

# STIKEMAN ELLIOTT

Stikeman Elliott LLP Barristers & Solicitors

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## BY COURIER

December 14, 2011  
File No.: 131242.1001

Ministry of Municipal Affairs and Housing  
Municipal Services Office - Central Ontario  
777 Bay Street, 2nd Floor  
Toronto, Ontario  
M5G 2E5

RECEIVED  
MUNICIPAL SERVICES OFFICE

DEC 14 2011

CENTRAL REGION  
MINISTRY OF MUNICIPAL AFFAIRS  
AND HOUSING

Attention: Andrew Doersam, Senior Planner

Dear Mr. Doersam:

**Re: Notice of Appeal  
ROPA 38 for the Region of Halton Official Plan**

We are the solicitors for Shipp Corporation Limited (the "Appellant"), the owners of approximately 200 acres (80 ha) of land on the west side of Tremaine Road south of Britannia Road in the Town of Milton (the "Subject Lands"). On behalf of the Appellant, we hereby appeal Regional Official Plan No. 38 ("ROPA 38") in its entirety to the Ontario Municipal Board.

The Appellant has participated in the Region's Sustainable Halton Plan process, and has made a number of written submissions to the Region of Halton through their land use planning consultant, Glen Schnarr & Associates Inc. Letters dated November 12, 2009, May 28, 2009, September 30, 2008 and June 17, 2007 are attached for your information. A number of concerns expressed through these letters remain outstanding in ROPA 38.

As noted on the attached correspondence, the Appellant has expressed concerns related to the Enhanced Natural Heritage System policies and the lack of policy pertaining to development phasing, for example (correspondence dated November 12, 2009 and May 28, 2009).

In particular, the Appellant is concerned that the Natural Heritage policies in ROPA 38 will restrict development on their lands. These policies may also impact the desired employment objectives of the Town of Milton and the Region of Halton. In addition, the Region did not address the Appellants request for policy in ROPA 38 addressing the phasing of development, whereby an area specific policy or a Secondary Plan could be developed and established prior to 2021 for lands identified for development between 2021 and 2031. The Subject Lands are currently designated within lands to be developed between 2021 and 2031. This latter concern with ROPA 38 is related to our appeal regarding ROPA 39, submitted on behalf of the Appellant.

TORONTO  
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VANCOUVER  
NEW YORK  
LONDON  
SYDNEY

STIKEMAN ELLIOTT

For the reasons outlined in the attached letters and others as counsel may advise and the Ontario Municipal Board may permit, we hereby appeal ROPA 38 in its entirety. In this regard, please find enclosed a completed Ontario Municipal Board form and our firm cheque in the amount of \$125, which represents the required filing fee.

Should you have any questions with respect to the matters discussed herein, kindly contact the undersigned.

Yours truly,

Original signed by

 Calvin Lantz

CL/ad

cc: Ron Glenn, *Director of Planning, Region of Halton*  
Bill Mann, *Director of Planning, Town of Milton*  
Kim Taylor-MacColl, *Shipp Corporation Limited*  
Colin Chung, *Glen Schmarr & Associates Inc.*

**Environment and Land Tribunals  
Ontario**

Ontario Municipal Board

655 Bay Street, Suite 1500  
Toronto ON M5G 1E5  
Telephone: (416) 212-6349  
Toll Free: 1-866-448-2248  
Fax: (416) 326-5370  
Website: [www.elto.gov.on.ca](http://www.elto.gov.on.ca)

**Tribunaux de l'environnement et de  
l'aménagement du territoire Ontario**

Commission des affaires municipales  
de l'Ontario

655 rue Bay, suite 1500  
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**Instructions for preparing and submitting the Appellant Form (A1)**

- Complete one form for each type of appeal you are filing.
- Please print clearly.
- A filing fee of \$125 is required for each type of appeal you are filing. To view the Fee Schedule, visit the Board's website.
- The filing fee must be paid by certified cheque or money order, in Canadian funds, payable to the Minister of Finance.
- If you are represented by a solicitor the filing fee may be paid by a solicitor's general or trust account cheque.
- Do not send cash.
- Professional representation is not required but please advise the Board if you retain a representative after the submission of this form.
- Submit your completed appeal form(s) and filing fee(s) by the filing deadline to either the Municipality or the Approval Authority as applicable.
- The Municipality/Approval Authority will forward your appeal(s) and fee(s) to the Ontario Municipal Board.
- The *Planning Act* and the *Ontario Municipal Board Act* are available on the Board's website.



