
PLANNING JUSTIFICATION REPORT

**IN SUPPORT OF
REGION OF HALTON OFFICIAL PLAN AMENDMENT
TOWN OF MILTON OFFICIAL PLAN AMENDMENT
TWO (EAST and WEST) DRAFT PLANS OF
SUBDIVISION and ZONING BY-LAW AMENDMENT
APPLICATIONS**

MILTON NORTH BUSINESS PARK

Part of Lot 5, Concession 3 Esquesing, and
Part of Lots 3 & 4, Concession 4 Esquesing,
Town of Milton
Regional Municipality of Halton

Orlando Corporation
October 2021

GSAI File # 314-006

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**Planning Justification Report
Region of Halton Official Plan Amendment
Town of Milton Official Plan Amendment
EAST and WEST Draft Plans of Subdivision & Zoning By-law Amendments
Milton North Business Park
Orlando Corporation**

**Part of Lot 5, Concession 3 Esquesing
Part of Lots 3 & 4, Concession 4 Esquesing
Town of Milton
Regional Municipality of Halton**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Orlando Corporation to assist in obtaining the necessary planning approvals to permit the development of two blocks of land known collectively as the Milton North Business Park (also known as the North Porta Lands), generally located north of James Snow Parkway, in between the CNR lands and Esquesing Line, the majority of which is within the boundary of the Milton 401 Industrial/Business Park Secondary Plan District (per LOPA 67 Adopted by Town of Milton in August 2021), for employment development purposes. The planning applications summarized and supported through this Planning Justification Report include a Regional Official Plan Amendment and a Local Official Plan Amendment (related to the ‘northern sliver lands’), two Draft Plan of Subdivision Applications, and two related Zoning By-Law Amendment Applications. The blocks of land are specifically shown on *Figure 1: Aerial Context Plan* and are described as follows:

- Part Lot 5, Con. 3 (hereafter referred to as the West Block) which is comprised of 30.34 hectares (74.97 acres) bound by No. 5 Sideroad to the north, the C.N. Railway to the west, and Boston Church Road to the east. James Snow Parkway is approximately 400 metres (approximately 1312 feet) south of the property.
- Part Lots 3 & 4, Con. 4 (hereafter referred to as the East Block) which is comprised of 106.13 hectares (262.25 acres) bound by Boston Church Road to the west, Esquesing Line to the east, and the hydro corridor abutting James Snow Parkway to the south. James Snow Parkway is approximately 25 metres (82.02 feet) south of the property, while No. 5 Sideroad is approximately 600 metres (1968.5 feet) to the north.

The majority of the Subject Lands were brought into the Town of Milton’s Urban Area by Halton Region Official Plan Amendment No. 38 (ROPA38) to accommodate employment growth to 2031. Subsequently, these lands were designated “SHP Growth Area – Employment” and “Natural Heritage System” within the Urban Area through Milton’s Official Plan Amendment 31 (“OPA

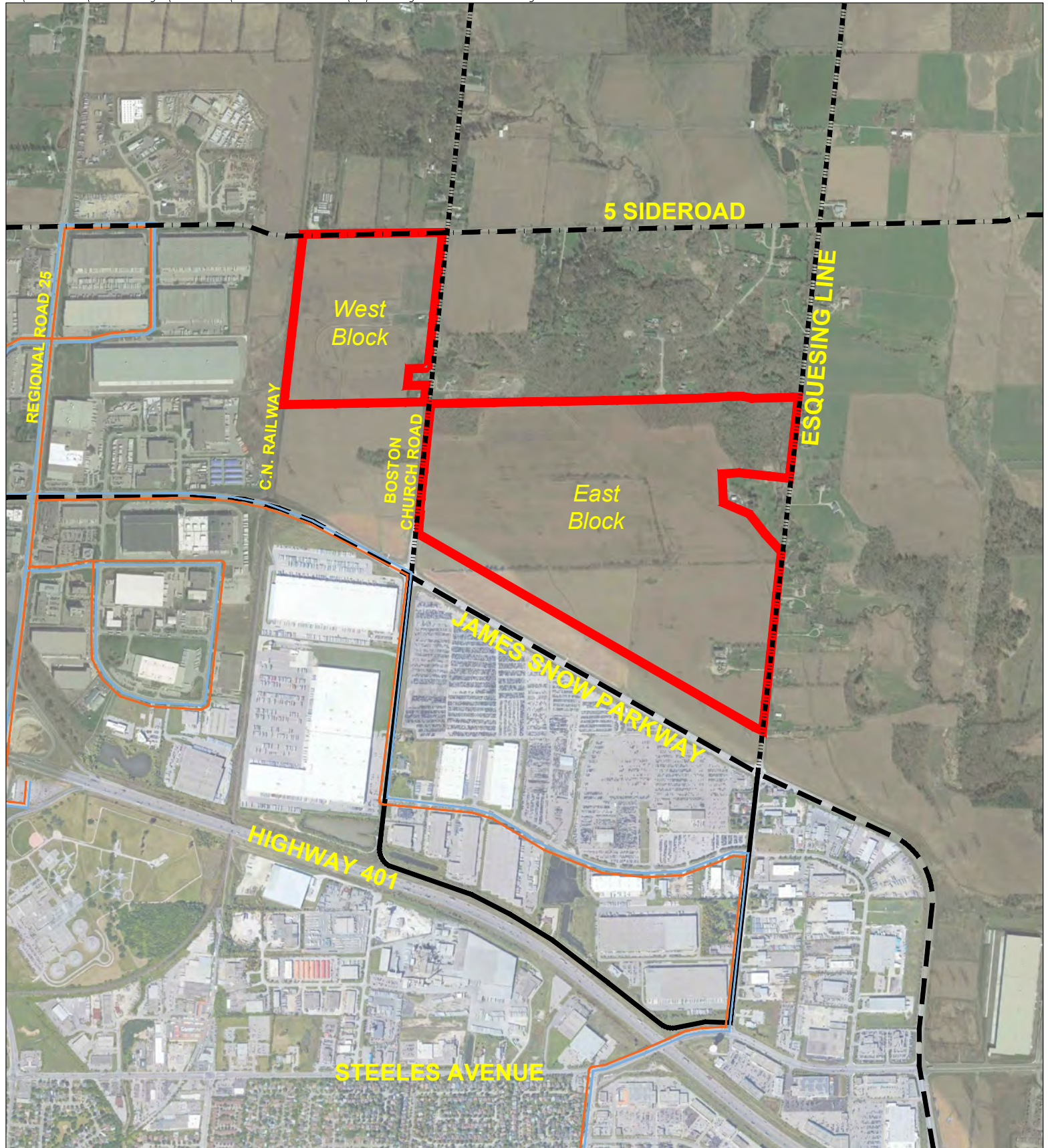









FIGURE 1
AERIAL CONTEXT PLAN

Milton North Business Park
Town of Milton, Region of Halton

LEGEND

-  Subject Property
-  Local Road
-  Collector Road
-  Minor Arterial
-  Major Arterial
-  Route 1A
-  Route 1B



Scale: N.T.S.
October 4, 2021

31”) which was approved but is subject to (unrelated) appeals (see Section 4.5 of this Report for details).

These lands are required to be part of a Secondary Plan prior to their development. Accordingly, a Town-initiated Official Plan Amendment (LOPA No. 67) was Adopted by Town of Milton Council on August 23, 2021. This LOPA logically brought the Subject Lands into the ‘Milton 401 Industrial/Business Park Secondary Plan District’. The Town-initiated Official Plan Amendment was prepared collaboratively with the Town of Milton, Halton Region and Conservation Halton and adjusted the boundary of the 401 Industrial/Business Park Secondary Plan to include the majority of the North Porta lands (with the exception of the ‘northern sliver lands’, addressed below) to ensure orderly development in alignment with the goals and objectives of the Secondary Plan. The amendment will facilitate employment (industrial) growth by increasing Milton’s employment land inventory in the shorter term.

It is important to note that the current 2031 ‘Urban Area’ limit for the Town of Milton traverses the Subject Lands and excludes a portion (or ‘northern sliver’) of the Subject Lands that are actually within the Province’s “Provincially Significant Employment Zone” (PSEZ) area, and are outside of the Greenbelt Plan’s “Protected Countryside” area. This ‘northern sliver’ of land should logically be included within the Regional and Town “Urban Area”. Accordingly, following the Town-initiated Official Plan Amendment process, privately initiated planning applications are being submitted to include both a Regional Official Plan Amendment (“ROPA”) application and a Local Official Plan Amendment (“LOPA”) application, which will bring the ‘northern sliver’ into the Regional and Local “Urban Areas” and into the Milton 401 Industrial/Business Park Secondary Plan.

Concurrently, privately-initiated Draft Plan of Subdivision and Zoning By-Law Amendment applications are being submitted to implement the Region of Halton objectives and policy directives for the entirety of the subject lands, and to implement Milton’s concurrent Secondary Plan Amendment (LOPA 67) process. Specifically, these applications will seek to facilitate the development of the Subject Lands for industrial/employment uses, related SWM uses, NHS protection areas and related road and road widening areas. As well, through this process, an existing heritage dwelling will be protected for an adaptive re-use which may include a mix of commercial or employment uses.

This Planning Justification Report has been prepared in support of the ROPA and LOPA applications to bring the ‘northern sliver’ into the Urban Area, and in support of two Draft Plans of Subdivision and two Zoning By-law Amendment applications to facilitate industrial/employment uses on lands on the west and east sides of Boston Church Road. Specifically, there is one Draft Plan of Subdivision and Zoning By-Law Amendment application for each of the West and East blocks of land herein referred to as the “West Draft Plan of Subdivision” and the “East Draft Plan of Subdivision”. Each application seeks to permit industrial development on lands that are within the Town’s urban boundary (with the exception of the ‘northern sliver lands’, which are proposed to be brought into the urban boundary via the proposed ROPA/LOPA). As noted above, the Town of Milton recently Adopted LOPA 67 to bring the Subject Lands into the Milton 401 Industrial/Business Park Secondary Plan District.

This Planning Justification Report (the “Report”) presents a comprehensive analysis of the submissions related to the proposed Regional Official Plan Amendment and Local Official Plan Amendment (both related to the northern ‘sliver lands’), Draft Plans of Subdivision, and Zoning By-law Amendment applications (for the entire lands) and evaluates the proposals in consideration of the policies of the Provincial Policy Statement (2020), A Place to Grow: the Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan (2017), the Region of Halton Official Plan (Office Consolidation 2018), the Town of Milton Official Plan (including Official Plan Amendment 31 to the Town of Milton’s Official Plan, adopted in 2018), Part C.2 of the Town of Milton Official Plan, which relates to the Milton 401 Industrial/Business Park Secondary Plan, LOPA 67 (which recently brought the Subject Lands into the Secondary Plan Area), and the Town of Milton Zoning By-law 016-2014 (Urban Area) and Zoning By-Law No. 144-2003 (Rural Area).

This Report forms part of the comprehensive applications for the ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendment applications, and is accompanied by all the required reports and documents set out in the Pre-Consultation reports and comments provided by the Region of Halton, Town of Milton, and Conservation Halton. These studies are referenced throughout this Report, and are summarized in Section 5.

Unique to this application is the Comprehensive Environmental and Servicing Study (“CESS”), dated August 2021, which is a consolidated report fulfilling a number of the submission requirements comprehensively, as recommended by Town, Region, and Conservation Authority staff. The following consultants have contributed to the CESS:

- The Municipal Infrastructure Group Ltd (TMIG) (civil engineering).
- Savanta Inc. – A GEI Company (natural heritage).
- GEO Morphix Ltd. (fluvial geomorphology).
- Palmer Environmental Consulting Group Inc. (Palmer) (hydrogeology).

1.1 Region of Halton Official Plan Amendment

The proposed ROPA will apply only to the ‘northern sliver’ lands (see *Figure 2 – ROPA and LOPA limits*). As noted above, these lands are currently outside the Region’s Urban Area, but they are also outside of the Greenbelt Plan’s “Protected Countryside” and within the Province’s “Provincially Significant Employment Zone” (PSEZ) area. The current 2031 ‘Urban Area’ limit falls short of including all lands that are mapped as PSEZ and, as a result, excludes a portion of the property that is proposed for future employment growth, consistent with the Province’s PSEZ area. As such, the proposed ROPA will logically bring the ‘northern sliver’ into the Urban Area.

It is important to note that the Region of Halton is currently undertaking its MCR process to consider additional lands, including employment lands, for urban expansion pursuant to the Growth Plan, 2020. In this regard, the proponent has made a formal request to the Region to add the ‘northern sliver lands’ to the Urban Area through that process and this consideration is ongoing through the MCR process. Consistent to, and in support of that request, the subject ROPA and related LOPA are being advanced by the proponent concurrently to the MCR process.

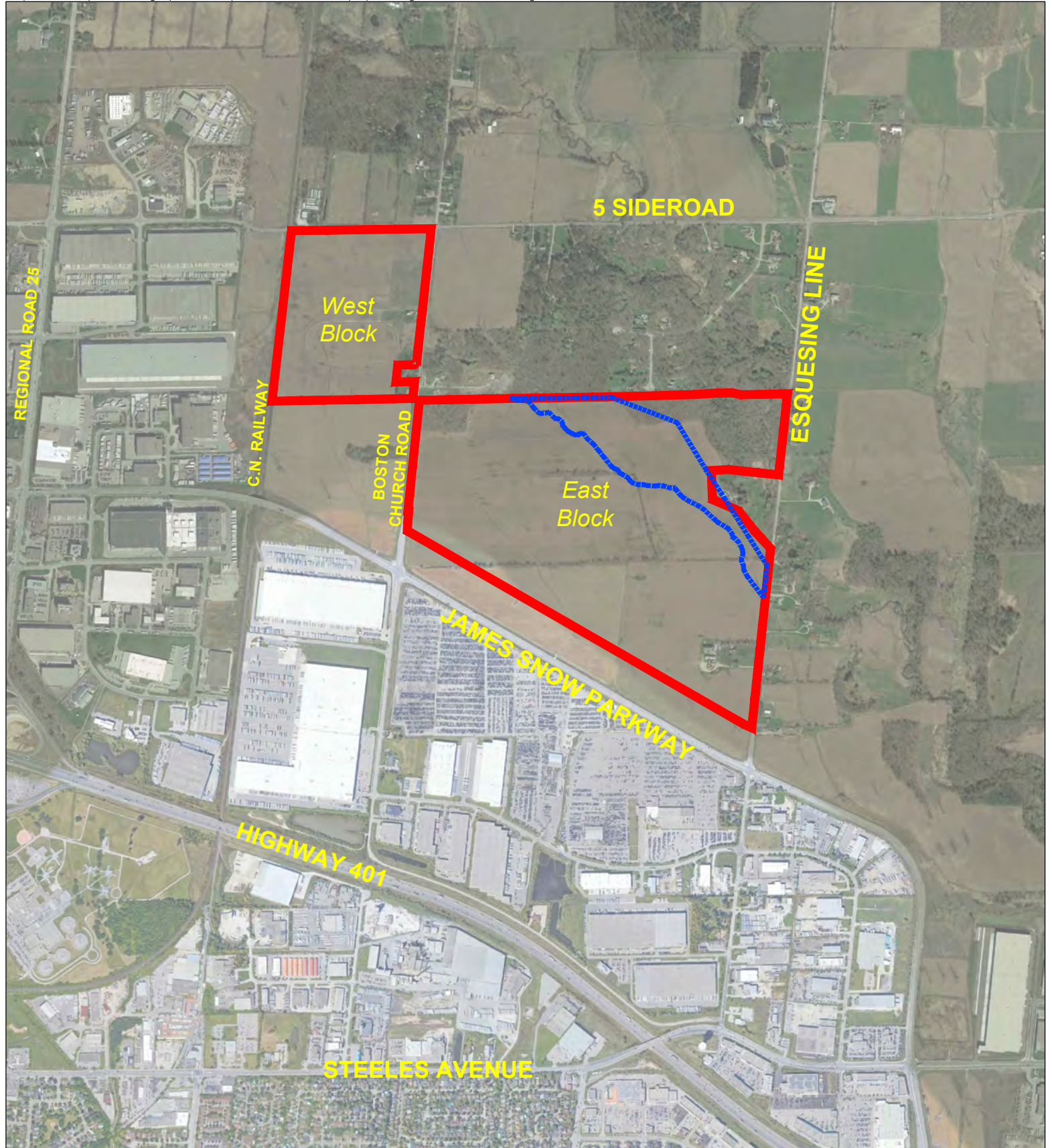




FIGURE 2
ROPA/LOPA LIMITS SCHEDULE

Milton North Business Park
Town of Milton, Region of Halton

LEGEND

-  Subject Property
-  LOPA/ROPA Limits



Scale: N.T.S.
October 4, 2021

The following schedules to the Region of Halton Official Plan are proposed to be amended through this ROPA to reflect the slight expansion of the ‘Urban Area’ boundary to include these lands:

- *Map 1: Regional Structure* – The lands will be redesignated from “Agricultural Area” and “Regional Natural Heritage System” to “Urban Area” (with an “Employment Area” overlay).
- *Map 1B: Parkway Belt Transportation and Utility Corridors* – The lands will be included within the “Urban Area” designation.
- *Map 1C: Future Strategic Employment Areas* – The lands will be included within the “Urban Area” and “Employment Area” designations.
- *Map 1D: Municipal Wellhead Protection Zones* – The lands will be included within the “Urban Area” designation.
- *Map 1E: Agricultural System and Settlement Areas* – The lands will be redesignated from “Prime Agricultural Areas” to “Urban Area”.
- *Map 1F: Identified Mineral Resource Areas* – The lands will be included within the “Urban Area” designation.
- *Map 1G: Key Features Within the Greenbelt and Regional Natural Heritage Systems* – The lands are currently designated a mix of “Key Features”, “Prime Agricultural Areas in NHS Enhancements/Linkages/Buffers”, and are to be redesignated as “Urban Area”.
- *Map 3: Functional Plan of Major Transportation Facilities* – The lands will be included within the “Urban Area” designation.
- *Map 4: Right-of-Way requirements of Arterial Roads* – The lands will be included within the “Urban Area” designation.
- *Map 5: Regional Phasing* – The lands will be included within the “Urban Area with Regional Phasing to 2021” and “Urban Area with Regional Phasing between 2021 and 2031” designations.

1.2 Town of Milton Local Official Plan Amendment

Similarly, the proposed LOPA will also apply only to the ‘northern sliver’ lands, and will logically bring these lands into the Urban Area and will complement the Town’s Adopted LOPA No. 67 by including the lands within the Milton 401 Industrial Business Park Secondary Plan Area (see *Figure 2 – ROPA and LOPA limits*).

The following schedules to the Town of Milton Official Plan will be affected:

- *Schedule 1: Town Structure Plan* – The lands will be redesignated from “Agricultural Area” and “Natural Heritage System” to “Urban Area” with the ‘Employment Area’ overlay.
- *Schedule A: Rural Land Use Plan* – The lands will be redesignated from “Agricultural Area” and “Natural Heritage System” to “Urban Area”.
- *Schedule B: Urban Land Use Plan* – The lands will be added to the “Urban Area” and will be included within the limits of the 401 Industrial/Business Park, and will be designated “Industrial Area”.

- *Schedule D: Urban Area Planning Districts, Character Area and Community Improvement Area* – the lands will be included within the 401 Industrial/Business Park and will be designated “Urban Area”,
- *Schedule D2 – Urban Districts and Neighbourhoods* – the lands will be included within the 401 Industrial/Business Park.
- *Schedule E: Transportation Plan* – The lands will be included within the “Urban Area” designation.
- *Schedule G: Known Landfill Sites* – The lands currently will be included within the “Urban Area” designation.
- *Schedule I: Rural Area Specific Policy Areas* – The lands currently will be included within the “Urban Area” designation.
- *Schedule II: Urban Area Specific Policy Areas* – The lands currently will be included within the “Urban Area” designation and will include Special Policy Area XX and Special Policy Area YY.
- *Schedule K: Intensification Areas* – The lands will be included within the “Urban Area” designation. The “SHP Urban Area Boundary” line will also be adjusted to encompass the ‘northern sliver’.
- *Schedule L: Municipal Wellhead Protection Zones* – The lands will be included within the “Urban Area” designation.
- *Schedule M: Key Features Within the Greenbelt and Natural Heritage System* – The lands are currently designated a mix of “Key Features” and “Agricultural Areas in NHS Enhancements/Linkages/Buffers”, and will be redesignated “Urban Area”.
- *Schedule N: Future Strategic Employment Areas* – The lands will be included within the “Urban Area” designation with “Employment Area” overlay.
- *Schedule O: Agricultural System and Settlement Areas* – The lands will be redesignated from “Prime Agricultural Areas” to “Urban Area”.
- *Schedule P: Identified Mineral Resource Areas and Mineral Extraction Areas* – The lands will be included within the “Urban Area” designation.
- *Schedule C.2.A – Milton 401 Industrial/Business Park Secondary Plan – Structure Plan* – the lands will be included within the Secondary Plan Area Boundary.
- *Schedule C.2.B – Milton 401 Industrial/Business Park Secondary Plan – Land Use Plan* – the lands will be included within the Secondary Plan Area Boundary and will be redesignated “Industrial Area”.
- *Appendix “C.2.C – Subwatershed Areas 2 and 7”* – the lands will be included within the 401 Industrial/Business Park Secondary Plan Area Boundary.

