Amendment No. 16 to the Official Plan of the Township of Clearview, is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the County of Simcoe for approval of Amendment No. 16 to the Official plan of the Township of Clearview.
3. This By-law shall come into force and take effect on the day of final passing thereof.

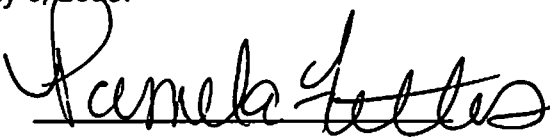
BY-LAW NUMBER 15-54 READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 6TH DAY OF JULY, 2015.


Chris Vanderkrays
Mayor


Pamela Fettes
Clerk

"CERTIFICATION"

I, Pamela Fettes, Clerk of the Township of Clearview, do hereby certify under my hand and the Corporation Seal that the foregoing is a true copy of By-law Number 15-54 of the Township, which was duly passed in open Council on July 6, 2015.


Pamela Fettes, Clerk

AMENDMENT NO. 16

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THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan of the Township of Clearview consists of three parts.

PART A – THE PREAMBLE, consisting of the title, purpose, location and basis for the amendment, does not constitute part of this amendment.

PART B – THE AMENDMENT, consisting of the actual text, constitutes Amendment No. 16 to the Official Plan of the Township of Clearview.

PART C – THE APPENDICES which do not constitute part of this amendment but are referenced for information purposes. The appendices include:

- APPENDIX 1 – Notice of Public Meeting
- APPENDIX 2 – Minutes of Public Meeting of March 23, 2015
- APPENDIX 3 – Comments Received
- APPENDIX 4 – MHBC Planning Justification Report

AMENDMENT NO. 16

TO THE

OFFICIAL PLAN OF THE TOWNSHIP OF CLEARVIEW

PART A – THE PREAMBLE

1. Title

The title of this amendment is “Amendment No. 16 to the Official Plan of the Township of Clearview”; hereinafter referred to as “Amendment No. 16”.

2. Purpose

The purpose of this Amendment to the Official Plan of the Township of Clearview, is as follows:

- (a) to re-designate lands from “Agricultural” and “Special Development Area – Collingwood Airport” boundary classification to the “Airport Related Employment Lands Special Policy Area” designation on Part of Lot 31, 32 & 33, Concession 5 & 6, Nottawasaga Township. The effect of the amendment is to permit an airport related employment land business park, with associated ancillary uses and necessary infrastructure;
- (b) to modify Schedule “A1-North West” *Land Use and Transportation Plan* of the Official Plan of the Township of Clearview in accordance with Schedule “A” to this Official Plan Amendment, and;
- (c) to establish additional policies with respect to the permitted uses, design and overall development of the lands.

3. Location

The lands affected by this amendment are generally located in Part of Lot 31, 32 & 33, Concession 5 & 6, in the former Township of Nottawasaga, now Township of Clearview. The site is located to the north of the Collingwood Airport, abutting the Collingwood-Barrie rail line. It is south of the 33/34 Sideroad. The extent of the amendment is shown on Schedule “A” attached hereto.

4. Basis of Amendment

This amendment is being considered as a result of an application for development for a new airport related business park. The application was made in December, 2014.

The lands are located between the Collingwood Airport and the Clearview Train Trail and associated Collingwood New Tecumseth water pipeline right-of-way (CNT pipeline). The site has frontage on Airport Road (33/34 Sideroad). The Side Road has direct access to an interchange on new Highway 26. The interchange is located approximately 3.5 km to the east of the site. The site is also located in close proximity to the village of Batteaux, the village of Nottawa, the Town of Collingwood and the Town of Wasaga Beach. The site also has frontage on the 30/31 Side Road.

The policies of the County of Simcoe Official Plan permits the use of the site for airport related uses.

The lands are currently designated "Agriculture" and are included in the "Special Development Area – Collingwood Airport" boundary classification (overlay). The policies of the Township of Clearview Official Plan have recognized the airport as a major transportation asset for traditional industry, the potential for increased tourism opportunities for the area resorts, and as a catalyst for the establishment of airport-related industrial and commercial development for the surrounding area, including the subject lands. The Official Plan policies provide a framework for a further planning study to review land uses, transportation and servicing for development of the area. These reports have been completed for the subject property.

The Special Development Area overlay on the lands was established in the Township's 2001 Official Plan.

The requirements of the Official Plan with respect to re-designating these lands for specific employment uses have been addressed through the submission of various supporting documents and studies. The information and studies submitted addresses transportation, servicing, natural heritage matters, storm water management, general planning matters including land use, agricultural matters, hydrogeology, and provide for a conceptual draft plan.