Environment and Land Tribunals Ontario  
**Ontario Municipal Board**  
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**APPELLANT FORM (A1)  
 PLANNING ACT**

**SUBMIT COMPLETED FORM  
 TO MUNICIPALITY/APPROVAL AUTHORITY**

Date Stamp - Appeal Received by Municipality

Receipt Number (OMB Office Use Only)

**Part 1: Appeal Type (Please check only one box)**

SUBJECT OF APPEAL	TYPE OF APPEAL	PLANNING ACT REFERENCE (SECTION)
Minor Variance	<input type="checkbox"/> Appeal a decision	45(12)
Consent/Severance	<input type="checkbox"/> Appeal a decision	53(19)
	<input type="checkbox"/> Appeal conditions imposed	
	<input type="checkbox"/> Appeal changed conditions	53(27)
	<input type="checkbox"/> Failed to make a decision on the application within 90 days	53(14)
Zoning By-law or Zoning By-law Amendment	<input type="checkbox"/> Appeal the passing of a Zoning By-law	34(19)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – failed to make a decision on the application within 120 days	34(11)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – refused by the municipality	
Interim Control By-law	<input type="checkbox"/> Appeal the passing of an Interim Control By-law	38(4)
Official Plan or Official Plan Amendment	<input checked="" type="checkbox"/> Appeal a decision	17(24) or 17(36)
	<input type="checkbox"/> Failed to make a decision on the plan within 180 days	17(40)
	<input type="checkbox"/> Application for an amendment to the Official Plan – failed to make a decision on the application within 180 days	22(7)
	<input type="checkbox"/> Application for an amendment to the Official Plan – refused by the municipality	
Plan of Subdivision	<input type="checkbox"/> Appeal a decision	51(39)
	<input type="checkbox"/> Appeal conditions imposed	51(43) or 51(48)
	<input type="checkbox"/> Failed to make a decision on the application within 180 days	51(34)

**Part 2: Location Information**

Refer to notice of appeal letter  
 Address and/or Legal Description of property subject to the appeal:

Municipality/Upper tier: Regional Municipality of Halton

**Part 3: Appellant Information**

First Name: Kim Last Name: Taylor-MacColl

Shipp Corporation Limited  
Company Name or Association Name (Association must be incorporated – include copy of letter of incorporation)

Professional Title (if applicable): \_\_\_\_\_

E-mail Address: kmaccoll@shipp.on.ca  
By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: (905) 275-2750 Alternate Telephone #: \_\_\_\_\_

Fax #: (905) 275-1149

Mailing Address: 4 Robert Speck Parkway, Suite 380, Mississauga  
Street Address Apt/Suite/Unit# City/Town

Ontario L4Z 1S1  
Province Country (if not Canada) Postal Code

Signature of Appellant: \_\_\_\_\_ Date: \_\_\_\_\_  
(Signature not required if the appeal is submitted by a law office.)

Please note: You must notify the Ontario Municipal Board of any change of address or telephone number in writing. Please quote your OMB Reference Number(s) after they have been assigned.

Personal information requested on this form is collected under the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, and the *Ontario Municipal Board Act*, R.S.O. 1990, c. O. 28 as amended. After an appeal is filed, all information relating to this appeal may become available to the public.

**Part 4: Representative Information (if applicable)**

I hereby authorize the named company and/or individual(s) to represent me:

First Name: Calvin Last Name: Lantz

Company Name: Stikeman Elliott LLP

Professional Title: Partner

E-mail Address: clantz@stikeman.com  
By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: (416) 869-5669 Alternate Telephone #: \_\_\_\_\_

Fax #: (416) 947-0866

Mailing Address: 5300 Commerce Court West, 199 Bay Street, Toronto  
Street Address Apt/Suite/Unit# City/Town

Ontario M5L 1B9  
Province Country (if not Canada) Postal Code

Signature of Appellant: Original signed by [Signature] Date: December 14, 2011

Please note: If you are representing the appellant and are NOT a solicitor, please confirm that you have written authorization, as required by the Board's Rules of Practice and Procedure, to act on behalf of the appellant. Please confirm this by checking the box below.

I certify that I have written authorization from the appellant to act as a representative with respect to this appeal on his or her behalf and I understand that I may be asked to produce this authorization at any time.

**Part 5: Language and Accessibility**

Please choose preferred language:  English  French

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible.

**Part 6: Appeal Specific Information**

1. Provide specific information about what you are appealing. For example: Municipal File Number(s), By-law Number(s), Official Plan Number(s) or Subdivision Number(s):

(Please print)  
Regional Official Plan Amendment No. 38

2. Outline the nature of your appeal and the reasons for your appeal. Be specific and provide land-use planning reasons (for example: the specific provisions, sections and/or policies of the Official Plan or By-law which are the subject of your appeal - if applicable). \*\*If more space is required, please continue in Part 9 or attach a separate page.

(Please print)  
See attached notice of appeal letter.

**THE FOLLOWING SECTIONS (a&b) APPLY ONLY TO APPEALS OF ZONING BY-LAW AMENDMENTS UNDER SECTION 34(11) OF THE PLANNING ACT.**

a) DATE APPLICATION SUBMITTED TO MUNICIPALITY: \_\_\_\_\_  
(If application submitted before January 1, 2007 please use the O1 'pre-Bill 51' form.)

b) Provide a brief explanatory note regarding the proposal, which includes the existing zoning category, desired zoning category, the purpose of the desired zoning by-law change, and a description of the lands under appeal:  
\*\*If more space is required, please continue in Part 9 or attach a separate page.