In addition, the LOPA proposes two Special Policy Areas, each of which is outside the ‘northern sliver lands’:

- Special Policy Area No. XX is proposed to apply to Block 2, the triangular block abutting Boston Church Road. The Special Policy Area will permit the following additional uses, over and above those permitted in the standard “Industrial” designation:
 - *Banquet hall / convention centre;*
 - *Broadcasting / communication / science and technology facility;*

- *Restaurant (standalone);*
 - *Service commercial uses;*
 - *Vehicle sales and service;*
 - *Office building;*
 - *Parking lot; and*
 - *A wholesaling facility.*
- Special Policy Area No. YY is proposed to apply to Block 8, on which will be situated the relocated Aitkin-Snow House. The Special Policy Area will permit the following additional uses, over and above those permitted in the standard “Business Commercial” designation:
 - *Equipment sales and rental;*
 - *Research and technology use;*
 - *Science and technology facility; and*
 - *A service and repair shop.*

The proposed additional uses will allow flexibility and are suitable to the prominent locations of the two Blocks. These Special Policy Areas will be implemented by the Draft Zoning By-law Amendment, discussed below.

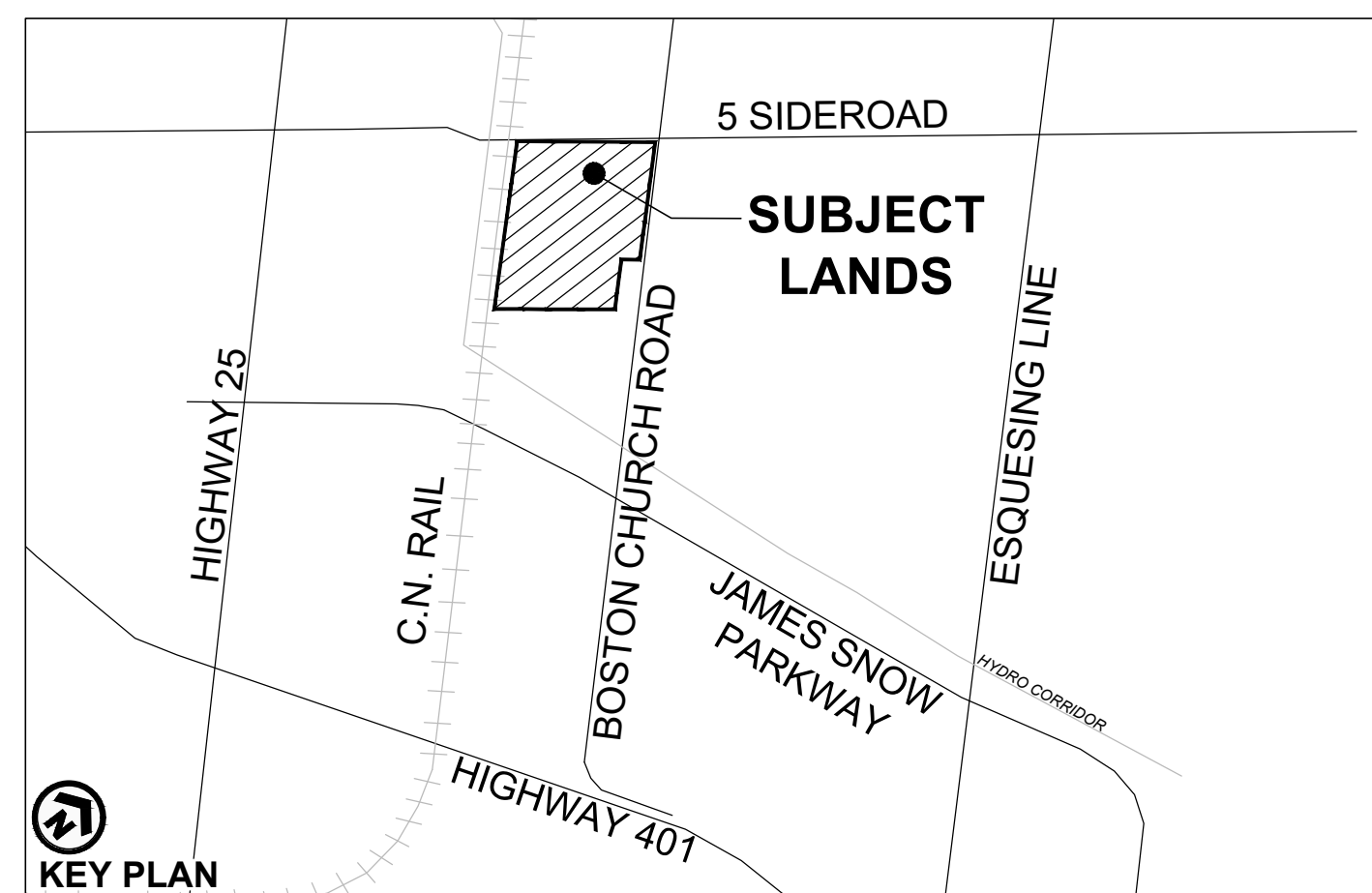
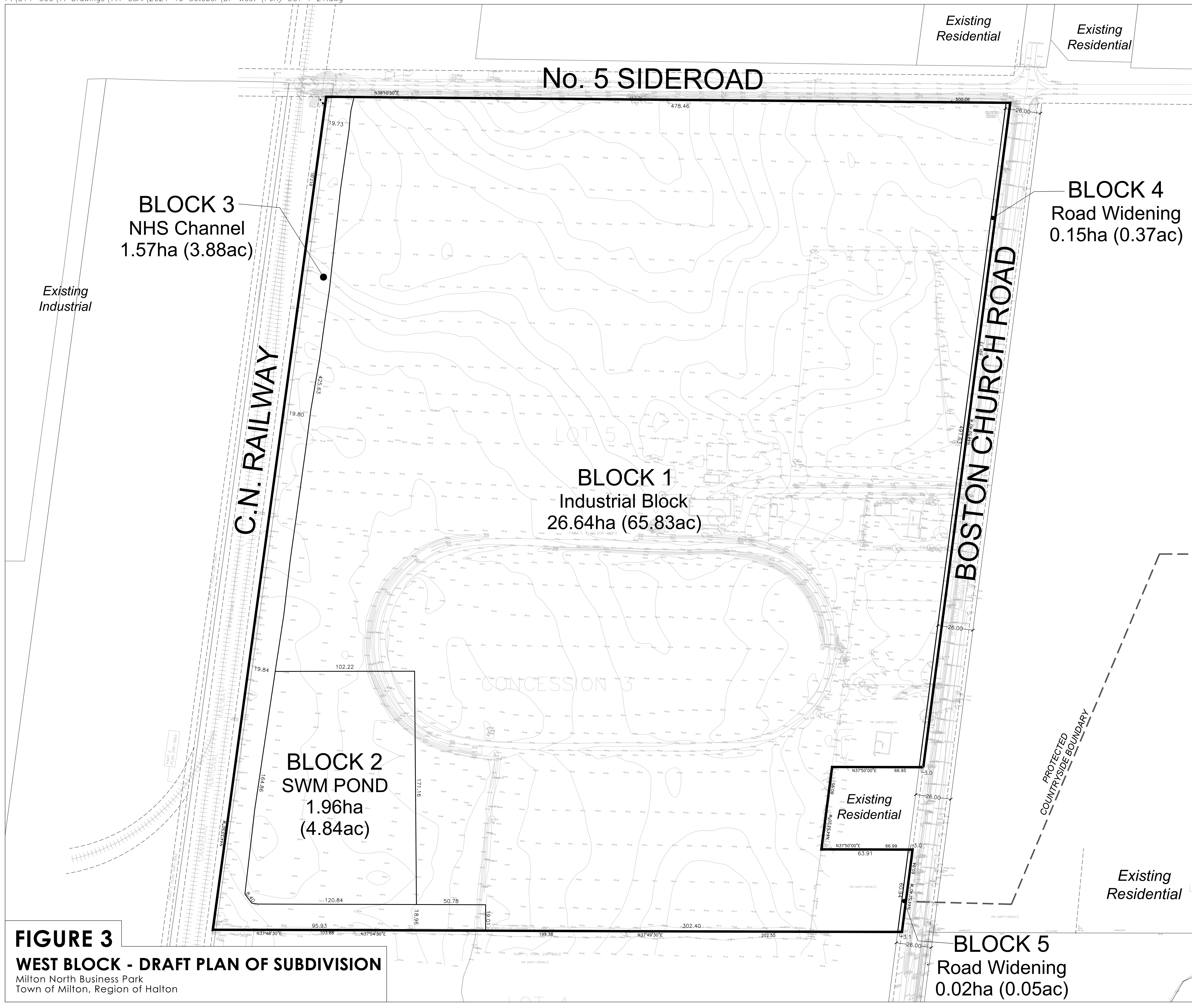
1.3 Proposed Draft Plans of Subdivision

Two Draft Plans of Subdivision are proposed to create lots and blocks which will subdivide the land to facilitate the proposed employment development, as follows:

West Draft Plan of Subdivision:

The West Draft Plan of Subdivision (dated August 25, 2021) (*Figure 3: West Draft Plan of Subdivision*) consists of 30.34 hectares (74.97 acres) and is currently comprised of four separate parcels of land (described in detail in Section 2.1 of this report). This Plan of Subdivision seeks to establish five Blocks consisting of one large Industrial block, a Stormwater Management (SWM) Pond block, a Natural Heritage System (NHS) Channel block, and two road widening blocks. Specifically, the property is proposed to be divided as follows:

- Block 1, a 26.64 hectare (65.83 acre) Industrial block, will encompass the majority of the property and will have frontage on No. 5 Sideroad and Boston Church Road;
- Block 2, a 1.96 hectare (4.84 acre) SWM Pond block, will be roughly in the southwest corner of the subject lands;
- Block 3, a 1.57 hectare (3.88 acre), NHS Channel block, will be created alongside the CN Railway along the entire western edge of the subject property and partially along the southern edge of the property; and,
- Blocks 4 and 5, two 3 metre (9.84 foot) wide road widening blocks that will be conveyed to the Town along the entire Boston Church Road frontage. The two road widening blocks



**DRAFT PLAN OF SUBDIVISION
ORLANDO CORPORATION**

PART OF LOT 5, CONCESSION 3,
TOWNSHIP OF ESQUESING
REGIONAL MUNICIPALITY OF HALTON

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED _____ DATE _____
BLAIR WOLK, PRESIDENT
ORLANDO CORPORATION

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED  DATE: OCTOBER 1, 2021
ALISTER SANKEY, O.L.S., Q.I.P.
David B.Searles Surveying Ltd.
ONTARIO LAND SURVEYORS
4255 SHERWOODTOWN BLVD, SUITE 206 MISSISSAUGA, ONTARIO L4Z 1Y5
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ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)
Industrial Block	1	26.64	65.83
SWM Pond	2	1.96	4.84
NHS Channel	3	1.57	3.88
Road Widening	4,5	0.17	0.42
TOTAL	5	30.34	74.97

NOTES
- Base mapping obtained from DB Searles

FIGURE 3
WEST BLOCK - DRAFT PLAN OF SUBDIVISION
Milton North Business Park
Town of Milton, Region of Halton

will be broken up by 8820 Boston Church Road, an existing residential lot that is not planned to be incorporated into this development at this time.

East Draft Plan of Subdivision:

The East Draft Plan of Subdivision (dated September 21, 2021) (*Figure 4: East Draft Plan of Subdivision*) consists of 106.13 hectares (262.25 acres) and is proposed to be divided into 11 Blocks consisting of two “Industrial Area” Blocks, one SWM Pond block, one NHS Channel block, two NHS Woodlot blocks, one 30 metre wetland buffer block, three road widening blocks and one “Business Commercial” Block, which will be occupied by the existing (relocated) Aitkin-Snow House. There are also three proposed public road rights-of-way (ROW) (one off of Boston Church Road and two off of James Snow Parkway). Specifically, the property is proposed to be divided as follows:

- Block 1, a 68.02 hectare (168.08 acre) Industrial block, will encompass the majority of the property. It will have frontage on both new internal streets (known as Street ‘A’ and Street ‘B’);
- Block 2, a 3.02 hectare (7.46 acre) Industrial block, will be a triangular-shaped block bordered by roads on two sides – Street ‘A’ to the north and Boston Church Road to the west;
- Block 3, a 5.49 hectare (13.57 acre) SWM Pond block, will be located near the southeastern corner of the subject lands;
- Block 4, a 5.61 hectare (13.86 acre), 55 metre (180.45 foot) wide NHS Channel block, will run roughly along the northern edge of Industrial Block 1;
- Block 5, a 13.24 hectare (32.73 acre) NHS Woodlot block stretching across the northern portion of the subject lands from Boston Church Road to Esquesing Line;
- Block 6, a 3.66 hectare (9.04 acre) NHS Woodlot block north of the NHS Channel, bordering Esquesing Line to the east;
- Block 7, a 4.11 hectare (10.16 acre), 30 metre (180.45 foot) wide wetland buffer block;
- Block 8, a 0.43 hectare (1.06 acre) future Business Commercial block containing the relocated Aitkin-Snow House with frontage on Esquesing Line;
- Blocks 9 and 10, two 2.95 metre (9.68 foot) wide road widening blocks along Esquesing Line. The two road widening blocks will be broken up by 8480 Esquesing Line, an existing residential lot that is not planned to be incorporated into this development at this time;
- Block 11, a 2.95 metre (9.68 foot) wide road widening block along the northern portion of Boston Church Road that abuts the subject property; and,
- Street ‘A’, a public ROW and new internal cul-de-sac, providing access to Block 2 and the western side of Block 1, providing access from Boston Church Road and terminating in a cul-de-sac;

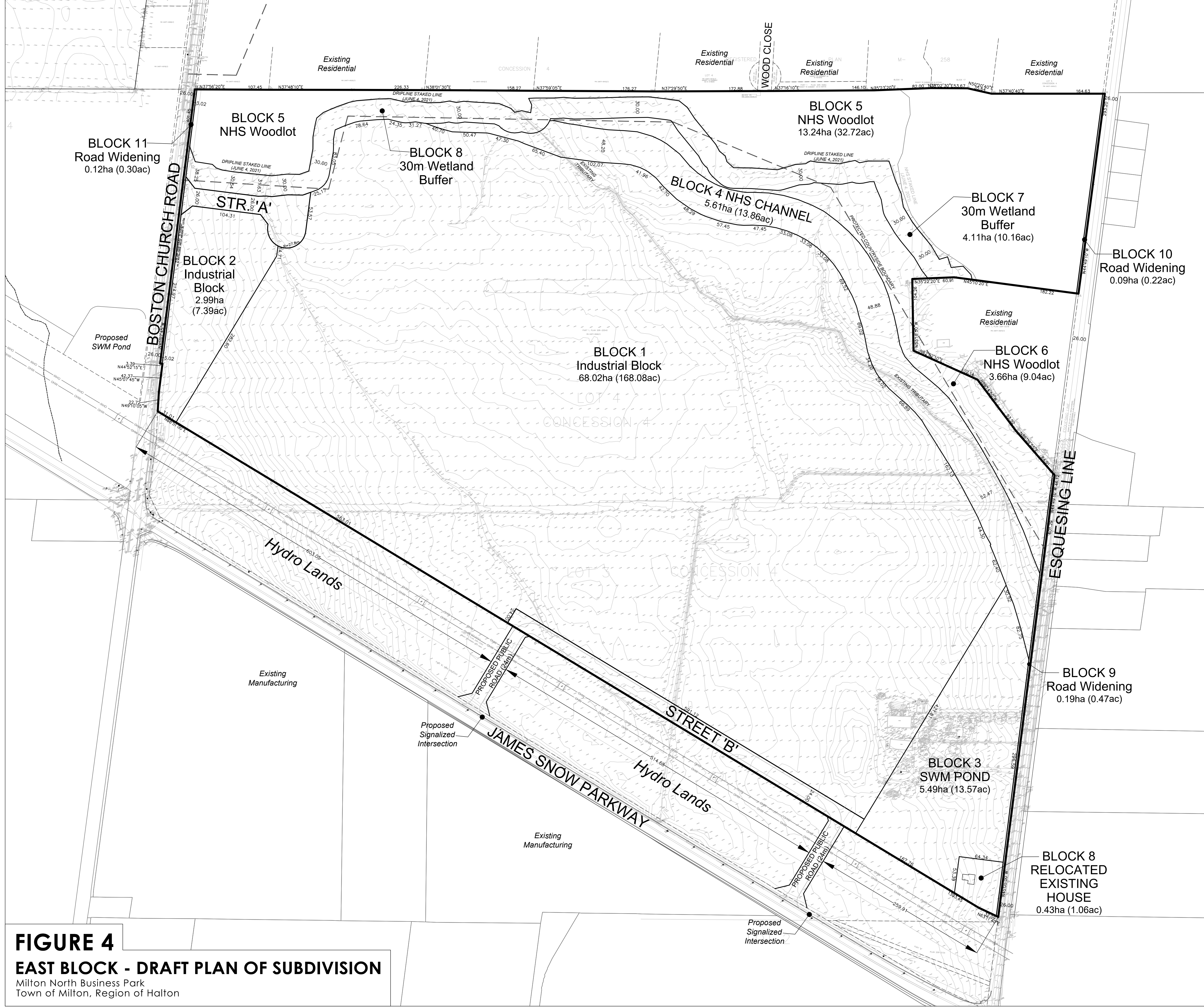
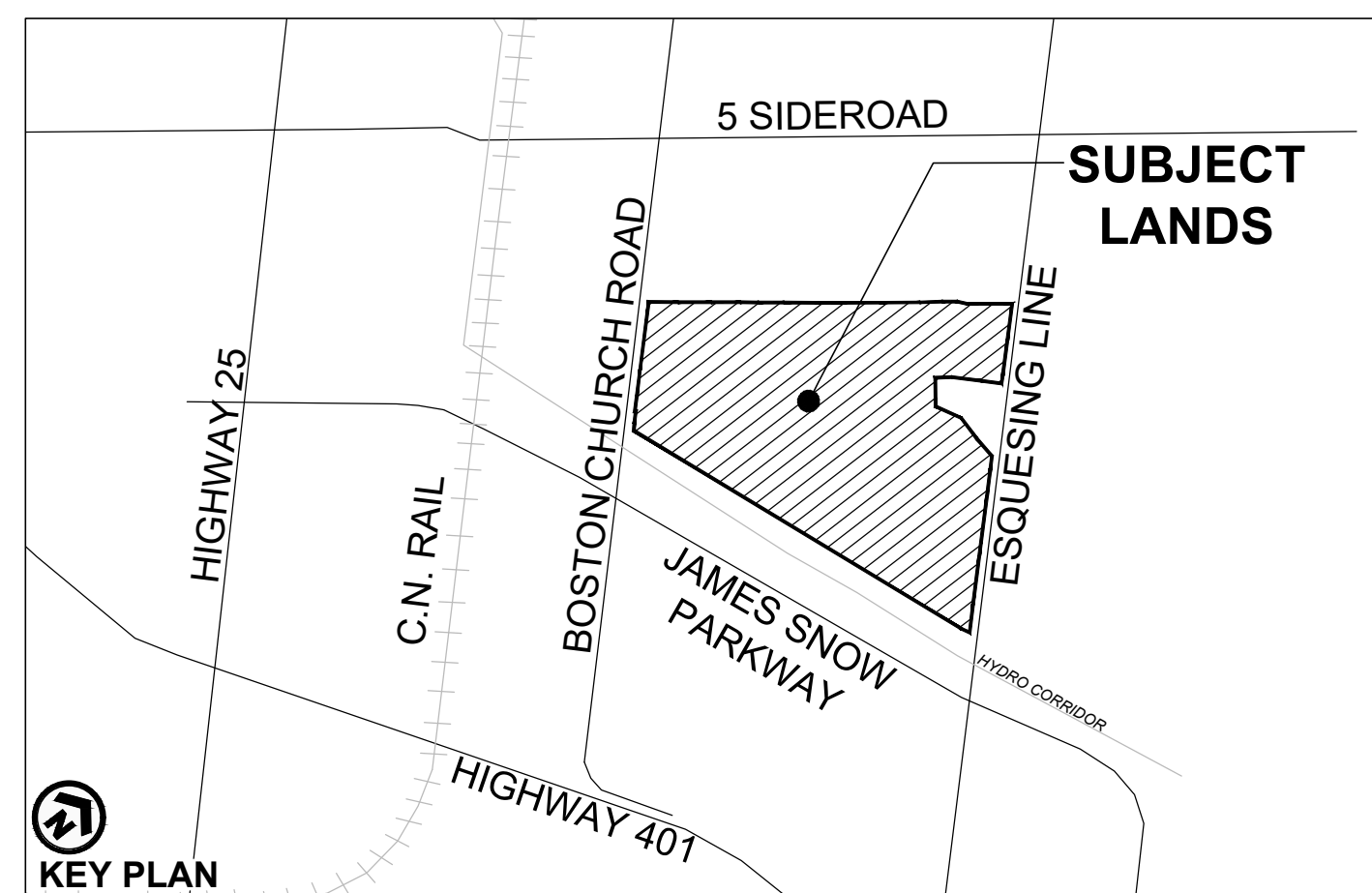


FIGURE 4
EAST BLOCK - DRAFT PLAN OF SUBDIVISION
 Milton North Business Park
 Town of Milton, Region of Halton




DRAFT PLAN OF SUBDIVISION
ORLANDO CORPORATION
 PART OF LOT 3 AND 4, CONCESSION 4,
 TOWNSHIP OF ESQUESING
 REGIONAL MUNICIPALITY OF HALTON

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SIGNED  DATE: OCTOBER 1, 2021
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David B. Searles Surveying Ltd.
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ADDITIONAL INFORMATION
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- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)
Industrial Block	1,2	71.01	175.47
SWM Pond	3	5.49	13.57
NHS Channel	4	5.61	13.86
NHS Woodlot	5,6	16.90	41.76
30m Wetland Buffer	7	4.11	10.16
Relocated Existing House	8	0.43	1.06
Road Widening	9 - 11	0.40	0.99
24.0m - 26.0m R.O.W. (791m Length)		2.18	5.39
TOTAL	11	106.13	262.25

NOTES
 -Base mapping obtained from DB Searles
 -daylight triangle at Street 'A' and Boston Church Road: 15m x 15m

- Street ‘B’, a public ROW and new internal street running along the southeast portion of Block 1. It is proposed as a crescent street, with two access points to James Snow Parkway accessing the site by traversing the abutting hydro lands.

