

# PLANNING JUSTIFICATION REPORT

This Document Supports a Municipally Initiated Regional Official Plan  
Amendment to Facilitate the Optimal Development and Use of the Milton  
Education Village Secondary Plan Area and Complementary Greenbelt Lands



November 2020

## Contents

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>PART 1: INTRODUCTION.....</b>	<b>3</b>
<i>Purpose of the Report.....</i>	<i>3</i>
<i>Description of the Proposal .....</i>	<i>3</i>
<i>Location.....</i>	<i>3</i>
.....	4
<i>Existing Conditions .....</i>	<i>5</i>
<b>PART 2: THE MEV LANDS.....</b>	<b>7</b>
<i>MEV Secondary Plan.....</i>	<i>7</i>
<i>Economic Context.....</i>	<i>8</i>
Economic and Employment Trends .....	8
The Rise of Innovation Districts .....	10
Milton’s Employment Activity and Live-Work Ratio .....	10
Milton’s Labour Force Characteristics .....	12
Employment Land Supply & Need .....	12
The MEV Development Opportunity & Potential Employment.....	13
<i>Policy Context.....</i>	<i>13</i>
Provincial Policy Statement, 2020 .....	13
A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.....	15
<i>Regional Official Plan – Sustainable Halton (ROP).....</i>	<i>17</i>
<i>Town of Milton Official Plan.....</i>	<i>18</i>
<i>Growth Management.....</i>	<i>18</i>
Best Planning Estimates (BPEs).....	21
Milton’s Land Base Analysis.....	21
Future Employment Growth in Milton and the MEV.....	22
<i>Infrastructure and Financial Analysis .....</i>	<i>24</i>
Phasing and Infrastructure.....	24
FIA Growth Forecasts for the Sustainable Halton Lands.....	24
<b>PART 3: THE GREENBELT LANDS.....</b>	<b>26</b>
<i>Complementary Use of the Greenbelt Lands.....</i>	<i>26</i>
<i>The Indian Creek Restoration Framework.....</i>	<i>26</i>
Improvements/Restoration Opportunities for the Indian Creek Main Branch between Bell School Line and Tremaine Road.....	27
<i>Policy Context.....</i>	<i>28</i>
Provincial Policy Statement, 2020 .....	28
The Greenbelt Plan (2017).....	30

*Regional Official Plan – Sustainable Halton (ROP)* ..... 33

**PART 4: SUMMARY/CONCLUSION** ..... **33**

**APPENDIX A** ..... **34**

*Amendment No. xx to The Regional Official Plan for the Halton Planning Area* ..... 34

*Regional Municipality of Halton* ..... 34

*DECLARATION* ..... 35

*TABLE OF CONTENTS* ..... 36

*THE CONSTITUTIONAL STATEMENT* ..... 37

*PART A THE PREAMBLE* ..... 38

    Purpose ..... 38

    Location ..... 38

    Basis ..... 38

*PART B THE AMENDMENT* ..... 39

    Introductory Statement ..... 39

    Details of the Amendment ..... 39

**APPENDIX B PROVINCIAL POLICY STATEMENT, 2020** ..... **41**

**APPENDIX C: A PLACE TO GROW-GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019** ..... **50**

**APPENDIX D: GREENBELT PLAN (2017)** ..... **53**

**APPENDIX E: HALTON REGION OFFICIAL PLAN** ..... **58**

*(Office Consolidation June 19, 2018)* ..... 58

**APPENDIX F: DRAFT MEV SECONDARY PLAN** ..... **62**

## EXECUTIVE SUMMARY

This document supports a Regional Official Plan Amendment (ROPA) for the Milton Education Village (MEV) Secondary Plan Area and complementary Greenbelt lands.

The proposed ROPA generally supports the vision for the MEV Secondary Plan area. The vision for the MEV is to create a complete community and mixed-use innovation district, anchored by a post-secondary education campus. In particular, the Town is seeking to remove the Regional Employment Area overlay and provide policy direction that supports knowledge-based employment growth over the long-term through the MEV Secondary Plan. In addition, the proposed ROPA provides a site-specific policy set to enable consideration of green infrastructure, including naturalised stormwater management systems, and a broad range of activities related to the use of renewable resources, including education programming, within the Protected Countryside lands of the Greenbelt.

This report fully evaluates the proposed ROPA in accordance with all applicable Provincial, Regional and Town policies and requirements. The proposed ROPA is deemed to be consistent with the Provincial Policy Statement (2020) and in conformity with the Growth Plan (2019) and the Greenbelt Plan (2017).

The Growth Plan, 2019 provides an opportunity to consider employment conversions outside of the MCR process. The MEV ROPA is being prepared in this context. This report demonstrates how the proposed ROPA meets the criteria identified in the Growth Plan (Section 2.2.5.10). Those criteria relate to need, employment area viability, growth management targets, and infrastructure and public service facilities.

There are clear strategic aspects to the need for this conversion, which are highlighted throughout this report. Paramount among these is the need to leverage the economic development opportunities and synergies associated with the post-secondary education campus in order to address structural deficiencies and imbalances in the Town's employment market. In addition, in order to advance the comprehensive and integrated planning work needed to capitalize on the planned post-secondary education campus, it is critical that this ROPA proceeds outside of the MCR process.

The analysis in this report also clearly demonstrated how the MEV lands will continue to meet and exceed employment growth targets and densities through implementation of the MEV Secondary Plan. The proposed ROPA requires the Town to include policies in the MEV Secondary Plan with the objective of achieving the required targets and for development phasing. For example, policies regarding appropriate uses, employment targets (for both jobs and employment density), development criteria, performance standards or targets, and requirements to be met for each phase of development.

The MEV Secondary Plan area does not include any lands in the Greenbelt Plan. However, the Greenbelt Plan is applicable to lands immediately to the west of the MEV. These lands are designated as prime agricultural areas in the "Protected Countryside". They also include some lands with the overlay "Natural Heritage System" designation. Subject to the policies of the Greenbelt Plan and other applicable policies, regulations and guidance, the proposed ROPA promotes the best environmental stewardship and use of these lands, while conserving and where possible restoring or enhancing protected features and their functions.

By enabling consideration of educational programming and green infrastructure, including naturalised stormwater management systems on these lands, the ROPA will support and complement the optimal use of the MEV lands. Flexibility to consider innovative and creative stormwater management systems in

the Protected Countryside will also serve provincial, regional and local interests for optimal development of the MEV lands, including the efficient delivery of the post-secondary education campus. As such, the proposal for stormwater management and resilient green infrastructure, related to the MEV would clearly serve significant growth and economic development in southern Ontario beyond the Greenbelt.

## PART 1: INTRODUCTION

### Purpose of the Report

This Planning Justification Report supports the proposed Regional Official Plan Amendment (ROPA) for the Milton Education Village (MEV) situated in the Town of Milton. The MEV is planned to be a 400-acre complete, mixed-use and integrated community. The ROPA is required to facilitate the development of a mixed-use complete community and enable the optimal use of greenbelt lands to support sustainable development.

This Report is in four parts. The remainder of Part 1 below describes the proposal, the planning history of the MEV and the characteristics of the site and its surroundings. Part 2 deals with the ROPA for the MEV lands. Part 3 deals with the ROPA for the Greenbelt land. Finally, Part 4 provides an overall summary and conclusions.

### Description of the Proposal

The proposed ROPA is provided as Appendix A.

The proposed amendment seeks to permit a full range of uses, including residential uses, across all lands within the MEV area. Whereas, the Regional Official Plan currently prohibits residential and major institutional uses on lands within an 'Employment Area' overlay designation. The Regional 'Employment Area' overlay applies to the north and south sections of the MEV lands. The proposed amendment removes the 'Employment Area' overlay designation. The proposed amendment adds performance based policies to maintain the current jobs target and employment density as a minimum requirement.

The proposed amendment also explicitly permits green infrastructure, including naturalised stormwater management systems, within the Protected Countryside lands of the Greenbelt. It also proposes limited development and activities related to the use of renewable resources, including educational programming such as open-air research and environmental study, on the Protected Countryside lands.

### Location

The subject lands are located west of Tremaine Road (Regional Road 22), north of Britannia Road (Regional Road 6), south of the Union Gas pipeline corridor, which is approximately 600 m south of Derry Road (Regional Road 7), and are generally east of Bell School Line.

The MEV lands are within the Sustainable Halton Urban Area. The lands to the west and the north are within the Greenbelt Plan and the Niagara Escarpment Plan, respectively.

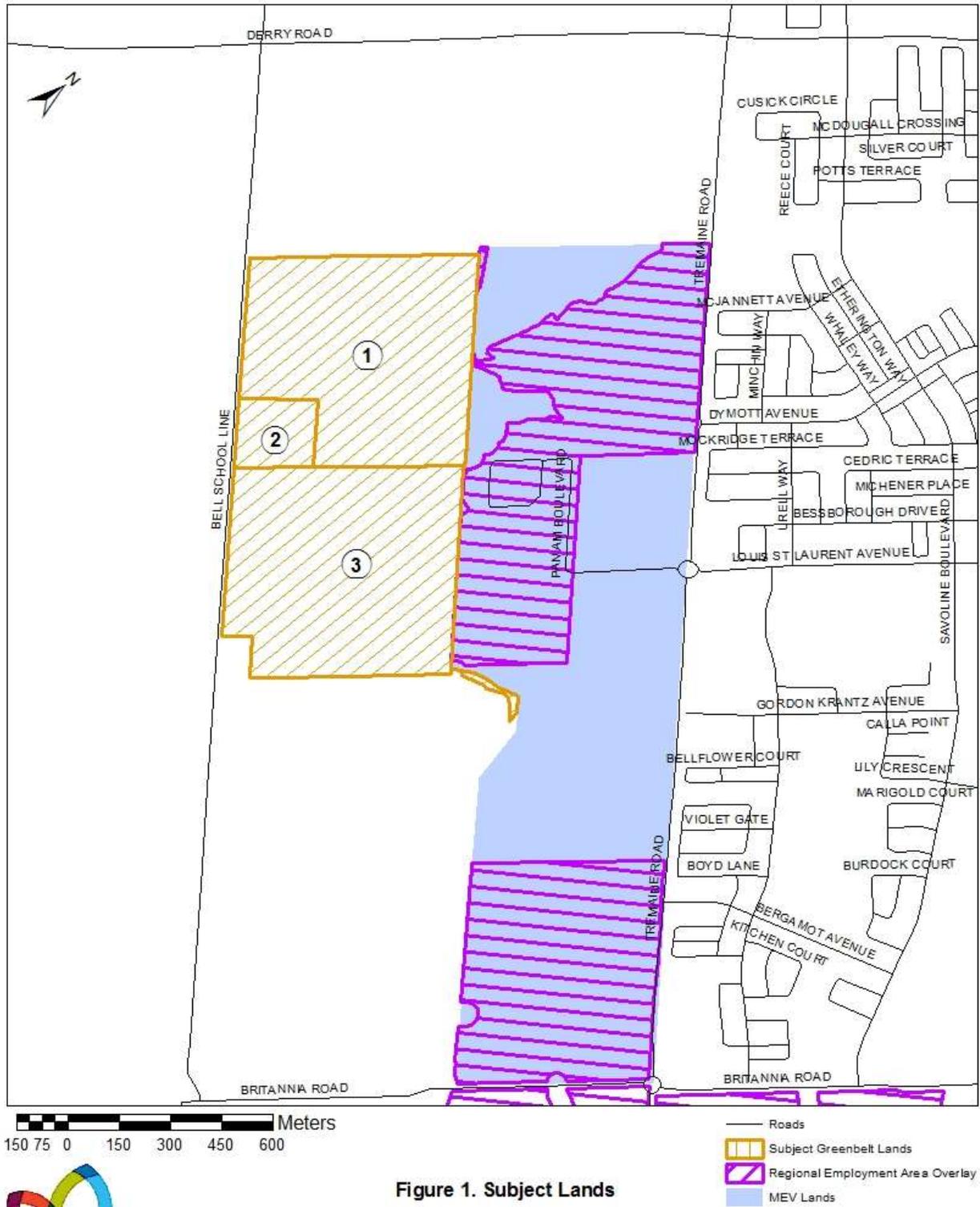


Figure 1. Subject Lands



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Date of Last Update: May 27th, 2020  
Prepared by Town of Milton Corporate Services - GIS

## Existing Conditions

The subject lands are largely undeveloped farmland. Notably, the MEV is home to the Mattamy National Cycling Centre (MNCC) at Pan Am Boulevard, which is accessed from the intersection of Tremaine and Louis St. Laurent.

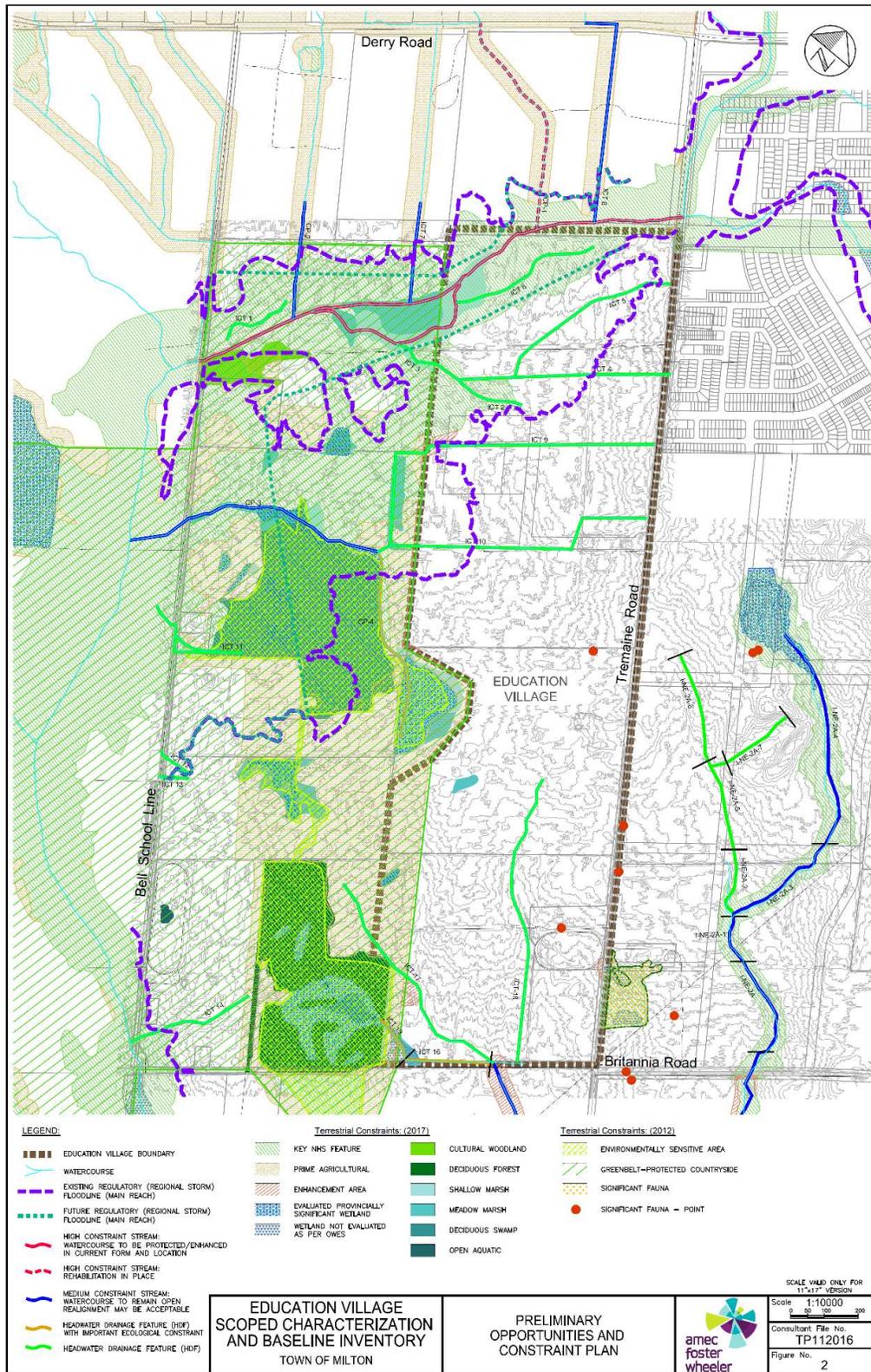
Generally, the topography is flat and low-lying with clay soils. The lands lie within the Indian Creek Subwatershed of the Bronte Creek Watershed. The main branch of Indian Creek flows in a southwesterly direction through the north-west quadrant of the MEV lands and into the Greenbelt lands. Indian Creek has been classified as a “high” constraint watercourse.<sup>1</sup> The tributaries to Indian Creek are predominantly modified, and in many cases straightened, for agricultural drainage. Due to of this modification, these have been classified as low constraint headwater drainage features. A notable exception clips the south-west corner of the MEV lands. This is associated with a wetland area and has been classified as a “high” constraint watercourse.