The Traffic Impact Study determined that the existing road network surrounding the site will continue to function appropriately with the site being developed. There is an existing warrant for a left turn lane for County Road 124 which is not precipitated by the development itself. The only required improvement to the surrounding road network due to the proposed development is the upgrading of the surface of Sideroad 30/31 from gravel to a paved surface. This is required in later phases of the development. The transportation network on the site was designed to maximize the interconnectedness with the airport, and allow for ease of use by all modes of transportation.

The site will be serviced by either a communal well system or full municipal water services via the Collingwood New Tecumseth pipeline, and through a phased approach for sewage services. A communal sewage system will be utilized initially, on an interim basis, until such time as it is required and appropriate to extend municipal sewage services to the site. It is intended that the communal sewage system will be utilized for phase 1 of the site only. Other than this eventual required extension, existing water and sewage infrastructure has sufficient capacity to service the proposed development, as determined by the Functional Servicing Report.

The storm water solution for the site will utilize a treatment train which will include four storm water management ponds, open ditches, lot level controls and may include other storm water management techniques.

The land uses proposed are linked to the airport and are required in close proximity to the airport and some uses may require a direct connection to the airport. These uses are therefore tied to the airport use and many are not suited to being located within a settlement area due to the potential for land use conflict.

There are some natural heritage features on the site. These features include limited woodlots, a deciduous swamp and a mixed hardwood swamp. The Preliminary Environmental Impact Study submitted as part of the application asserts that none of these features are considered significant under the Provincial Policy Statement. The preliminary EIS also notes that these areas have all been disturbed by grazing animals and none of the plant species are nationally, provincially or regionally rare.

Three species that are currently designated as Threatened according to Ontario's *Endangered Species Act* were documented utilizing the subject lands (Eastern Meadowlark, Bobolink and Barn Swallow). In order to address the Threatened birds found within the subject lands, approvals from Ministry of Natural Resources and Forestry (MNRF) will be required prior to any site alteration or development within the suitable Bobolink/Eastern Meadowlark habitat. Similarly, approvals and/or registration with MNRF will be required prior to any alteration, development or destruction of Barn Swallow habitat (barn and/or building removals).

An agricultural review was undertaken for the site in order to demonstrate that the site can be properly considered for employment land uses. The Minimum Distance Separation Study (MDS) undertaken identified that there are some minimal setback requirements for buildings which host employment uses on the property and, on the northern end of the property larger setbacks are required for any associated residential uses. These setback requirements will be appropriately addressed within the implementing zoning by-law.

The hydrogeology report determined that the site is not within an area identified to be a wellhead protection area, nor a significant groundwater recharge area, nor an area that contains a highly vulnerable aquifer. The report also concluded that there are no expected impacts to groundwater users in the area as a result of dewatering for the construction of the utility services.

The conceptual design of the site was undertaken in a block plan format in order to provide flexibility for land purchases for end users. The design provides for a road pattern which facilitates access to the airport, provides access to and potential use of the currently abandoned rail line, and allows for ease of use for transport trucks.

Policies respecting the site design are included within this amendment.

The development of the lands is subject to approval of a plan of condominium/subdivision, a rezoning(s), as well as further site plan approval for each of the development blocks. There may also be further land division if the development blocks are required to be of a smaller size for the end user. These additional approvals will also incorporate appropriate conditions to implement existing policies as well as the policies put forward in this amendment.

In order to address the unique policy framework associated with this airport-related business park, specific policies have been authored to ensure that a high quality employment lands development is provided on site which allow for various modes of transportation, high standards of building and site design, opportunities for a variety of airport related uses, opportunities, on a phased basis, for ancillary commercial uses for access by the work force on the property, and opportunity for future lot division in order to provide flexibility to the market.

The supporting documents are found in Appendix 4. A public meeting was held on March 23, 2015 under the statutory requirements of the *Planning Act*. The public meeting minutes and the comments received are located in Appendices 2 and 3 respectively.

PART B – THE AMENDMENT

All of this part of the document, entitled “Part B – The Amendment”, consisting of the attached text and map schedule, constitutes Amendment No. 16 to the Official Plan of the Township of Clearview.

Details of the Amendment

Item 1 - Schedule “A-1 North West” *Land Use and Transportation Plan* of the Township of Clearview Official Plan is hereby amended as shown on Schedule “A” to this amendment.