A preliminary Development Concept Plan (dated September 15, 2021) has been provided, demonstrating how development on both the West Draft Plan of Subdivision and the East Draft Plan of Subdivision lands are planned to be organized (see *Figure 5: Development Concept Plan*). The preliminary design for the West Block includes three industrial buildings, with a combined Gross Floor Area (GFA) of approximately 138,317 square metres (1,488,836 square feet) as well as a series of internal driveways, parking and loading areas, landscaping and greenspace areas, and the stormwater management pond located in the southwest corner of the property.

The preliminary design of the East Block shows three industrial buildings (with two ‘linked’ by an office component) with a combined Gross Floor Area (GFA) of approximately 213,341 square metres (2,296,387 square feet) as well as a series of internal driveways, parking and loading areas, landscaping and greenspace areas, the stormwater management pond, and the relocated heritage building.

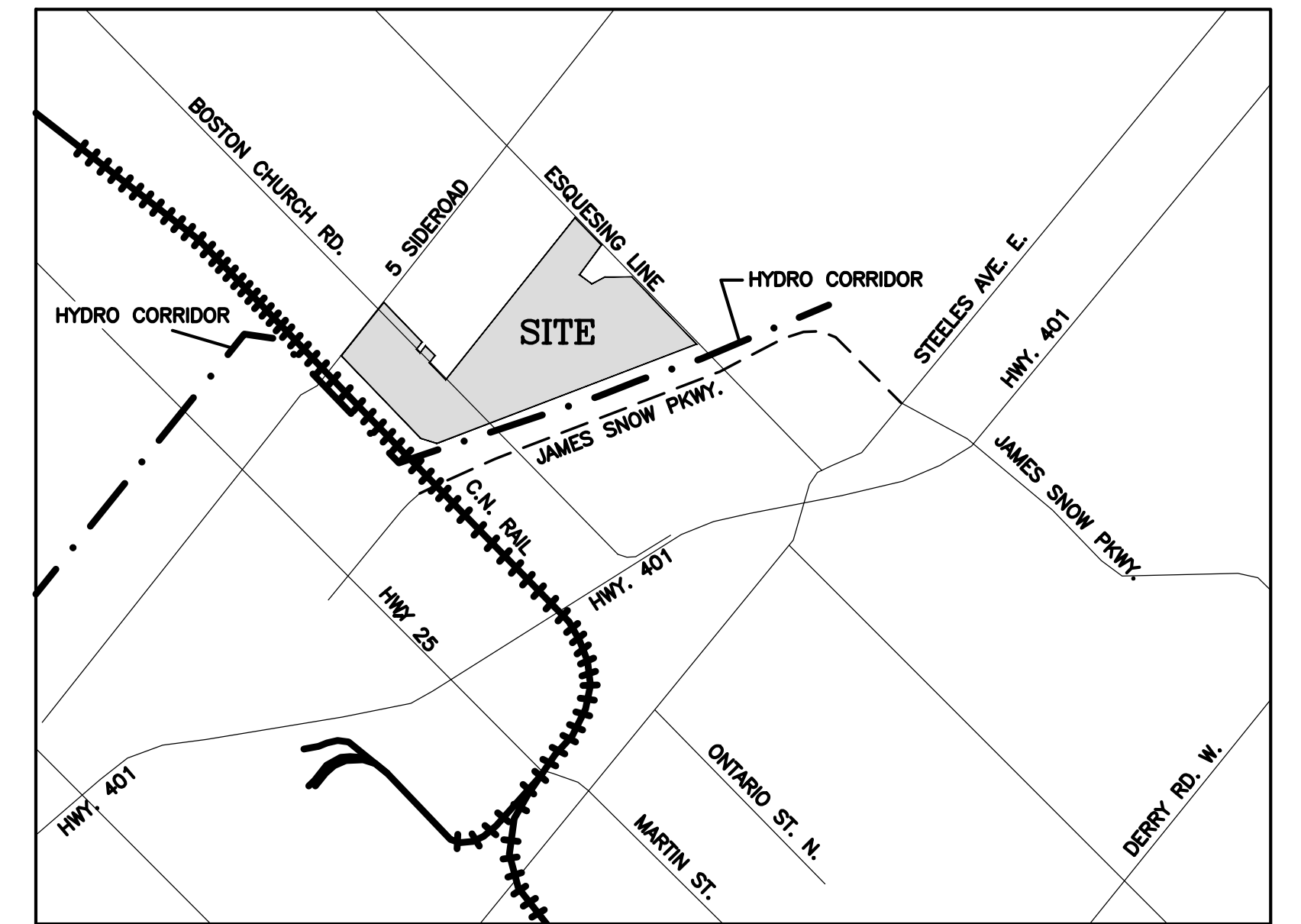
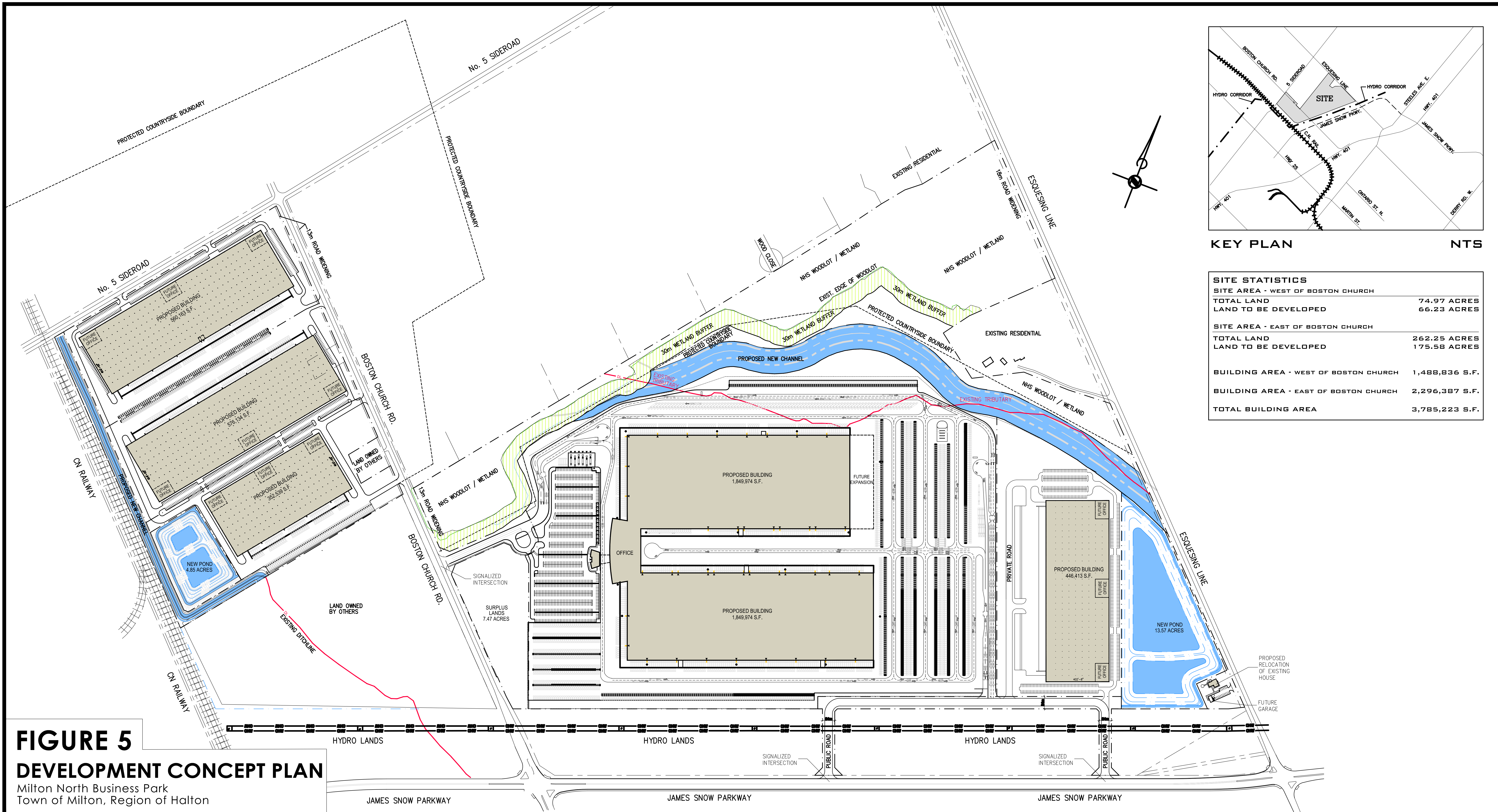
It must be emphasized that the concept plan is, at this stage, largely conceptual. At this early stage, tenants for the majority of the blocks are not yet known. As such, the proposal seeks to create large Industrial Blocks on each Draft Plan to maintain flexibility for future tenants. If tenants/users which require smaller Blocks are secured after Registration of the Draft Plan(s), the process of seeking Exemption to Part Lot Control can be explored after Plan Registration. At this time, it is anticipated that the Subject Lands will be built out largely in a manner reflecting the concept plan, reflecting a similar lot coverage and building layout as shown on the concept plan.

1.4 Proposed Zoning By-law Amendments

The Subject Lands are currently zoned within the Town of Milton’s Comprehensive Zoning By-law 144-2003, which generally applies to Milton’s Rural Area. The proposed Zoning By-law Amendment seeks to re-zone the Subject Lands to implement Halton Region’s Official Plan, as well as Milton’s Official Plan following the lands’ inclusion into the Milton 401 Industrial/Business Park Secondary Plan District.

Currently, Zoning By-law 144-2003 zones the West Block entirely “Agriculture (A1)”, while the majority of the East Block is also zoned “Agriculture (A1)”, with natural heritage features (the tributary and the Wetland/Woodlot area in the northeast corner) currently zoned “Greenlands ‘A’” (GA). This proposal seeks to re-zone both the West Block and the East Block in their entirety, to reflect the proposed Draft Plans of Subdivision, and to implement the Region of Halton Official Plan and the Town of Milton Official Plan (in particular, the Milton 401 Industrial/Business Park Secondary Plan).

The lands are proposed to be zoned consistently with other lands in the Milton 401 Industrial/Business Park Secondary Plan District. Some base and site specific zones are proposed to apply to the Subject Lands, consisting of the following:



KEY PLAN NTS

SITE STATISTICS	
SITE AREA - WEST OF BOSTON CHURCH	
TOTAL LAND	74.97 ACRES
LAND TO BE DEVELOPED	66.23 ACRES
SITE AREA - EAST OF BOSTON CHURCH	
TOTAL LAND	262.25 ACRES
LAND TO BE DEVELOPED	175.58 ACRES
BUILDING AREA - WEST OF BOSTON CHURCH	
	1,488,836 S.F.
BUILDING AREA - EAST OF BOSTON CHURCH	
	2,296,387 S.F.
TOTAL BUILDING AREA	3,785,223 S.F.

FIGURE 5
DEVELOPMENT CONCEPT PLAN
 Milton North Business Park
 Town of Milton, Region of Halton

- The drainage features, all Woodlot/Wetland blocks, and all associated buffers are proposed to be zoned “Greenlands A” (GA). This is a protective zone that applies to most Natural Heritage features within the Town, pursuant to Zoning By-Law No. 144-2003. Specifically, the following blocks are proposed to be placed in the “GA” Zone:
 - Block 3, West Draft Plan of Subdivision;
 - Blocks 4, 5, 6, and 7 East Draft Plan of Subdivision.
- The SWM Pond Blocks (Block 2 of the West Draft Plan of Subdivision and Block 3 of the East Draft Plan of Subdivision) are proposed to be zoned “Open Space – Exception No. XX (OS*XX)”. The exception zone would add Stormwater Management Facility as a permitted use. This is consistent with Milton’s Urban Area Zoning By-law, wherein the OS-2 Zone applies to stormwater management facilities.
- The large Industrial blocks (Block 1 of the West Draft Plan of Subdivision and Block 1 of the East Draft Plan of Subdivision) are proposed to be zoned “General Industrial – Exception No. YY” (M2*YY). The proposed exception zone would add a number of permitted uses, as follows:
 - *Contractor Service Shop*
 - *Courier / Messenger Service*
 - *Medicinal Product Manufacturing Facility*
 - *Repair Establishment*
 - *Restaurant (Take Out and Convenience)*

These uses are proposed to be added as permitted uses as they are generally permitted in other Employment Zones. Since there are no tenants or users secured for the entirety of the subject properties, the intent is to allow maximum flexibility by permitting uses that are compatible with the surrounding area and would assist the Town and Region in strengthening economic prosperity and creating local jobs.

The “M2*YY” zone also seeks a number of site specific zone provisions, which are discussed in detail in Section 4.7 of this Report. These proposed site-specific zone provisions seek to add flexibility to the development potential of the subject lands, while ensuring an appropriate and logical overall development concept for the lands.

- Block 2 of the East Plan of Subdivision is proposed to be zoned “Industrial Area – Exception VV” (M2-VV) to facilitate an expanded list of land use permissions, suitable to its prominent location fronting onto Boston Church Road, and consistent with the proposed Special Policy Area No. XX contained in the draft LOPA. It is proposed that the special zoning sought for this Block will provide some flexibility for the development of the Block. Proposed additional uses are as follows:
 - *Banquet hall / convention centre*
 - *Broadcasting / communication facility*
 - *Contractor service shop*

- *Courier / messenger service*
- *Medicinal product manufacturing facility*
- *Office Building*
- *Repair establishment*
- *Restaurant*
- *Service commercial uses*
- *Science and technology facility*
- *Parking lot*
- *Wholesaling facility*
- *Vehicle sales and service*

The “M2*VV” zone also seeks a number of site specific zone provisions, which are discussed in detail in Section 4.7 of this Report. These proposed site-specific zone provisions seek to add flexibility to the development potential of the subject lands, while ensuring an appropriate and logical overall development concept for the lands.

- Block 8 of the East Plan of Subdivision is proposed to be zoned “Business Commercial – Exception No. ZZ (C6*ZZ)”. Block 8 is approximately 1 acre in size and will be occupied by the relocated Aitkin-Snow House. The Business Commercial Zone will allow for a range of uses that are compatible with the surrounding Industrial area and provide some flexibility for the adaptive re-use of the Aitkin-Snow House, is and consistent with the proposed Special Policy Area No. YY contained in the draft LOPA.
 - *Equipment Sales and Rental*
 - *Research and Technology Use*
 - *Science and Technology Facility*
 - *Service and Repair Shop*

The C6-ZZ zone also seeks to permit a maximum lot area of 4,600 m², where the maximum in the standard zone is 3,000 m².

The proposed Zoning By-law Amendments will facilitate the planned development for the Draft Plans of Subdivision. As will be discussed in this report, the proposed Zoning By-law Amendments conform to (and implement) Provincial, Regional and Local policies.

The overall vision for the future community coincides with Provincial policies, Regional policies and Town-wide initiatives for accommodating and achieving employment growth numbers and economic development targets. Through this new development, the proposals will facilitate the development of a designated employment area in an orderly fashion, and will help to ensure that job growth rises proportionately to residential growth. The proposals will contribute to the creation of a complete community by providing opportunities for residents to live and work in Milton.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The following section describes the existing site context, area context, transit and connectivity.

2.1 Site Context

The Subject Lands are, for the most part, within one of the northernmost points of the Town's Urban Area. More specifically, following the adoption of LOPA No. 67, the lands represent the northwest boundary of the 401 Industrial/Business Park Secondary Plan District. The 'northern sliver lands' are the lone exception, as these applications are seeking inclusion of these lands through the subject ROPA and LOPA to include these lands within the Urban Area and the Secondary Plan area.

The **West Block** currently consists of four parcels. The largest parcel (29.37 hectares/72.57 acres) is vacant and is currently used for agricultural purposes. Three existing residential lots, each with frontage on Boston Church Road, will involve demolition of the existing buildings and the lands will be incorporated into the proposed development. The northernmost of the three is municipally addressed as 8872 Boston Church Road, on which there is an existing dwelling and detached garage, which are to be demolished. Farther south is 8830 Boston Church Road, which contains a dwelling, also to be demolished. Finally, 8802 Boston Church Road, in the southeast corner of the West Block, is occupied by a dwelling and a business (SignFIELD Inflatable Advertising Inc), both of which are to be demolished. A drainage feature, which runs roughly north-south within the western portion of the block, is proposed to be relocated slightly to the western edge of the lot, running alongside the CN Railway. This is in line with Savanta's recommendations contained within the CESS, wherein the drainage feature is classified as Feature R5.

The West Block property is bound by the CN Railway to the west, Boston Church Road to the east, and No. 5 Sideroad to the north. Milton's Official Plan designates No. 5 Sideroad as a Minor Arterial, with a required ROW of 35 metres – no road widening is required for No. 5 Sideroad.

The **East Block** is also currently used primarily for agricultural purposes. There is an existing heritage farmhouse with four farm-related outbuildings, municipally addressed as 8350 Esquesing Line. As per the Heritage Impact Assessment (HIA), prepared by Architects Rasch Eckler Associates Ltd. (AREA) and dated October 2021, the heritage farmhouse is henceforth known as the Aitkin-Snow House, reflecting two prominent families that historically occupied the property. The farmhouse is proposed to be relocated to the southeast corner of the East Block (shown as Block 8 on the Draft Plan of Subdivision), and the related (non-heritage) outbuildings will be removed.

There are two watercourses on the Orlando Lands; the Middle Branch of Sixteen Mile Creek in the northeastern corner (within the Greenbelt) and the Tributary of the Middle Branch of Sixteen Mile Creek that runs through the East Block. The Middle Branch has a permanent flow, while the Tributary has an intermittent flow, which typically dries up by late spring/early summer.

A number of headwater drainage features which are tributaries to Sixteen Mile Creek occupy the Subject Lands. As noted in the CESS, these headwater drainage features were identified as being either ephemeral or intermittent in nature. As will be discussed below, some of these features are proposed to be relocated or replicated, which will help achieve overall enhancement of the features and the riparian zones and will enhance the overall productivity of the reach. Several of the features have no functions associated with headwater drainage and, as such, do not need to be retained. This is supported by the functional servicing and stormwater management analysis conducted by The Municipal Infrastructure Group (TMIG), as well as the environmental impact analysis conducted by Savanta. Both TMIG's and Savanta's analyses are contained within the CESS.

There are NHS Woodlot/Wetlands in the northwest and northeast portions of the property, abutting Boston Church Road and Esquesing Line, respectively (both of which are contained on Block 5 which includes a narrow linear component and Block 6). The property is bound by Boston Church Road to the west, Esquesing Line to the east, and the Hydro Corridor that runs parallel to James Snow Parkway to the south.

2.2 Area Context

The Subject Lands consist of largely undeveloped, mostly agricultural lands, which are surrounded by industrial lands, future industrial lands, agricultural lands and some rural residential lands, as illustrated on *Figure 1: Aerial Context Plan*. For the purposes of this summary, No. 5 Sideroad is considered north, James Snow Parkway is considered south, the Canadian National Railway is considered west and Esquesing Line is considered east.

A summary of immediate surrounding land uses is provided below:

- North: Immediately to the north of the East Block are rural residential lots with some surrounding woodlands. These lands are largely contained within the limits of the Greenbelt Plan. Farther north, the lands are largely agricultural.
- East: The lands immediately to the east of Esquesing Line consist of rural residential lots and limited natural heritage features consisting of some wooded areas. Farther east, the lands are largely agricultural.
- South: Immediately south of the West Block is a vacant parcel of land which was brought into the Milton 401 Industrial/Business Park Secondary Plan District by LOPA No. 67, but is not owned by Orlando Corporation. Farther south is James Snow Parkway and the existing Milton 401 Industrial/Business Park, which is a comprehensively planned, high quality, industrial/business park.
- West: West of the West Block is the CNR and a built-up portion of Milton 401 Industrial/Business Park, and these lands are currently developed with high quality industrial/business park uses in accordance with the Secondary Plan.

2.3 Transit and Connectivity

Schedule C.2.A (Structure Plan) (see *Figure 6: Milton 401 Industrial/Business Park Secondary Plan – Structure Plan*) of the Milton 401 Industrial/Business Park Secondary Plan identifies James Snow Parkway as a Major Arterial and No. 5 Sideroad west of the CN Railway as a Minor Arterial. As well, the sections of Boston Church Road and Esquesing Line within the Secondary Plan Area are identified as “Collector” roads both south and north of James Snow Parkway.

The subject properties will have convenient access to the 401 Highway via intersections with James Snow Parkway and Regional Road 25. The nearest access point to the 401 from the West Block is from the 401 interchange at Regional Road 25 to the west, and the nearest access point to the 401 from the East Block is from the 401 interchange at James Snow Parkway to the east.

Schedule C.2.A of the Official Plan also sets out the existing and anticipated Trail or On-Street Bike System, some of which is already in place and some of which will be constructed in the future. Relevant to this proposal is the fact that James Snow Parkway is already equipped with a mixed-use path, shared by cyclists and pedestrians, running along its south side, while new on-street paths are planned to be constructed along Regional Road 25 and along No. 5 Sideroad. It is important to note that while the plan currently shows the path terminating at its eastern end at Boston Church Road, it is anticipated that this will be extended with the expansion of the Secondary Plan District. These trails will render both the West Block and East Block accessible to the active transportation network and will provide convenient links to the residential neighborhoods south of Steeles Avenue.