No Key Features or Area of Natural and Scientific Interest (ANSI) are located wholly in the MEV area. Some Key Features are found to the west in the adjacent Greenbelt Protected Countryside Area (within 120 metres). Notably, the Indian Creek Wetland Provincially Significant Wetland (PSW) Complex is located along the western periphery of the MEV lands. The MEV lands include a small portion of Indian Creek Subwatershed Environmentally Sensitive Area (ESA), which is a large ESA located to the west; it contains portions of the Indian Creek PSW Complex. There are no woodland features within MEV lands. However, the two woodlands directly west of the MEV lands are significant, according to Halton Significant Woodlands Mapping (Halton Region, 2002).

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<sup>1</sup> Wood, ‘Milton Education Village Lands Scoped Characterization and Baseline Inventory’, March 2018

Figure 2: Preliminary Opportunities and Constraints Plan



Source: Wood, 'Milton Education Village Lands Scoped Characterization and Baseline Inventory', March 2018

## PART 2: THE MEV LANDS

### MEV Secondary Plan

Town staff, in collaboration with Regional staff and other stakeholders, are advancing the MEV Secondary Plan to address the MEV lands in their entirety.

In 2007, the Town of Milton initiated dialogue with various stakeholders to assess the opportunities for the MEV lands to be developed. Specifically, to provide a local campus for an Ontario University, along with related and complementary uses.

In 2012, the Town initiated the preparation of a Secondary Plan and Implementation Strategy for the MEV. The Town retained the services of a consultant team led by Macaulay Shiomi Howson Ltd. to undertake the project. The background and options assessment work was completed and a public open house took place. Shortly thereafter, in the absence of an announcement of provincial funding, the Town paused the Secondary Plan process.

In October 2016, the Ministry of Advanced Education and Skills Development announced plans to create a new university-led post-secondary site in Milton focused on science, technology, engineering, arts and mathematics (STEAM). Wilfrid Laurier University, in partnership with Conestoga College, submitted a proposal to the Province in March 2017.

In June 2017, Council directed Staff to re-initiate the Secondary Plan for the MEV lands to ensure that Milton has a comprehensive land-use planning framework in place to provide context for the future post-secondary education campus. In addition, Council approved a contract extension for Macaulay Shiomi Howson Ltd. to update the MEV Secondary Plan and a contract extension for Wood PLC to update the environmental and servicing components.

In September 2018, Council endorsed in principle the 'Preliminary Preferred Land Use Concept and Secondary Plan Framework' to inform the development of a Secondary Plan for the MEV.

Since 2018, the Town has worked in collaboration with Laurier University and Conestoga College to secure the future for a University/College presence in Milton. Laurier has established a post-secondary program at the Milton Innovation Centre. The University and Conestoga College are now ready to take their development at the MEV to the next level.

In September 2018, Milton endorsed a Preliminary Preferred Land Use Concept and Secondary Plan Framework for the MEV. The Secondary Plan framework set out the following guiding principles:

- An urban village that is visually and physically connected with its landscape setting.
- A network of streets, squares and open spaces that create a walkable and active public realm.
- A compact, mixed-use community with densities supportive of transit and active transportation.
- An innovation district providing opportunities for knowledge-based employment sectors and for learning beyond the classroom, as well as a range of public and private facilities.

Based on the principles of the Council endorsed 'Preliminary Preferred Land Use Concept and Secondary Plan Framework', work has continued to refine the land use concept and finalize the Secondary Plan. On September 21, 2020, a statutory Public Meeting took place at Council. Council considered the draft MEV Secondary Plan (DS-033-20), which is attached as Appendix F. Since the Public Meeting, the Consultant

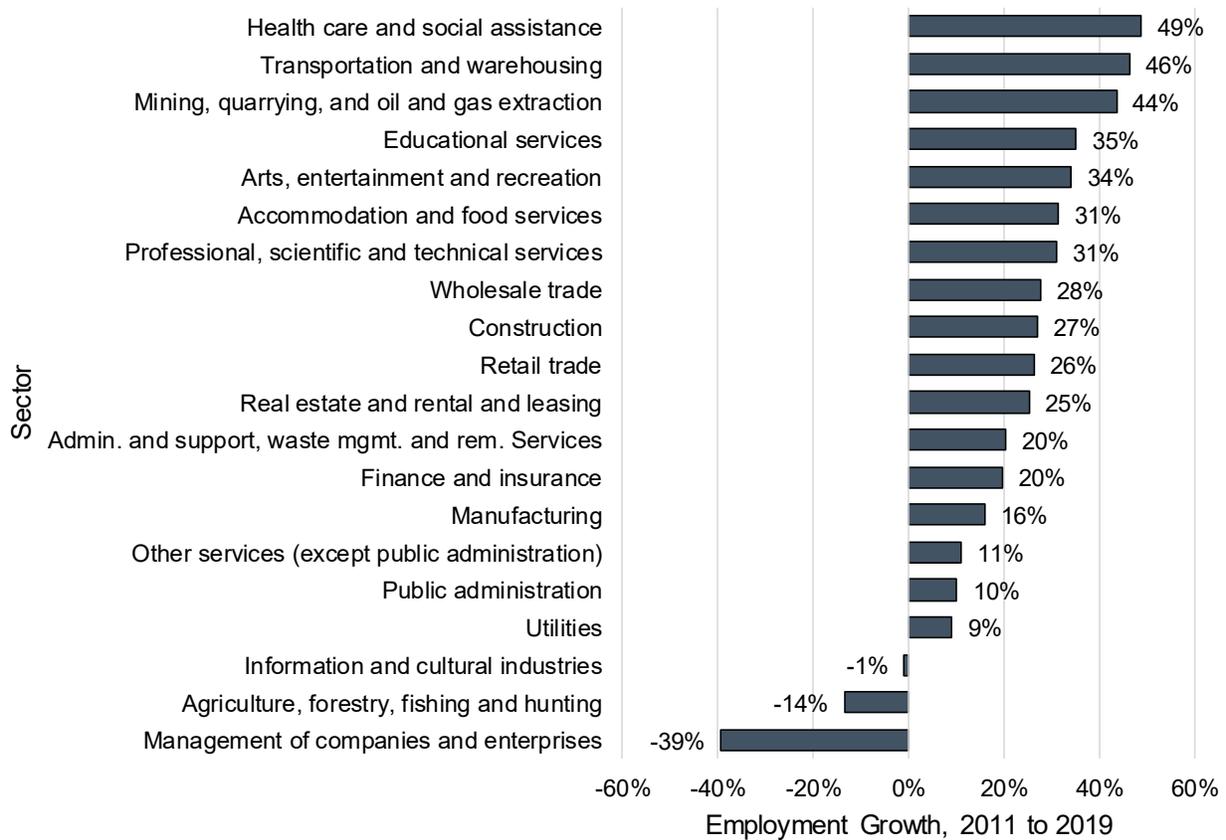
Team has worked to complete the draft background studies. Where necessary, appropriate revisions will be incorporated into the final Secondary Plan.

The Secondary Plan will provide a policy framework to mix residential, commercial, retail, institutional and employment uses. This mixed-use innovation hub will provide opportunities for people to live and work in close proximity.

### Economic Context

#### Economic and Employment Trends<sup>2</sup>

Structural changes in the economy are altering the nature of economic activities on employment lands and influencing the built form and character of employment areas in Ontario. The composition of GTHA employment has gradually shifted from a goods-producing economy to a service-providing economy, led by employment growth in a range of service related sectors, as illustrated in Figure 3.



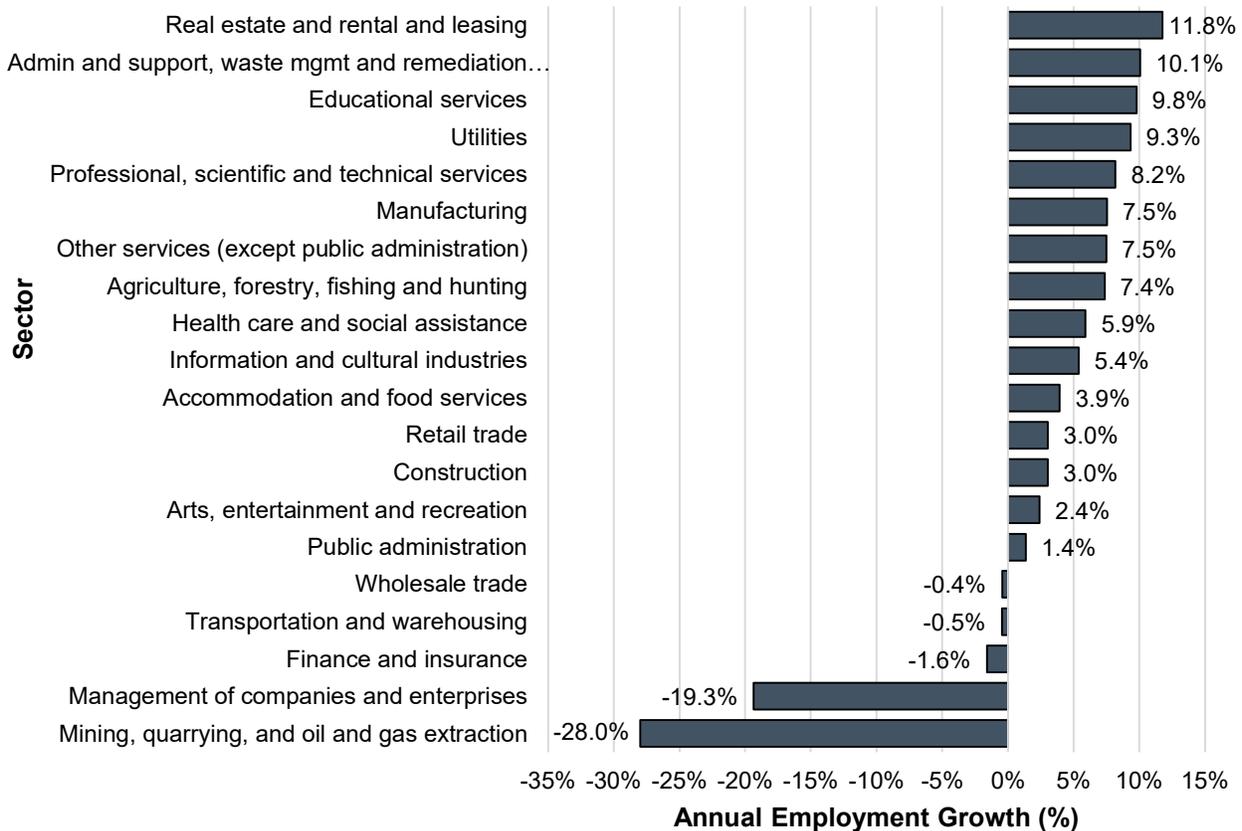
Source: Derived from EMSI data by Watson & Associates Economists Ltd., 2020.

Note: Figure includes employed and self-employed jobs.

Figure 3: G.T.H.A. Employment Growth by Sector, 2011 to 2019

<sup>2</sup> See Watson & Associates Economists Ltd, 'Milton MEV Economic Review Update Memo', May 25 2020

In line with this economic trend, Halton Region has experienced strong employment growth in a number of knowledge-based sectors including health and social services; education services; professional, scientific and technical services; and financial services, as illustrated in Figure 4.



Source: Derived from Halton Region Employment Survey data by Watson & Associates Economists Ltd., 2020.

Figure 4: Halton Region Employment Growth by Sector, 2011 to 2019

While the manufacturing sector has contracted, there have been growth opportunities in other forms of industrial development. Post-recession (i.e. post-2009), industrial development has been dominated by large-scale industrial buildings housing wholesale trade, distribution and logistics. This has been driven by increasing demand in the logistics sector to store and manage the distribution of goods on lands with direct access to 400 series and other limited access highways.

From a land use perspective, land-extensive manufacturing, warehousing and logistics establishments generate relatively few jobs per hectare. Higher density, knowledge based and innovation clusters are likely to account for an increasing share of projected employment growth. Proximity to regional infrastructure, a highly educated workforce and post-secondary institutions are key drivers for this knowledge based and creative economy. Development patterns are evolving in response to the aspirations of millennials. Employees are increasingly looking for access to high-order transit, services and amenities, as well as urban environments that feature mixed-use development and offer opportunities for live/work.

### The Rise of Innovation Districts<sup>3</sup>

In response to the preferred locations and work environments of people and firms, a new model of employment areas is emerging known as ‘innovation districts’. Typically, these are areas anchored by research-oriented education and healthcare institutions, where businesses cluster and connect with start-ups, business incubators, and accelerators. They are also compact, walkable, transit supportive and mixed-use complete communities, where people can live, work and relax.

Instead of an inefficient land use pattern of separating uses, ‘innovation districts’ are dynamic places that capitalizes on the proximity of mixed uses and socio-economic interactions. They present the potential for denser residential and employment patterns, leveraging transit and active transportation. “The trend is to nurture living, breathing communities rather than sterile, remote compounds of research silos.”<sup>4</sup>

### Milton’s Employment Activity and Live-Work Ratio

In Milton, the residential population is increasing at a faster rate than the local employment base. From 2001 to 2016, the ratio of jobs to residents (known as the employment activity rate) declined from 68% to 34%, as shown in Figure 5.