**Part 7: Related Matters (if known)**

Are there other appeals not yet filed with the Municipality? YES  NO

Are there other planning matters related to this appeal? YES  NO

(For example: A consent application connected to a variance application)

If yes, please provide OMB Reference Number(s) and/or Municipal File Number(s) in the box below:

(Please print)  
OMB Case No. PL110857





**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

**PARTNERS:**  
GLEN SCHNARR, MCI, RPP  
GLEN BROLL, MCI, RPP  
COLIN CHUNG, MCI, RPP  
**ASSOCIATES:**  
CARL BRAWLEY, MCI, RPP  
JEFF R. DUNCAN, CPT, ACST(A)

November 12, 2009

Our File: 575-001  
Via Email and Mail

Region of Halton  
Planning and Transportation Department  
1151 Bronte Street  
Oakville, Ontario  
L6M 3L1

Attention: Mr. Perry Vagnini, Senior Planner

Dear Perry:

**RE: Halton SHP Draft ROPA 38 Policies**  
**Shipp Corporation Lands in Milton**

We are the Planning Consultant to Shipp Corporation, who own approximately 200 acres of land on the west side of Tremaine Road south of Britannia Road in the Town of Milton. Our client's lands are opposite to the lands owned by CN Railway Corporation on the east side of Tremaine Road and in close proximity to the Town's Education Village.

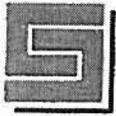
We have been participating in the Region's Sustainable Halton Plan process with respect to the Region's consideration for additional employment land to accommodate the projected growth in the Region to the year 2031. The lands owned by Shipp Corporation are within the Regional Council approved Preferred Growth Option to accommodate the projected employment growth to the year 2031. The purpose of this submission is to provide our comments on the Proposed ROPA 38 to the Regional Official Plan (2006).

**Urban Area for Development between 2021 and 2031:**

Map 5 of ROPA 38 delineates the Regional Council approved Preferred Growth Option to accommodate urban development to 2031. The urban growth lands beyond the existing urban boundary are identified as lands for development between 2021 and 2031 on Map 5. These lands include both residential and employment lands. ROPA 38 does not provide any policy that sets out how the employment lands could be developed before 2021 if these lands are required to achieve the policy objectives of the Urban Area in Section 72 of ROPA 38.

We feel that the Region should have clear phasing policies in ROPA 38 that addresses how and when these employment lands could proceed for development without an amendment to Map 5 if such development proceeds prior to 2021. As well, ROPA 38 policy should be added that allows for the area municipality to advance the area-specific policy plans such as secondary plans prior to 2021.

TO KINGSBRIDGE GARDEN CIRCLE  
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WEBSITE [www.gsa.ca](http://www.gsa.ca)



It is our opinion that advancing the development of these employment lands prior to 2021 should not be subjected to a municipal comprehensive review process.

**Enhanced Natural Heritage System Policies:**

We have made verbal and written requests to the Region during the Region's Sustainable Halton Plan (SHP) process that the proposed Enhanced NHS should be delineated based on acceptable technical and scientific data. We were provided with the assurance from our meeting with Ho Wong and Ron Glenn on October 13<sup>th</sup> that the ROPA 38 policies allow for further refinements to the proposed NHS designation in ROPA 38 through the preparation of area-specific secondary plans, subwatershed studies or environmental impact assessments and that the Region will undertake the NHS mapping changes through its own housekeeping amendments to the Regional Official Plan from time to time or as part of its 5-year review.

We feel that the objectives and policies dealing with the Enhanced NHS in ROPA 38 needs to be weighed and balanced with the Economic Development objectives and policies in sections 168 to 170 of ROPA 38, particularly in the context of potential gain and/or loss in municipal and business tax revenues, supply of jobs, efficient use of employment lands and minimizing fragmentation of contiguous employment lands.

**Human Services Policies:**

Human services in ROPA 38 are defined to include services relating to health, education, culture, recreation, public safety and social services. The definition is very general and vague.

Policy 77(12) in ROPA 38 suggests that the human services to support development needs to be planned and the financing secured before development may be allowed to proceed. Furthermore, policy 77(17) suggests that a financial commitment by the private development sector will be required to absorb its share of the cost of the provision of the necessary human services.

While we agree that the existing regional tax base should not be over burdened by the cost of new growth/development, ROPA 38 should be guided by the Region's existing financing powers (as per provincial legislation). This will require modifications to the very broad definition of human services. Moreover, to the extent that ROPA 38 has other important competing goals (such as the delivery of economic prosperity, the creation of jobs and employment land development), care must be taken in terms of policies which will unnecessarily add to the cost of new growth. Some of the human services which the Region believes are required to accommodate new growth might have to be funded from other sources.



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

In closing, we look forward to our continued dialogue and we look forward to receiving your feedback on our submission. We are eager to continue to work with the Region on the Sustainable Halton Plan process. We would be pleased to meet with you and your colleagues and consultants to discuss our comments herein in more detail. Please call us if you have any questions.