Both the West Block and the East block will be accessible by public transit via Milton Bus Route 1 (Industrial). The nearest existing bus stop (known as the James Snow Milton stop) is on Boston Church Road, approximately 200 metres (656.17 feet) south of James Snow Parkway. This bus route currently connects to the Milton GO Station, providing a link to the regional transportation network. The James Snow Milton stop is approximately 450 metres from the nearest access point to the East Block and approximately 850 metres from the nearest access point to the West Block. While the existing public transportation options around the subject lands are currently limited, it is anticipated that the Town’s transit system will be enhanced and expanded upon with the addition of these lands to the Secondary Plan area.

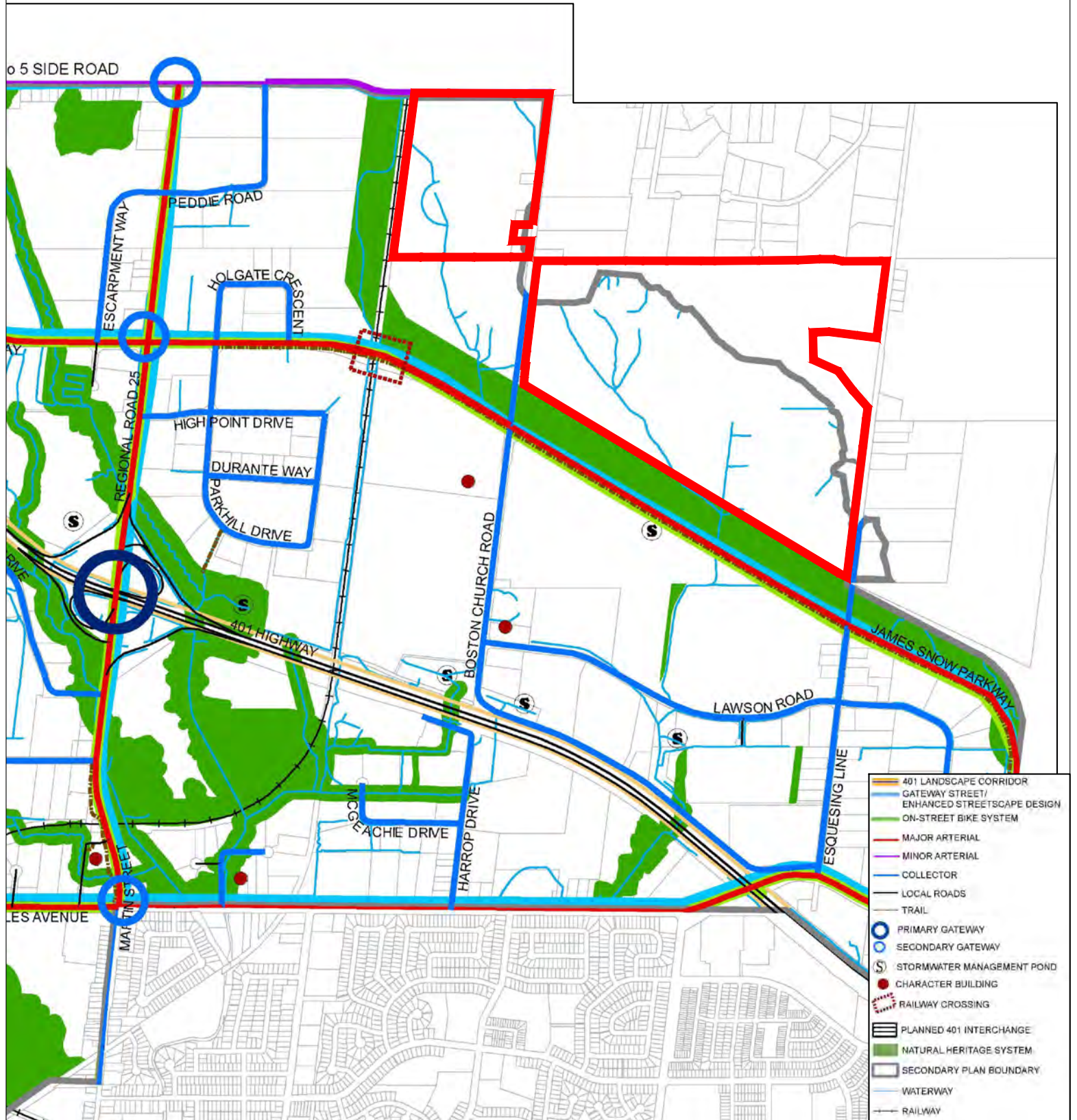


FIGURE 6
TOWN OF MILTON OFFICIAL PLAN
MILTON 401 INDUSTRIAL/BUSINESS PARK
SECONDARY PLAN - STRUCTURE PLAN

Milton North Business Park
 Town of Milton, Region of Halton

LEGEND
 Subject Property

Scale: N.T.S.
 October 4, 2021



3.0 PUBLIC CONSULTATION STRATEGY

Public engagement and consultation are important components of the planning process. The purpose of a Public Consultation Strategy is to ensure that the planning process is open and transparent and provides opportunities for all stakeholders to be actively engaged in any consultation process involving the proposed development applications. The applicant and the project team are committed to working cooperatively with Regional, Conservation Halton and Town staff to respond appropriately and efficiently with additional detail, where helpful, and to ensure the timely delivery of accurate information pertaining to the proposed development.

An initial formal pre-application consultation meeting was held with Staff on April 28, 2021. This meeting provided the applicant with an opportunity to present preliminary Draft Plans of Subdivision and a preliminary Development Concept Plan for the Subject Property and to obtain feedback from Town, Region, and external agency staff to assist the applicant in making a complete and comprehensive application. Formal Pre-Consultation Checklists and meeting notes were received from the Region of Halton, Conservation Halton and the Town of Milton on May 27, 2021.

The strategy outlined below will be employed in order to ensure continued dialogue and transparency. As well, the applicant is committed to providing notice of all meetings and consultation sessions to stakeholders, which will ensure that active engagement opportunities are maximized at various points of the planning process. The requirements of the *Planning Act* will provide the minimum standard to be followed for all notifications.

- Following the submissions of development applications and once the applications have been deemed complete by Regional and Town staff, Notices of Complete Application will be posted on the Region's and Town's Web Sites regarding the respective applications to each. The Notices will advise residents that the applications have been submitted and that public input is requested.
- Following the Notices of Complete Application, "Public Notice" signs will be posted on each frontage of both of the subject properties. Specifically, the West Block will have signs facing 5 Sideroad and Boston Church Road, and the East Block will have signs facing Boston Church Road and Esquesing Line. The signs will advise that Regional and Local Official Plan Amendment applications (for the 'northern sliver lands'), as well as Draft Plan of Subdivision and Zoning By-law Amendment applications have been submitted. It is anticipated that separate signs will be posted for the Regional and Town applications. The wording and information for the signs is subject to confirmation with Regional and Town staff, respectively;
- Residents and stakeholders will have the ability to access and review the submission materials, including drawings and reports in person or online at the Halton Regional Centre (1151 Bronte Road, Oakville), Milton Municipal Office (150 Mary Street, Milton) (subject to COVID protocol) or via the Region's and Town's Web Sites; and,

- Following submission of applications, the applicant may host a privately-initiated Community Information Meeting which would consist of an overview presentation by the applicant. Notice would be provided to surrounding residents and the immediate neighbourhood within 20 days of the informal meeting and attendees would be given the opportunity to ask questions and make comments to the proposal.
- A statutory Public Meeting will be held by the Region of Halton during a Regular Council Meeting at the Municipal Office or virtually to consider the ROPA application.
- A statutory Public Meeting will be held by the Town's Planning and Development Committee at the Municipal Office or virtually to consider the LOPA, Zoning By-law Amendment and Draft Plan of Subdivision applications. Town staff will notify all residents within 120 metres (400 feet) of the subject property of the statutory meeting at least 20 days prior to the meeting date. At the meeting, any person will be provided the opportunity to provide comments or ask questions regarding the applications at the Public Meeting.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the application and will assist the proponent in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the ROPA, LOPA, Draft Plan of Subdivision and Zoning By-Law Amendment processes will follow and exceed the requirements of the Planning Act for statutory meetings and the Region of Halton's and Town of Milton's planning process preferences.

If there is extensive interest expressed, the proponent will explore convening informal meeting(s) with existing surrounding residents and landowners to discuss the development proposal, advancements and updates related to the proposed development. This communication program will undoubtedly assist in better informing the local population and managing the implementation of planning and development of the subject lands.

At the time of authoring this report, the Region of Halton and Town of Milton are following the advice and direction provided by the provincial and regional Medical Officers of Health and have implemented emergency planning operations, including closing or limiting access to facilities and focusing efforts on delivering essential services. Accordingly, the Region and Town are currently subject to operational restrictions which prohibit public gatherings in large groups, including informal and formal statutory public meetings. In order to advance the application through the Planning approvals process, the proponent is aware that the Region and Town are currently convening virtual public meetings. The proponent and the consulting team are open to exploring interim options to facilitate public consultation in collaboration with Regional and Town staff. In addition to the online notices posted by staff, further efforts such as the provision of comment response sheets (through an online forum) in lieu of a formal in-person statutory public meeting could be employed, should the Region and Town deem that satisfactory and in the public interest.

4.0 CONFORMITY WITH APPLICABLE LAND USE POLICIES

As required by Sections 2 and 3 of the *Planning Act*, the following section demonstrates the proposed ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments' consistency with the Provincial Policy Statement (2020) and conformity with 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe' (2020), the Greenbelt Plan (2017), the Region of Halton Official Plan (2018), the Town of Milton Official Plan (including OPA 31), and LOPA 67 and Part C.2 of Town of Milton's Official Plan, which establishes policies for the Milton 401 Industrial/Business Park Secondary Plan District.

Each policy document discussed below cites relevant polic(ies) and is followed by divided commentary (where applicable) relating to the relevant planning applications being considered, including the proposed ROPA, LOPA, Draft Plans of Subdivision and Zoning By-Law Amendments.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (the "PPS") was released by the Ministry of Municipal Affairs and Housing on February 28, 2020, and came into effect on May 1, 2020. It replaced the 2014 PPS, and all decisions are now required to be consistent with the 2020 PPS.

As set out in the PPS, the province's long-term prosperity depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, the protection of resources, public health and safety while facilitating economic growth (Section 1.0). The PPS provides a high-level policy foundation that promotes and enhances the concept of a complete community.

Section 1.1.1 and 1.1.3 of the PPS discusses Settlement Areas. The PPS promotes efficient development patterns by directing growth to settlement areas, discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and accommodating a range and mix of uses.

1.1.1 Healthy, livable 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;*
- 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;*
- 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*

1.1.3.1 Settlement areas shall be the focus of growth and development.

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) are freight-supportive.*

ROPA and LOPA:

The proposal to include the ‘northern sliver lands’ into the Region’s and Town’s respective Urban Areas through the proposed ROPA and LOPA will enable more efficient and contiguous employment development on the Subject Lands and this will ultimately provide both economic and fiscal benefits to the Region and the Town. Further, this addition will allow for the logical and efficient use of land and infrastructure, as it will provide for the proposed industrial development to extend contiguously to the border of the Greenbelt, where these lands would otherwise be an isolated strip of vacant land. Leaving an otherwise underutilized, vacant sliver of land outside of the ‘Urban Area’ would be contrary to the land development efficiencies promoted by the PPS, 2020.

Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed Draft Plans of Subdivision seek to develop lands that have recently been brought into the Town of Milton’s Urban Area (as well as the lands proposed to be brought in via the proposed ROPA and LOPA) for employment uses. The Subject Lands are in the Urban Area, which is the focus of growth and development and is a Settlement Area as defined by the PPS. The lands will be developed efficiently and will strive to achieve employment growth and density targets prescribed by the Growth Plan and Halton Region.

The proposed development will efficiently use infrastructure. In the CESS, TMIG concludes that planned expansions planned by Halton Region to the municipal water and sewer system will sufficiently support the planned development of the subject lands.

The existing and planned designated cycle lanes running parallel to James Snow Parkway, Regional Road 25 and No. 5 Sideroad will provide active transportation links to the large residential communities south of Highway 401 and Steeles Avenue, while Milton Bus Route 1 connects the subject lands to the Town as a whole, as well as Halton Region and surrounding Regions via the Milton GO Station. Together, these transit and active transportation options will help to reduce automobile dependency by encouraging commuting between the employment area and residential areas via public transit and active transportation, which in turn will help to reduce the impacts of climate change.

Moreover, as outlined in the CESS, the lands will be developed in a manner that conserves biodiversity by avoiding impacts to the adjacent Greenbelt. In the CESS, Savanta concludes that the proposed development will restore and sustain ecosystem functions and services, restore biodiversity, reduce disaster risk, increase infiltration capacity and flood control, enhance watercourses, and increase habitat diversity. As well, the installation of buffers will protect woodlots, riparian areas, and other natural features. Taking all of this into account, not only will the natural environment be protected and enhanced, but these measures will further help to reduce the impacts of climate change.

Importantly, both properties have convenient access to the 401, one of the Province's most important freight corridors. This proximity makes it an ideal location for additional industrial and heavy commercial development, which tend to rely on the movement of goods in large quantities.

Policy 1.1.3.6 regards new development in designated growth areas:

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.

ROPA and LOPA:

The inclusion of the 'northern sliver lands' into the Urban Area for future employment uses through the proposed ROPA and LOPA is an opportunity to facilitate new employment development in a slightly expanded designated growth area. As noted above, the 'northern sliver lands' represent an ideal opportunity to utilize otherwise vacant 'unusable' (unavailable) land in a compact form with servicing efficiencies.

Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed Draft Plans of Subdivision will create new industrial blocks immediately adjacent to existing industrial areas to the west and south, extending the contiguous industrial area. The concept plan shows industrial buildings with a lot coverage of 52.92% for Block 1 on the West

Block (138,317 sq.m. (1,488,836 sq.ft.) footprint on a 26.64 hectare (65.83 acre) block), and a coverage of 31.36% for Block 1 on the East Block (213,314 sq.m. (2,296,387 sq.ft.) footprint on a 68.02 hectare (168.08 acre) block), for an average lot coverage of 37.15% across the industrial blocks, thereby efficiently maximizing on available employment space. (This does not take into account Block 2 on the East Draft Plan of Subdivision, as a concept plan for this block has not been drafted at this stage).

Policies 1.1.3.8 and 1.1.3.9 pertain to the expansion of settlement areas:

1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

[...]

c) in prime agricultural areas:

- 1. the lands do not comprise specialty crop areas;*
- 2. alternative locations have been evaluated, and*

- i. there are no reasonable alternatives which avoid prime agricultural areas; and*
- ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and

e) impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.

1.1.3.9 Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of settlement area boundaries outside a comprehensive review provided:

a) there would be no net increase in land within the settlement areas;

b) the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality;

c) prime agricultural areas are addressed in accordance with 1.1.3.8 (c), (d) and (e); and

- d) the settlement area to which lands would be added is appropriately serviced and there is sufficient reserve infrastructure capacity to service the lands.*

ROPA and LOPA:

It is important to note that the Region of Halton is currently undertaking its MCR process to consider additional lands, including employment lands, for urban expansion pursuant to the Growth Plan, 2020. In this regard, the proponent has made a formal request to the Region to add the ‘northern sliver lands’ to the Urban Area through that process and this consideration is ongoing through the MCR process. Consistent to, and in support of that request, the subject ROPA and related LOPA are being advanced by the proponent concurrently to the MCR process.

The slight expansion of the Urban Area to encompass the ‘northern sliver lands’ represents a minor adjustment to the Urban Area limits and the Milton 401 Industrial/Business Park Secondary Plan to facilitate the comprehensive development of lands for future employment uses. Inclusion of the ‘northern sliver lands’ in the Urban Area would provide an optimal opportunity to maximize the employment development potential of the surrounding lands thereby assisting the Region and Town in achieving important employment growth targets.

The ‘northern sliver lands’ are currently designated Agricultural Area in the Regional and Local Official Plan; however, on their own, these lands are not conducive to agricultural activities or operations. Further, as demonstrated by Colville Consulting (“Colville”) in the Minimum Distance Separation (“MDS”) Requirements Report (October 2021), these ‘northern sliver lands’ are not impacted by any neighbouring agricultural facilities that would impose an MDS arc on the lands – the proposed settlement boundary expansion is consistent with MDS policies and the MDS setbacks can be met.

Through a review of the size, shape and isolated location of the ‘northern sliver lands’, as well as acknowledging their location immediately adjacent to the newly expanded ‘Milton 401 Industrial Business Park Secondary Plan’, it is demonstrated that including these lands inside of the Urban Area is appropriate and a more efficient and logical use of land, as opposed to allowing the ‘northern sliver lands’ to remain vacant and underutilized.

Section 1.2.1 contains policies related to ensuring a coordinated and comprehensive approach to planning:

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, 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; [...]*

ROPA and LOPA:

As a result of the previous Regional Official Plan process (Sustainable Halton ROPA 38 process), approximately 74 hectares (182 acres) of the subject lands were brought into the Milton Urban Area for urban and employment land use designation and development. However, approximately 14.25 hectares (35.21 acres) of the proponent's landholdings were left outside of the Urban Area. Accordingly, proposed development seeks to bring the 'northern sliver lands' into the Region's and Town's respective Urban Areas. As the lands to be brought into the Urban Areas will be planned and developed comprehensively with the rest of the subject lands, this will achieve the purpose of Policy 1.2.1, as it will ensure that infrastructure is planned cohesively. (*Figure 2 – ROPA and LOPA limits*). Further, the addition of these lands will enable more efficient and contiguous employment development on the Subject Lands, and this will ultimately provide both economic and fiscal benefits to the Region and the Town.

Section 1.2.6 of the PPS contains policy directives related to land use compatibility. The following policy is worth reviewing:

- 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

Draft Plans of Subdivision and Zoning By-law Amendments:

The subject properties are located adjacent to lands that are used primarily for either industrial or agricultural purposes. The Milton 401 Industrial/Business Park Secondary Plan Area was established in order to provide the flexibility to accommodate a broad range of potential employment uses which, at the same time, ensures that there are appropriate controls on development to ensure any potential conflicts between land uses is minimized. The development proposal involves future industrial or manufacturing uses, among other uses. These types of uses are considered 'major facilities' pursuant to the PPS. Accordingly, land use compatibility has been examined for the development proposal from a noise impact perspective.

HGC Engineering has assessed the potential impacts of noise from the proposed development in the Noise Feasibility Study, dated September 15, 2021. This study finds that the predicted sound levels due to truck activities and mechanical equipment may exceed MECP's applicable limits at the residential receptors during nighttime hours. Accordingly, the report recommends that noise control measures are implemented. Specifically, HGC recommends a 4 metre (13.12 foot) high noise barrier along the majority of the northern edge of the East Block's main industrial block (Block 1), south of the NHS Channel Block (Block 4) to buffer potential noise impacts from industrial uses on site. A 2.5 metre (8.2 foot) high noise buffer is also recommended behind the rear lot line and along part of the southern side lot line of 8820 Boston Church Road (on the West Draft Plan) in order to buffer the residence from the possible noise from the proposed industrial

facilities on the West Block. HGC concludes that these buffers will effectively mitigate the impact of noise on the existing residences.

Section 1.3 of the PPS sets out policies on Employment and Employment Areas, including the following:

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;*

[...]

- e) ensuring the necessary infrastructure is provided to support current and projected needs.*

1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

ROPA, LOPA and Draft Plans of Subdivision and Zoning By-law Amendments:

The proposal to include the northern sliver lands in the Urban Area and to comprehensively develop the Subject Lands (West and East Plans of Subdivision) for the proposed Draft Plans of Subdivision provide an opportunity for the Town to implement the vision set out in the Milton 401 Industrial/ Business Park Secondary Plan and to increase and diversify its economic base, and to achieve a more balanced ratio between residential population and employment. The proposed

development of the Subject Lands can be adequately serviced by planned upgrades to Halton Region's water and sewer infrastructure, as explained in detail in the CESS. These lands represent the logical development of lands planned to be incorporated into the Secondary Plan area that is precisely in line with the intent of the employment area. The proposal will develop lands in proximity to the 401 Corridor (which is a primary goods movement and transportation corridor) with uses that complement and make use of the access to a major goods corridor.

Sec 1.6 of the PPS contains policies related to infrastructure and public service facilities. The following policy directives are important to review:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

1.6.2 Planning authorities should promote green infrastructure to complement Infrastructure

ROPA, LOPA and Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed in the CESS, the enhancement, restoration, and creation of new habitat features planned as part of the Proposed Development will increase the adaptive capacity of natural systems, allowing the areas to better cope with climate change. The CESS recommends that robust vegetative buffers be maintained, as they provide an abundance of ecosystem functions and services in the face of climate change. Moreover, the retention of forested areas, wetlands and greenspace has the ability to provide climate mitigation services by sequestering greenhouse gases from the atmosphere and can provide temperature regulating services by contributing to a reduction in the urban heat island effect.