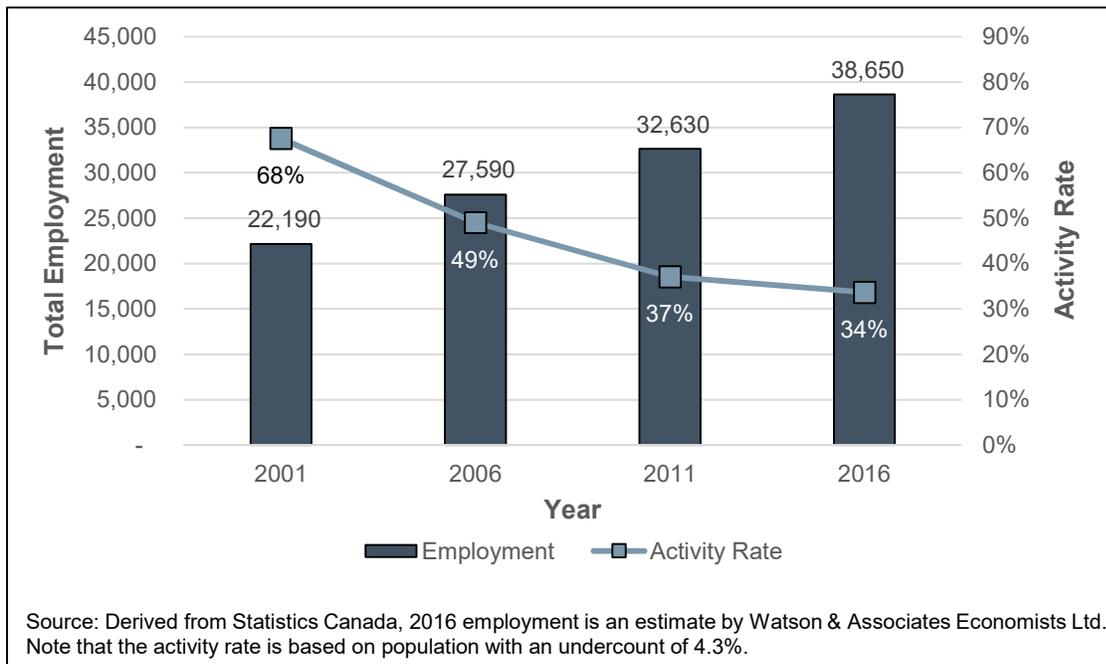


Figure 5: Town of Milton Employment Base and Activity Rate, 2001 to 2016

Similarly, Milton’s working population has grown at a significantly faster rate than its employment base. Over the 2006 to 2016 period, the Town’s labour force expanded from approximately 32,000 to 59,000, an increase of approximately 79%, compared to a 40% increase in the employment base. As shown in Figure 6, the share of employed Milton residents who work in the municipality (known as the live-work ratio) steadily declined over the 2001-2016 period. In 2016, 60% of the Town’s employed residents worked

<sup>3</sup> Bruce Katz and Julie Wagner, ‘The Rise of Innovation Districts: A New Geography of Innovation in America’ Brookings, 2014

<sup>4</sup> Pete Engardio, “Research Parks for the Knowledge Economy,” Bloomberg Businessweek, June 1, 2009.

outside of Milton whereas 22% worked at a business within the Town, 10% had no fixed place of employment (e.g.. traveling sales people, truck drivers) and 8% worked at home in Milton.

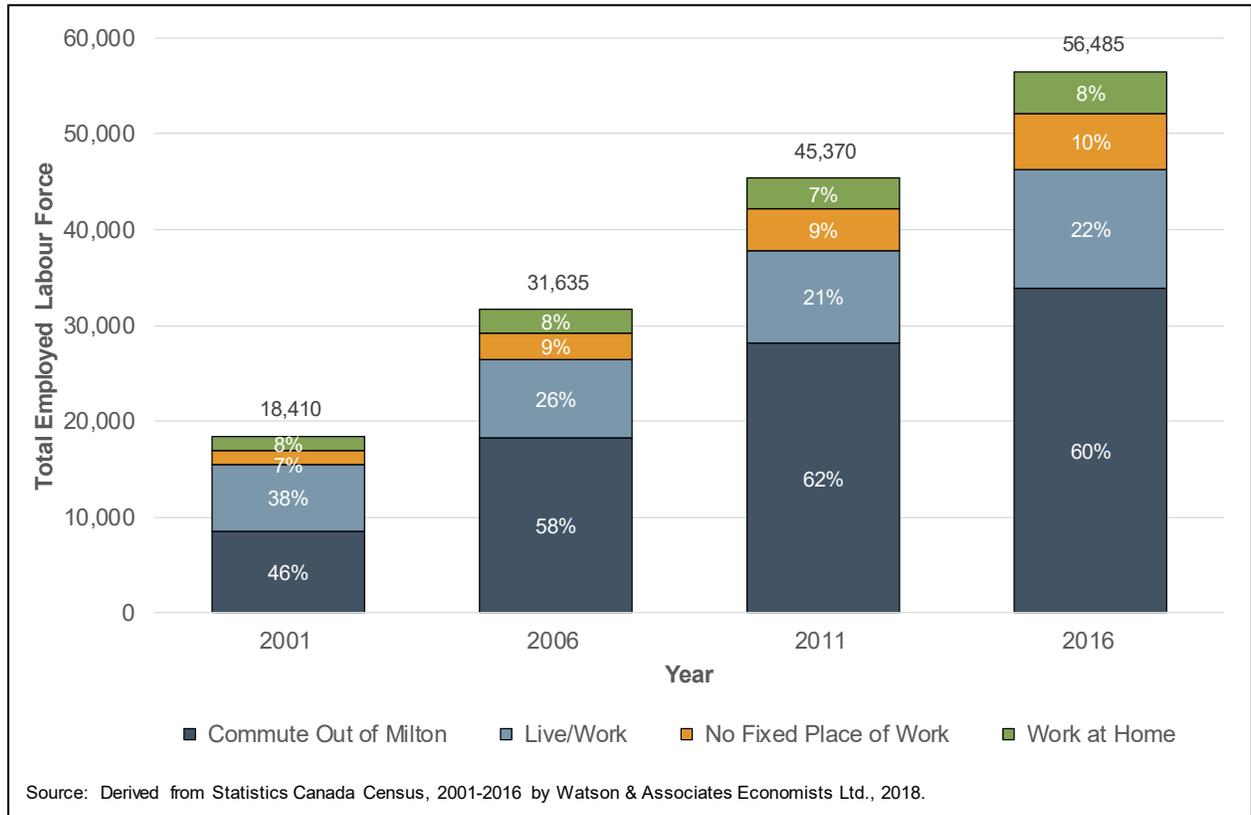
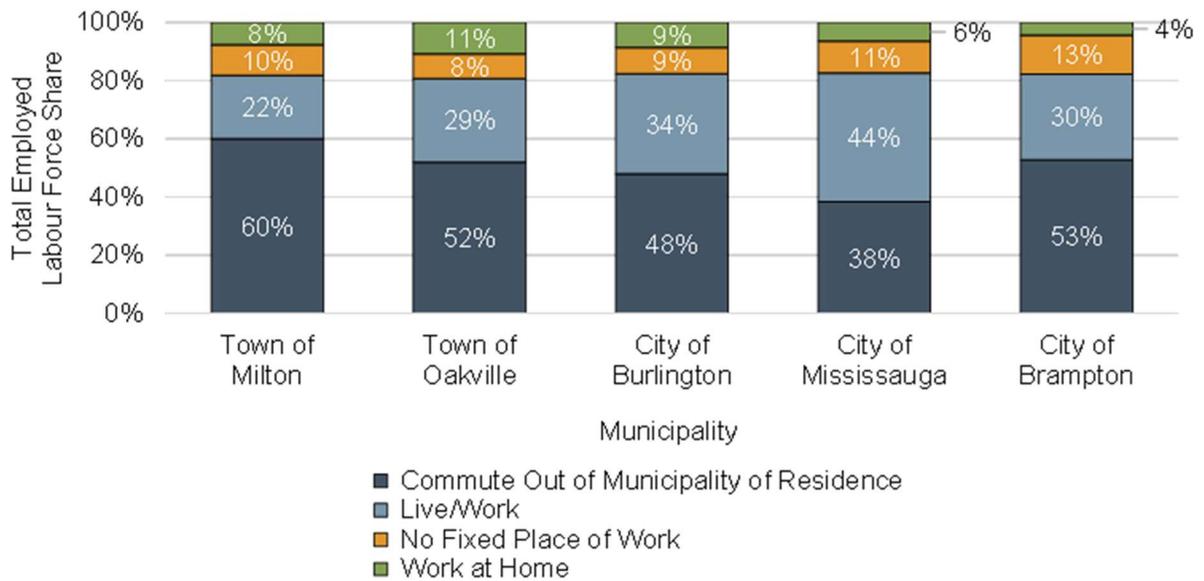


Figure 6: Town of Milton Labour Force, 2001 to 2016



Source: Derived from 2016 Statistics Canada Census data by Watson & Associates Economists Ltd., 2020.

Figure 7: Milton’s Labour Force Relative to Other Employment Markets in the West GTHA.

In summary, local employment opportunities have not kept up with labour force growth. An increasing share of Milton residents are working in other communities, most notably Mississauga, Toronto, Oakville and Burlington. Comparatively, the Town has a relatively low live-work ratio relative to other employment markets in the west GTHA, as illustrated in Figure 7.

Most residents that travel to work do so by private vehicle as a driver (83%). In 60 per cent of cases, commuting times exceed 30 minutes with 32% of commutes exceeding 45 minutes.

#### Milton's Labour Force Characteristics

Milton has a relatively young, well-educated and well-paid workforce. In 2016, the mean average age of the Milton residents was 34 years of age. It was significantly lower than the average in the Region of Halton (39 years) and the Province of Ontario (41 years). Milton and Halton Region have a similar share (63%) of residents aged 15 years and over with a higher level of education. This level of educational attainment is higher than the Greater Toronto Economic Region (56%) and Ontario (54%). The median employment income of \$45,251 in 2015 among recipients aged 15 years and over in private households compares favourably with Halton Region (\$42,556), the Greater Toronto Economic Region (\$34,913) and Ontario as a whole (\$33,946).

The four largest occupations that make up the Milton workforce base are sales and service (21%), business, finance and administration (18%), management (15%), education, law and social, community and government services (12%)<sup>5</sup>. By industry category, Milton's workforce is mainly employed in the retail trade (12%), manufacturing (10%), professional, scientific and technical services (9%), health care and social assistance (8%), educational services (8%), and finance and insurance (8%)<sup>6</sup>.

A key part of the Town's approach to sustainable economic development focusses on growing jobs in productive, innovative, and traded sectors of the economy – particularly in science, technology, engineering, arts and mathematics – to match the employment profile of its residents.

#### Employment Land Supply & Need

In October 2016, MHBC and Watson & Associates Economists Ltd. prepared an Employment Land Needs Assessment Study to evaluate the Town of Milton's planning framework and employment land needs to the 2041 planning horizon. The study is a guide the designation and future development of urban employment lands.

The Study identified a net surplus of 95 hectares of employment land by 2031, if all of the designated and planned employment lands are utilized. In order to meet employment land needs to 2041, the Town will require 35% of the roughly 1,400 gross hectares identified Future Strategic Employment Areas.

According to the study, Milton's average employment density is approximately 16 jobs per net hectare (7 jobs per net acre). The relatively low employment density is strongly influenced by the large share of employment that is within the warehousing and logistics sector, which is typically characterized by large, land consumptive uses with relatively low employment yields.

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<sup>5</sup> National Occupational Classification (NOC) 2016 - 25% sample data

<sup>6</sup> North American Industry Classification System (NAICS) 2012 - 25% sample data

As the employment trends in the Town shift away from large-scale developments and wholesale trade, future employment densities are targeted to increase to approximately 34 jobs per net hectare (14 jobs per net acre) by 2031. This target is similar to the employment density identified by Hemson Consulting in their April 2009 report (Accommodating Growth to 2031 – SHP Report 3.07) prepared for Halton Region as input to the Sustainable Halton Plan, which identified a target employment land employment density of 37.5 employees per net hectare. The Hemson report also identified the following target densities for other employment types:

Employment Land Employment	37.5 employees/net ha
Major Office Employment	250 employees/net ha
Population Related Employment	75 employees/net ha
Total/overall	45 employees/net ha

**The MEV Development Opportunity & Potential Employment**

The MEV offers the Town of Milton a unique development opportunity. The planned post-secondary institution campus has the potential to create a culture of innovation and build synergies between employment uses and the planned facility. Further, it offers the potential to provide high-quality employment opportunities in southwest Milton, which can improve socio-economic conditions within the community (i.e. live/work opportunities) as well as relatively strong economic multipliers (i.e. economic spin-off effects) that benefit Milton directly and indirectly. From an economic perspective, a high live-work ratio is desirable as it ensures that the local labour force (i.e. residents of Milton) is well served by the opportunities available in the local employment market (i.e. jobs in Milton).

The MEV is planned to accommodate employment associated with the existing Mattamy National Cycling Centre and the proposed post-secondary education campus, “knowledge-based” employment in the innovation sectors and other population related employment uses, as determined through the secondary plan exercise.

**Policy Context**

The following is a summary of the key Provincial, Regional and Local policies applicable to the development of the MEV lands. Policies applicable to the associated use of the Greenbelt lands are addressed in Part 3.

**Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS) sets the foundation for regulating land use planning and development within Ontario while supporting provincial goals and objectives, namely, sustainable development and the protection of resources of provincial interest.

For ease of reference relevant policies of the PPS are reproduced in Appendix B.

With respect to the MEV lands, the following policies are of particular relevance:

**Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns.** Policies: 1.1.1; and 1.1.2

**Section 1.1.3 Settlement Areas.** Policies: 1.1.3.2; and 1.1.3.6

**Section 1.2 Coordination.** Policies: 1.2.1

**Section 1.3 Employment.** Policies: 1.3.1

**Section 1.3.2 Employment Areas.** Policies: 1.3.2.2; 1.3.2.4 and 1.3.2.5

**Section 1.4 Housing.** Policies: 1.4.3 b)

**Section 1.6 Infrastructure and Public Service Facilities.** Policies: 1.6.5

**Section 1.6.7 Transportation Systems.** Policies: 1.6.7.4

**Section 1.7 Long-Term Economic Prosperity.** Policies: 1.7.1 a) b) c)

**Section 1.8 Energy Conservation, Air Quality and Climate Change.** Policies: 1.8.1 a) b) c)

**Section 3.1 Natural Hazards.** Policies: 3.1.1 b)

*Consistency with the Provincial Policy Statement, 2020*

The proposed ROPA for the MEV lands is consistent with the PPS.