By way of circulation of our letter to Bill Mann and Barbara Koopmans at the Town of Milton, we request that our letter be considered in the context of the Town's continued discussions with Regional staff and the Town's detailed response to the Region on the ROPA 38.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Original signed by

Colin Chung, M.C.I.P., R.P.P.  
Partner

cc: Ron Glenn, Region of Halton  
Ho Wong, Region of Halton  
Bill Mann, Town of Milton  
Barb Koopmans, Town of Milton



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:  
GLEN SCHNARR, MCIP, RPP  
GLEN BROLL, MCIP, RPP  
COLIN CHUNG, MCIP, RPP  
  
ASSOCIATES:  
CARL BRAWLEY, MCIP, RPP  
JEFF R. DUNCAN, CPT, ACST(A)

May 28, 2009

Our File: 575-001  
Via Email and Mail

Region of Halton  
Planning and Transportation Department  
1151 Bronte Street  
Oakville, Ontario  
L6M 3L1

Attention: Mr. Ho Wong, Chief Regional Planner

Dear Ho:

**RE: Halton SHP Phase 3 Work Program – Two Land Use Options  
Employment Land Use Needs in the Town of Milton**

We are the Planning Consultant to Shipp Corporation who owns approximately 200 acres of land on the west side of Tremaine Road south of Britannia Road in the Town of Milton. Our client's lands are opposite to the lands owned by CN Railway Corporation on the east side of Tremaine Road and in close proximity to the Town's Education Village.

Our submission herein relates to the relevant technical reports and the two land use options arising from the Region's Sustainable Halton Plan (SHP) Phase 3 Work Program.

**Background:**

The Region has established an employment land budget of 1,100 gross hectares (exclusive of the proposed Enhanced Natural Heritage System) to accommodate future employment growth to the year 2031 with approximately 760 gross hectares allocated to the Town of Milton.

We have made submissions to the Region that sufficient employment land needs to be accommodated to meet the projected number of jobs in Halton Region by the year 2031 as required under the Provincial Growth Plan. We have also indicated that the Shipp Corporation lands and the CN lands provide competitive employment development opportunities and goods movement, which take advantage of the rail spur access to the main north/south CN rail line. As well, we believe that the Region's plan for the widening of Tremaine Road between Highway 407 and Highway 401 will provide road access for future industries on the west side of Urban Milton.

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WEBSITE [www.gsai.ca](http://www.gsai.ca)



We anticipate that the full range and extent of special and unique rail-accessible industries will augment the fullest mix of employment uses and industries into Milton. The Tremaine Road employment corridor will also support and provide an appropriate land use synergy with the Town's desire to plan an Education Village immediately north of this corridor.

**Phase 3 Technical Reports/Studies:**

The following is a summary of our comments related to the Sustainable Halton Plan Phase 3 Work Program Technical Reports/Studies.

**Natural Heritage System Report 3.02:**

The Region's consultant report entitled "Natural Heritage System Definition & Implementation" dated April 7, 2009 prepared by North-South Environmental Inc. indicates the following:

- Proposes Regional linkage corridors in the range of 300 to 400 metres in width to ensure continuous linkage across the landscape to facilitate the long-term movement of all plant and animals;
- Proposes Local linkage corridors in the range of 60 to 100 metres in width to connect isolated natural heritage features to the larger NHS to accommodate the short and long-term movement of plant and animals;
- Proposes a buffer width of 30 metres on both sides of all watercourses located within the Regulatory Floodline and watercourses located outside of the Regulatory Floodline that are determined to provide an important ecological function;
- Proposes a buffer width of a minimum 30 metres for all woodlands and wetlands; and,
- Proposes for the requirement of environmental studies within 120 metres or adjacent to the NHS intended to ensure protection of the NHS and any boundary adjustments if necessary.

The Region's consultant indicates that the final adjustment of the Enhanced NHS boundary will occur as part of future land use planning exercises.

It is our opinion that the Enhanced NHS proposed by the Region's consultant lacks technical and/or scientific basis and it is inappropriate to apply the Enhanced NHS targets within the New Employment Areas. We are of the opinion that this will result in the fragmentation of competitive employment lands.



Concepts for Addressing Halton Region's Land Needs to 2031 Report 3.08:

We generally support the Proposed New Employment Areas that are identified in the 3 Land Use Concepts. We are of the opinion that the CN lands along the Tremaine Road corridor should be treated as "nationally" significant employment land and that these lands should not be included in the 1,100 gross hectare allocation. This would be a similar treatment that the Region has applied on the Milton Education Village that due to its "provincial/national" education uses, these lands are not counted as part of the Region's land needs analysis. The Proposed New Employment Area of 200 gross hectares identified in the 3 Growth Concepts along Tremaine Road could continue to be allocated to the employment lands on the west side of Tremaine Road south of Britannia Road.

Options Under the Preferred Concept Report 3.10:

In Milton, the Land Use Options 2A and 2B show approximately 760 gross hectares (1,900 gross acres) of New Employment Land. We were pleased to see that all 3 Land Use Concepts included the Shipp Corporation lands as New Employment Land to accommodate the 2031 employment needs. However, we discovered that the two Land Use Options only included approximately 100 acres of the Shipp Corporation lands.