In regards to green infrastructure, the proposal includes the realignment of a headwater drainage feature ("HDF") within the 30 m wetland buffer, running east to discharge to the realigned tributary corridor. The realigned swale (also referred to as the "green swale" or "bioswale") will be designed to convey discharge from the wetland in the same manner as the current HDF does to avoid any changes in wetland hydrology due to outflow conditions. Ultimately, an enhanced green swale design is recommended as it will provide higher ecological value and function to the Regional Natural Heritage System ("RNHS") as it will be more dynamic and diverse than a typical conveyance swale. This green swale will be constructed within existing actively managed agricultural fields; therefore, no negative impacts are predicted as a result of the construction and establishment of the green swale within the 30 m vegetative buffer. No hydrological impacts on wetland are expected to occur

Section 1.6.6 of the PPS contains policies on Sewage, Water and Stormwater. The following policies have been taken into account:

- 1.6.6.1 Planning for sewage and water services shall:*
- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services;*
 - b) ensure that these systems are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. prepares for the impacts of a changing climate;*
 - 3. is feasible and financially viable over their lifecycle; and*
 - 4. protects human health and safety, and the natural environment;*
 - c) promote water conservation and water use efficiency;*
 - d) integrate servicing and land use considerations at all stages of the planning process; [...]*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed in the CESS, Halton Region’s existing water and wastewater servicing infrastructure does not currently extend to the subject lands, but planned expansion to the Region’s municipal servicing infrastructure will sufficiently service the lands for the proposed use. The Region of Halton’s Development Charges Water / Wastewater Technical Report (September 2016) contains plans for a new watermain and sanitary sewer, which will roughly follow a northward trajectory from James Snow Parkway along the east side of the East Block, follow the northern boundary of the East Block, and continue northward up Boston Church Road, servicing the West Block as well. This project is scheduled for 2026. Further, the proposed development shown on the concept plan will allow for efficient servicing and play a roll in conserving water and preparing for the impacts of a changing climate.

- 1.6.6.7 Planning for stormwater management shall:*
- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
 - b) minimize, or, where possible, prevent increases in contaminant loads;*

- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The CESS explores in detail how the above policies will be met by the proposed development. TMIG concludes that the proposed realignment of drainage features on the subject lands, combined with the addition of the stormwater management ponds and conveyance swales, will ensure that post- to pre-development peak flow control (as a minimum) achieves flood control objectives for all storm events (2 year to 100 year) and including the Regional Storm event. TMIG recommends a number of other environmentally friendly stormwater management methods, to be explored and added at the detailed design stage. These include, but are not limited to, LIDs, rain gardens, buffer strips and bio-retention areas. These features will help manage stormwater on-site and will increase stormwater attenuation and re-use.

Section 1.6.7 of the PPS contains policies for Transportation Systems. The policies below are of relevance to the proposal:

- 1.6.7.1 *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*
- 1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 1.6.7.3 *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*
- 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.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The Traffic Impact Study (TIS), prepared by TMIG and dated September 2021, explains in detail how the above policies will be met. The study estimates the site traffic volumes generated by the proposed development during the critical weekday a.m. and p.m. peak hours to assess the impact of site traffic on roadways within the study area and to recommend improvements to accommodate the projected traffic. It takes into account the expected traffic generation from the subject lands, the anticipated background growth rate on Town roads and Regional roads (traffic growth not related to the Proposed Development), and planned municipal upgrades to Regional Road 25 and James Snow Parkway. The TIS concludes that all but one of the roads in their current and planned states will satisfactorily support the increase in traffic, and that all nine access points from the subject lands to existing public roads will function optimally. Of these accesses, six are proposed to be unsignalized, while the two accesses from the East Draft Plan of Subdivision to James Snow Parkway are proposed to be signalized. They recommend signalization of two currently-unsignalized intersections: No. 5 Side Road and Esquesing Line, and No. 5 Sideroad and Boston Church Road. They also recommend that Boston Church Road be upgraded and widened to accommodate the site-related traffic, and that turning lanes be added to the roads at six of the access points to the Proposed Development.

The Town's Transportation Master Plan identifies both Boston Church Road and Esquesing Line as "Collector" roads. Following the adoption of LOPA No. 67, the portions of these two roads within the Secondary Plan District are designated as "Collector" roads by Schedule C.2.A (see *Figure 6: Milton 401 Industrial/Business Park Secondary Plan – Structure Plan*). As the "Collector" designation requires a 26 metre ROW, the Draft Plans of Subdivision propose to convey the required road widening blocks to each public road to help achieve the ultimate ROW.

The subject lands will be accessible via the multimodal transit system, with an existing shared bicycle and pedestrian trail along the south side of James Snow Parkway and planned on-street paths are to be constructed along Regional Road 25 and No. 5 Sideroad. The James Snow Milton stop, on via Milton Bus Route 1 (Industrial), is approximately 450 metres to the nearest access point to the East Block and approximately 850 metres to the nearest access point to the West Block. However, development of the subject lands will increase demand in the area and may lead to expanded transit options, as the proposed development of land use on the subject lands is transit-supportive.

Section 1.6.8 of the PPS has policy directives related to transportation and infrastructure corridors, with the following policies being applicable to the subject proposal:

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

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be

designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As noted above, the development proposal seeks to develop both the West and East Draft Plans of Subdivision in a manner that is complementary to their location in proximity to the Highway 401 major goods corridor. The industrial lots are anticipated to be developed with facilities that are reliant on freight and goods movement, and thus are in line with the Province's intent for Transportation Corridors. As already noted, the Town of Milton recently adopted LOPA 67 which brought the lands into the Milton 401 Industrial/Business Park Secondary Plan District, and the proposal is therefore consistent with the Town's vision for these lands as employment lands, as well as the required ROW widths for Boston Church Road and Esquesing Line, which are now designated "Collector Roads" within the Secondary Plan District.

Section 1.7 of the PPS regards Long-Term Economic Prosperity. The policies listed below are applicable to the subject proposal:

- 1.7.1 Long-term economic prosperity should be supported by:*
- a) promoting opportunities for economic development and community investment-readiness;*
 - c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

ROPA and LOPA:

The proposed ROPA and LOPA will assist the Region and Town in achieving long-term economic prosperity, as they will unlock a small strip of land for cohesive industrial/employment development with the bulk of the lands, where it would otherwise be a remnant parcel of agricultural land, sandwiched between the NHS lands and industrial property. It is the optimal use of the land, and provides for efficient and cost effective use of land and infrastructure.

Draft Plans of Subdivision and Zoning By-law Amendments:

The subject proposal will strengthen the long-term economic prosperity of the Town of Milton and the Region of Halton. By creating over 100 ha of industrial land with a variety of potential uses (consisting of Block 1 of the West Draft Plan of Subdivision and Blocks 1, 2 and 8 of the East Draft Plan of Subdivision), the proposed development will create a large number of jobs and will bring outside investment into the Town of Milton, creating new opportunities for local residents and having a reverberating impact on the local economy. At its current stage, the layout of the industrial blocks optimizes the long-term availability and use of land by providing flexibility in lot sizes and layout which will allow the proponent and Town to attract the optimal businesses to set up shop in Milton.

Section 1.8 of the PPS sets out policies on Energy Conservation, Air Quality and Climate Change. The following policies are pertinent to the proposed Draft Plan of Subdivision:

- 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: [...]*
- 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) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;”*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed above in this report, the two proposed Draft Plans of Subdivision will be accessible via public transit and the active transportation network (part of which exists, and part of which is planned). The proposal seeks to develop employment lands that are connected to residential areas via other means than simply personal automobiles (though personal automobiles may still be the primary means of transportation). It will also create local employment opportunities, decreasing the need for Milton residents to commute to other municipalities for employment. As such, this proposal will help to achieve the province’s goal of reducing greenhouse gas emissions and preparing for the impacts of climate change.

The subject properties will also have convenient access to the 401 Highway via intersections with James Snow Parkway and Regional Road 25. This ease of access to the Highway is a necessity for the planned industrial uses, and ensures that travel routes between production and delivery will be as efficient as possible, thereby conserving energy as much as is feasible.

Section 2.1 of the PPS has policy directives related to preservation and protection of natural heritage features and functions, as follows:

- 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.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

In order to identify natural features on the subject lands, Savanta conducted a number of field studies as part of the CESS. Savanta's study identified features including Candidate Significant Valleylands, Significant Woodlands, Regionally Significant Wetlands, Habitat for Endangered or Threatened Species, Significant Wildlife Habitat, and Fish Habitat. As identified on Appendix B, Figure 12 of the CESS, none of these features were identified within the lands proposed to be developed (that is, blocks propose to be zoned variations of "Industrial", "Business Commercial" or "Open Space" for Stormwater Management). Within the northern portion of the East Block (contained within the Greenbelt Plan area), Significant Woodlands, Unevaluated Wetlands, and potential Endangered Species Habitat were identified. These features are entirely within the lands proposed to be zoned "Greenlands 'A'", which will ensure they are protected and preserved through this development. There are two small wetland communities within the West Block. However, these are outside the Greenbelt and have been determined not to be significant, as neither wetland unit provides breeding amphibian habitat due to absence or low water levels. As such, mitigation in the form of wetland replacement is proposed at a 1:1 ratio within the tableland area between the realigned channel corridor and the retained woodland buffer.

Savanta also concludes that the subject proposal will have minimal impact on biodiversity. After conducting a number of surveys on the subject lands, Savanta found no Bobolink nor Eastern Meadowlark nor their breeding habitat, no salamander species, no evidence of turtle nesting, and minimal snake activity. A total of eight butternut trees were found, all of which are located within the Woodlot/Wetlands block in the far northeast corner of the East Block, to be placed under protective "Greenlands 'A'" zoning.

The West Block has an existing drainage feature, which is proposed to be realigned to run along the west side of the property to achieve enhancement of the feature and its riparian zone, adjacent to the CN Railway and within a protected NHS block.

The East Block has a number of minor drainage features running through it, each with several branches. Savanta identifies two watercourses in the CESS – the Middle Branch of Sixteen Mile Creek in the northeastern corner (within the Greenbelt) and the Tributary of the Middle Branch of Sixteen Mile Creek. The Middle Branch is proposed to be maintained in its current form, while the Tributary is proposed to be realigned to traverse the site via Block 4 (the NHS Channel Block) to achieve enhancement of the feature and its riparian zones. The realignment of the Tributary is anticipated to enhance wildlife habitat associated with the feature and provide additional habitat and buffering capacity to the existing significant areas in the Greenbelt Plan. As discussed in the CESS, the Tributary has a Medium Constraint rating, which recognizes that the watercourse provides important biophysical and ecological functions (flow conveyance, aquatic habitat, erosion and sedimentation processes). But, as it has an intermittently flowing system with high degree of alteration due to land use, it does not warrant protection in place. Under the Medium Constraint rating system applied in other areas of Milton, watercourse alterations are typically permitted, while ensuring that the important functional attributes are maintained or enhanced. The CESS identifies the watercourse as being heavily impacted by historical modifications. The current degraded conditions of this watercourse, as a result of the long-history of agricultural land use on the property, provide an opportunity for substantial improvement in the form and function of the

feature. Savanta concludes that, through the restoration and enhancement works to reduce sediment loading and increase wildlife habitat, the realignment will have overall net positive effects on fish and fish habitat. Savanta concludes that other, more minor drainage features can be replicated via lot level conveyance measures, while TMIG concludes that stormwater flow rates will not be impacted by realignment of the channels. The three Woodlot/Wetland blocks in the northern portion of the property will be protected from the impacts of development via a 30-metre-wide Wetland Buffer block, as well as the restrictive Zoning.

Section 2.3 of the PPS contains policy directives related to agriculture and since the ‘northern sliver lands’ are currently designated Agricultural Area and are proposed to be brought into the Urban Area through site specific ROPA and LOPA applications, these policy directives are worthwhile reviewing:

2.3.5 *Removal of Land from Prime Agricultural Areas*

2.3.5.1 *Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.*

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:*

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.*

ROPA and LOPA:

The ‘northern sliver lands’ are an irregularly shaped parcel of land sandwiched between the current Urban Area boundary and related Milton 401 Industrial / Business Park Secondary Plan limit (per Town Adopted LOPA No. 67) and the Greenbelt Plan limit. The lands are linear and have very limited road frontage on Esquesing Line.

As noted by the Town of Milton in their LOPA No. 67 staff report, according to the Town of Milton Employment Land Needs Assessment (2016), over the 2016 to 2041 planning horizon, Milton is forecasted to add a total of approximately 49,010 jobs on employment lands of which 2,450 (5%) are anticipated to be accommodated through intensification and 46,560 are expected to be accommodated on vacant employment lands. A minimum of 491 net hectares (1,213 net acres) of additional designated vacant employment land is required to accommodate forecasted employment growth to 2041. In short, the supply of Milton’s employment lands includes existing designated and built out lands, planned employment areas (Greenfield areas) and Future Strategic Employment Areas, intended to accommodate growth over the longer term. By including the ‘northern sliver lands’ for future employment development for the planning period 2021 to 2031, the Region and Town will be achieving their employment land needs for this planning period.

With the advancing growth proposal for industrial development on immediately abutting lands, it is logical and appropriate to consider the inclusion of the narrow sliver of lands in the Urban Area to allow for the most efficient and cost-effective development of the lands, while not limiting any possible future agricultural potential of the lands, given their irregular shape, size and location. Further, since specialty crops are predominantly grown as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, it is believed that the ‘northern sliver lands’ are not considered to be specialty crop lands. Further, it has been confirmed by Colville in the MDS Assessment that these lands are not impacted by any neighbouring livestock facilities that would otherwise create an MDS arc. In consideration of all of this, there are no alternative expansion lands that would be more appropriate for Urban Area and employment land expansion than the ‘northern sliver lands’

Section 2.6 of the PPS contains policy directives related to cultural heritage and archaeology. The following policy directives are worthwhile reviewing:

- “2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”*

Draft Plans of Subdivision and Zoning By-law Amendments:

Archaeological Assessments were completed by Archaeological Assessments Ltd. for both properties. The Assessments determined that each property had one area of archaeological

significance that required a Stage 4 excavation: the Andrew Aitkin Site on the East Block (including the Aitkin-Snow House and its surroundings) and the Laidlaw I Site on the West Block. Both sites were stripped of topsoil and fully excavated and catalogued. As such, the site has no further cultural heritage value.

Moreover, as discussed by AREA (Architects Rasch Eckler Associates Ltd.) in the Heritage Impact Assessment (HIA), the Aitken-Snow House is proposed to be relocated and protected. AREA identifies the House as having historical value for its direct association with Scottish settlers who came to the Township starting in the 1820s, and supports its relocation while making recommendations regarding conservation before, during and after the House's relocation.

Throughout this section of the report, it has been demonstrated that the proposed ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments are consistent with policy directives of the Provincial Policy Statement, including policies on settlement areas, land use compatibility, employment and employment areas, transportation and infrastructure corridors, energy conservation, air quality, natural heritage, agriculture and cultural heritage. The Amendments to the Regional and Local Official Plans and the related Draft Plans of Subdivision and Draft Implementing Zoning By-laws are required to facilitate the proposed employment uses being advanced through these development applications and this review has confirmed that the proposed development is consistent with the PPS.

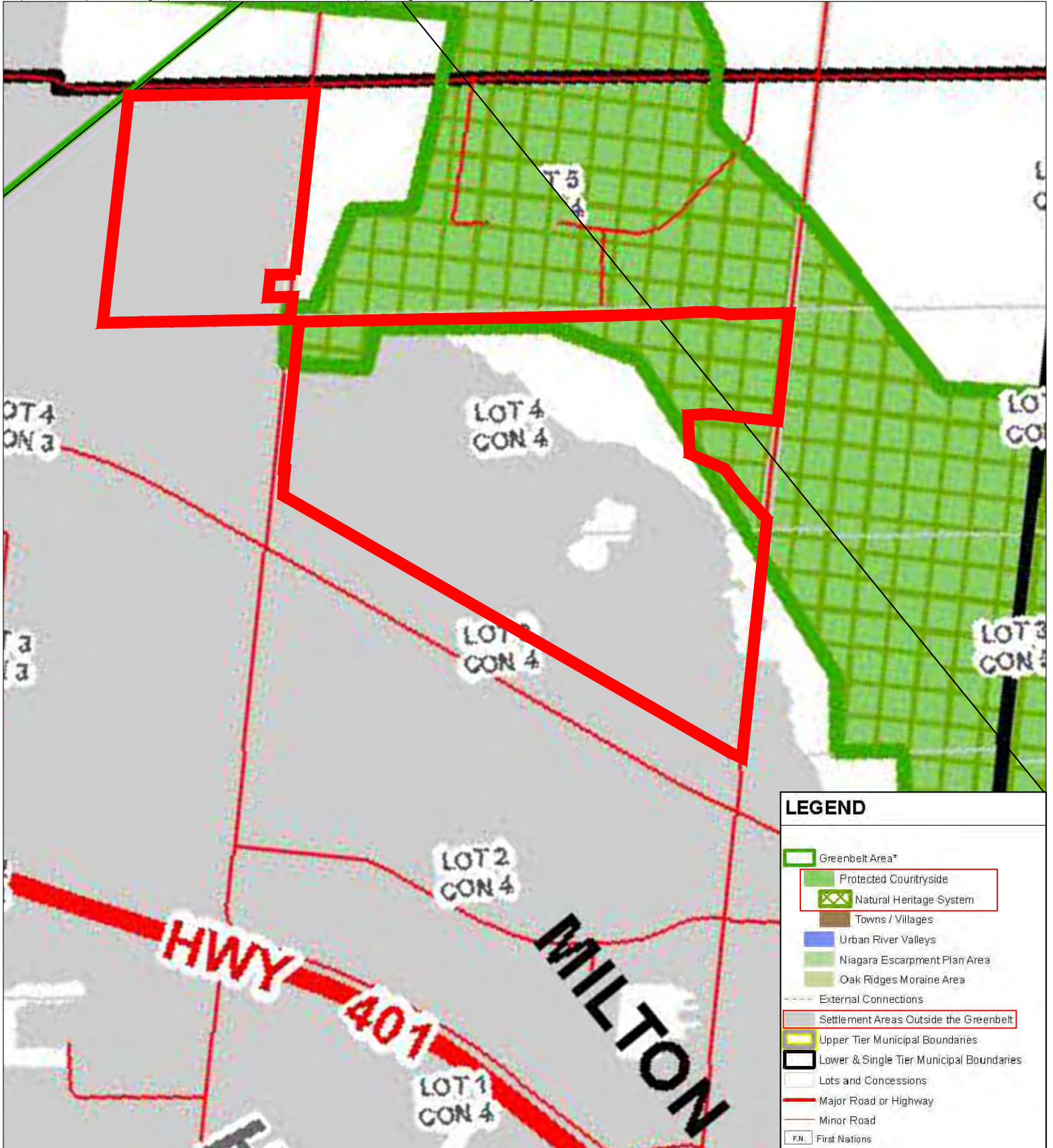
4.2 Greenbelt Plan, 2017

The Greenbelt Plan (May 2017) guides urban structure, including where and how future growth should be accommodated and what must be protected for current and future generations. The Greenbelt Plan identifies where urbanization should not occur to provide permanent protection of the agricultural land base and the ecological features and functions occurring within the Plan area.

A portion of the lands owned by the proponent are located within the Greenbelt Plan area. As shown on *Figure 7: Greenbelt Plan Schedule 1: Greenbelt Area*, the portion of the Subject Lands within the Greenbelt Plan are generally located along the northern limit of the Subject Lands and are designated "Protected Countryside" and "Natural Heritage System" overlay.

It is important to note that the proposed development has been designed to ensure all future employment development is located outside of the Greenbelt Plan boundary. The policies of the Greenbelt Plan have been reviewed as it relates to the proposed development that is adjacent to the Greenbelt Plan boundary and as it relates to a proposed green swale and a proposed replicated table wetland that are proposed within the limits of the Greenbelt Plan area (see *Figure 8: Proposed Green Swale and Wetland Compensation Area*).

The aforementioned green swale represents green infrastructure, and involves the realignment of the HDF, running east to discharge to the realigned tributary corridor.