The ROPA promotes an efficient form of development and land use pattern. The amendment provides for an appropriate range and mix of employment, institutional, and broader mixed uses to meet long-term needs. The proposed mix of uses supports the viability and function of an 'innovation district'. The amendment promotes the integration of development, which optimizes the use of land and provides for cost-effective servicing and infrastructure. The proposed land use pattern, densities and mix of uses support active transportation and transit and allow for the efficient use of land, infrastructure and public service facilities.

The ROPA represents a co-ordinated, integrated and comprehensive approach. It addresses the Regional and Local economic development strategies, the integration of growth management and infrastructure planning, and population and jobs projections, based on regional market areas and identified needs.

This report demonstrates that the Regional Employment Area overlay is not appropriate for the planned function of the MEV lands. There is a clear need to convert the Employment Areas to a designation that permits non-employment uses. Land extensive industrial and manufacturing uses are inappropriate in this location. The requirement for such uses can be met on other more appropriate sites closer to 400 series highways or rail.

The ROPA supports long-term economic prosperity by promoting opportunities for economic development and community investment-readiness. The MEV provides opportunities for a diversified economic base and synergies anchored by a post-secondary education campus. Removal of the Employment Area overlay will eliminate a potential barrier to investment. The clustering of economic activity, physically interconnected and interspersed with complementary uses challenges the traditional silo approach to employment areas. The proposal encourages compact, mixed-use development incorporating compatible employment uses supported by residential and institutional uses, to create a liveable and resilient complete community. Major institutional and residential uses, with planned infrastructure and public service facilities, will support the overall viability of the 'innovation district'.

The ROPA provides for an appropriate range and mix of housing options and densities in response to market-based and affordable housing needs of a diverse workforce. The proposal will facilitate all housing

options, including special needs requirements and needs arising from demographic changes and employment opportunities.

The ROPA will allow co-location of public service facilities, including health and educational programs and long-term care services, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The proposal promotes the use of active transportation and transit by focussing major employment, commercial and other travel-intensive land uses in a compact form close to a central transit hub

The flooding hazards and/or erosion hazards of the Indian Creek main reach impact The 'Employment Area' overlay on the northern portion of the MEV lands. The ROPA generally directs development to areas outside the hazardous lands of the creek.

#### [A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019](#)

The Growth Plan for the Greater Golden Horseshoe (GGH) builds on the PPS. It establishes a land use planning framework to support the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

Guiding principles of the Growth Plan include:

- Achieving complete communities;
- Prioritizing strategic growth areas identified by municipalities or the Province as the focus for mixed-uses and higher densities;
- Providing flexibility to capitalize on new economic and employment opportunities as they emerge;
- Supporting a range and mix of housing options;
- Integrating land use planning with planning and investment in infrastructure and public service facilities;
- and moving towards environmentally sustainable communities.

The Growth Plan sets out policies to manage growth across the GGH by 2041. For ease of reference relevant policies of the Growth Plan are reproduced in Appendix C.

With respect to the MEV lands, the following Growth Plan policies are of particular relevance:

#### **Section 2.2 Policies for Where and How to Grow**

**Sub-section 2.2.1 Managing Growth.** Policies: 2.2.1.4

**Sub-section 2.2.5 Employment.** Policies: 2.2.5.1; 2.2.5.4; 2.2.5.5; 2.2.5.9 a) d) and e); 2.2.5.10

**Sub-section 2.2.7 Designated Greenfield Areas.** Policies: 2.2.7.1; 2.2.7.2 a)

#### **Section 3.1 Infrastructure to Support Growth - Context**

**Sub-section 3.2.8 Public Service Facilities.** Policies: 3.2.8.1

#### [Conformity with the Growth Plan](#)

The proposed ROPA for the MEV lands is in conformity with the Growth Plan.

The proposed ROPA will facilitate co-ordinated land-use planning and investment in the post-secondary education campus to support the achievement of a mixed-use complete community. It provides for a range and mix of knowledge-based employment opportunities, blended with all housing types, public service facilities and other supportive commercial and retail uses.

The ROPA advocates the integration of employment within a vibrant “innovation hub”. Innovation hubs are “locations that support collaboration and interaction between the private, public and academic sectors across many different economic sectors to promote innovation”.<sup>7</sup>

The proposed ‘innovation district’ will provide a significant amount of employment growth on the MEV lands. This employment growth, together with the residential growth, will meet the requirements for a compact, transit supportive community. The ‘innovation district’ will allow people to live and work in the same area, clearly reducing commuting and promoting active transportation and transit use. The proposed density, scale, and mix of uses all support the ability of the ‘innovation district’ to create a centre for innovation and job growth.

The ROPA supports investment readiness by aligning and integrating land use plans with economic development strategies. The current Region’s Best Planning Estimates provide for a relatively low density of jobs per hectare based on conventional land extensive employment uses. The ROPA will promote economic opportunities and competitiveness by increasing the density of employment on the MEV lands.

The ROPA meets the tests for conversion of lands within employment areas (Policy 2.2.5.10).

The conversion is necessary in order to support integrated planning of a complete community, remove a barrier to investment, and offset the risks associated with front-end investment in servicing the post-secondary education campus.

The ‘employment areas’ are not identified as Provincially Significant Employment Zones and are not required or suitable for their designated purpose. Other ‘employment areas’ located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, are available and will be reserved for land extensive manufacturing, warehousing and logistics. Additional lands within the Future Strategic Employment Overlay are available for designation to meet any identifiable needs within the Plan horizon.

Performance based policies will ensure that the 2031 jobs target is maintained as a minimum. In the longer terms, the proposed ROPA seeks to increase the scale and density of development resulting in a substantial increase in jobs created through the intensification and infill of the ‘innovation district’.

Analysis of the current and projected growth forecasts demonstrates how the proposed development will accommodate future growth needs and how the phasing of the development will provide the necessary infrastructure and public service facilities in a cost-effective manner.

The scale and density of the development is appropriate on the MEV lands, given the location bridging between the higher-order regional transit corridors of Derry and Britannia. Frequent transit service will be encouraged with the provision of a centrally located transit hub. The compact built form proposed will

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<sup>7</sup> Definition from the Growth Plan, 2017

accommodate parking through shared underground and podium structure parking, minimizing surface parking. A fine-grained network of interconnected streets and greenways will support walking and cycling.

The development of the entire MEV lands at the densities proposed add to the ability to meet and increase the minimum density targets for the Town and Region and exceed the targeted 50 jobs and persons per hectare. The development of the 'innovation district' will also contribute to an improved employment activity rate and live-work ratio.

### Regional Official Plan – Sustainable Halton (ROP)

The ROP provides for Urban Areas to accommodate the distribution of population and employment in the Region and the four Local Municipalities. The ROP also provides for an Employment Area overlay that sets out policies and permitted uses.

The ROP designates the MEV lands as "Urban", with a portion of the lands subject to an "Employment" overlay.

Urban Areas are serviced areas accommodating concentrations of existing and future development. The intent of Urban Areas is to support complete communities with a compact, walkable and transit supportive built form, which afford maximum choices for residence, work and leisure, reduce dependence on the automobile, make efficient use of space and services, promote live-work relationships and foster a strong and competitive economy. To reduce long-distance commuting and improve the modal share of transit and active transportation, a range and balance of employment uses and housing is to be planned for in communities across the Region. Opportunities for post-secondary education are also to be provided for in Urban Areas.

The development of the MEV lands will be planned and designed to meet the Region's objectives for Urban Areas. As a mixed-use complete community anchored by a post-secondary education campus, the MEV will clearly foster innovation and promote live-work relationships. The mix of uses will maximize the diversity and choices of housing and employment opportunities. Significantly, the planned 'innovation district' provides for a cluster of knowledge based employment uses together with supportive uses to create a complete employment community. The mix of uses provided will advance the economic development and growth strategies of the Region and the Town and fully capitalize on synergies with postsecondary educational facilities.

The development will be phased to support sustainable and cost-effective growth that does not create negative financial impact to the Region or the Town. A Fiscal Impact Assessment will be completed for the MEV Secondary Plan to identify the capital cost impacts of the development.

An 'Employment Areas' overlay applies to the northern and southern portions of the MEV lands. With limited exceptions, the ROP prohibits residential and other non-employment uses in the 'Employment Areas'. The proposed ROPA removes the 'Employment Area' overlay on the MEV lands. Clearly, this is not a typical conversion of lands to non-employment uses. The MEV lands represent a unique opportunity within the Region to create a complete mixed-use community and 'innovation district' anchored by a new post-secondary education campus.

Removal of the 'Employment Area' overlay is necessary to achieve the mix and distribution of uses required to support a viable complete community and dynamic 'innovation district'. The MEV Secondary

Plan will make provision to meet the projected jobs target for the MEV lands as a minimum by 2031 and to exceed the target by full build out.

The ‘Employment Area’ overlay, combined with the fact that a significant portion are hazard lands, is a barrier to investment in servicing the lands and facilitating the post-secondary education campus. Removal of the ‘Employment Area’ overlay will promote the overall viability of the ‘innovation district’ and the achievement of increased densities. Compact, transit supportive built form and minimal surface parking will facilitate intensification and increased densities within the ‘innovation district’.

Policy 80(4) of the ROP provides the policy direction to create mixed-use nodes in Local Official Plans, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit.

### Town of Milton Official Plan

The Town of Milton adopted its Official Plan in 1997. Official Plan Amendment 31 (OPA 31) brings Milton’s Official Plan into conformity with the Growth Plan and the Sustainable Halton Plan (ROPA 38). The MEV is a designated urban expansion area. It represents part of Milton’s Phase 4 expansion, for growth beyond 2021.

In September 2017, through Report PD-049-17, Milton Council endorsed a ‘Future Urban Structure for the Town’. It established a vision for growth for Milton’s Phase 4 expansion and provided policy direction for the MEV to promote a fully integrated, transit supportive, mixed use development in the form of a complete employment community and innovation district.

### Growth Management

The growth strategy for Halton Region is based on the distribution of population and employment for 2031 in Table 1 of the ROP and the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.

**ROP TABLE 1: POPULATION AND EMPLOYMENT DISTRIBUTION**

Municipality	Population		Employment	
	2006	2031	2006	2031
Milton	56,000	238,000	28,000	114,000

The Region also sets intensification and density targets in Table 2 of the ROP.

**ROP TABLE 2: INTENSIFICATION AND DENSITY TARGETS**

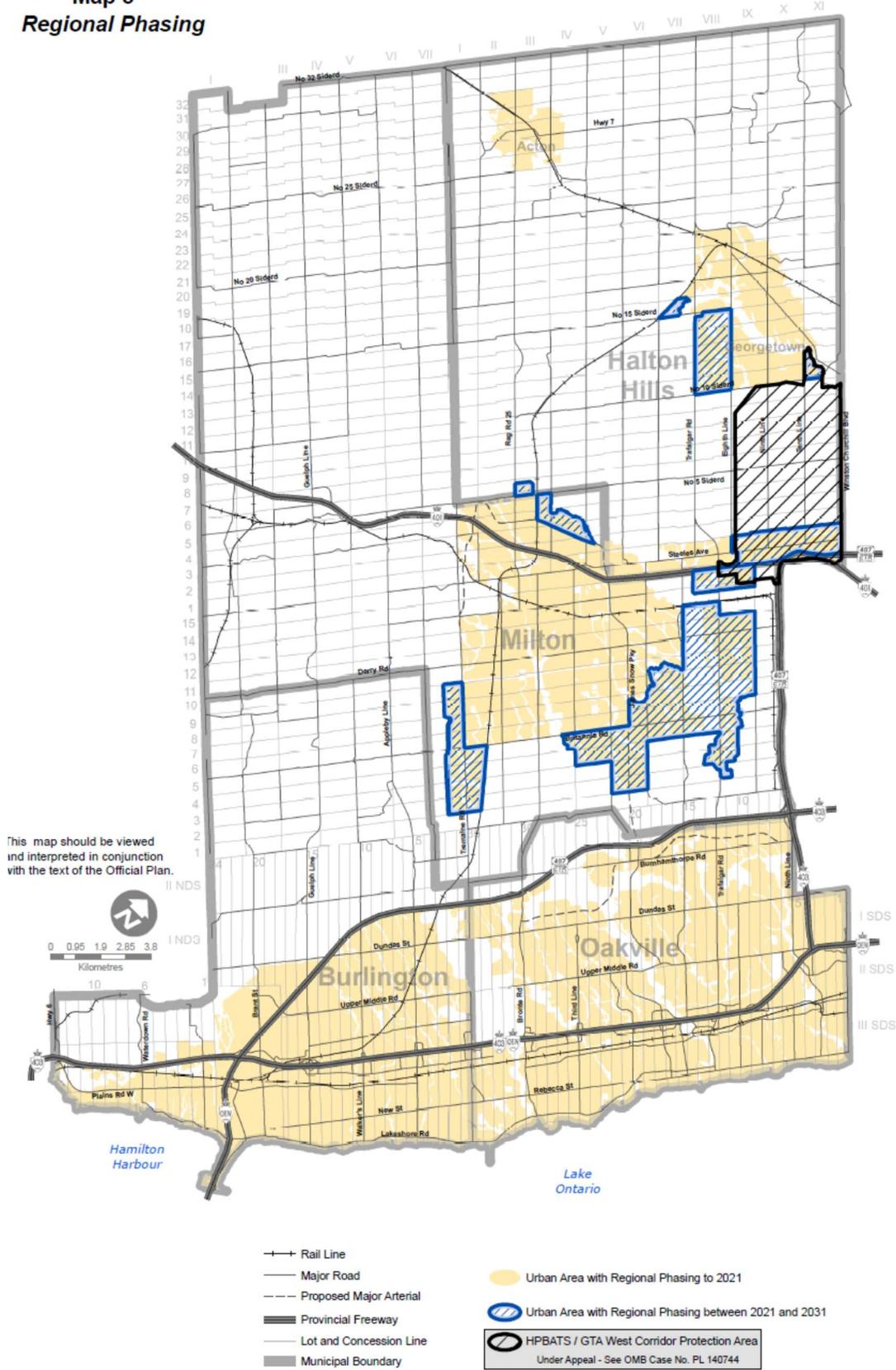
Municipality	Minimum Number of New Housing Units to Be Added To the <i>Built-Up Area</i> Between 2015 and 2031	Minimum Overall <i>Development Density</i> in Designated <i>Greenfield Area</i> (Residents and Jobs Combined Per Gross Hectare)
Milton	5,300	58

The Regional phasing to be achieved every five years from 2012 to 2031 between the Built-Up Areas and the Designated Greenfield Areas is set out in Table 2a of the ROP.

