

to

Report PLAN2020-047

File No: D06-2020-019

**Ministry of Transportation**

Corridor Management Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613 544-2220 ext. 4119  
Fax: 613-540-5106  
Prabin.Sharma@ontario.ca

**Ministère des Transports**

Section de gestion des couloirs routiers  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston (Ontario) K7L 5A3  
Tél.: 613 544-2220 ext. 4119  
Téléc: 613 540-5106



September 22, 2020

Ian Walker  
Planning Officer – Large Developments  
City of Kawartha Lakes  
180 Kent Street West  
Lindsay, ON K9V 2Y8

Via email: [iwalker@kawarthalakes.ca](mailto:iwalker@kawarthalakes.ca)

**Re: New Holland – Existing. Zoning By-law Amendment, Municipal File no. D06-2020-019  
2197 Little Britain Road, Pt. Lot 15, Con. 4, Geographic Township of Ops  
City of Kawartha Lakes, Highway 7**

---

Thank you for circulating to the Ministry of Transportation (MTO) the Zoning By-law Amendment application affecting above referenced lands to permit industrial uses. The ministry has reviewed the proposal in accordance with the *Public Transportation and Highway Improvement Act (PTHIA)* and Highway Access Management Guideline and offers the following comments:

The ministry supports the proposal in principle to rezone the subject lands to allow for an industrial use. However, please advise the proponent that MTO could not complete the review of the application as the future use is unknown at the time. However, we are providing the following comments based on the information submitted.

**Site Plan:** No site plan was submitted together with the re-zoning application. If any change to the site is proposed, such as addition or demolition of buildings, change of grading, re-surfacing, or change in drainage or parking a Site Plan needs to be submitted for MTO's review and approval. If a new business is simply moving in without any changes whatsoever to the site, then a site plan will not be required.

**Stormwater Management Report:** Similar to the site plan requirement, if any change to the drainage or elements that affect drainage is contemplated, a stormwater management report will be required for MTO's review and approval. As a general rule, the post-construction flows to the highway drainage system must be equal to or less than pre-construction flows. The Ministry generally does not accept rooftop or parking lot storage of storm water, in conjunction with orifice plates. The proponent should be advised that MTO will require that the owner will be liable for any maintenance costs that are incurred as a result of damages caused to the highway right-of-way, where the damage can be attributed to the drainage works associated with the proposed land development. As well, any drainage works located within the proposed land development are to remain in place, be a requirement

that is binding on all future heirs and successors of the land development, and be a requirement that is enforceable through the courts. The owner will agree to put in place necessary erosion and sediment control works for the proposed development area prior to removal of soil cover, so that sediment does not accumulate in the highway drainage system. The owner will bear any costs associated with the clean out of sediment within the highway drainage system resulting from the construction of the proposed land development. These conditions should be addressed in the Stormwater Management Report and will be conditions on the MTO permit.

MTO has an extensive drainage website located at [www.mto.gov.on.ca/english/publications/drainage-management.shtml](http://www.mto.gov.on.ca/english/publications/drainage-management.shtml). I would urge your drainage engineer to consult this MTO website prior to proceeding as it will provide detailed information on the MTO requirements for the Stormwater Management Report submission to the ministry. When submitting, please ensure you send MTO three full copies of the SWM report package for review as well as copies of any document referenced such as a Master Drainage Plan.

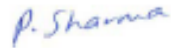
**Traffic Study:** A Traffic Brief was submitted as a part of the re-zoning application. MTO did not complete the review of the Brief as the future use is currently unknown. Once the future use is known, please submit a revised Traffic Study. The study should identify any potential impacts the new business may have on the Highway 7 and recommend improvements needed mitigate those impacts. If improvements are required, the proponent will be solely responsible, financially or otherwise, for the highway improvement works.

**Property Requirements:** Please advise the proponent that MTO has a designation in place along part of the Angeline St South to allow for the future Highway improvement works. I have copied a snippet of the designation (area in red) below. Part of the designation overlaps with the subject parcel; therefore, the proponent should be advised that MTO will need the sliver around the corner for future highway improvements, and that any future re-development of the land should satisfy MTO's property concerns. The proponent should also be advised that the 14m setback for any new structures or facilities will be measured from the limits of the new designation (red). If municipal setback requirement is greater, then the municipal setback will apply.



We look forward to reviewing the revised submission. If you have further questions relating to these matters, please contact [Cheryl.tolles@ontario.ca](mailto:Cheryl.tolles@ontario.ca).

Sincerely,



Prabin Sharma  
Corridor Management Planner  
Ministry of Transportation  
Kingston, ON

c. Jazmine Etchells  
Corridor Management Officer  
[Jazmine.etchells@ontario.ca](mailto:Jazmine.etchells@ontario.ca)  
Ministry of Transportation, East Operations

Cheryl Tolles  
Sr. Project Manager  
[Cheryl.tolles@ontario.ca](mailto:Cheryl.tolles@ontario.ca)  
Ministry of Transportation, East Operations