Shipp Corporation acquired two adjoining parcels encompassing approximately 200 acres with the intention that they would develop both parcels together under a comprehensive industrial master plan. It is impractical for Shipp Corporation to develop one-half of its holdings on Tremaine Road and leave the remaining land undeveloped.

As well, due to the environmental constraints that run parallel to Tremaine Road along the entire frontage of the northerly one-half parcel of the Shipp lands that is part of the New Employment Area in the two Land Use Options, it is difficult to develop this parcel without the other 100-acre parcel to the south. The southerly parcel provides unencumbered access to both parcels of lands without negatively impacting the environmental feature along Tremaine Road. Without the southerly parcel being included in the New Employment Area, there will be additional costs and potentially negative environmental impacts to providing access to the northerly one-half of the Shipp Corporation lands.

For these reasons, we request that all of the Shipp Corporation lands be included in the Preferred Land Use Option. In addition to our comments on not counting the CN lands as part of the 2031 employment land needs as noted earlier in the letter, we are of the opinion that the following additional comments should provide rationale that including all of the Shipp Corporation lands will not undermine the future employment land needs for Milton:

- It seems from the two Land Use Options that the Region may have included rail spur lines and shunting yards as part of the New Employment Land allocation. We are of



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

the opinion that these lands are not developable employment land but they serve key infrastructure attributes to adjacent employment lands;

- We have verified that the Region's employment area calculations to achieve the 760 gross hectares in Milton included all shapes and sizes of New Employment Lands. What we discovered is that there are small pockets of employment area that are so fragmented by the NHS that some of these employment areas are either too isolated or too small to be considered as developable or they are very inefficient to be developed for employment uses.

As an example, some of the New Employment Lands between Tremaine Road and James Snow Parkway north of Highway 401 are severely fragmented and we confirmed that these fragmented parcels were included in the Region's employment land needs calculation. As well, there are fragments of New Employment Lands on the south side of Highway 401 between 5<sup>th</sup> Line and 6<sup>th</sup> Line that seems to be land-locked by the NHS. Discounting these fragmented parcels will result in shortfall to achieving the 760 gross hectares of employment lands in Milton; and,

- The two land use options seem to identify approximately 200 acres of ORC utility corridor lands east of Trafalgar Road south of the CPR Railway as Proposed Residential and Mixed-use area, which in our opinion seems to be a mapping error. We did verify that this 200-acre parcel was included in the Milton's 2031 urban land needs.

In closing, we request that our submission be considered as part of the Region's review of the employment land needs analysis and the development of the Preferred Land Use Option. We look forward to meeting with you and your staff to discuss our submission in more detail. Please call us if you have any questions.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Original signed by

Colin Chung, M.C.I.P., R.P.P.  
Partner

cc: Pat Moyle, Region of Halton  
Mark Maneray, Region of Halton  
Mario Belvedere, Town of Milton  
Mel Iovio, Town of Milton  
Bill Mann, Town of Milton



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PRINCIPAL:  
GLEN SCHNARR, M.C.I.P., R.P.P.

ASSOCIATES:  
CARL BRAWLEY, M.C.I.P., R.P.P.  
GLEN W. BROLL, M.C.I.P., R.P.P.  
JEFF R. DUNCAN, A.C.S.T.(A), C.P.T.  
COLIN CHUNG, M.C.I.P., R.P.P.

September 30, 2008

Our File: 575-001  
Via Email and Mail

Region of Halton  
Planning and Transportation Department  
1151 Bronte Street  
Oakville, Ontario  
L6M 3L1

Attention: Ms. Anita Fabac, Manager of Planning

Dear Anita:

**RE: Sustainable Halton Working Paper #1 - Locating New Urban Land  
Shipp Corporation - New Employment Land Needs in the Town of Milton**

We are the Planning Consultant to Shipp Corporation who owns approximately 200 acres of land on the west side of Tremaine Road just south of Britannia Road (see attached key map). Our client's lands are opposite to the lands owned by CN Railway Corporation on the east side of Tremaine Road and in close proximity to the Town's Education Village.

We have been participating in the Region's Sustainable Halton Plan process with respect to the Region's consideration for additional urban land to accommodate the projected growth in the Region to the year 2031. The purpose of our submission is to provide our comments on the Sustainable Halton Working Paper #1 - Locating New Urban Land.

We have strong reservations about the results of the Sustainable Halton Land Supply Analysis (May 2007) prepared by Henson Consulting Ltd. in that we feel that the preliminary requirement of 600 hectares of designated employment land needs to 2031 is insufficient to provide an appropriate mix and type of employment and a right balance of jobs to population ratio.

We intend to provide more detailed comments on the issues related to land needs for future submissions once the Region releases the short-list of growth options later this year. However, at this time, we would like to provide our comments focusing on the merits of evaluating and locating viable and competitive employment lands in Milton that supports the Region's Joint Submission to the Province on their Background Paper entitled "Planning for Employment in the Greater Golden Horseshoe" (May 2008) and the Town's recently adopted First Principles as they relate to the Region's Sustainable Halton Plan process. Shipp Corporation is in support of the Region's and the Town's position to the Province that a wide range and mix of employment ought to be designated and made available in Halton Region.