**ROP TABLE 2A REGIONAL PHASING**

<b>Municipality</b>	<b>2012-2016</b>	<b>2017-2021</b>	<b>2022-2026</b>	<b>2027-2031</b>
<b>Milton</b>				
<b>Units in Designated Greenfield Area</b>	<b>10,644</b>	<b>10,175</b>	<b>10,075</b>	<b>9,126</b>
Low Density Units	7,030	6,991	7,067	7,398
Medium & High Density Units	3,614	3,184	3,008	1,728
<b>Units inside the Built Boundary</b>	<b>1,910</b>	<b>3,502</b>	<b>2,558</b>	<b>2,764</b>
<b>Employment</b>	<b>18,102</b>	<b>18,552</b>	<b>15,525</b>	<b>17,699</b>

**Map 5**  
**Regional Phasing**



### Best Planning Estimates (BPEs)

Halton Region’s Best Planning Estimates (BPEs) - June 2011 Version<sup>8</sup> are working numbers that show the distribution of population and employment by five-year intervals to 2031. BPEs are being updated to assist Halton Region with reaching growth targets of 780,000 people and 390,000 jobs by 2031. The BPEs provide some indication of the level of anticipated growth within the MEV. According to the BPEs, the MEV is forecast to accommodate a residential population of 6,503 and an employment base of 3,659 by 2031 as shown in Figure 8.

**FIGURE 8: HALTON REGION BEST PLANNING ESTIMATES FOR MEV**

	2026	2031
<b>Population</b>		
Low Density	2,862	5,303
Medium Density	583	1,136
High Density	0	0
Institutional	34	64
<b>Total</b>	<b>3,480</b>	<b>6,503</b>
<b>Employment</b>		
Industrial	44	44
Commercial	890	1,290
Institutional	2,325	2,325
<b>Total</b>	<b>3,259</b>	<b>3,659</b>

The Region has commenced a Regional Official Plan review to coordinate allocation of Growth Plan population and employment forecasts to Halton’s municipalities. By 2041, Halton Region will be planned to accommodate 470,000 jobs.

### Milton’s Land Base Analysis

The MEV forms part of Milton’s Phase 4 Sustainable Halton Lands (Urban Areas with Regional Phasing between 2021 and 2031). Milton’s “Land Base Analysis – Land Base Assumptions, Key Findings and Secondary Planning Framework”<sup>9</sup> provides an overview of the broader planning policy context, technical background reports, land base assumptions for the Sustainable Halton Lands, and key findings as determined through a density analysis of the Town’s designated greenfield areas. To assist the Secondary Plan process, the Draft Land Base Analysis identifies planning and phasing criteria for delineating Secondary Plan Areas, and establishes an overarching conceptual structural framework to inform future planning. Generally, the MEV lands were outside of the scope of the LBA. Therefore, the report is silent on their phasing, development timing, etc.

A density analysis was completed for Milton’s Designated Greenfield Areas in order to ascertain the planned density target for the Sustainable Halton lands. As summarised in Figure 9, the MEV lands must plan to achieve over 70 residents and jobs per hectare in order for the Town to achieve its Designated Greenfield Area density target as per ROPA #38.

<sup>8</sup> The Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (June 2011)

<sup>9</sup> Land Base Analysis – Land Base Assumptions, Key Findings and Secondary Planning Framework, MGP, 2017

Figure 9: Preliminary Designated Greenfield Area Density Analysis for the Town of Milton (MGP, 2017)

	Community Area		Employment Area		Overall	
	Area	Density	Area	Density	Area	Density
Designated Greenfield Area (Phases 1,2&3)	1,700	75	790	26	2,500	60
<i>Boyne Survey</i>	800	78	-	-	800	78
<i>Bristol Survey</i>	270	80	-	-	270	80
<i>Sherwood Survey</i>	640	70	10	26	650	69
<i>Derry Green Corporate Business Park</i>	-	-	510	26	510	26
<i>401 Industrial and Business Park</i>	-	-	270	26	270	26
<b>Milton Education Village</b>	50	127	90	43	140	<b>73</b>
North Porta Lands	-	-	130	26	130	26
Southwest Milton Employment Area	-	-	270	26	270	26
Urban Expansion Area	1,340	70	300	26	1,640	62
<b>Total</b>	3,100	74	1,570	27	4,670	58

### Future Employment Growth in Milton and the MEV

A significant share of land extensive employment development in Milton through 2031 will continue to be in employment areas located along the Highway 401 corridor. However, the distribution of employment (jobs) growth is expected to become more geographically diverse. This includes accommodating employment growth in mixed-use strategic growth areas. Especially the MEV, which will be increasingly marketable given synergies with the post-secondary education campus.

Employment within the MEV through 2031 by corresponding land use is summarized in Figure 10 and discussed below.

#### *Mattamy National Cycling Centre*

The Mattamy National Cycling Centre contains a year-round 250 m cycling track with seating for 1,500, and houses administrative offices and support facilities. The facility employs approximately 55 people.<sup>10</sup> No further expansion in employment is expected over the forecast period.

#### *Post-Secondary Education Campus*

By 2031, the post-secondary education campus will likely accommodate 3,000 students. Ultimately, by full buildout up to 15,000 students will likely be accommodated. Based on typical faculty/staff to student ratios, it is anticipated that the planned campus will have an employment base of approximately 460 by 2031 and 2,300 by buildout.<sup>11</sup>

#### *Knowledge Based Employment*

Given the MEV lands potential synergy with the planned post-secondary education the site is well-positioned to develop within the concept model of an ‘innovation district’ anchored to this use. Alongside the planned post-secondary education campus, knowledge based employment opportunities will be clustered in the ‘Landmark Gateway’, ‘Village Centre’ and the ‘Innovation Hub’ designations. These three

<sup>10</sup> 2017 Halton Region Employment Survey.

<sup>11</sup> Based on one faculty/staff member per 6.5 students ratio, which is considered representative of post-secondary institutions in the G.T.H.A.

designations have a combined land area of 18.64 hectares. Applying an employment density target of 135 jobs/hectare will yield at least 2,500 jobs.<sup>12</sup>

*Population Related Employment*

Retail demand within the MEV is anticipated to be comprised of the following five retail sales categories: retail merchandise (GAFA), food and beverage retail, health and personal stores, food services and other services. Potential retail and service uses include supermarkets, specialized food stores, pharmacies, beauty supply and optician stores, restaurants, specialized merchandise and other services (banking, personal care, gym/fitness, recreation and daycare).

Milton’s ‘Commercial / Retail Land Needs Study’ (Tate Economic Research Inc., 2014) allocated approximately 100,000 square feet of new commercial/retail space has been to the MEV by 2031. The MEV retail demand analysis indicates that the area will accommodate approximately 232,000 to 257,000 sq.ft of commercial retail and service G.F.A. by buildout.<sup>13</sup> It is estimated that commercial/retail development will employ approximately 355 people by 2031 and 515 to 570 persons by full buildout, based on the forecast development G.F.A. identified above.<sup>14</sup>

The MEV is expected to accommodate both an elementary and secondary school, which are anticipated to employ 140 and 130 persons, respectively.<sup>15</sup>

Over the coming decades, work at home employment in Milton is expected to steadily increase, with a gradual increase in the share of total employment driven by forecast growth in the knowledge-based and creative economy. This will be facilitated by opportunities related to telecommuting and increased technology. It is estimated that work at home employment within the MEV will total 260 by 2031 and between 330 and 460 by full build out.<sup>16</sup>

N.F.P.O.W. employment is also expected to experience strong employment growth in Milton. The MEV is also expected to accommodate 320 jobs with N.F.P.O.W by 2031 and between 410 to 575 jobs with N.F.P.O.W by full build-out<sup>17</sup>.

**FIGURE 10: MEV PLANNED EMPLOYMENT BY 2031**

LAND USE COMPONENT	EMPLOYMENT	% SHARE
<b>MATTAMY NATIONAL CYCLING CENTRE</b>	55	1%
<b>POST-SECONDARY EDUCATION CAMPUS</b>	460	13%
<b>KNOWLEDGE BASED EMPLOYMENT</b>	*1,939	56%
<b>POPULATION RELATED EMPLOYMENT</b>	1,205	30%
<b>TOTAL**</b>	3,659	100%

\* REQUIRED EMPLOYMENT TO MEET 2031 HALTON BPE EMPLOYMENT TARGET FOR MEV

\*\* HALTON BPE, JUNE 2011

<sup>12</sup> Employment densities based on the Guelph Innovation District Secondary Plan.

<sup>13</sup> Milton Education Village Retail Demand Analysis Update, prepared by 360 Collective, May 13, 2020.

<sup>14</sup> Based on an assumption of 450 sq.ft. of G.F.A. per job.

<sup>15</sup> Based on Boyne Public School and Jean Vanier Secondary School (Halton Employment Survey, 2017)

<sup>16</sup> Based on 4% of resident population.

<sup>17</sup> Based on 5% of resident population.

## Infrastructure and Financial Analysis

### Phasing and Infrastructure

Development and phasing of the MEV will be planned to meet or exceed growth targets for residents and jobs by 2031. The first phase of development 2022 – 2026 will be focussed on delivering the post-secondary education campus together with complementary and related uses including retail, residential and cross-sector uses. This first phase will be planned to accommodate up to 6,739 people and jobs at transit supportive densities of between 80 and 120 people per gross hectare. Phasing of residential development will be fully aligned with and Area Servicing Plan and Fiscal Impact Study for the MEV Secondary Plan.

The MEV Secondary Plan will include policies, performance based standards and phasing requirements to meet key employment targets

The MEV lands have been included as part of the serviced areas in the water and wastewater servicing strategies that have been developed, and the works required to implement the servicing strategies have been considered in the Region’s 2017 Development Charge Background Study and the 2017-2031 Water/Wastewater Capital Implementation Plan. Since the 2031 population forecasts for the MEV are unaffected, the ROPA would not have any additional financial implications for the Region.

The Town will prepare a more detailed area servicing study, in conjunction with an environmental management study, for the MEV Secondary Plan area.

### FIA Growth Forecasts for the Sustainable Halton Lands

In 2017, the Town retained Watson & Associates to prepare a Fiscal Impact Assessment for the Sustainable Halton Lands.<sup>18</sup>

As summarised in Figure 11 below, the growth anticipated in the FIA would lead to a total population of 269,200 after the buildout of the Sustainable Halton lands. This amount exceeds the growth identified in the Town’s 2015 Development Charge (DC) Study by 109,950 residents.

**FIGURE 11: COMPARISON OF POPULATION GROWTH BY DEVELOPMENT AREAS, 2017 F.I.A. (BASE SCENARIO) VS. 2015 TOWN-WIDE D.C. BACKGROUND STUDY**

Residential Development Area	2016 (Census)	Buildout (2015 D.C.)	Buildout to 2036 (2017 FIA)	Forecast Growth	
				2016 to D.C. Buildout	2016 to 2036 Buildout
Established Urban Area	21,244	21,050	35,000	-190	13,950
Bristol Survey	48,781	47,760	52,500	-1,020	4,700
Sherwood Survey	30,579	34,090	37,000	3,510	2,900
Boyne Survey	1,388	48,200	53,100	46,810	4,900
<b>MEV</b>	<b>0</b>	<b>0</b>	<b>**6,500</b>	<b>0</b>	<b>**6,500</b>
Sustainable Halton Lands	0	0	77,000	0	77,000
Rural	8,136	8,140	8,100	0	0
<b>Total</b>	<b>110,128</b>	<b>159,240</b>	<b>269,200</b>	<b>49,110</b>	<b>109,950</b>

<sup>18</sup> “Town of Milton Long- Term Fiscal Impact Assessment of Growth 2017 to 2036”, Watson & Associates Economists Ltd., 2017

\*All data entries exclude undercount

\*\* Based on the Town’s mixed-use vision, the residential population forecast at full build-out is up to 11,300.

Note that the 2036 forecast for the MEV is based on the current 2031 forecast population. By build out, the Town’s mixed use vision for the MEV and the Agerton Employment Secondary Plan areas could potentially accommodate up to an additional 4,800 people.

As summarised in Figure 12 below, Milton’s total employment base is projected to amount to 116,600 employees at buildout, which exceeds the 2015 DC Study’s total by 41,400 employees. A mixed-use conversion of the MEV and Agerton employment lands could add 2,600 and 37,800 jobs respectively.

**FIGURE 12: COMPARISON OF EMPLOYMENT GROWTH BY DEVELOPMENT AREAS, 2017 F.I.A. (BASE SCENARIO) VS. 2015 TOWN-WIDE D.C. BACKGROUND STUDY**

Non-Residential Development Area	2016 Employment	Buildout (2015 D.C.)	Buildout to 2036 (2017 FIA)	Forecast Growth	
				2016 to D.C. Buildout	2016 to 2036 Buildout
Established Urban Area	7,340	9,400	9,700	2,100	2,400
Bristol Survey	2,750	4,100	4,100	1,400	1,400
Sherwood Survey	1,720	5,100	5,200	3,400	3,500
Boyne Survey	210	3,200	3,200	3,000	3,000
401 Industrial & Business Park	14,800	19,900	19,900	5,100	5,100
Derry Green Business Park	100	14,200	14,700	14,100	14,600
SW Milton Employment Area	0	-	7,000	-	7,000
<b>MEV</b>	50	100	*3,000	100	<b>*3,000</b>
North Porta Lands	0	-	3,000	-	3,000
Sustainable Halton Lands	0	-	17,200	-	17,200
Rural	3,273	3,300	3,300	-	-
<b>Total Usual Place of Work</b>	<b>30,243</b>	<b>59,300</b>	<b>90,300</b>	<b>29,100</b>	<b>60,100</b>
Work at Home	4,000	6,800	11,600	2,800	7,600
No Fixed Place of Work	4,480	9,100	14,700	4,600	10,200
<b>Total Employment</b>	<b>38,723</b>	<b>75,200</b>	<b>116,600</b>	<b>36,500</b>	<b>77,900</b>

\*Based on the Town’s mixed-use vision, the jobs forecast at full build-out is up to 5,600.

The FIA also articulates the need for further fiscal studies associated with each secondary plan process, including the need to quantify and adopt specific mitigation measures in advance of proceeding through the secondary plan approval process in order to ensure the Town’s tax rates and debt levels remain at acceptable levels as determined by Council.

## PART 3: THE GREENBELT LANDS

### Complementary Use of the Greenbelt Lands

The MEV Secondary Plan area does not include any lands in the Greenbelt Plan. However, the Greenbelt Plan is applicable to lands immediately to the west of the MEV. These lands are designated as prime agricultural areas in the “Protected Countryside”. They also include a significant area designated with the overlay “Natural Heritage System” designation.

Approximately, two thirds of the proposed post-secondary education campus is within the Protected Countryside. Being at the intersection of the urban area and the natural environment, there is a clear opportunity to develop a “living lab” approach to on-site teaching and research

Subject to the policies of the Greenbelt Plan and other applicable policies, regulations and guidance, the proposed ROPA promotes the best environmental stewardship and wise use of natural resources, while conserving and where possible restoring or enhancing protected features and their functions.

The proposed ROPA provides a site-specific policy set to enable consideration of green infrastructure, including naturalised stormwater management systems, and a broad range of activities related to the use of renewable resources, including education programming, within the Protected Countryside lands of the Greenbelt.