Item 2 - The lands identified on Schedule “A-1-North West” of the Township of Clearview Official Plan and shown on Schedule “A” attached hereto are hereby redesignated from the “Agriculture” designation to the “Airport Related Employment Lands Special Policy Area” designation and remove the lands from the “Special Development Area – Collingwood Airport” overlay classification.

Item 3 - The Township of Clearview Official Plan is hereby further amended by adding the following policies to be applicable to that portion of Lot 31, 32 & 33 concession 5 & 6 on the subject lands identified on “Schedule A” attached hereto. These policies are intended to implement the intent of the proposal to develop a comprehensively planned airport related employment lands business park.

A new Subsection 4.8.7 be inserted into the Official Plan as follows:

“Airport Related Employment Lands Special Policy Area

Part of Lot 31, 32 & 33, Concession 5 & 6, Formerly Nottawasaga Township

Those lands designated “Airport Related Employment Lands Special Policy Area” and as shown on Schedule A-1 – North West are subject to the following special development policies in addition to all of the other relevant additional policies of the Official Plan.

These lands are located adjacent to the Collingwood Regional Airport. The subject lands shall be developed in accordance with the policies of this Official Plan to permit an airport related business park in support of the existing adjacent airport use

1. Permitted Uses

The uses permitted on the subject lands shall be limited to industrial and commercial uses that are directly supportive and related to the adjacent Collingwood Regional Airport business and operations. Uses permitted under this designation include, for example: aircraft sales and service; manufacturing; maintenance; shipping; storage; research establishments; commercial flight schools, including associated short-term accommodation; business offices; and, small-scale accessory uses.

Short-term residential accommodation associated with a flight school shall be permitted. This accommodation is required to be for short duration stay only and may take the form of dormitories or small suites. Cooking facilities may be permitted in each suite. Communal cooking facilities or full facility cooking and dining facilities are also permitted. Short-term residential accommodation is to be appropriately serviced.

Hotel accommodation, residential uses, except as otherwise permitted relating to a flight school, and major/large-format retail uses are not permitted.

Existing agricultural operations may continue, provided the agricultural use does not hinder the function or phasing of the airport related employment land development.

2. Development Engineering

The site may be fully serviced with municipal water and sewage services. The development may be serviced with communal water and/or sewage services, which shall be converted to municipal services if and when they become available. Notwithstanding Section 7.2.5, the communal system may be under private or condominium ownership. Individual, private water and/or sewage servicing is not permitted.

No uses shall be established and no subsequent *Planning Act* approvals shall be issued without confirmation of appropriate servicing arrangements. In this case 'confirmation' shall mean that all parties involved in the servicing plan are in agreement, to the satisfaction of the Township. Prior to the development of the lands, a servicing plan shall be completed and phasing shall be addressed.

Approval from The Ministry of the Environment and Climate Change will be required for communal servicing facilities.

Stormwater management facilities, where required, shall be designed to ensure that the facilities do not provide habitat for waterfowl, which are considered a safety concern for the operation of the adjacent airport. Stormwater management facilities shall be naturalized. Low Impact Development methods shall be utilized wherever possible. An appropriate stormwater outlet must be identified to the satisfaction of the Township prior to any further *Planning Act* approvals. Proof of stormwater management approvals from the Ministry of the Environment and Climate Change shall be submitted to the Township prior to development of the lands.

3. Development Principles

The subject development shall be user maintained and operated. The intent of this policy is to facilitate a complete, planned business park development.

Given the connected and communal nature of this development, it is the intent of this plan that the development proceed through condominium plan. Depending on the timing and the nature of the proposal, there may be opportunity for approval through plan of subdivision. If a plan of subdivision is deemed appropriate by the Township, the plan may be required to include a common elements component, where all communal components be held and maintained by the developer or identified ownership group. For the purposes of this section, 'communal components' may include transportation corridors, stormwater management systems, water/sewer systems, infrastructure, and any other feature identified by the Township. If warranted, the existing lots may be subject to future severance for technical purposes.

The development may be appropriately phased. A comprehensive, detailed phasing plan that addresses timing, connectivity, slated infrastructure needs, and any required off-site improvements, shall be completed and provided to the Township as part of a subsequent *Planning Act* approval for a given phase. The development may be planned in a single phase or up to four phases. Phasing shall be based on the four existing lots of record at the time of this approval, meaning that a single phase must encompass at least one lot of record and no less.

Ancillary commercial development or accessory uses shall not be established prior to the development of primary uses in a given phase.