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FAX (905) 568-8894  
WEBSITE [www.gsa.ca](http://www.gsa.ca)



## GLEN SCHNARR & ASSOCIATES INC.

URBAN & REGIONAL PLANNING, LAND DEVELOPMENT CONSULTANTS

As supported by Town of Milton Council at its meeting on September 22<sup>nd</sup>, the Tremaine Road Corridor south of Britannia Road, which includes Shipp Corporation lands and the CN lands, provides unique development opportunity and viability for goods movement taking advantage of the rail spur access to the main north/south CN rail line. The Region has undertaken an EA process and is planning for the widening of Tremaine Road between Highway 407 and Highway 401, which will provide road access for future industries on the west side of Urban Milton. The full range and extent of special and unique rail-accessible industries will augment the fullest mix of employment uses and industries into Milton. The Tremaine Road employment corridor will also support and provide an appropriate land use synergy with the Town's desire to plan an Education Village immediately north of this corridor. For these reasons, Shipp Corporation is in support of the inclusion of this area, including their lands, as Potential Employment in the Region's Preferred Land Use Option.

The Shipp Corporation lands as well as the rest of the Tremaine Road Corridor lands are generally flat and are unencumbered by environmental constraints, which provide large tracts of viable employment uses that are easily accessible by rail and by major road corridor connecting to Highway 401 and Highway 407. The Region's support for the designation of employment lands on Shipp Corporation lands ensures that the Region achieves its strategic objective of maximizing employment development opportunity to optimize long-term job creation, increase in skilled labour force and stable long-term municipal tax base for the Town and the Region.

We recognize that the Region will be evaluating the employment land needs as the Sustainable Halton Plan is further advanced and we expect that additional and more detailed comments will be submitted through the Region's process. We look forward to our continued dialogue and we look forward to receiving your feedback on our submission and we are eager to continue to work with the Region on the Sustainable Halton Plan process. We would be pleased to meet with you and your staff to discuss our comments herein in more detail. Please call us if you have any questions.

Yours very truly,

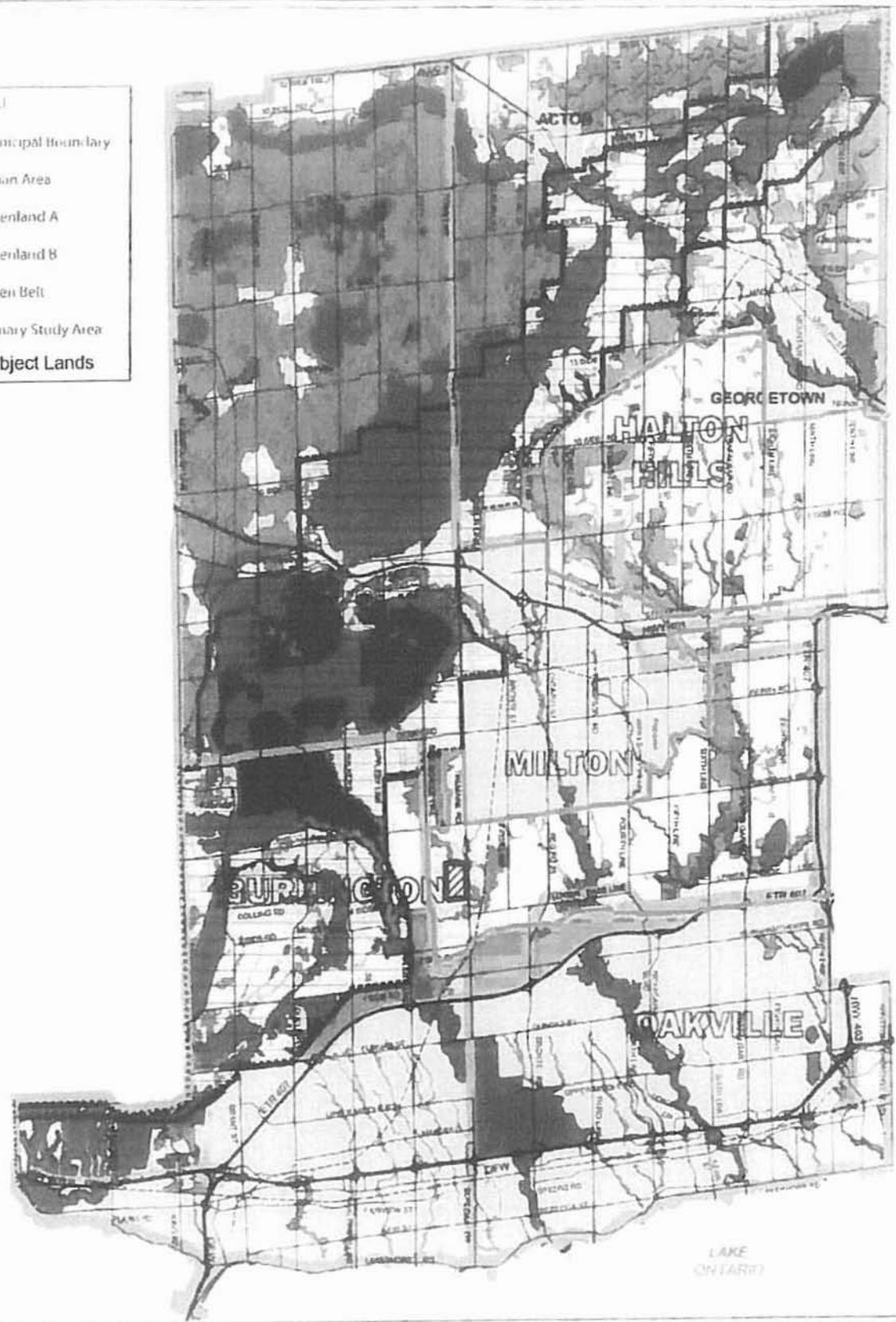
GLEN SCHNARR & ASSOCIATES INC.