By enabling consideration of educational programming and essential infrastructure projects on these lands, subject to appropriate policy checks and balances, the ROPA will support and complement the optimal use of the MEV lands. Flexibility to consider innovative and creative stormwater management systems in the Protected Countryside will also serve provincial, regional and local interests for optimal development of the MEV lands, including the efficient delivery of the post-secondary education campus.

### The Indian Creek Restoration Framework

The Bronte Creek Watershed Plan<sup>19</sup> identified the following rehabilitation opportunities for the Indian Creek system.

#### Buffer Strips and Reforestation

- Re-establish riparian habitat
- Enhance linkages between forest blocks and creek
- Re-establish linkages between forest blocks
- Maintain/enhance Britannia Road Marsh

#### Stream Morphology, Fish /Wildlife

- Examine opportunities to improve stream morphology where the channel has been altered using natural channel design techniques
- Improve fish habitat through reestablishment of riparian buffers

#### Water Quality and Water Quantity

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<sup>19</sup> ‘The Bronte Creek Watershed Study’, Conservation Halton, 2002

- Improve thermal regime, and control sedimentation and nutrient loading through riparian buffers

Reducing the overall floodplain width within the MEV while restoring and enhancing the attributes and functionality of the Indian Creek main branch is the primary objective related to the restoration concepts which are being advanced. Goals of the restoration framework are as follows:

- Manage off-site flooding;
- Improve functionality of stream;
- Reduce erosion;
- Address thermal impacts;
- Enhance terrestrial function, including linkage to Niagara Escarpment and lands east of Tremaine.

#### Improvements/Restoration Opportunities for the Indian Creek Main Branch between Bell School Line and Tremaine Road

Due to the extent of the restoration work, extending from Bell School Line to Tremaine Road, there are significant restoration opportunities for both the creek and floodplain area. Opportunities exist to increase forest habitat, corridors and linkages, re-establish riparian habitat, create a trail system along the creek blocks, and improve water quality. Most of the area is a cultural meadow, with heavy clay soils; hence, considerable opportunities for ecological enhancement.

Given the proximity of the planned post-secondary education campus, other stewardship and educational opportunities may be introduced as well. Trails and the incorporation of interpretative opportunities and signage could be co-ordinated with the post-secondary education campus.

The Indian Creek system between Bell School Line and Tremaine Road is quite entrenched. Given its entrenchment and past human intervention, opportunities exist to improve overall flood storage and thermal mitigation. Stormwater management is necessary to control flooding, minimize erosion, sustain base flows and protect downstream morphology. Stormwater management for the MEV lands and the possibility of clean rooftop discharge could offer an element of area water supply with a variety of benefits for water balance and budgeting.

With regard to stream geometry, there has been some widening of the creek cross-section (20% +/-) and there are good opportunities to enhance stream processes throughout this reach. Currently, it is over-widened approximately 3 m at Tremaine and 5 m at Bell School Line. Hence, one of the objectives will be to have a terrace cross-section, which reduces low flow geometry and increases depth and energy. Given the extremely flat longitudinal gradient, no grade control would be incorporated.

In terms of realignment opportunities, the watercourse can be improved by scalping overbank areas in an offset to introduce a meandering form. Overbank wetlands could have inflow and outflow components from the creek as they would seasonally flood. A wholesale realignment would not be required. Although there are certain areas where some localized and strategic realignment work realignment would likely be beneficial.

The Indian Creek Restoration Framework and stormwater management systems supporting the MEV lands will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious

surfaces. An integrated treatment approach will be used to minimize stormwater flows and mimic natural hydrology through lot level controls, low impact development and other conveyance techniques. The objectives, technical specifications and other requirements within the South Milton Urban Expansion Area Subwatershed Study and FSEMS for the MEV lands will be complied with.

Responsibility for the implementation and long-term conservation management, as well as ownership and stewardship, of the floodplain restoration downstream of the MEV will be an important aspect of the project. Alternatives to ownership such as an easement may be considered.

Ultimately, the Conservation Authority would have control of implementation through its permitting process. Particularly given that this green infrastructure and design will be critical to the definition of development limits within Milton Education Village (i.e. governing floodplain limits).

Management strategies will be developed accordingly through the FSEMS. Specifications for this corridor would be identified at the preliminary design level within the FSEMS work (policy and financial) supporting the MEV lands. Provisions will need to be incorporated into the Secondary Plan and Financial Plan.

Regarding the maintenance requirements for this system, all designs will consider low maintenance provisions. In this regard, the recommended channel form would likely incur less maintenance long term than in its existing condition. Detailed design will have to ensure that the system continues to function adequately to serve area agricultural needs.

### Policy Context

The following is a summary of the key Provincial, Regional and Local policies applicable to the development of the Greenbelt lands. Policies applicable to the MEV lands are addressed in Part 2.

#### Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) sets the foundation for regulating land use planning and development within Ontario while supporting provincial goals and objectives, namely, sustainable development and the protection of resources of provincial interest.

For ease of reference relevant policies of the PPS are reproduced in Appendix B.

With respect to the Greenbelt lands, the following PPS policies are of particular relevance:

**Section 1.1.4 Rural Areas in Municipalities.** Policies: 1.1.4.1 a) e) f) g) h) i)

**Section 1.1.5 Rural Lands in Municipalities.** Policies: 1.1.5.2; 1.1.5.3; 1.1.5.4

**Section 1.6 Infrastructure and Public Service Facilities.** Policies: 1.6.2

**Section 1.6.6 Sewage, Water and Stormwater.** Policies: 1.6.6.7 f)

**Section 1.6.11 Energy Supply.** Policies: 1.6.11.1

**Section 1.7 Long-Term Economic Prosperity.** Policies: 1.7.1 c) j) k)

**Section 2.1 Natural Heritage.** Policies: 2.1.1; 2.1.2; 2.1.4 a); 2.1.5 b) c) d) e); 2.1.6; 2.1.7; 2.1.8

**Section 2.3 Agriculture.** Policies: 2.3.1

**Section 2.3.4 Lot Creation and Lot Adjustments.** Policies: 2.3.4.1 d); 2.3.4.2

**Section 2.3.6 Non-Agricultural Uses in Prime Agricultural Areas.** Policies: 2.3.6.1 b); 2.3.6.2*Consistency with the Provincial Policy Statement, 2020*

The proposed ROPA for the Greenbelt lands is consistent with the PPS.

The ROPA supports long-term economic prosperity by optimizing the use of Greenbelt lands, resources, infrastructure and public service facilities.

The ROPA supports the sustainable management and use of the Greenbelt lands by leveraging rural assets and amenities while protecting agricultural resources, conserving biodiversity and considering the ecological benefits provided by nature.

The complementary use of the Greenbelt lands will support sustainable design practices that will maximize conservation and energy efficiency and considers the mitigating effects of vegetation and green infrastructure. The proposal promotes the efficient use of green infrastructure, to complement infrastructure, and public service facilities for rural education programs. Green infrastructure may include stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development. The ROPA also provides opportunities for the development of district energy and renewable or alternative energy systems.

Through the sustainable management and use of the Greenbelt lands, the ROPA provides opportunities for economic diversification, including a sustainable visitor economy, by leveraging the rural character, amenities and natural assets of the area. The ROPA promotes resource-based recreational, tourism and other economic development opportunities that are compatible with rural landscape.

The ROPA protects Key Natural Heritage Features and ANSIs. The diversity and connectivity of Key Natural Heritage Features, and the long-term ecological function and biodiversity of the Greenbelt NHS, will be maintained, restored or, where possible, improved, recognizing linkages between and among Key Natural Heritage Features and ANSIs, surface water features and ground water features.

The ROPA prohibits development and site alteration in significant wetlands. Development and site alteration will not be permitted in other Key Natural Heritage Features and ANSIs, or on lands adjacent to all Key Natural Heritage Features, ANSIs and fish habitat, including significant wetlands, unless an evaluation has demonstrated that there will be no negative impacts on the natural features or their ecological functions.

The ROPA prohibits development and site alteration in fish habitat and in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

The ROPA protects the prime agricultural areas for agriculture in the long-term. Lot creation in the prime agricultural areas will only be permitted for infrastructure, where the facility or corridor cannot be accommodated by using easements or rights-of-way. Severances that do not result in the creation of a new lot in the prime agricultural areas will only be permitted for easements, corrections of deeds, quit claims, and minor boundary adjustments. The ROPA provides opportunities for limited resource-based uses in the prime agricultural area, where there is an identified need to use additional land for the proposed use and it is demonstrated that there are no reasonable alternatives that avoid prime agricultural land.

### The Greenbelt Plan (2017)

The Greenbelt Plan works in tandem with the Growth Plan to establish a land-use planning framework that supports a thriving economy, a clean and healthy environment and social equity.

The Greenbelt Plan identifies Protected Countryside lands, which enhance the spatial extent and health of natural systems of agriculturally and environmentally protected lands while improving linkages between these areas and the surrounding major lake systems and watersheds.

The MEV is adjacent to a Protected Countryside area to the west. The Protected Countryside consists of an Agricultural System and a Natural System. The Agricultural System is comprised of ‘prime agricultural areas’. The Natural System identifies lands that support Key Natural Heritage Features (KNHF) and ecological functions. Both systems maintain connections to the broader agricultural and natural systems of the Greenbelt.

Protected Countryside goals include:

- Protecting ‘prime agricultural areas’;
- Enhancing the Agricultural System, including consideration for the impacts of development on agriculture and planning for near-urban agriculture;
- Protecting, maintaining and enhancing features and functions of the natural heritage system;
- Protecting and restoring natural and open space connections with the Niagara Escarpment and broader natural systems;
- Protecting, improving or restoring the quality and quantity of ground and surface water and the hydrological integrity of watersheds;
- Providing guidance for management of natural heritage and water resources when considering watershed/subwatershed and stormwater management planning, development, infrastructure, open space planning and management, and private or public stewardship programs;
- Providing a wide range of publicly accessible settings that support recreational activities, including facilities, parklands, open space areas, and trails;
- Enabling opportunities for sustainable tourism development;
- Supporting infrastructure which achieves the social and economic aims of the Greenbelt Plan and the Growth Plan and improves integration with land use planning while seeking to minimize environmental impacts; and,
- Integrating climate change considerations into planning and managing the Agricultural System, Natural Heritage System and Water Resource System, recognizing that the Natural Heritage System is also a component of green infrastructure.

The Greenbelt Plan policies and guidelines affect the planning and protection of ‘prime agricultural areas’ and KNHF, including significant wetlands and significant woodlands. For ease of reference relevant policies of the Greenbelt Plan are reproduced in Appendix D.

With respect to the Protected Countryside lands, the following Greenbelt Plan policies are of particular relevance:

**Sub-section 3.1.3 Prime Agricultural Area Policies.** Policies: 3.1.3.3; 3.1.3.5

**Sub-section 3.2.2 Natural Heritage System Policies.** Policies: 3.2.2.3

**Sub-section 3.2.5 Key Natural Heritage Features and Key Hydrologic Features Policies.** Policies: 3.2.5.1; 3.2.5.4; 3.2.5.5; 3.2.5.6

**Sub-section 3.3.2 Parkland, Open Space and Trail Policies.** Policies: 3.3.2.1; 3.3.2.2; 3.3.2.3

**Sub-section 4.1.1 General Non-Agricultural Use Policies.** Policies: 4.1.1.1

**Sub-section 4.2.1 General Infrastructure Policies.** Policies: 4.2.1.1; 4.2.1.2 a) b) d) e) f) g)

**Sub-section 4.2.3 Stormwater Management and Resilient Infrastructure Policies.** Policies: 4.2.3.1; 4.2.3.3; 4.2.3.4

**Sub-section 4.3.1 Renewable Resource Policies.** 4.3.1.1; 4.3.1.2; 4.3.1.3

**Section 4.6 Lot Creation.** Policies: 4.6.1 c) d) e)

*Conformity with the Greenbelt Plan, 2017*

The proposed ROPA for the Protected Countryside lands is in conformity with the Greenbelt Plan.

Within the Greenbelt Plan, a strong network of active transportation trails and links is encouraged to facilitate connections between settlement areas, tourism, and active enjoyment of the regions natural heritage features. The Protected Countryside lands provide interaction with the natural environment, which add to the opportunities for creativity and innovation.

Activities related to the use of renewable resources are permitted in the Protected Countryside. Renewable resources are those non-agriculture-based natural resources that support uses and activities such as forestry, water taking, fisheries, conservation and wildlife management. Good environmental stewardship and use of the post-secondary education lands for research and environmental study is compatible with the vision and goals of the Greenbelt Plan.

Infrastructure, which includes stormwater management systems, is permitted in the Greenbelt Plan if it meets one of two general objectives. These objectives must be considered in the overall context of the Greenbelt Plan. Objective (b), which is the objective applicable to the proposal, refers to infrastructure that “serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt”.

The Indian Creek system between Bell School Line and Tremaine Road could benefit significantly from some meandering, floodplain sculpting and naturalized stormwater management systems as described in Section 5. The proposed Indian Creek restoration framework and related work in the Protected Countryside, provides potential benefits to managing floodplain storage and creek levels upstream within the Milton Education Village.

The proposed ROPA will facilitate infrastructure, including green infrastructure, necessary to support the MEV. Flexibility to consider innovative and creative stormwater management systems in the Protected Countryside will serve provincial, regional and local interests for optimal development of the MEV lands, including the efficient delivery of the post-secondary education campus. As such, the proposal for stormwater management and resilient infrastructure, including green infrastructure, related to the MEV would clearly serve significant growth and economic development in southern Ontario beyond the Greenbelt.

The Greenbelt Plan establishes a number of criteria for evaluating proposals for infrastructure, including stormwater and resilient infrastructure, in the Greenbelt. The majority of these criteria are criteria which must be examined with respect to specific infrastructure projects or which require additional studies.

Within the 'prime agricultural area', the only non-agricultural development permitted by the ROPA will be infrastructure and activities related to the use of renewable resources, in accordance with the Bronte Creek Watershed Plan and subject to all other applicable policies, legislation, regulations, guidance and municipal planning documents. Infrastructure development and activities related to the use of renewable resources will only be permitted in prime agricultural areas after completion of an agricultural impact assessment. Where adverse impacts on the agricultural system are unavoidable, measures will be required to minimize or mitigate the impacts as far as possible.

For lands within the Greenbelt Natural Heritage System, the infrastructure projects and activities related to the use of renewable resource proposed by the ROPA will be required to demonstrate the following:

- i. No negative impacts on key features or their ecological functions;
- ii. Maintenance or enhancement of connectivity along the system and between key feature and areas;
- iii. Incorporation of other natural features into the design of infrastructure and activities related to the use of renewable resource use;
- iv. Restriction of the disturbed area to less than 25% of the total developable area of the property;
- v. No impervious areas;
- vi. Maintenance or restoration of a least 30% of the total developable area of the property to natural self-sustaining vegetation.

Within key features of the natural heritage system, including any vegetation protection zones, development and site alteration will be limited to environmental management and essential conservation and erosion or control projects. Activities related to the use of renewable resources will be required to maintain or, where possible, improve key features and their functions.