LEGEND

- Greenbelt Area*
- Protected Countryside
- Natural Heritage System
- Towns / Villages
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper Tier Municipal Boundaries
- Lower & Single Tier Municipal Boundaries
- Lots and Concessions
- Major Road or Highway
- Minor Road
- First Nations

FIGURE 7

GREENBELT PLAN SCHEDULE 1

GREENBELT AREA

Milton North Business Park
Town of Milton, Region of Halton

LEGEND

- Subject Property



Scale: N.T.S.
October 4, 2021

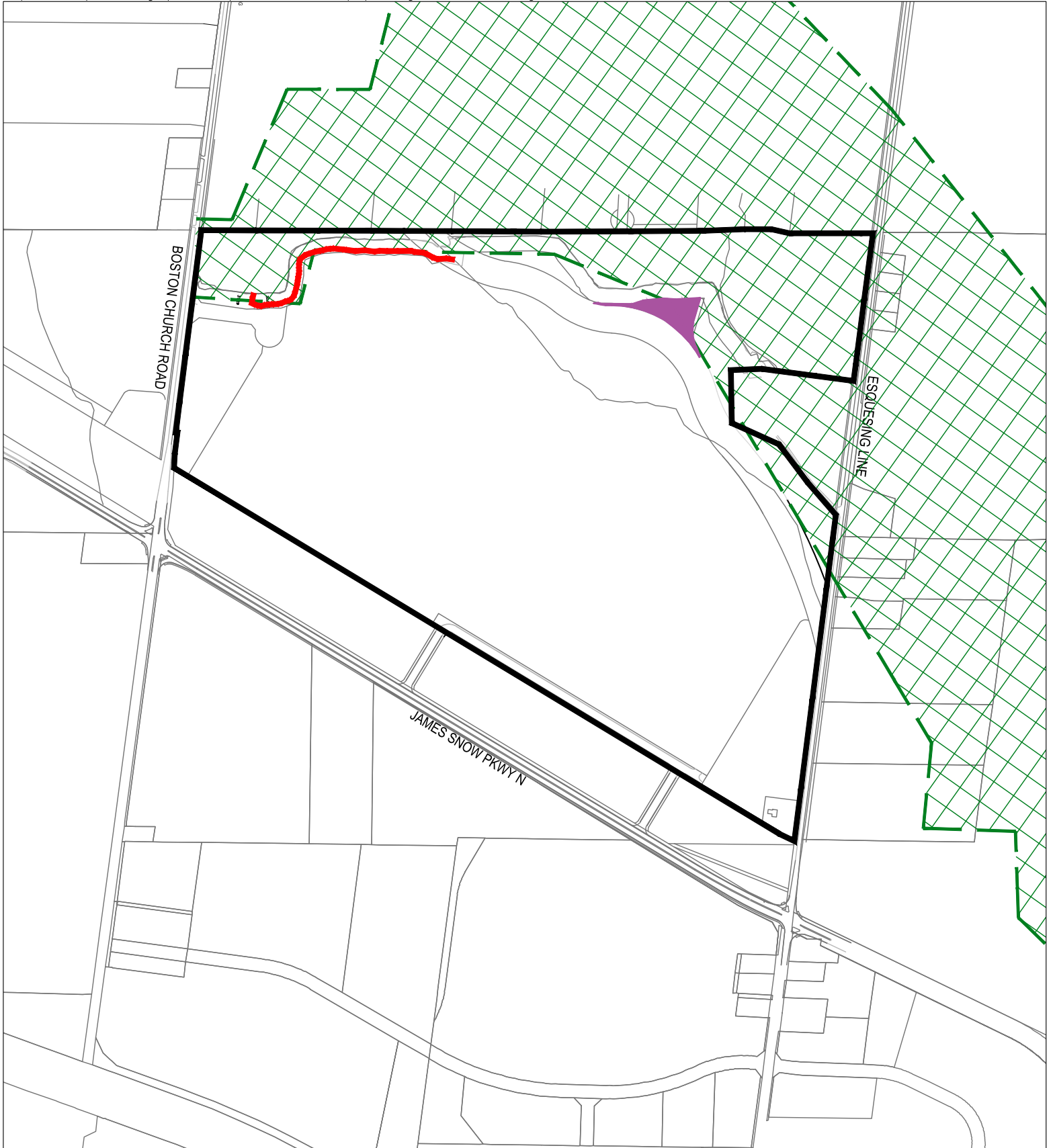






FIGURE 8

PROPOSED GREEN SWALE AND WETLAND COMPENSATION AREA

Milton North Business Park
Town of Milton, Region of Halton

LEGEND

-  Subject Lands
-  Proposed Green Swale
-  Proposed Wetland Compensation Area
-  Greenbelt Plan Limit



Scale: N.T.S.
October 4, 2021

As well, a “created wetland” or “replicated tableland wetland” is proposed north of the realigned channel block, partially within the Greenbelt (of the 0.61 ha of created wetland area proposed, 0.27 ha will be located within the Protected Countryside boundary within existing actively managed agricultural field, while the remaining 0.35 ha will be proposed outside of the Protected Countryside boundary).

The wetland compensation area straddles the line between the ‘northern sliver lands’, which are subject to the ROPA and LOPA applications, and Greenbelt lands to the north. Accordingly, this analysis relates to the ROPA and LOPA applications, as well as to the East Draft Plan of Subdivision and related Zoning By-Law Amendment applications.

Section 1.2.2 establishes goals for the Protected Countryside. Within this section, 1.2.2.2 regards Environmental Protection:

1.2.2.2. Environmental Protection

- a) Protection, maintenance and enhancement of natural heritage, hydrologic and landform features, areas and functions, including protection of habitat for flora and fauna and particularly species at risk;*
- c) Protection, improvement or restoration of the quality and quantity of ground and surface water and the hydrological integrity of watersheds; and*
- d) Provision of long-term guidance for the management of natural heritage and water resources when contemplating such matters as watershed/subwatershed and stormwater management planning, water and wastewater servicing, development, infrastructure, open space planning and management, aggregate rehabilitation and private or public stewardship programs.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed above, the green swale will have a net positive impact on natural heritage and the hydrological integrity of the watershed. It will be designed to convey discharge from the wetland in the same manner as the current HDF does in to avoid any changes in wetland hydrology due to outflow conditions. Ultimately, an enhanced green swale design will provide higher ecological value and function to the RNHS as it will be more dynamic and diverse than a typical conveyance swale. This green swale will be constructed within existing actively managed agricultural fields; therefore, no negative impacts are predicted as a result of the construction and establishment of the green swale within the 30 m vegetative buffer. No hydrological impacts on wetland are expected to occur.

The proposed swale will be located along the edge of the RNHS within the East Draft Plan of Subdivision, within the 30m wetland and woodland buffer. The width of the swale varies from 5

m to 10 m, along the outer limit of the 30m buffer (i.e., away from the wetland and woodland). The enhanced bioswale offers numerous benefits to the system, including retention and detention of flows, onsite infiltration, and polishing effects. The bioswale design includes the addition of pit and mound features, along with seasonal vernal pools. Native plantings are also proposed throughout the feature to provide improved natural cover. Layers of vegetation providing cover will assist with maintaining moist conditions within the swale throughout the year. Seasonal pools will also provide potential breeding habitat for amphibians.

Similarly, the created wetland consists of mineral meadow marsh and/or shallow marsh. It is envisioned to function as a healthy and diverse ecosystem where ecological functions will be augmented and replicated. The created wetland is proposed to compensate for the removal of unevaluated wetland on the West Draft Plan of Subdivision.

Considering the above, the proposed green swale and created wetland conform to the environmental protection policies of the Greenbelt Plan.

Further, Section 1.2.2.5 regards Infrastructure and Natural Resources within the Protected Countryside:

1.2.2.5. Infrastructure and Natural Resources

- a) *Support for 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;*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

This policy is applicable to the proposed works within the Greenbelt, as both proposed features fall under the definition of *Green Infrastructure*:

Green infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Both features are human-made elements that provide ecological and hydrological functions. The green swale, in particular, is to be a naturalized channel. In this regard, as discussed above, the features improve the overall ecological and hydrological function of the lands, thereby minimizing environmental impacts. Moreover, these features support the social and economic aims of the Growth Plan, as they provide for the efficient and logical development of employment lands that will create local jobs and be a boon to the local economy. As such, the proposed development conforms to the Greenbelt's policies regarding Infrastructure and Natural Resources.

Section 3.2.2 of the Greenbelt Plan establishes Natural Heritage System Policies. The following policies are relevant to the proposed development:

- 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;*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed by Savanta in the CESS (specifically in Section 6.1, which regards Natural Heritage), both the proposed green swale / naturalized channel will have a positive impact on natural heritage and hydraulic features. It will be designed to convey discharge from the wetland in the same manner as the current HDF does in to avoid any changes in wetland hydrology due to outflow conditions. Ultimately, an enhanced green swale design is recommended as it will provide higher ecological value and function to the Regional Natural Heritage System (RNHS) as it will be more dynamic and diverse than a typical conveyance swale. This green swale will be constructed within existing actively managed agricultural fields; therefore, no negative impacts are predicted as a result of the construction and establishment of the green swale within the 30 m vegetative buffer surrounding the existing wetland. No hydrological impacts on wetland are expected to occur.

Moreover, the created wetland, which will consist of mineral meadow marsh and/or shallow marsh, is envisioned to function as a healthy and diverse ecosystem where ecological functions will be augmented and replicated. It will compensate for the removal of unevaluated wetland on the West Draft Plan of Subdivision and, as such, has a positive impact on natural heritage.

The proposed green swale / naturalized channel will enhance connectivity of key natural heritage and hydraulic features, as it (a) provides enhancement to fish habitat and (b) allows for the diversion of flows from the removed drainage feature roughly in the western portion of the East Draft Plan of Subdivision (which is outside the Greenbelt).

Moreover, by removing the existing wetland and replicating it on the north side of the realigned channel, the wetland will be connected into the larger RNHS and will provide increased habitat and vegetative diversity. As such, the two proposed features enhance the connectivity of natural heritage and hydraulic features

Both the green swale / naturalized channel and the replicated tableland wetland will be constructed within existing actively managed agricultural fields. As such, removal of natural heritage and hydrologic features from the Greenbelt Area is not required in order to implement these features.

Section 3.2.5 of the Greenbelt Plan establishes policies related to Key Natural Heritage Features and Key Hydrologic Features. The following policies are reviewed in the context of the proposed green swale / naturalized channel which is proposed within portions of the vegetation protection zone (VPZ) to a key natural heritage feature consisting of the realigned channel (defined as a key hydrologic feature, for which the VPZ is required as per Policy 3.2.5.4).

- 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.*

As per the CESS, the proposed green swale / naturalized channel serves as enhanced fish and wildlife habitat, as it will naturalize and are currently used for active agriculture. Moreover, as discussed above, the green swale / naturalized channel is considered green infrastructure, as per the definition in the Greenbelt Plan. As such, the location of the feature within the realigned channel's VPZ conforms to policy 3.2.5.1, as is falls under the exceptions contained in subsections (a) and (c).

Section 4.1.1 of the Greenbelt Plan establishes General Non-Agricultural Use Policies for the Protected Countryside. The following policy is applicable:

- 4.1.1.2. *Proposals for non-agricultural uses must demonstrate that:*
- c) *There are no negative impacts on key natural heritage features or key hydrologic features or their functions; and*
 - d) *There are no negative impacts on the biodiversity or connectivity of the Natural Heritage System.*

The proposed works within the Greenbelt are entirely within the Protected Countryside, as it makes up the entirety of the Greenbelt Plan area within the Subject Lands, as per *Figure 7: Greenbelt Plan Schedule 1: Greenbelt Area*.

As discussed in the analysis of Policy 1.2.2.5, the green swale will have a net positive impact on natural heritage and the hydrological integrity of the watershed, and will provide higher ecological value and function to the RNHS as it will be more dynamic and diverse than a typical conveyance swale. This green swale will be constructed within existing actively managed agricultural fields; therefore, no negative impacts are predicted, and no hydrological impacts on wetland are expected to occur. Native plantings will be provided, and it will also provide potential breeding habitat for amphibians.

Similarly, the created wetland will function as a healthy and diverse ecosystem where ecological functions will be augmented and replicated, and will compensate for the removal of unevaluated wetland on the West Draft Plan of Subdivision.

Considering the above, the proposed green swale and created wetland conform to the Protected Countryside policies of the Greenbelt Plan.

Based on the analysis conducted for this report, as well as the information contained in the supporting materials, it is demonstrated that the proposed ROPA, LOPA, Draft Plans of Subdivision and Draft Zoning By-Law Amendment applications conform to the policies and directives contained in the Greenbelt Plan 2017.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe, 2020 (“Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the previous Growth Plans (2017, 2019) and the initial Growth Plan (2006) and responds to the key challenges that the region will face over the coming decades with enhanced policy directions.

Pursuant to Section 5.2.2 of the Growth Plan, Provincially Significant Employment Zone (PSEZ) has been identified on the Subject Lands. It is noted in the Growth Plan that “*it is also critical that we understand the importance of provincially significant employment zones and consider opportunities to better co-ordinate our collective efforts across municipalities to support their contribution to economic growth ...*” (Section 2.1). The majority of the subject lands are within a PSEZ (see *Figure 9 – Provincially Significant Employment Zones*). The West Block is entirely within the PSEZ, while the majority of the East Block is. Specifically, everything south of the Greenbelt Plan’s Protected Countryside Boundary identified on the East Draft Plan of Subdivision, is within the PSEZ, including the entirety of Sliver Lands and the proposed Industrial blocks. The Growth Plan defines PSEZs as follows:

Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

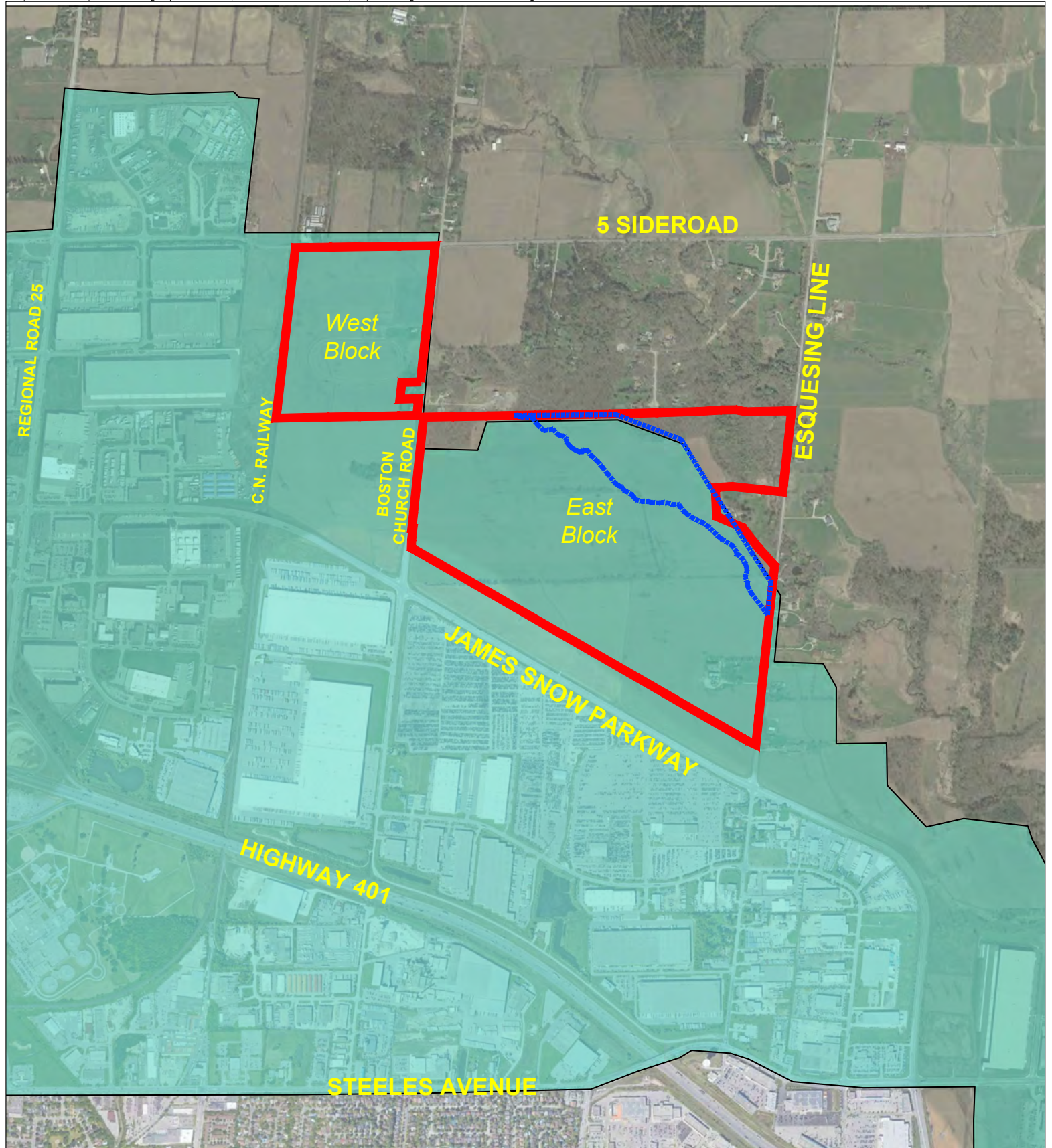





FIGURE 9

PROVINCIAALLY SIGNIFICANT EMPLOYMENT ZONES

Milton North Business Park
Town of Milton, Region of Halton

LEGEND

-  Subject Property
-  LOPA/ROPA Limits
-  Provincially Significant Employment Zones



Scale: N.T.S.
October 4, 2021

The Government of Ontario's website further describes the Provincial intent for PSEZs:

As areas of high economic output, provincially significant employment zones are strategically located to provide stable, reliable employment across the region. They provide opportunities to improve coordination between land use planning, economic development, and infrastructure investments to support investment and job creation over the longer-term.

ROPA and LOPA:

The 'northern sliver lands' are completely within the limits of the PSEZ. As such, the province's long-term goal for these 14.25 hectares (35.21 acres) is for them to be developed with employment uses, in conjunction with the remainder of the Subject Lands. It is important from a planning perspective to consider the inclusion of these irregularly shaped lands for the overall employment growth for this area since these lands are within the PSEZ limits and are otherwise not sized or shaped appropriately for any one individual development. If these lands were not approved for incorporation into the Urban Area through the subject ROPA or LOPA applications, then they would illogically remain vacant but adjacent to an otherwise comprehensive employment development. In this type of scenario, incorporating them as employment lands in the future would be a challenge. The most logical and efficient solution is to bring them into the respective Urban Areas now, allowing cohesive development of the entirety of the lands.

Draft Plan of Subdivision and Zoning By-law Amendment:

The subject proposal seeks to develop the lands precisely in line with the above noted provincial mandate related to PSEZ lands. The proposed Draft Plans of Subdivision will facilitate the development of currently underutilized lands with industrial/employment buildings. The lands are easily accessible to 401 Highway, and well served by the existing regional and local road networks, and are located a sufficient distance from the Town's residential areas so as to minimize the impacts of potentially incompatible land uses.

As will be discussed at length in Section 4.3 of this report, Milton is expected to absorb a large portion of Halton's expected population and employment growth to the year 2031. The subject lands are conveniently accessible to Milton's residential and employment areas, and the influx of jobs will help employment growth keep pace with residential growth, allowing residents to live and work within Milton and fostering a strong local economy.

Section 2.2.1 of the Growth Plan contains policies on Managing Growth as it relates to both population and employment growth. Of note:

2.2.1.2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*

- ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
- i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*

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;*

[...]

ROPA and LOPA:

The majority of the Subject Lands are within the Urban Area for the Town of Milton and, accordingly, conform to the above noted policy directives related to directing growth to these areas. The ‘northern sliver lands’ are currently beyond the Urban Area but are proposed to be brought into the Urban Area through the subject ROPA and LOPA. This is discussed later in this report under Growth Plan Section 2.2.8 (Settlement Area Boundary Expansion).

Draft Plan of Subdivision and Zoning By-law Amendment:

Both proposed Draft Plans of Subdivision are within the Town’s Urban Area. They represent a contiguous inclusion of the existing Urban Area boundary, in an area identified by the Region of Halton and Town of Milton as a strategic employment growth area. This is further evidenced by the fact the Town has recently Adopted a Local Official Plan Amendment (Amendment No. 67) to bring these lands into the Milton 401 Industrial/Business Park Secondary Plan District. As discussed by TMIG in the CESS, while Halton Region’s existing water and wastewater servicing infrastructure does not currently extend to the subject lands, planned expansion to Halton Region’s municipal systems will sufficiently service the lands for the proposed use. The Region of Halton’s Development Charges Water / Wastewater Technical Report (September 2016) contains plans for a new watermain and sanitary sewer, which will follow a roughly northward trajectory from James Snow Parkway, servicing both the East Block and the West Block. This project is scheduled for

2026. Taking the above into consideration, this development will support the achievement of a complete community on a large scale, as it will create jobs within Milton and create opportunities for more residents to live and work within the Town's borders.

The following policies from Section 2.2.5 of the Growth Plan, which regards Employment, are applicable to the proposed ROPA and LOPA, as well as the Draft Plans of Subdivision and Zoning By-law Amendments:

- 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; [...]*
- 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.*
- 2.2.5.6. *Upper- and single-tier municipalities, in consultation with lower tier municipalities, will designate all employment areas in official plans and protect them for appropriate employment uses over the long term. For greater certainty, employment area designations may be incorporated into upper- and single-tier official plans by amendment at any time in advance of the next municipal comprehensive review.*

ROPA and LOPA:

The proposed ROPA and LOPA will allow for the development of approximately 14.25 ha (35.21 ac) of land immediately adjacent to lands already designated for industrial and employment uses. The ROPA and LOPA will allow for lands that would otherwise be a remnant, isolated and irregularly shaped parcel of agricultural land to be developed efficiently and cohesively with adjacent lands. As these lands are near a goods movement corridor, allowing employment uses to be established here will implement the policies of the Growth Plan related to providing areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities to be near major goods movement facilities and corridors, including major highway interchanges. Essentially, the addition of these lands will enable more efficient and contiguous employment

development on the Subject Lands and this will ultimately provide both economic and fiscal benefits to the Region and the Town.

Moreover, as discussed above, the subject lands' location within the Province's PSEZ mapping further justifies the inclusion of the sliver of land to be brought inside the respective Urban Areas.

As per the findings of Colville's MDS Assessment, these lands are not impacted by any neighbouring livestock facilities that would otherwise create a MDS arc. Thus, the ROPA and LOPA will not create land use incompatibilities.

Draft Plans of Subdivision and Zoning By-law Amendments:

The development proposals seek to develop the lands for industrial and employment uses. Consistent with the above noted policy directives, no new residential uses are proposed, and nearby land uses (primarily industrial and agricultural) are not anticipated to present compatibility issues with uses proposed these applications. Manufacturing, warehousing and logistics are all potential uses for the proposed industrial blocks, creating precisely the types of uses that the Province targets for areas within PSEZ and near goods movement corridors.

Section 2.2.8 of the Growth Plan regards Settlement Area Boundary Expansions, and establishes policies surrounding the approval of proposed expansions:

2.2.8.3. *Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:*

- a) *there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- b) *the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;*
- c) *the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;*
- d) *the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;*
- e) *key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;*

- f) *prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:*
 - i. *expansion into specialty crop areas is prohibited;*
 - ii. *reasonable alternatives that avoid prime agricultural areas are evaluated; and*
 - iii. *where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;*

- g) *the settlement area to be expanded is in compliance with the minimum distance separation formulae;*

ROPA and LOPA:

As noted earlier in this report, the Region of Halton is currently undertaking its MCR process to consider additional lands, including employment lands, for urban expansion pursuant to the Growth Plan, 2020. In this regard, the proponent has made a formal request to the Region to add the ‘northern sliver lands’ to the Urban Area through that process and that consideration is ongoing through the MCR process. Consistent to, and in support of that request, the subject ROPA and related LOPA are being advanced by the proponent concurrently to the MCR process and based on the applicable policies within Section 2.2.8 the Growth Plan.