Original signed by

Colin Chung—M.C.I.P., R.P.P.  
Partner

cc: Mario Belvedere, Town of Milton  
Mel Iovio, Town of Milton  
Bill Mann, Town of Milton

- Legend
- Municipal Boundary
  - Urban Area
  - Greenland A
  - Greenland B
  - Green Belt
  - Primary Study Area
  - ▨ Subject Lands



September 29, 2008

# The Shipp Corp. Lands - Location Map



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COLIN CHUNG, M.C.I.P., R.P.P.

July 17, 2007

Our File: 575-001  
Via Email and Mail

Region of Halton  
Planning and Transportation Department  
1151 Bronte Street  
Oakville, Ontario  
L6M 3L1

Attention: Ms. Mary Lou Tanner, Director of Planning and Transportation

Dear Mary Lou:

**RE: Region of Halton Sustainable Plan (2007) Technical Reports:  
Potential Long-term Employment Areas**

We represent Shipp Corporation, who has an interest in the Region's urban structure and the establishment of viable long-term employment growth areas in Halton region.

The Technical Report entitled "Land Supply Analysis" prepared by Hemson Consulting Ltd. (May 2007) indicates that the Halton will need approximately 600 additional gross ha (1,500 additional gross acres) in new urban areas to meet the 2031 Growth Plan job targets.

The Technical Report entitled "Urban Structure: Potential Long-term Growth Areas" prepared by Hemson Consulting Ltd. (May 2007) indicates that the location of employment land is mainly driven by:

1. Access to major economic infrastructure, primarily transportation access, such as close proximity and with exposure to the existing 400-series highways and rail corridors as well as any future planned transportation infrastructure in the Region;
2. The ability to designate large contiguous blocks of land since this permits flexibility in responding to changes in space requirements and shifts in employment land demands and large contiguous areas can be more easily buffered from surrounding land uses, avoiding land use conflicts; and,
3. The influence of other large infrastructure facilities such as the CN Intermodal facility, CP Intermodal facility, the Halton waste management site (including a potential energy from waste facility) and the new hydro generating station.

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Based on these factors, a map showing the potential future employment land areas is included in the Report (see attached). Hemson recommends that the Region's long-term strategy (beyond 2031 timeframe) should consider the protection of all these employment areas through the Sustainable Halton Plan process, although one or more of these locations might be sufficient to meet the employment land needs to 2031.

We generally support the study findings by Hemson Consulting Ltd. in the identification of potential long-term employment growth areas as shown on the attached map. We also support Hemson's recommendation that all of the potential employment growth areas as shown on the attached map ought to be considered for possible long-term employment development (beyond those lands required for development to 2031).

Although Hemson has identified an appropriate list of criteria for identifying potential long-term employment growth areas, we feel that the criteria need to be expanded to provide a better framework for defining the future employment growth area boundaries for 2031 planning horizon and beyond. The potential employment growth areas as shown on the attached map are too schematic and we feel that it requires a greater precision with a clear delineation of employment growth area boundaries in the next stages of the Sustainable Halton Plan process.

With this in mind, we suggest that Hemson's criteria for identifying and prioritizing potential employment growth areas also be based on:

- On-site investigation/analysis related to site topography of these employment growth areas since gently sloping and/or flat land is more conducive to attracting large-scale industries and businesses. Without undertaking site investigation, it is also difficult to evaluate opportunities for determining the amount of unencumbered employment lands from natural environmental constraints;
- The importance of Highway 401 corridor and associated planned or existing interchange connection to creating a viable employment opportunity in the Halton market for distribution and warehousing;
- Ability and efficiency in extending existing municipal services such as sanitary sewer and watermain;
- Sufficient transition and/or buffer (i.e. major roads and/or commercial and retail uses) between future employment growth areas and the existing and/or future residential areas;
- The creation of viable employment lands surrounding the CN and CP Intermodal facility (i.e. the employment land potential on the south side of CP Intermodal to Derry Road and the employment land potential on the west side of Tremaine Road opposite CN Intermodal); and,



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URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

- Opportunities for the integration of labour/job intensive prestige industrial and office centres at key arterial intersections in close proximity and access to provincial highways.