Within 120 metres of a key feature, proposals for development and site alteration will be supported by a study that establishes a vegetation protection zone of at least 30m (measured from the outside boundary of the feature) and is of sufficient width to protect, and where possible restore or enhance, the feature and its ecological functions.

The ROPA prohibits stormwater management systems in key features of the natural heritage system and their associated vegetation protection zones. Planning, design and construction of stormwater management infrastructure shall be carried out in accordance with the Functional Stormwater and Environmental Management Strategy (FSEMS) for the MEV lands.

The proposed ROPA will permit lot creation or minor lot adjustments to facilitate infrastructure and for conveyance to a public body or not for profit entity for environmental stewardship and conservation land management purposes. The proposed ROPA encourages good stewardship practices and the development of a connected system of publicly accessible open space and trails to support recreational enjoyment and study of the natural heritage system. Activity will be directed away from sensitive landscapes through clear demarcation of where public access will be permitted.

### Regional Official Plan – Sustainable Halton (ROP)

Subject to the policies of the Greenbelt Plan, the ROP policies for the Agricultural System permits non-intensive recreation uses on publicly owned lands, forest fisheries and wildlife management, and watershed management and flood and erosion control projects carried out or supervised by a public agency. For lands falling within the Protected Countryside, the ROP policies permit the location and construction of infrastructure and expansions, extensions, operations, and maintenance of infrastructure are subject to the relevant policies of the Greenbelt Plan.

The proposed ROPA will enable a broader range of activities related to renewable resource use, such as environmental education and research programs associated with the proposed post-secondary education campus. The ROPA also provides flexibility for a broader range of infrastructure projects, such as naturalized stormwater management systems. The proposed ROPA includes safeguards to protect and, where possible, restore and enhance key features and areas of the Greenbelt natural heritage system.

## PART 4: SUMMARY/CONCLUSION

Provincial, Regional and Town policy directly supports and enables the vision for the MEV as a mixed-use, complete community.

The MEV has the potential to foster innovation by promoting collaboration, interaction and synergies between employment uses and the proposed post-secondary institutions. Further, it offers the potential to provide high quality employment opportunities in southwest Milton, an area which traditionally has had limited employment opportunities.

The MEV represents an area that will be directed through Secondary Plan policies to provide for a complete, compact ‘innovation district’. This area can strategically become a specialized employment node and can upscale employment targets through a land use policy context that provides performance standards to achieve increased employment densities.

Some of the best innovation occurs through chance meetings between and among people from various sectors and disciplinary backgrounds. To make a very dynamic place where those chance meetings can occur, it is vital to permit a diversity of uses and amenities such as restaurants, daycares and open spaces. Adding residential uses to the mix will ensure people are present at all times of the day to support retail and commercial activities at street level and encourage investments in active transportation and transit. This mixed-use development vision with transit supportive densities is critical to create a complete, livable and walkable urban village.

Educational programing, best environmental stewardship and wise use of renewable resources in the adjacent Greenbelt land will complement the optimal development of the MEV. Flexibility to implement the Indian Creek Restoration Framework, including consideration of green infrastructure, will further enhance the sustainability and resilience of the MEV.

## APPENDIX A

Amendment No. xx to The Regional Official Plan for the Halton Planning Area  
Regional Municipality of Halton

DECLARATION  
IN THE MATTER OF REGIONAL OFFICIAL PLAN AMENDMENT NUMBER xx

IN THE REGIONAL MUNICIPALITY OF HALTON

I, \_\_\_\_\_, in my capacity as Regional Clerk for the Regional Municipality of Halton, hereby declare that notice of adoption by Council for the Regional Municipality of Halton was given under Section 17(23) of the Planning Act, R.S.O., 1990, c.P.13.

There were no appeals to ROPA xx within the time allowed for appeal. Under Section 17(27) of the Planning Act, R.S.O. 1990, c.P.13, Regional Official Plan Amendment Number xx came into force and effect on \_\_\_\_\_, being the day following the last day for filing a notice of appeal.

Signed

Date

Regional Clerk

Regional Municipality of Halton

TABLE OF CONTENTS

THE CONSTITUTIONAL STATEMENT ..... 1

PART A THE PREAMBLE..... 2

    Purpose ..... 2

    Location ..... 2

    Basis ..... 2

PART B THE AMENDMENT..... 4

    Introductory Statement ..... 4

    Details of the Amendment..... 4

## THE CONSTITUTIONAL STATEMENT

**Part A, The Preamble**, does not constitute part of this Amendment.

**Part B, The Amendment**, consisting of 4 items, to remove the Employment Areas overlay from the Subject lands and policies constituting Amendment No. xx to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton. The title of Amendment No. xx is “Milton Education Village and associated Protected Countryside lands in the Greenbelt”.

**Part C, The Appendices**, does not constitute part of this Amendment.

## PART A THE PREAMBLE

## Purpose

The purpose of this Amendment is to facilitate development of the MEV lands as a complete, mixed-use and integrated community and ‘innovation district’ anchored by a post-secondary education campus.

## Location

The amendment applies to the MEV lands and the Protected Countryside lands, which are shown on Schedule “A” attached hereto as “The Amendment Area”.

The subject lands are located west of Tremaine Road (Regional Road 22), north of Britannia Road (Regional Road 6), south of the Union Gas pipeline corridor, which is approximately 600 m south of Derry Road (Regional Road 7), and are generally east of Bell School Line.

## Basis

The Region of Halton Official Plan provides for Urban Areas that are planned to accommodate the distribution of population and employment in the Region and the four Local Municipalities. Within the Urban Area, the Regional Plan also provides for an Employment Area overlay that sets out policies and permitted uses.

The MEV includes lands within the Region’s Urban Area and two portions within the Employment Area overlay. The MEV is the proposed site for a new post-secondary education campus.

The Town of Milton recognizes the unique opportunity for the development of the MEV lands as a complete mixed-use community and ‘innovation district’ anchored by the post-secondary education campus. The ‘innovation district’ will provide economic opportunities for knowledge-based employment focussed on science, technology, engineering and mathematics (STEAM). The intent is to accommodate more employment in a higher density, compact urban form rather than lower density land extensive industrial and warehousing uses.

PART B THE AMENDMENT

Introductory Statement

All of this part constitutes Amendment No. xx to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton.

Details of the Amendment

The Regional Plan is amended as follows:

**Item 1** Within the Subject Lands, the *Employment Areas* shown as an overlay on top of the Urban Area on Map 1 and Map 1C are removed.

**Item 2** Part III, Land Use Designations, Agricultural System and Agricultural Area, is amended to include a new subsection **100 (22) (x)**, which will state:

**100 (22) (x)** On lands legally described as....., infrastructure and activities related to the use of renewable resources may be permitted in accordance with the Bronte Creek Watershed Plan and subject to all other applicable policies, legislation, regulations, guidance and municipal planning documents.

Infrastructure and activities related to the use of renewable resources will only be permitted in prime agricultural areas subject to the following:

- i. there is an identified need to use additional land for the proposed use and it is demonstrated that there are no reasonable alternatives that avoid prime agricultural land; and
- ii. an Agricultural Impact Assessment is completed. Where adverse impacts on the agricultural system are unavoidable, measures will be required to minimize or mitigate the impacts as far as possible;
- iii. Lot creation in the prime agricultural areas will only be permitted for infrastructure, where the facility or corridor cannot be accommodated by using easements or rights-of-way. Severances that do not result in the creation of a new lot in the prime agricultural areas will only be permitted for easements, corrections of deeds, quit claims, and minor boundary adjustments.

**Item 3** Part III, Land Use Designations, Regional Natural Heritage System, is amended to include a new subsection **117.1 (21)**, which will state:

**117.1 (21)** On lands legally described as....., infrastructure and activities related to the use of renewable resources may be permitted in accordance with the Bronte Creek Watershed Plan and subject to all other applicable policies, legislation, regulations, guidance and municipal planning documents.

Proposals for infrastructure and activities related to the use of renewable resources will be required to demonstrate the following:

- i. No negative impacts on key features or their ecological functions;
- ii. Maintenance or enhancement of connectivity along the system and between key feature and areas;

- iii. Incorporation of other natural features into the design of infrastructure and activities related to the use of renewable resource use;
- iv. Restriction of the disturbed area to less than 25% of the total developable area of the property;
- v. No impervious areas;
- vi. Maintenance or restoration of a least 30% of the total developable area of the property to natural self-sustaining vegetation.

Within key features of the natural heritage system, including any vegetation protection zones, development and site alteration will be limited to environmental management and essential conservation and erosion or control projects. Activities related to the use of renewable resources will be required to maintain or, where possible, improve key features and their functions.

Within 120 metres of a key feature, proposals for development and site alteration will be supported by a study that establishes a vegetation protection zone of at least 30m (measured from the outside boundary of the feature) and is of sufficient width to protect, and where possible restore or enhance, the feature and its ecological functions.

Stormwater management systems are prohibited in key features of the natural heritage system and their associated vegetation protection zones.

Good environmental stewardship practices and the development of a connected system of publicly accessible open space and trails will be encouraged to support recreational enjoyment and study of the natural heritage system. Activity will be directed away from sensitive landscapes through clear demarcation of where public access will be permitted.

**Item 4**

Part III, Land Use Designations, is amended to include a new section **139.1**, Milton Education Village, which will state:

**139.1** It is the policy of the Region to:

- (1) Require the Town of Milton to include policies in an area specific plan for the Milton Education Village with the objective of achieving a minimum target of 3,659 jobs by 2031.
- (2) Require the Town of Milton to include policies in an area specific plan for the Milton Education Village for the phasing of development and requirements to be met for each phase of development.

## APPENDIX B PROVINCIAL POLICY STATEMENT, 2020

The following excerpts are of particular relevance. Defined terms are underlined.

### *Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns*

#### *1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

*Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

#### *1.1.3 Settlement Areas*

*... It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.*

...

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

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

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

#### 1.1.4 Rural Areas in Municipalities

Rural areas are important to the economic success of the Province and our quality of life. .... Rural areas and urban areas are interdependent in terms of markets, resources and amenities. It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy.

....

1.1.4.1 Healthy, integrated and viable rural areas should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) ...;
- c) ...;
- d) ...;
- e) using rural infrastructure and public service facilities efficiently;
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
- h) conserving biodiversity and considering the ecological benefits provided by nature; and
- i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3.

#### 1.1.5 Rural Lands in Municipalities

1.1.5.2 On rural lands located in municipalities, permitted uses are:

- a) the management or use of resources;
- b) resource-based recreational uses (including recreational dwellings);

- c) ...;
- d) ...;
- e) ...;
- f) ...; and
- g) other rural land uses.

1.1.5.3 Recreational, tourism and other economic opportunities should be promoted.

1.1.5.4 Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.

## 1.2 Coordination

1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities ... and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development that is integrated with infrastructure planning;
- b) economic development strategies;
- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
- d) infrastructure, multimodal transportation systems, public service facilities and waste management systems;
- e) ... ;
- f) ... ;
- g) population, housing and employment projections, based on regional market areas; and
- h) ... .

## 1.3 Employment

1.3.1 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) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

### 1.3.2 Employment Areas

...

1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.

...

1.3.2.4 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b) the proposed uses would not adversely affect the overall viability of the employment area; and
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.

#### 1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) ...
- b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. ...

#### 1.6 Infrastructure and Public Service Facilities

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

#### 1.6.6 Sewage, Water and Stormwater

1.6.6.7 Planning for stormwater management shall:

- a) ... ;
- b) ... ;

- c) ... ;
- d) ... ;
- e) ... ;
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

1.6.7 Transportation Systems

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

1.6.11 Energy Supply

1.6.11.1 *Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.*

1.7 Long-Term Economic Prosperity

1.7.1 *Long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic development and community investment-readiness;*
- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) ... ;
- e) ... ;
- f) ... ;
- g) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- h) ... ;
- i) ... ;
- j) *promoting energy conservation and providing opportunities for increased energy supply;*
- k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- l) ... .

1.8 Energy Conservation, Air Quality and Climate Change

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

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) ... ;
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) ... .

## 2.1 Natural Heritage

2.1.1 *Natural features and areas shall be protected for the long term.*

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

...

2.1.4 *Development and site alteration shall not be permitted in:*

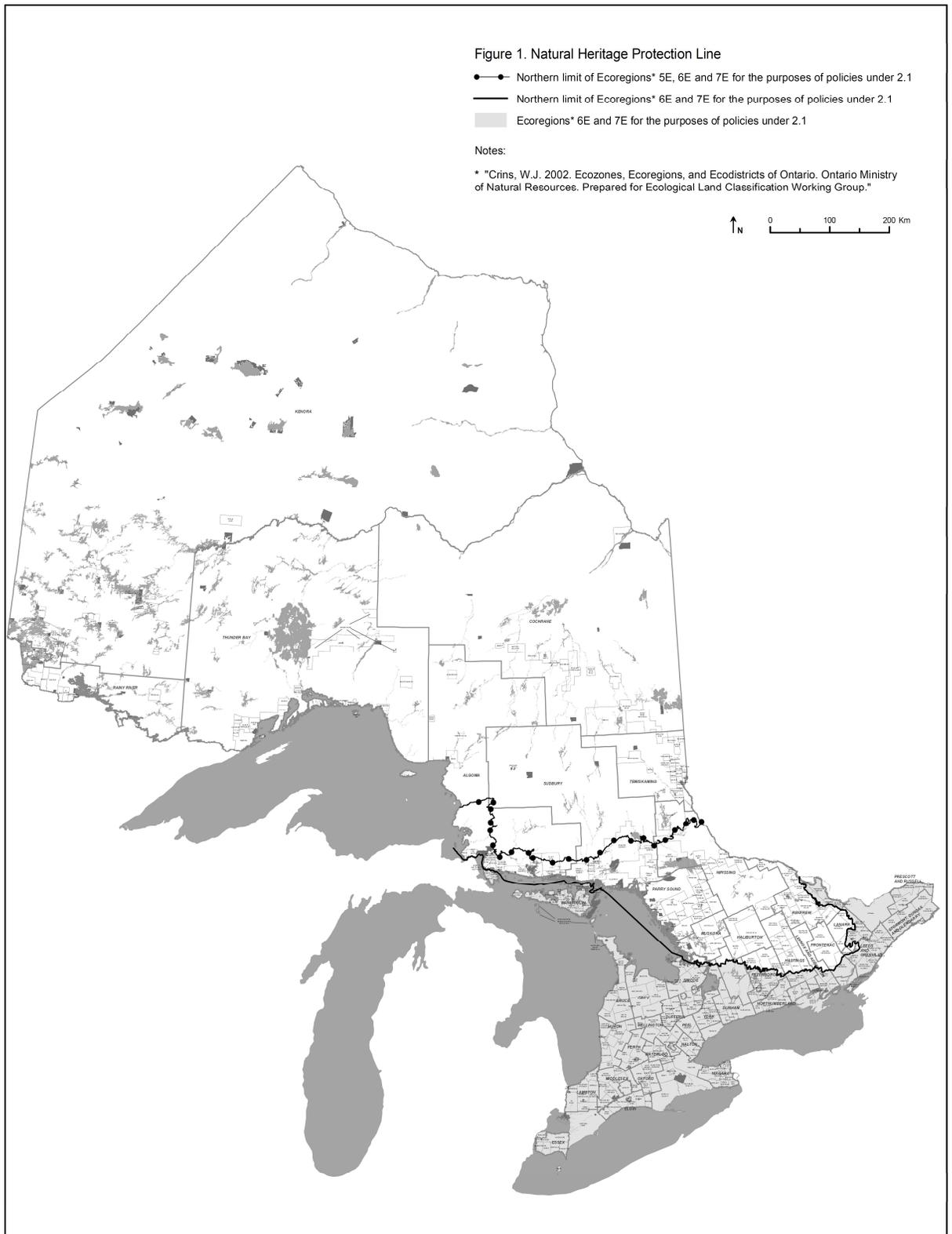
- a) *significant wetlands in Ecoregions 5E, 6E and 7<sup>16</sup>; and*
- b) ... .