A detailed Environmental Impact Statement is required to be completed prior to any further *Planning Act* approvals. Prior to any site alteration, and as a condition of any draft plan of

condominium/subdivision approval for the site, approvals from the Ministry of Natural Resources and Forestry will be required to address any Species at Risk matters on the property. Proof of approvals from the Ministry shall be submitted to the Township prior to development of the lands. Notwithstanding this policy, normal farming practice is not precluded to be continued on the site.

A Stage 1 Archaeological Assessment must be completed as part of any further *Planning Act* approvals. Any subsequent archaeological work arising from the Stage 1 recommendations shall be dealt with. Clearance from the Ministry of Tourism, Culture, and Sport may be required prior to development of the lands.

There may be opportunity to establish connectivity between the subject development, adjacent future developments, and/or the adjacent airport use. Such connectivity may be via taxiways, roads, pedestrian paths, or other methods. If connectivity is proposed for a given phase, an Airport Interface Safety Plan shall be completed and approved by the Township as part of any subsequent *Planning Act* approvals. The Safety Plan will address the safety measures proposed for airplane movement which is internal to the site, airplane movement onto the adjacent airport site, and vehicle and pedestrian access to the adjacent airport site as applicable. Confirmation of willingness to connect must also be provided by all impacted land owners to the Township.

Adequate off-street parking and loading facilities shall be provided for all permitted uses, including employment and visitor parking areas.

A trail head shall be established on the site adjacent to the rail trail. The trail head shall provide for vehicle parking, interpretive and directional signage, refuse receptacles, benches, and other amenities as appropriate.

Adequate buffering and setbacks shall be provided between employment uses and any adjacent residential uses or roadways. Buffering may include the provision of grass strips, screening, landscaping and the planting of trees and shrubs, or installation of a berm or fence. The development shall be fully landscaped in accordance with this Plan and the implementing Zoning By-law through site plan approval.

4. Future Approvals and Zoning

The development of the business park shall be implemented through amendment to the Zoning By-law to establish appropriate uses and zone provisions for the site. The Zoning By-law for the site shall regulate building height and location of buildings and structures, among other matters in order to ensure that the proper operation of the airport is not impeded.

The Zoning By-law for the site shall also address any setback requirements as a result of a Minimum Distance Separation analysis, if required.

The site shall be subject to site plan control. Development of each building site shall ensure that the proper and appropriate functioning of the airport is taken into consideration. Each development block shall be designed with high quality landscaping and building design. The landscaping shall take into consideration use of drought resistant materials.

The implementing Zoning By-law(s) may zone the subject lands in a "Holding (H) Provision" in accordance with Section 11.2.2 of the Township's Official Plan. The conditions for lifting of the Hold may be established in accordance with Section 11.2.2 and may include, but not be limited to, such matters as:

- 1) the confirmation of available servicing capacity for the site and that all services have been constructed and are operational to the site;
- 2) confirmation that appropriate stormwater facilities are provided on the site to service the applicable site;
- 3) confirmation that natural heritage features on site have been adequately addressed;
- 4) final approval of the plan of condominium/subdivision and/or phasing plan; and,
- 5) the execution of a Site Plan Agreement for the site.

Additional or amended plans and studies may be required at subsequent stages in the approvals and/or development process. Despite what has been otherwise referenced in this section of the Official Plan and depending on development timing, any *Planning Act* application, permit application, or other request for permission may trigger the need for an updated or new study/plan. The requirement to provide a new or updated study/plan shall be at the discretion of the Township and/or applicable approval authority at the appropriate stage of the development or approvals process, and may include, but is not limited to:

- | | |
|----------------------------------|--|
| Archaeological site assessments; | Tree inventory and preservation plan; |
| Environmental Impact Study; | Noise and vibration study; |
| Landscape plans; | Elevation drawings; |
| Functional servicing report; | Hydrogeological/geotechnical investigation report; |
| Traffic impact study; | Commercial/industrial needs studies; |
| Grading and drainage plans; | Sediment and erosion control plans; |
| Stormwater management study; | Minimum distance separation calculations. |

These policy requirements shall also be incorporated in all conditions of approval for plans of condominium/subdivision, and site plans, where applicable, all to the satisfaction of the Township.”