In closing, we also concur with Hemson's recommendation in the Technical Report entitled "Explaining Density" that significant changes to the function and design of Halton's employment land is required to meet the Provincial Growth Plan density targets, including:

- reducing the amount of land devoted to landscaping;
- encouraging the very small number of industries that can make efficient use of multi-storey buildings, parking and truck bays; and,
- encouraging shared use of land.

We take it from Hemson's suggestion, which we would support, that the Region should consider providing clear Regional policy direction to the area municipalities to review their respective zoning standards such as landscaping requirements and parking standards to ensure that viable opportunities are provided to maximize utilization and development intensity for employment lands.

We understand from the Region that staff anticipate to report back to Regional Council in the Fall 2007 on the results of the consultation, including any revisions to the Technical Background Studies arising from the public and stakeholder consultations. We look forward to receiving your feedback on our submission and we are eager to working with the Region on the Sustainable Halton Plan process. We would be pleased to meet with you and your staff to discuss our comments herein in more detail. Please call us if you have any questions.

Yours very truly,

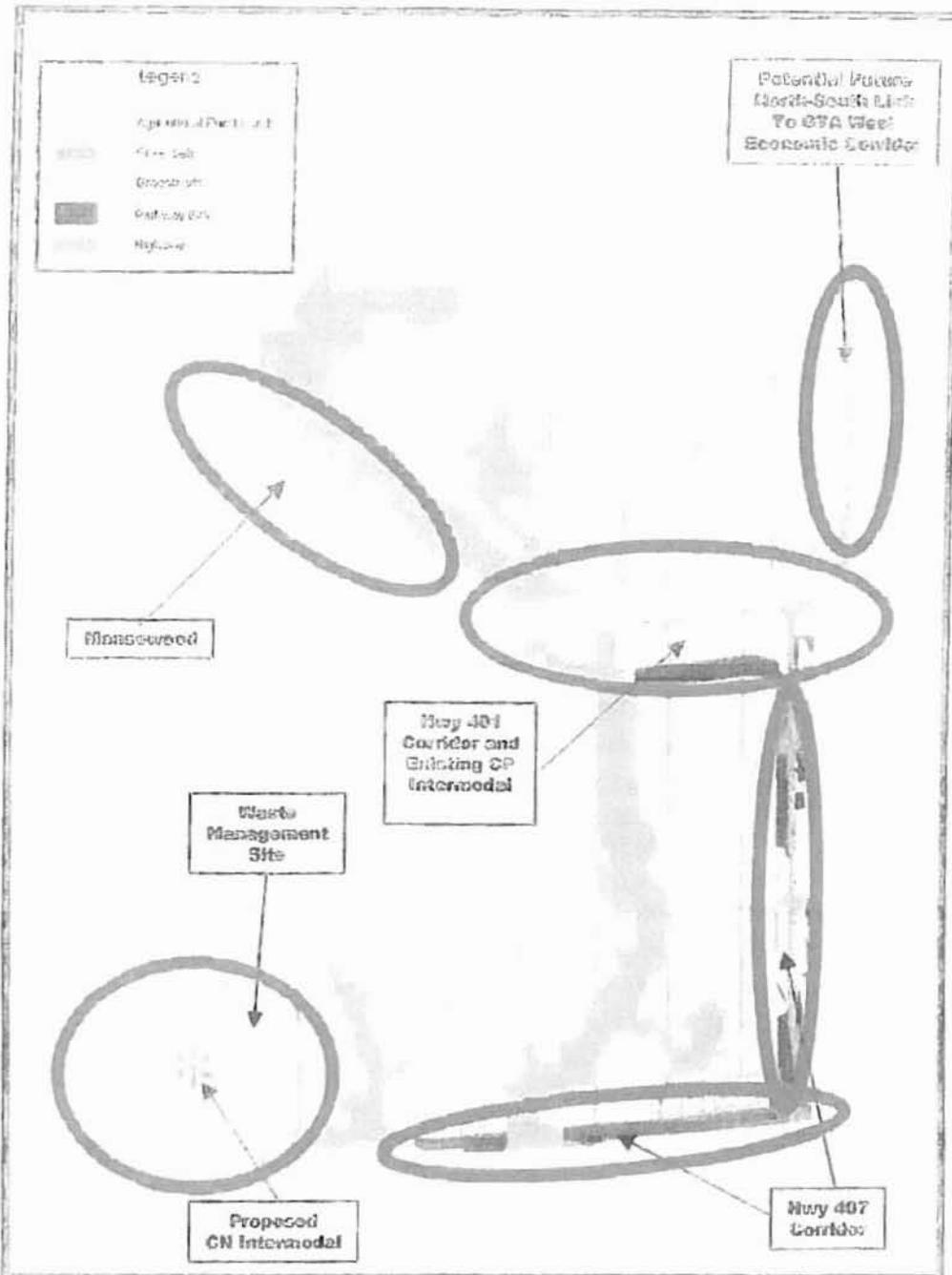
GLEN SCHNARR & ASSOCIATES INC.

Original signed by

Colin Chung, M.C.T.P., R.P.P.  
Associate

Figure 2

Potential Future Employment Land Areas



Source: Hemson Consulting Ltd. and Region of Halton