2.1.5 *Development and site alteration shall not be permitted in:*

- a) ... ;
- b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>16</sup>;*
- c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>16</sup>;*
- d) *significant wildlife habitat;*
- e) *significant areas of natural and scientific interest; and*
- f) ... .

*unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*

Figure 1 from the PPS, 2020



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

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

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

### 2.3 Agriculture

2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.

#### 2.3.4 Lot Creation and Lot Adjustments

2.3.4.1 Lot creation in prime agricultural areas is discouraged and may only be permitted for:

- a) ... ;
- b) ... ;
- c) ... ; and
- d) infrastructure, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.

2.3.4.2 Lot adjustments in prime agricultural areas may be permitted for legal or technical reasons.

#### 2.3.6 Non-Agricultural Uses in Prime Agricultural Areas

2.3.6.1 Planning authorities may only permit non-agricultural uses in prime agricultural areas for:

- a) ... ; or
- b) limited non-residential uses, provided that all of the following are demonstrated:
  1. the land does not comprise a specialty crop area;
  2. the proposed use complies with the minimum distance separation formulae;
  3. there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land to accommodate the proposed use; and
  4. alternative locations have been evaluated, and
    - i. there are no reasonable alternative locations which avoid prime agricultural areas; and
    - ii. there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.

2.3.6.2 Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.

### 3.1 Natural Hazards

3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) ... ;
- b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) ... .

## APPENDIX C: A PLACE TO GROW-GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The following excerpts are of particular relevance. Defined terms are underlined.

### 2.2 Policies for Where and How to Grow

#### 2.2.1 Managing Growth

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

#### 2.2.5 Employment

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

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

2.2.5.4 In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.

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

2.2.5.9 The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) there is a need for the conversion;
- b) ... ;
- c) ... ;
- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

2.2.5.10 Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b) maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c) not include any part of an employment area identified as a provincially significant employment zone.

2.2.5.15 The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

## 2.2.7 Designated Greenfield Areas

2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and
- b) ... .

## 3 Infrastructure to Support Growth

### 3.1 Context

... .

*Investment in public service facilities – such as hospitals, long-term care facilities, libraries and schools – should be planned and located to keep pace with changing needs, maximize existing infrastructure and to support the achievement of complete communities, co-locating services in community hubs and prioritizing strategic growth areas as appropriate.*

### *3.2.8 Public Service Facilities*

*3.2.8.1 Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.*

## APPENDIX D: GREENBELT PLAN (2017)

The following excerpts are of particular relevance. Defined terms are underlined.

### 3.1.3 Prime Agricultural Area Policies

*For lands falling within prime agricultural areas of the Protected Countryside, the following policies shall apply:*

*3.1.3.3 Non-agricultural uses may be permitted subject to the policies of sections 4.2 to 4.6. These uses are generally discouraged in prime agricultural areas and may only be permitted after the completion of an agricultural impact assessment.*

... .

*3.1.3.5 Where agricultural uses and non-agricultural uses interface, land use compatibility shall be achieved by avoiding or, where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System, based on provincial guidance. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.*

### 3.2.2 Natural Heritage System Policies

*For lands within the Natural Heritage System of the Protected Countryside, the following policies shall apply:*

*3.2.2.3 New development or site alteration in the Natural Heritage System (as permitted by the policies of this Plan) shall demonstrate that:*

- a) There will be no negative impacts on key natural heritage features or key hydrologic features or their functions;*
- b) Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
- c) The removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible;*
- d) Except for uses described in and governed by the policies of sections 4.1.2 and 4.3.2,
 
  - i. The disturbed area, including any buildings and structures, of the total developable area will not exceed 25 per cent (40 per cent for golf courses); and*
  - ii. The impervious surface of the total developable area will not exceed 10 per cent; and**
- e) At least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, recognizing that section 4.3.2 establishes specific standards for the uses described there.*

### 3.2.5 Key Natural Heritage Features and Key Hydrologic Features Policies

*For lands within a key natural heritage feature or a key hydrologic feature in the Protected Countryside, the following policies shall apply:*

3.2.5.1 Development or site alteration is not permitted in key hydrologic features and key natural heritage features within the Natural Heritage System, including any associated vegetation protection zone, with the exception of:

a) Forest, fish and wildlife management;

b) Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered; or

c) Infrastructure, aggregate, recreational, shoreline and existing uses, as described by and subject to the policies of section 4.

...

3.2.5.4 In the case of wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, the minimum vegetation protection zone shall be a minimum of 30 metres measured from the outside boundary of the key natural heritage feature or key hydrologic feature.

3.2.5.5 A proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside requires a natural heritage evaluation or a hydrological evaluation which identifies a vegetation protection zone which:

- a) Is of sufficient width to protect the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function; and
- b) Is established to achieve and be maintained as natural self-sustaining vegetation.

3.2.5.6 A proposal for new development or site alteration within the Natural Heritage System is not subject to section 3.2.5.5 where the only key natural heritage feature is the habitat of endangered species and threatened species.

### 3.3.2 Parkland, Open Space and Trail Policies

The Province should, in partnership with municipalities, conservation authorities, non-government organizations and other interested parties:

3.3.2.1 Encourage the development of a system of publicly accessible parkland, open space and trails where people can pursue the types of recreational activities envisaged by this Plan, and to support the connectivity of the Natural Heritage System and the achievement of complete communities in settlement areas across the Greenbelt.

3.3.2.2 Encourage the development of a trail plan and a co-ordinated approach to trail planning and development in the Greenbelt to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes.

3.3.2.3 Promote good stewardship practices for public and private lands within the Greenbelt, including clear demarcation of where public access is permitted.

#### 4.1.1 General Non-Agricultural Use Policies

For non-agricultural uses, the following policies apply:

4.1.1.1 Non-agricultural uses are not permitted in the specialty crop areas as shown on Schedule 2 and Schedule 3 of this Plan or within prime agricultural areas in the Protected Countryside, with the exception of those uses permitted under sections 4.2 to 4.6 of this Plan.

#### 4.2.1 General Infrastructure Policies

For lands falling within the Protected Countryside, the following policies shall apply:

4.2.1.1 All existing, expanded or new infrastructure subject to and approved under the Canadian Environmental Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act or the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:

- a) It supports agriculture, recreation and tourism, Towns/Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
- b) It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.

4.2.1.2 The location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside are subject to the following:

- a) Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such infrastructure;
- b) Planning, design and construction practices shall minimize, wherever possible, the negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
- c) ...;
- d) New or expanding infrastructure shall avoid key natural heritage features, key hydrologic features or key hydrologic areas unless need has been demonstrated and it has been established that there is no reasonable alternative;
- e) Where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, including related landform features, planning, design and construction practices shall minimize negative impacts on and disturbance of the features or their related functions and, where reasonable, maintain or improve connectivity;
- f) New or expanding infrastructure shall avoid specialty crop areas and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative;
- g) Where infrastructure crosses prime agricultural areas, including specialty crop areas, an agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken; and

h) ... .

#### 4.2.3 Stormwater Management and Resilient Infrastructure Policies

In addition to the policies of section 4.2.1, for stormwater management infrastructure in the Protected Countryside the following policies shall apply:

4.2.3.1 Planning, design and construction of stormwater management infrastructure shall be carried out in accordance with the policies in subsection 3.2.7 of the Growth Plan.

...

4.2.3.3 Stormwater management systems are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones. The determination of appropriate vegetation protection zones shall be defined in accordance with sections 3.2.5.4 and 3.2.5.5 of this Plan, which consider the area and nature of the feature being protected and the nature of the proposed stormwater management system.

Within those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario, naturalized stormwater management systems may be permitted within the vegetation protection zone of a significant valleyland, provided they are located a minimum of 30 metres from the river or stream, and they are located outside of the vegetation protection zone of any other key natural heritage feature or key hydrologic feature.

4.2.3.4 Applications for development and site alteration in the Protected Countryside shall be accompanied by a stormwater management plan which demonstrates that:

- a) Planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;
- b) An integrated treatment approach will be used to minimize stormwater flows and mimic natural hydrology through lot level controls, low impact development and other conveyance techniques;
- c) Applicable recommendations, standards or targets within a subwatershed plan or equivalent and water budgets will be complied with; and
- d) Applicable objectives, targets, and any other requirements within a stormwater master plan will be met in accordance with the policies in subsection 3.2.7 of the Growth Plan.

#### 4.6 Lot Creation

For lands falling within the Protected Countryside, the following policies shall apply:

4.6.1 Lot creation is discouraged and may only be permitted for:

- a) ... ;
- b) ... ;
- c) Acquiring land for infrastructure purposes, subject to the infrastructure policies of section 4.2;
- d) Facilitating conveyances to public bodies or non-profit entities for natural heritage conservation, provided it does not create a separate lot for a residential dwelling in prime agricultural areas, including specialty crop areas;

- e) *Minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling in prime agricultural areas, including specialty crop areas, and there is no increased fragmentation of a key natural heritage feature or key hydrologic feature; and*
- f) *... .*

#### *4.3.1 Renewable Resource Policies*

*For lands falling within the Protected Countryside, the following policies shall apply:*

*4.3.1.1 Renewable resources are those non-agriculture-based natural resources that support uses and activities such as forestry, water taking, fisheries, conservation and wildlife management.*

*4.3.1.2 Activities related to the use of renewable resources are permitted in the Protected Countryside, subject to the policies of this Plan and all other applicable legislation, regulations and municipal planning documents, including the PPS. All such activities shall be undertaken in accordance with the applicable recommendations, standards or targets of any relevant watershed plan or water budget and provincial guidance.*

*4.3.1.3 Within a key natural heritage feature, key hydrologic feature or key hydrologic area, renewable natural resource activities should be carried out in a manner that maintains or, where possible, improves these features, areas and their functions.*

## APPENDIX E: HALTON REGION OFFICIAL PLAN

(Office Consolidation June 19, 2018)

The following excerpts are of particular relevance. Defined terms are underlined.

70.1 For lands falling within the Protected Countryside of the Greenbelt Plan, as shown on Map 1, the location and construction of infrastructure and expansions, extensions, operations, and maintenance of infrastructure are subject to the relevant policies of the Greenbelt Plan.

### Urban Area

72. The objectives of the Urban Area are:

(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.

(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.

(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.

(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.

(6) To identify an urban structure that supports the development of Intensification Areas.

(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

(8) To promote the adaptive re-use of brownfield and greyfield sites.

(9) To facilitate and promote intensification and increased densities.

(10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

(10.1) To direct where employment uses should be located and to protect areas designated for such uses.

(11) To provide opportunities for post-secondary education facilities to locate within Halton.

### Employment Areas

77.4 It is the policy of the Region to:

(1) Prohibit residential and other non-employment uses including major retail uses in the Employment Areas except:

- a) to recognize uses permitted by specific policies of a Local Official Plan on December 16, 2009; or
- b) for institutional uses identified in a Local Official Plan, as a result of a detailed study that sets limits and criteria on such uses based on the following principles:

[i] the use is of small scale and such uses collectively within an Employment Area shall not change the character of that Employment Area;

[ii] the location and design of the use meet the Land Use Compatibility Guidelines under Section 143(10) of this Plan;

[iii] the use is located at the periphery of the Employment Area; and

[iv] such uses do not collectively displace employment from the Employment Area to result in a shortfall in Employment Areas to meet the Local Municipality's employment forecast in Table 1 and Table 2a.

(2) Plan for, protect and preserve the Employment Areas for current and future use.

(3) Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan.

(4) Require Local Municipalities to prohibit the conversion of lands within the Employment Areas to non-employment uses including major retail uses unless through a municipal comprehensive review where it has been demonstrated that:

a) there is a need for the conversion;

b) the conversion will not compromise the Region's or Local Municipality's ability to meet the employment forecast in Table 1 and Table 2a;

c) the conversion will not adversely affect the overall viability of the Employment Area, and achievement of the intensification and density targets of Table 2 and other policies of this Plan;

d) there is existing or planned infrastructure to accommodate the proposed conversion;

e) the lands are not required for employment purposes over the long term;

f) cross-jurisdictional issues have been considered; and

g) all Regional policies and requirements, financial or otherwise, have been met.

(5) Require Local Municipalities to promote intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form and minimizing surface parking.

#### Agricultural System and Agricultural Area

100. Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local Official Plan policies and Zoning By-laws, the following uses may be permitted in the Agricultural Area:

(1) ...,

(1.1) ... ,

(2) ... ,

(3) ... .

(4) ... .

(5) *non-intensive recreation uses such as nature viewing and pedestrian trail activities, only if the lands are publicly owned or are part of the Bruce Trail,*

(6) forest, fisheries and wildlife management,

(7) ... ,

(8) ... ,

(9) *accessory buildings or structures,*

(10) *incidental uses,*

(11) *[Section number not in use.]*

(12) *[Section number not in use.]*

(13) ... ,

(14) ... ,

(15) ... ,

(16) ... .

(17) ...

(18) watershed management and flood and erosion control projects carried out or supervised by a public agency,

(19) *[Section number not in use.]*

(20) ... ,

(21) ... :

(22) *following site-specific uses, recognized through individual amendments to this Plan: ...*

#### *Regional Natural Heritage System*

*117.1 Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local Official Plan policies and Zoning By-laws, the following uses may be permitted:*

(1) ... :

(2) ... ,

(3) ... ,

(4) ... .

(5) ... .

*(6) non-intensive recreation uses such as nature viewing and pedestrian trail activities, only on publicly owned lands or on the Bruce Trail,*

*(7) forest, fisheries and wildlife management,*

(8) ... ,

(9) ... ,

*(10) accessory buildings or structures,*

*(11) incidental uses,*

(12) ... ,

(13) ... ,

*(14) [Section number not in use.]*

*(15) essential watershed management and flood and erosion control projects either carried out or supervised by a public authority or, approved in a Local Official Plan as of December 16, 2009.*

(16) ...

(17) ... .

(18) ... .

(19) .....:

(20) ... .

APPENDIX F: DRAFT MEV SECONDARY PLAN