The proposed addition of the ‘northern sliver lands’ to the Urban Areas through the subject ROPA and LOPA applications conforms to Policy 2.2.8.3. As demonstrated by TMIG in the CESS, the lands can be adequately serviced via the planned extensions to the existing water and wastewater servicing infrastructure. Moreover, the proposed density of industrial uses on both properties, as well as the economic boon the proposed development represents, means that the required infrastructure and public services will remain financially viable over their life cycle.

TMIG has demonstrated in the CESS that the development of the ‘northern sliver’ can be effectively serviced by the planned water and sewer infrastructure. The proposed expansion is in accordance with the *Sustainable Halton Water and Wastewater Master Plan*. Moreover, the CESS demonstrates that the proposed water, wastewater and stormwater servicing can be implemented cohesively into an overall development plan that will restore and sustain ecosystem functions and services, restore biodiversity, reduce disaster risk, increase infiltration capacity and flood control, enhance watercourses, and increase habitat diversity.

While the ‘northern sliver’ is currently designated “Prime Agricultural Area” by Map 1E of the Region of Halton Official Plan, and by Schedule O of the Town of Milton Official Plan, it constitutes an isolated strip of land, bound by NHS lands to the north and by employment lands to the south. It is not specialty crop land, and its isolation means that it does not have much practical use as farmland, as it is not truly part of a “system”. As such, removing the “Prime Agricultural

Area” designation from this land is in conformity with Policy 2.2.8.3(f). Moreover, the expanded settlement area is in compliance with the minimum distance separation formulae.

Specifically, Policy 2.2.8.5 allow for adjustments to settlement area boundaries outside of the MCR process:

2.2.8.5. *Notwithstanding policies 2.2.8.2 and 5.2.4.3, a settlement area boundary expansion may occur in advance of a municipal comprehensive review, provided:*

- a) *the lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 or 2.2.5.13, as appropriate;*
- b) *the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;*
- c) *the affected settlement area is not a rural settlement or in the Greenbelt Area;*
- d) *the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and*
- e) *the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.*

2.2.8.6. *For a settlement area boundary expansion undertaken in accordance with policy 2.2.8.5, the amount of land to be added to the settlement area will be no larger than 40 hectares.*

ROPA and LOPA:

The proposed ROPA and LOPA will assist with meeting employment targets, as Schedule 3 contains a target of 500,000 jobs in Halton Region by 2051. As the applications impact a small irregularly shaped and located parcel of land, and these sliver lands are to be developed in conjunction with the abutting lands, the proposal will not impact the achievement of minimum intensification and density targets elsewhere in the Town nor the Region. Essentially, the addition of these lands will enable more efficient and contiguous employment development on the Subject Lands and this will ultimately provide both economic and fiscal benefits to the Region and the Town.

In accordance with both Policies 2.2.8.5 and 2.2.8.6, the proposed ROPA and LOPA constitute a minor increase of land within the settlement area, at 14.25 hectares (35.21 acres), and would assist the municipality in meeting employment intensification and density targets. The lands to be brought into the Urban Area are outside the Greenbelt Though these lands are anticipated to be

developed with parking and loading space, rather than built structures, their inclusion will increase the intensity of use on the subject lands. Accordingly, the CESS demonstrates that the proposed development, in its entirety, can be adequately serviced by the reserve water and wastewater infrastructure capacity. It is anticipated that the additional lands will be accounted for in the land needs assessment associated with the ongoing MCR.

Section 3.2.4 of the Growth Plan contains policies regarding Moving Goods, as follows:

- 3.2.4.1. *Linking major goods movement facilities and corridors, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The Region of Halton has implemented the Province's policy on linking goods movement corridors to employment areas by protecting and designating this area as being within the Employment Area, while the Town of Milton is in the process of implementing this policy by bringing these lands into the Milton 401 Industrial/Business Park Secondary Plan District. Development of these properties with industrial and employment uses will further implement these policies by creating freight-supportive land uses, supporting cohesion between land use planning and transportation planning. As documented in the TIS, TMIG calculated the anticipated a.m. and p.m. traffic generated by the subject lands, and concludes that the existing road infrastructure, as well as planned upgrades to James Snow Parkway and Regional Road 25, will effectively support all new trips generated by the subject proposal, though they recommend the addition of signals and turning lanes at certain locations.

Section 3.2.6 regards Water and Wastewater Systems. Policy 3.2.6.2 has been taken into consideration:

- 3.2.6.2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
- a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
 - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*

i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;”

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed above, the CESS represents a comprehensive environmental and site servicing assessment, and explains that the subject lands are planned to be serviced through a future Halton Region Development Charge (DC) project, with construction of a new watermain and sanitary sewer that will service both proposed Draft Plans of Subdivision planned for 2026. The planned services are anticipated to support efficient development and the proposed development will assist the Region and Town achieve minimum employment density targets.

Section 3.2.7 has policies related to Stormwater Management, as follows:

- 3.2.7.2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
- a) *is informed by a subwatershed plan or equivalent;*
 - b) *incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
 - c) *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
 - d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The CESS includes analysis and recommendations for stormwater management based on a hydrologic analysis of the Sixteen Mile Creek Watershed, of which the drainage features contained on the subject lands are tributaries. The report concludes that the proposed realignment of the existing features on each site, combined with the addition of conveyance swales and a stormwater management pond to each Draft Plan of Subdivision, will ensure that post-development conditions match pre-development conditions up to the Regional Storm. The feature on the East Draft Plan of Subdivision is a Tributary of the Middle Branch of Sixteen Mile Creek, and is proposed to be realigned to traverse the site via Block 4 (the NHS Channel Block) to achieve enhancement of the feature and its riparian zones. The feature on the West Block is a combination of an ephemeral channelized feature, and ephemeral swale, an ephemeral roadside ditch and an ephemeral undefined feature. The management recommendation is mitigation, and the CESS supports the realignment of this feature into Block 3 of the West Draft Plan of Subdivision. The CESS also

recommends low-impact features, such as LIDs, rain gardens and buffer strips, be explored and added during the detailed design stage to increase the capacity to manage stormwater on site. Section 4.2.2 contains policies related to the Natural Heritage System. Of note:

4.2.2.3. *Within the Natural Heritage System for the Growth Plan:*

- a) *new development or site alteration will demonstrate that:*
 - i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. *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;*
 - iii. *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed earlier in this report, there are natural heritage features within both the West Block and the East Block. The drainage features on each block are tributaries of the Sixteen Mile Creek Watershed and are proposed to be realigned, and will be contained within protected NHS blocks within the proposed Draft Plans of Subdivision. Further, realignment of the features is supported both from an ecological and hydrological perspective in the CESS. Savanta concludes that, through the restoration and enhancement works to reduce sediment loading and increase wildlife habitat, the realignment will have overall net positive effects on fish and fish habitat. TMIG concludes that stormwater flow rates will be maintained by realignment of the channels.

Section 4.2.4 contains policy directives related to lands adjacent to key hydrologic features and key natural heritage features, as follows:

- “4.2.4.1 *Outside settlement areas, a proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System for the Growth Plan or a key hydrologic feature will require a natural heritage evaluation or hydrologic evaluation that 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;*

- b) *is established to achieve and be maintained as natural self sustaining vegetation; and*
- c) *for key hydrologic features, fish habitat, and significant woodlands, is no less than 30 metres measured from the outside boundary of the key natural heritage feature or key hydrologic feature;*

4.2.4.3. *Development or site alteration is not permitted in the vegetation protection zone, with the exception of that described in policy 4.2.3.1 or shoreline development as permitted in accordance with policy 4.2.4.5.*

As discussed in relation to the Greenbelt Plan policies, the proposed green swale / naturalized channel is located on lands which are within the VPZ surrounding a key natural heritage feature consisting of an existing wetland within the Greenbelt. The above noted policy directives provide restrictions for site alteration and development within the key features and their vegetative protection zone. However, pursuant to section 4.2.3.1 and 4.2.4.3 (above) in the Growth Plan, forest, fish, and wildlife management as well as conservation and flood or erosion control projects (provided they have been demonstrated to be necessary in the public interest and after all alternatives have been considered) are permitted. In this regard, the proposed green swale / naturalized channel is demonstrated to be necessary in the public interest because it will have a positive impact on natural heritage and hydraulic features. It will be designed to convey discharge from the wetland in the same manner as the current HDF does in to avoid any changes in wetland hydrology due to outflow conditions, and will provide higher ecological value and function to the RNHS. As it will be constructed within existing actively managed agricultural fields, no negative impacts are predicted. Finally, this feature supports the social and economic aims of the Growth Plan, as it provides for the efficient and logical development of employment lands that will create local jobs and be a boon to the local economy. As such, the proposed development conforms to the Growth Plan's policies regarding lands adjacent to key hydrologic features and key natural heritage features.

Section 4.2.7 has policy directives related to cultural heritage resources, as follows:

“4.2.7.1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.”

As already noted, archaeological assessments were completed by Archaeological Assessments Ltd. on the subject lands and confirmed that there were two sites of archaeological significance (one on each Block). As both sites were fully excavated and catalogued, the Subject Lands have no further cultural heritage value. As well, the existing Aitkin-Snow House will be relocated to Block 8 and conserved (as per the recommendations of AREA contained in the HIA). As discussed elsewhere in this Report, the block has been placed within a “Business Commercial” designation by LOPA 67, allowing the House to be adaptively reused once it is relocated.

Throughout this section of this Report it is demonstrated that the proposed Regional and Local OP Amendments and the related Draft Plans of Subdivision and Zoning By-law Amendments conform to the policies of the Growth Plan (2020) including policies on managing growth, employment,

moving goods, water and wastewater, stormwater management, and the Natural Heritage System. Approvals for the ROPA, LOPA, Plans of Subdivision and Zoning By-law Amendments are required to facilitate the proposed employment development and will ensure the Subject Lands are developed in conformity with the Growth Plan.

4.4 Halton Region Official Plan (Office Consolidation – June 19, 2018)

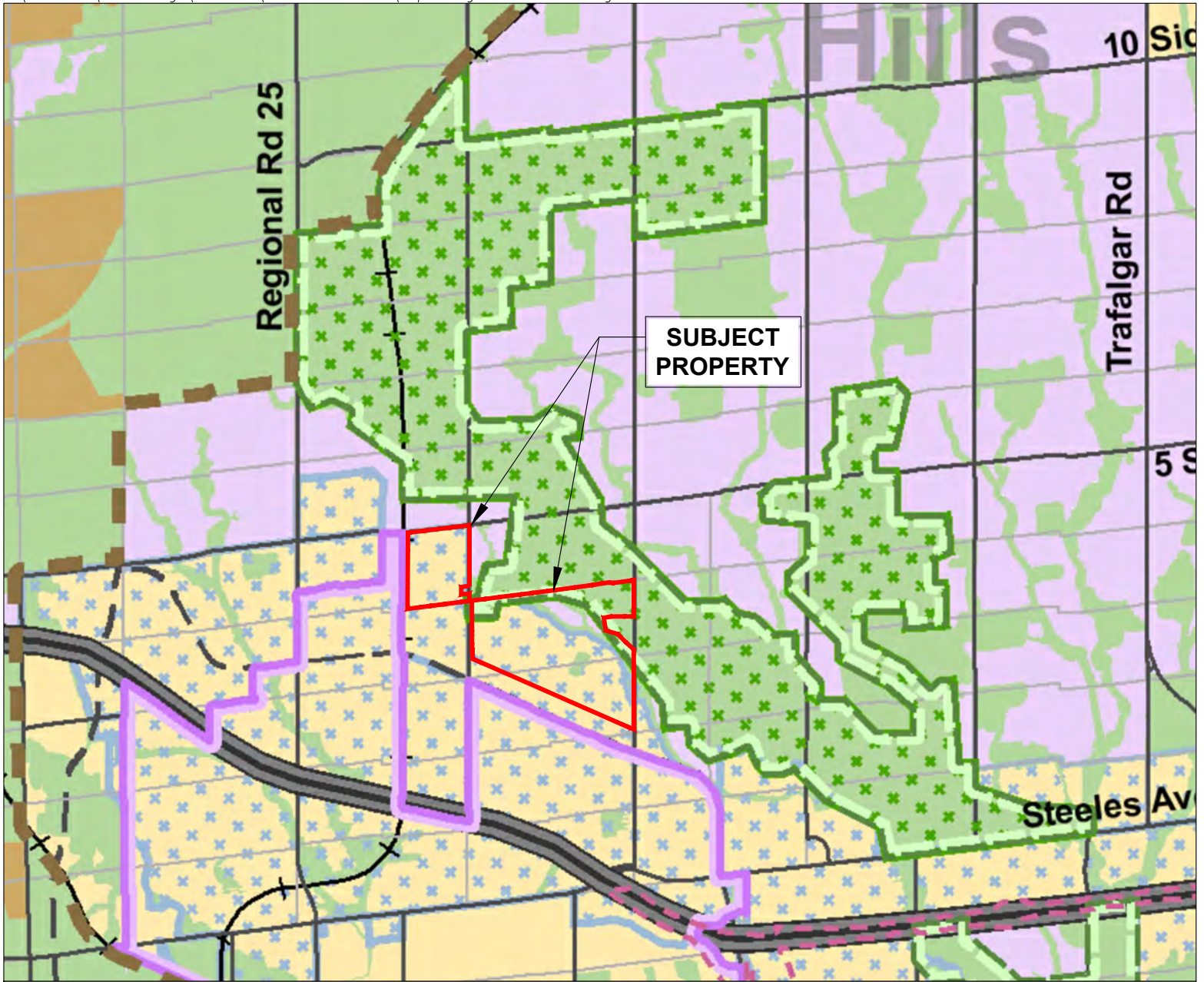
The Regional Official Plan is a broad land use policy document which provides guidance to the lower-tier municipalities in the preparation and implementation of their local Official Plans. This planning summary provides a broad overview of the relationship between the Regional Official Plan and the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan, and the Town of Milton Official Plan. It should be noted that Halton Region is currently undertaking a 2041/2051 Regional Official Plan MCR review and while final documents are not yet available for the MCR, it has been considered in the context of the proposed development, particularly as it relates to the ‘northern sliver lands’ which are the subject of the proposed ROPA/LOPA.

The Region of Halton Official Plan outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other Provincial plans. The policies and strategies contained in the Official Plan are centred around the concept of sustainable development which, among other things, supports growth and development that takes place by balancing the protection of the natural environment, enhancing economic competitiveness and fostering a healthy and equitable society. The Region of Halton Official Plan guides land use planning decisions within the Region of Halton.

The Subject Lands are designated “Urban Area” and “Employment Area” with small portions of lands within the “Agricultural Area”, “Regional Natural Heritage System” and “Greenbelt Protected Countryside” with “Greenbelt Natural Heritage System Overlay” as shown on *Figure 10: Halton Regional Official Plan – Map 1 – Regional Structure*.

Sections 72 through 77 of the Regional Official Plan set out objectives and policies for the Urban Area, in which both subject properties are located. The following policies are reviewed, as follows:

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. [...]*



<ul style="list-style-type: none"> Waterfront Park (See Map 2) Major Transit Station Proposed Major Transit Station Mobility Hub Rail Line Proposed Major Arterial Major Road Provincial Freeway Lot and Concession Line Municipal Boundary 	<ul style="list-style-type: none"> Urban Area Hamlet Agricultural Area Regional Natural Heritage System + Mineral Resource Extraction Area North Aldershot Policy Area Greenbelt Natural Heritage System (Overlay) 	<ul style="list-style-type: none"> Greenbelt Plan Protected Countryside Boundary Niagara Escarpment Plan Boundary Parkway Belt West Plan Boundary Built Boundary Employment Area Urban Growth Centre Area Eligible for Urban Servicing Halton Waste Management Site
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June 19, 2018

FIGURE 10 HALTON REGIONAL OFFICIAL PLAN MAP 1 - REGIONAL STRUCTURE

Milton North Business Park
Town of Milton, Region of Halton

LEGEND
 Subject Property

Scale: N.T.S.
October 4, 2021

- (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.*
- (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.*

ROPA and LOPA:

The ROPA and LOPA applications, by virtue of bringing the ‘northern sliver’ into the Urban Area, will assist the Region in achieving its objectives for the Urban Area, as it will provide for compact and contiguous industrial/employment lands in an area designated as a PSEZ by the Province. Further, inclusion of the ‘northern sliver lands’ in the Urban Area will assist the Region and Town in achieving economic and fiscal benefits.

Draft Plans of Subdivision and Zoning By-law Amendments:

The two proposed Plans of Subdivision will help the Region achieve its goals for the Urban Area. By creating jobs within the Town’s borders, the proposals will support economic prosperity within the Region and for the Town and will help foster a healthy community by bringing in employment opportunities in relative proximity to areas of residential growth, allowing residents to live and work in Halton/Milton and reducing the need for long distance commuting. As discussed in previous sections, both Plans of Subdivision will be easily accessible to Highway 401 and also to public transit and the planned active transportation network, helping to reduce automobile dependence. The proposals will create employment opportunities on lands protected for exactly this use.

The Region’s Official Plan sets out population and employment growth targets for the Region as a whole and within each local municipality. For the current Regional Official Plan, the growth numbers are projected for a 25 year horizon starting in 2006 and ending in 2031. Relevant to this proposal are the following:

- Halton Region’s residential population was expected to rise from 456,000 to 780,000 – an increase of approximately 71%. Halton’s population was 548,435 at the time of the 2016 Census – an increase of approximately 20% in ten years.
- Milton’s residential population was expected to rise from 56,000 to 238,000 – an increase of 325%. Milton’s population was 110,128 at the time of the 2016 Census – an increase of approximately 97% in ten years.

- Halton's total number of employed was expected to rise from 218,000 to 390,000 – an increase of approximately 79%.
- Milton's total number of employed was expected to rise from 28,000 to 114,000 – an increase of approximately 307%.

Overall, Milton was anticipated to absorb 56% of the Region's residential growth and 50% of the Region's employment growth between 2006 and 2031. The two proposed Draft Plans of Subdivision are appropriate and represent good planning as they will help the Region and Town achieve their employment targets and keep employment numbers growing proportionately to population growth.

Policy 77(7) regards Urban Area expansions:

77. It is the policy of the Region to:

- (7) *Introduce, only by amendment(s) to this Plan, Urban Area expansions based on a municipal comprehensive review undertaken as part of the Region's statutory five-year review of the Official Plan under the Planning Act, provided that it can be demonstrated that:*
- a) *sufficient opportunities to accommodate the distribution of population and employment in Table 1, based on intensification and density targets in Table 2, are not available within the Region;*
 - a.1) *the expansion makes available sufficient lands to accommodate population and employment growth for a time horizon of at least ten years but not exceeding 20 years unless otherwise directed by Provincial Plan or policy;*
 - b) *the timing of the expansion and the phasing of development within the new Designated Greenfield Areas will not adversely affect the achievement of the intensification and density targets in Table 2, the Regional phasing in Table 2a, and other policies of this Plan;*
 - b.1) *the proposed expansion will meet the requirements of the Niagara Escarpment Plan and the Greenbelt Plan;*
 - b.2) *the proposed expansion is logical, contiguous to the existing urban area with readily identifiable boundaries, supportive of the efficient use of existing and planned infrastructure and human services, including access and connection to Provincial Highways and planned inter-regional public transportation systems, and consistent with goals, objectives and policies of this Plan;*

- c) *infrastructure and human services required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner, and is based on a financing plan communicated to the public and subsequently approved by Council;*

- d) *in Prime Agricultural Areas, as shown on Map 1E:*
 - [i] the lands do not comprise specialty crop areas;*
 - [ii] there are no reasonable alternatives that avoid Prime Agricultural Areas; and*
 - [iii] there are no reasonable alternatives on lower priority agricultural lands within the Prime Agricultural Areas;*

- e) *impacts from the expansion on agricultural operations adjacent or close to the Urban Area are mitigated to the extent feasible;*

- f) *the amount of land area and the most appropriate location for expansion to the Urban Area are consistent with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and goals, objectives and policies of this Plan and are based on, among other things, the following:*
 - [i] a land supply analysis consistent with Section 77(7)a,*
 - [ii] alternative development scenarios and their implications with respect to efficient use of urban infrastructure, ease of access to existing and planned transportation facilities, community services, retail requirements, mineral aggregate resources, agriculture, and the natural and social environments, and the consistency of the alternative scenarios with the criteria set out in Section 77(7)b to 77(7)e inclusive,*
 - [iii] a fiscal impact analysis of the new growth on the Region and the Local Municipalities,*
 - [iv] criteria for evaluating such scenarios and the evaluation thereof,*
 - [v] an extensive public consultation program throughout the comprehensive review,*
 - [vi] preparation or update of a multi-year master plan for the phasing in of urban services and transportation facilities, and*
 - [vii] the identification of employment lands within the proposed expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and infrastructure.*

- g) *compliance with the Minimum Distance Separation formulae has been addressed*

ROPA and LOPA:

As noted earlier in this report, the Region of Halton is currently undertaking its MCR process to consider additional lands, including employment lands, for urban expansion pursuant to the Growth Plan, 2020. In this regard, the proponent has made a formal request to the Region to add the ‘northern sliver lands’ to the Urban Area through that process and this consideration is ongoing through the MCR process. Consistent to, and in support of that request, the subject ROPA and related LOPA are being advanced by the proponent concurrently to the MCR process.