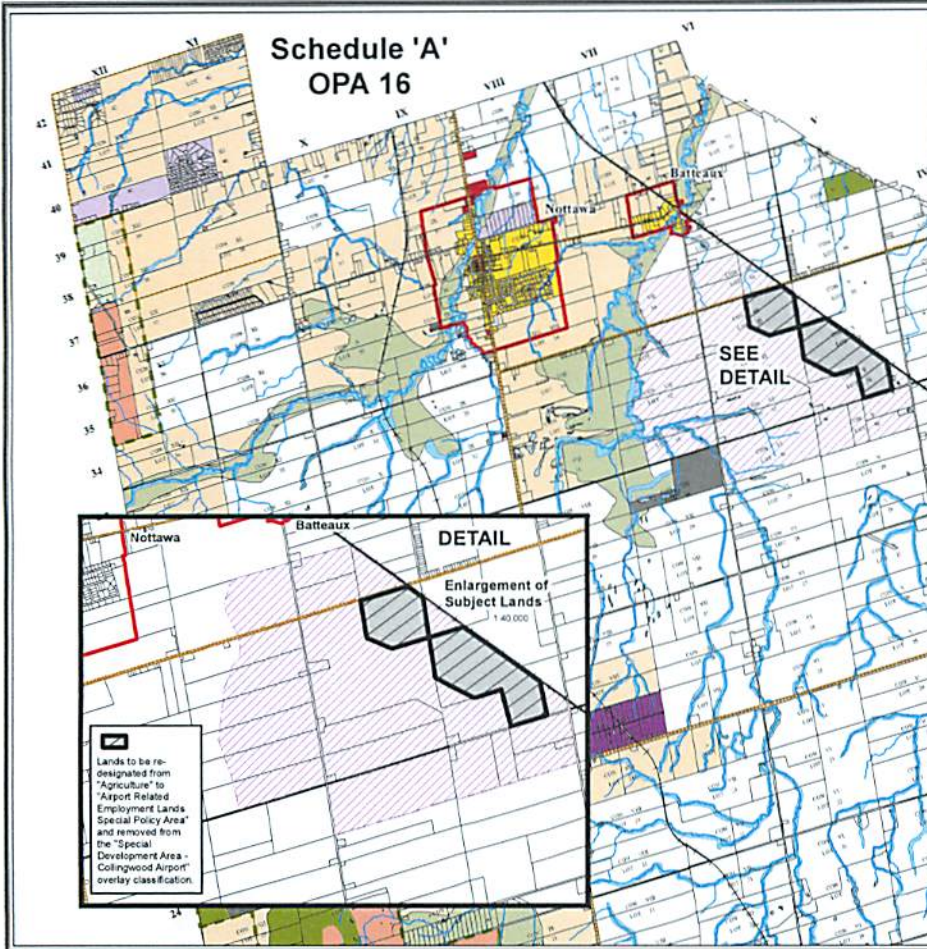
Schedule “A” – Amendment to Schedule “A-1” of the Township of Clearview Official Plan

PART C – APPENDICES

The following appendices do not constitute part of Amendment No. 16 but are included as information supporting the amendment.

- APPENDIX 1 – Notice of Public Meeting
- APPENDIX 2 – Minutes of Public Meeting
- APPENDIX 3 – Comments Received
- APPENDIX 4 – MHBC Planning Justification Report

**Schedule 'A'
OPA 16**



**OFFICIAL PLAN
of the
TOWNSHIP OF CLEARVIEW**
Schedule A - Map 1 - North West
Land Use and Transportation Plan

Land Use - General

- Greenland - Hazard Land Areas
- Greenland - Natural Heritage Areas
- Greenland - Wetland Areas
- Open Space
- Agriculture
- Rural
- Residential
- Estate Residential
- Special Policy Residential
- Future Development
- Commercial
- Commercial Transition Area
- Future Commercial
- Extractive Industrial
- Industrial
- Mineral Aggregate Resource Area
- Waste Disposal Industrial

Land Use - Niagara Escarpment Plan Area

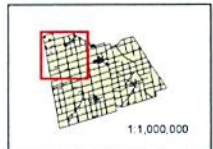
- Escarpment - Natural Area
- Escarpment - Protected Area
- Escarpment - Recreational Area
- Escarpment - Rural Area
- Mineral Resource Extraction Area
- Public Land in the Parks System

Boundary Classifications

- Zone Change Assessment Area
- Boundary of the Niagara Escarpment Plan
- Special Development Area - Collingwood Airport
- Urban Settlement Area Boundary
- Special Servicing Area
- Recreation District

Transportation

- Provincial Highways
- Arterial Roads
- Collector Roads
- Local Roads
- Railway Lands/Water Escarpment Line



Christopher Vandenburg
Christopher Vandenburg,
Mayor/County Councillor

Pamela Fettes
Pamela Fettes, Clerk

Date _____