In consideration of subsections (a) and (b) above, it is noted that through the Region’s MCR process, land budget analyses have been underway to examine whether additional greenfield development land is needed to accommodate the distribution of population and employment to 2051, and whether a greenfield expansion is necessary to accommodate population and employment growth to 2051. Further, the Region’s MCR is examining whether the timing of the expansion and phasing of development within a new Designated Greenfield Area would adversely affect the achievement of intensification targets and other policies in the Regional Official Plan. Since the ‘northern sliver lands’ are only approximately 14.25 ha (35.21 acres), they do not represent a significant addition to the greenfield area and accordingly, it is determined that the addition of these lands to the Urban Area will not have any negative impacts to these policy directives and will actually assist the Region in achieving their employment targets in this regard.

Further, although Policy 77(7) provides that an Urban Area expansion is to be based on an MCR, the Growth Plan (as discussed in the previous section) allows for minor adjustments to Urban Area boundaries outside of the MCR process. As the proposed expansion is minor, it is anticipated that it will not have a negative impact on the achievement of the employment and density targets established by Table 1 and 2, respectively, of the ROP, and it will actually play a minor role in helping to achieve these targets. Also, as discussed in preceding sections of this report, the proposed boundary expansion will also meet the requirements of the Greenbelt Plan, as no portion of the Greenbelt itself is proposed to be incorporated into the Urban Area.

In consideration of subsections (b.2) and (c), it is noted that the proposal represents a logical and contiguous expansion of the urban boundary, as the lands to be incorporated constitute a remnant parcel of agricultural land, sandwiched between the Greenbelt and the industrial/employment lands, and which are currently designated as PSEZ by the Province. Moreover, the lands are conveniently accessible to 401 Highway and to the major road network and, as demonstrated by TMIG in the CESS, can be adequately serviced via the planned extensions to the existing water and wastewater systems. These services will be planned and constructed in an environmentally and financially sustainable manner.

In consideration of Policy 77(7)(d) and (e), it is noted that while the ‘northern sliver’ is designated as a Prime Agricultural Area, it does not comprise a specialty crop area and, due to its nature as a small, irregularly shaped remnant parcel, it can be considered low-priority agricultural land on its own, and it is not expected to have value to any existing farm operation. Moreover, there are no

reasonable alternatives to avoid the Prime Agricultural Area, as these lands are a unique case where the lands are contiguous to a planned industrial/employment area, but isolated from other farmlands. As well, as noted by Colville in the MDS Assessment, it is confirmed that there will be no MDS arcs encroaching within the 'northern sliver lands'.

In consideration of subsection (f), it is noted that the appropriateness of the addition of the 'northern sliver lands' to the Urban Area has been evaluated in preceding sections of the report as it relates to policy directives in PPS and the Growth Plan in some detail. Further, the Region's land budget work in connection with the ongoing MCR suggests that Milton should be planned to accommodate approximately 30% of the population growth and 18% of the employment growth in the Region during the 2031-2051 horizon. This would result in Milton accommodating a total population of approximately 334,000 and 135,000 jobs by 2051 (source: Town of Milton Staff Report DS-055-21). The following is noted by the Town of Milton in their staff report of June 21, 2021 (with reference to Malone Given Parsons' consulting work completed on behalf of the Town of Milton) (DS-055-21):

"With regard to the employment allocation, it is MGP's opinion that the Region's allocation to Milton is too low. It is essential that Milton maintain an appropriate balance of residents and jobs in the Town during the 2031-2051 forecast period to allow the Town to continue developing as a complete community. An additional 20,000 jobs should be allocated to Milton to ensure the ratio of residents to jobs is closer to 2:1 to maintain an appropriate balance. This adjustment would result in the allocation of jobs to Milton being increased to 155,000 jobs by 2051, with the Town accommodating approximately 38% of the Region's total employment growth between 2031-2051.

As mentioned, MGP has undertaken an LNA for Halton Region, on behalf of the Town of Milton, to understand the land needs required to accommodate the 2051 growth forecast Based on this analysis, MGP identified a land requirement quantum that was most similar to that depicted in the Region's Growth Concept 4 for new Community Area and Employment Area land to accommodate growth forecasted in the Region to 2051. The Region's Growth Concept 4 estimates that at the minimum target of 50% intensification, the Region would require at least 2,080 hectares of Community Area land and 1,220 hectares of Employment Area land. Whereas, MGP estimates the Region's land need quantum to be approximately 2,220 hectares of Community Area and between 1,100 – 1,500 hectares of Employment Area to meet the growth forecast to 2051. The employment Area estimate is based on the increase from 2031-2051 of employment lands type employment in the Region, and uses a density range of jobs per hectare to estimate this land need."

It has clearly been established that there is a need for additional employment land in Halton, and in Milton specifically. And while the 'northern sliver lands' are not significant in size or shape, they are significant and critical to the logical development of the Subject Lands for future employment uses. Specifically, these sliver lands are contiguous to other employment lands that are advancing for development and these lands will undoubtedly enable more efficient and contiguous employment development on the Subject Lands and will provide both economic and fiscal benefits to the Region and the Town.

Sections 77.1 through 77.4 set out objectives and policies for Employment Areas:

77.1 *The objectives of the Employment Areas are:*

- (1) *To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.*
- (2) *To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-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.*
- (3) *To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.*

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

- (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.*
- (6) *Subject to Section 77(7), designate lands where appropriate in the vicinity of existing or planned major highway interchanges, ports, rail yards and airports for employment purposes that rely on this infrastructure, once these lands are included in the Urban Area.*

ROPA and LOPA:

The proposed ROPA will facilitate the inclusion of the 'northern sliver lands' into the Urban Area and, ultimately, into the Milton 401 Industrial / Business Park Secondary Plan Area. This will assist with meeting employment numbers and density targets established by the ROP. As the lands are in proximity to the 401 Highway, and are already within a PSEZ, their incorporation into the Urban Area conforms to the Employment Area policies of the ROP.

Draft Plans of Subdivision and Zoning By-law Amendments:

Similarly, as noted earlier in this report, the Town of Milton recently Adopted LOPA 67 to ensure these lands are included within the Milton 401 Industrial/Business Park Secondary Plan, pursuant to the Growth Plan and Regional Official Plan policy directives.

Development of these lands consistent with the proposed Plans of Subdivision will aid the Region in meeting its employment growth numbers, will help to strengthen and diversify the economic base, and will support the Region and Town's economic competitiveness. The industrial uses proposed for these properties will rely heavily on transportation infrastructure and accordingly, they are ideal for an area in close proximity to major highway interchanges.

Though the precise layout of buildings on the subject lands has not yet been determined, the concept plan features industrial buildings that maximize upon the buildable area and minimize the amount of surface parking. The three buildings shown on the West Block on the concept plan (see *Figure 5: Development Concept Plan*) have a combined total footprint of 138,317 square metres (1,488,836 square feet) which represents a lot coverage of 52.92%. The three buildings shown on the East Block have a combined total footprint of 213,341 square metres (2,296,387 square feet) which represents a lot coverage of 31.36%.

Section 89 has policies related to Urban Water Supply and Wastewater Treatment Services, as follows:

89. *It is the policy of the Region to:*
- (12) *Monitor the servicing requirements of proposed and approved development in terms of allocations of water supply and wastewater treatment capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities.*
 - (13) *Monitor the quantity of flows in both the water supply and wastewater treatment systems and [formerly Section 89(14)b)] develop, in consultation with the Local Municipalities, programs for allocating the remaining servicing capacities on the basis of the status of development approvals and Local Official Plan phasing strategies.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The CESS addresses water and wastewater supply. TMIG concludes that the proposed development of both the West Draft Plan of Subdivision and the East Draft Plan of Subdivision can be serviced through a future Halton Region Development Charge project. As noted above, extensions of the Region's watermains and sanitary serving infrastructure to the subject lands is planned to be constructed in 2026.

Sections 113 to 118 of the Regional Official Plan has policies related to the Natural Heritage System. The policies below are relevant to the subject proposal:

114. *The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.*

116.1 *The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:*

- a) *a Sub-watershed Study accepted by the Region and undertaken in the context of an Area-Specific Plan;*
- b) *an individual Environmental Impact Assessment accepted by the Region, as required by this Plan; or*
- c) *similar studies based on terms of reference accepted by the Region.*

Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The Region will maintain mapping showing such refinements and incorporate them as part of the Region's statutory review of its Official Plan."

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-Law Amendments:

There are mapped Regional Natural Heritage System lands within the 'northern sliver lands'. These lands have been assessed and examined through the CESS and it is determined through that analysis that these lands are not significant and meet the policy tests required above for refinement to the Regional Natural Heritage System. In the CESS, Savanta identifies minimal features within the 'northern sliver lands' – a portion of the Tributary of the Middle Branch of Sixteen Mile Creek, whose realignment is supported (as discussed earlier in this report), and a portion of a headwater drainage feature, whose removal can be satisfactorily managed via mitigation. Savanta concludes that, through the restoration and enhancement works to reduce sediment loading and increase wildlife habitat, the realignment will have overall net positive effects on fish and fish habitat. Otherwise, the 'northern sliver lands' consist of existing actively managed agricultural fields, so biological diversity and ecological functions will not be impacted. As the realigned tributary will be placed under protective "GA" zoning and the ecological function of the tributary will be retained or enhanced, the proposal conforms to the above policies.

As well, as discussed in Section 4.2 of this report (concerning the Greenbelt Plan), a naturalized channel is proposed to be developed within the required 30 metre vegetation protection zone ("VPZ") around the wetland near the northwest corner of the East Block. Though the ROP does not explicitly discuss site alteration or works within VPZs, it defines them as "*a vegetated buffer area surrounding a Key Feature within which only those land uses permitted within the feature itself are permitted*". As such, the policies affecting Key Features also affect their VPZs. On that note, Policy 139.3.7 of the ROP allows certain concessions within "Key Features" within the /Greenbelt Plan Natural Heritage System:

- 139.3.7 (3) *Notwithstanding Sections 139.3.7(1) and 139.3.7(2), permit the following uses within Key Features, subject to the applicable policies of this Plan:*
- a) *forest, fisheries and wildlife management that is carried out in a manner that maintains or, where possible, improves these features and their functions;*
 - b) *conservation and flood or erosion control projects if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-Law Amendments:

As noted in the CESS, the proposal for a green swale / naturalized channel and wetland compensation area within the Natural Heritage System of the Greenbelt Plan (and the green swale / naturalized channel's location within the VPZ of key natural heritage feature) is appropriate because they enhance ecological function and, as such, supports fisheries and wildlife management. The green swale offers numerous benefits to the system, including retention and detention of flows, onsite infiltration, and polishing effects, and will ultimately provide higher ecological value and function to the RNHS as it will be more dynamic and diverse than a typical conveyance swale.

Similarly, the created wetland, which will consist of mineral meadow marsh and/or shallow marsh, will function as a healthy and diverse ecosystem where ecological functions will be augmented and replicated. As noted above, it is proposed to compensate for the removal of unevaluated wetland on the West Draft Plan of Subdivision.

Finally, both features are proposed within existing actively managed agricultural fields, and so will not require disturbance of any existing natural heritage features.

Considering the above, the Proposed Development conforms to the ROP policies concerning "Key Features".

Section 139.9.2 provides policy directives related to the development of lands which are identified as "Prime Agricultural Area" in the Region of Halton's Official Plan.

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

- 3. *Outside the Greenbelt Plan Area, permit the removal of land from Prime Agricultural Areas only where the following have been demonstrated through appropriate studies to the satisfaction of the Region:*
 - a. *necessity for such uses within the planning horizon for additional land to be designated to accommodate the proposed uses;*

- b. amount of land area needed for such uses;
- c. reasons for the choice of location;
- d. justification that there are no reasonable alternate locations of lower capability agricultural lands;
- e. no negative impact to adjacent agricultural operations and the natural environment;
- f. there are no reasonable alternatives that avoid Prime Agricultural Areas as shown on Map 1E, and
- g. the land does not comprise a specialty crop area.

ROPA and LOPA:

The proposed ROPA and LOPA seek to remove the ‘northern sliver lands’, which are outside of the Greenbelt Plan Area, from the Prime Agricultural Area. The proposal to place these lands within the Urban Area and to include them within the Milton 401 Industrial / Business Park Secondary Plan area for employment use supported by the fact that the land represents a remnant piece of agricultural land within the PSEZ. As such, it is already designated by the Province for employment use, and its development will assist the Region with meeting employment targets. The total amount of land is relatively minor, at 14.25 hectares (35.21 acres), and the location is logical given the fact that it is contiguous to lands already within the Urban Area (and being brought into the Milton 401 Industrial/Business Park Secondary Plan District by a municipally-initiated OPA No. 67). The isolated nature of the ‘northern sliver lands’ means that it cannot be logically utilized for agricultural operations once the adjacent lands are developed for employment uses and, as such, it is suggested these ‘northern sliver lands’ have lower value and capability as agricultural lands. Moreover, the ‘northern sliver lands’ are irregularly shaped and generally isolated. There are no reasonable alternatives that avoid Prime Agricultural Areas, as the appropriateness of redesignating the ‘northern sliver’ is a result of its size, location, proximity to adjacent employment lands and resultant lack of value as farmland. As well, since specialty crops are predominantly grown as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, it is believed that the ‘northern sliver lands’ are not considered to be specialty crop lands. Accordingly, removal of the ‘northern sliver lands’ from the Region’s Prime Agricultural Area is supported by these policy directives.

Sections 168 to 170 of the Region’s Official Plan set out policies for Economic Development. The following policies are pertinent to the proposed development:

- 168. *The goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.*

169. *The objectives of the Region are:*

- (1.1) To create a competitive economic environment that promotes entrepreneurship, new business formation, retention and growth of existing businesses, and the location of new strategic businesses in Halton.*
- (1.3) To promote economic activities that strengthen and diversify the economic base of Halton.*
- (1.4) To protect an adequate land base to support Halton's and its Local Municipalities' economic competitiveness and to serve long term employment land needs in Halton, especially at strategic locations along major transportation corridors.*
- (4) To provide necessary infrastructure, as permitted by the Region's financial capability, in support of the timely development of Employment Areas and Halton's economic base.*
- (10) To promote economic activities that provide diverse, high quality employment opportunities as well as a greater match by type between employment and residential growth.*

ROPA and LOPA:

The proposed ROPA will assist the Region in its economic development objectives, as it will facilitate the inclusion of the 'northern sliver lands' in the Urban Area to make them available for future employment development. This will allow the entire East Block to be developed cohesively with high-quality industrial/employment uses. This will play a role on diversifying the economic base and encouraging increased economic activity, which has a positive impact on the economies of both the Region and the Town.

Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed Draft Plans of Subdivision will assist the Region in achieving its economic development objectives by providing a venue for new businesses to locate in Halton. These Plans have the potential to diversify the local job market and provide high quality employment opportunities, as they provide the Region and Town serviced land for which they can target the types of businesses they seek to strengthen the local economy.

Through this review of relevant sections of the Region of Halton Official Plan, it is clear that the proposed ROPA, LOPA, Draft Plans of Subdivision and related Zoning By-Law Amendment applications will assist the Region in the achievement of many of their objectives and policy directives and that approval of these applications will facilitate the development of the Subject Lands for employment uses in accordance with the Regional goals, objectives and policies for employment growth within the Region. It is anticipated that this development will significantly

assist in the achievement of many Regional goals and objectives and in the implementation of many Regional policies.

4.5 Town of Milton Official Plan (Official Plan Amendment 31 (OPA 31))

The Town of Milton's Official Plan was updated through Official Plan Amendment No 31 (OPA 31). OPA 31, which is an amendment to bring the Town's Official Plan into conformity with the Growth Plan and with the Region's Sustainable Halton process, is considered by Milton staff to be the 'in effect' Official Plan despite there being several appeals to the Region's approval of it. This is due to the fact the appeals (7 in total) are limited to lands in the Rural Area and drive-through facilities in the Urban Area. Milton's Official Plan (per OPA 31) contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the Town should grow. The Official Plan incorporates upper level planning policies of the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan and the Regional Official Plan.

The Subject Lands are designated "Industrial Area" and "Natural Heritage System" (see *Figure 11: Town of Milton Official Plan – Schedule B – Urban Area Land Use Plan*) within the Official Plan and were brought into the Milton 401 Industrial/Business Park Secondary Plan District through LOPA No. 67. As well, the northern portion of the Subject Lands (beyond the existing Urban Boundary) are designated "Agricultural Area" (see *Figure 12: Town of Milton Official Plan – Schedule A – Rural Land Use Plan*). As noted earlier in this report, the 'northern sliver lands' are within the "Agricultural Area" and are proposed to be brought into the Urban Area through the subject site specific ROPA and LOPA applications.

Section 2.1.4 of the Town's Official Plan has policies related to Growth Management. The population and employment projections in Milton's Official Plan are (necessarily) the same as those in Halton Region's Official Plan. Specifically, the Official Plan predicts a rise in population between 2006 and 2031 from 56,000 to 238,000 (325%), and an increase in total number of employed from 28,000 to 114,000 (307%). Overall, Milton is anticipated to absorb 56% of the Region's residential growth and 50% of the Region's employment growth between 2006 and 2031. The two proposed Draft Plans of Subdivision will help the Region and Town meet their employment targets and keep employment numbers growing proportionately to population growth.

Section 2.1.7 discusses the Sustainable Halton Urban Plan Area. The following policy addresses prerequisites to development within the Urban Area:

- 2.1.7.2 *Prior to development within the SHP Urban Area, land uses shall be established through a secondary planning exercise in accordance with Section 5.4.3 of this Plan and supported by appropriate phasing and financial plans. In addition, adequate water supply and wastewater treatment services must be available to accommodate such future development and amenities.*

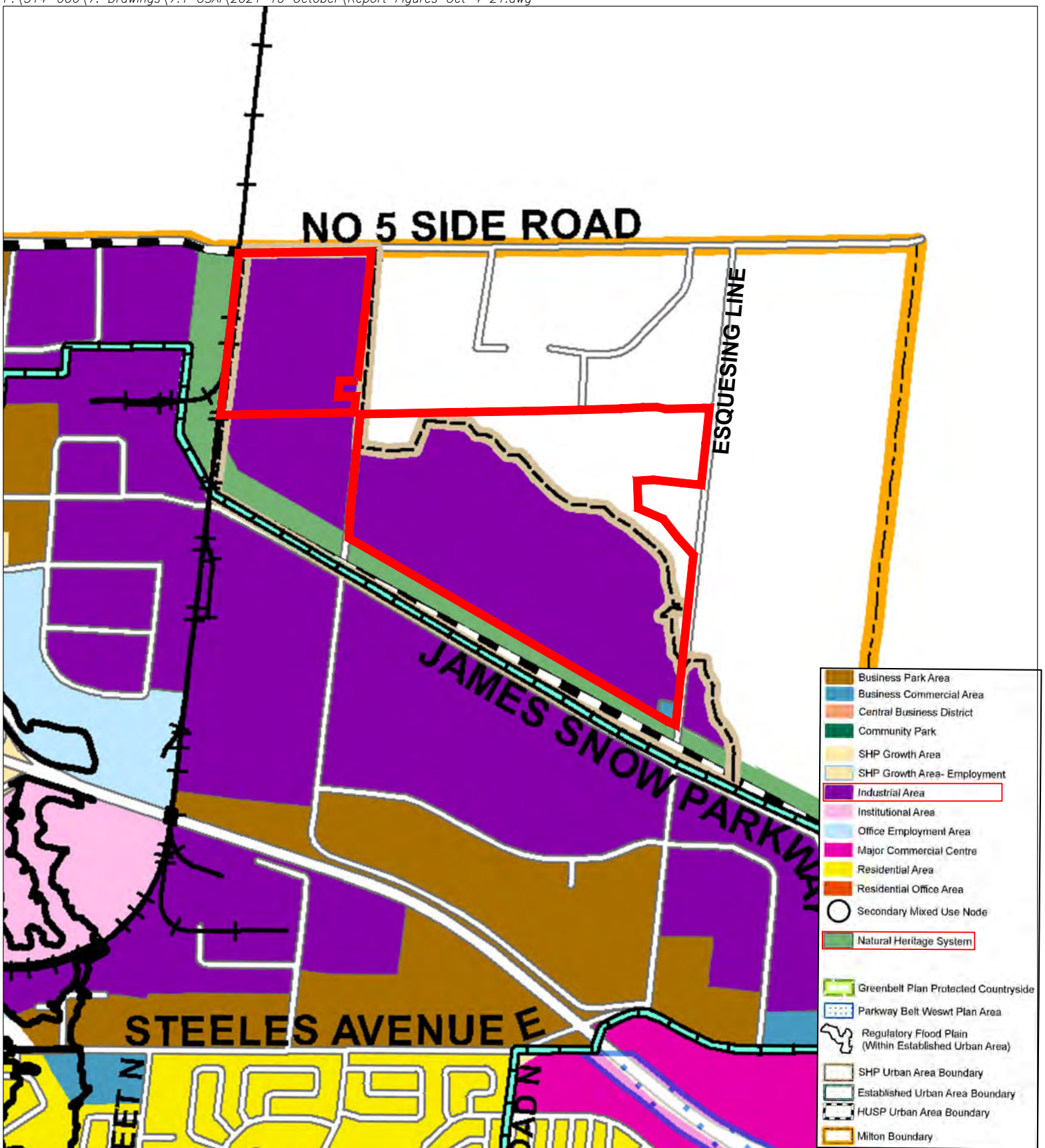


FIGURE 11
TOWN OF MILTON OFFICIAL PLAN
SCHEDULE B
URBAN AREA LAND USE PLAN

Milton North Business Park
 Town of Milton, Region of Halton

LEGEND

 Subject Property



Scale: N.T.S.
 October 4, 2021

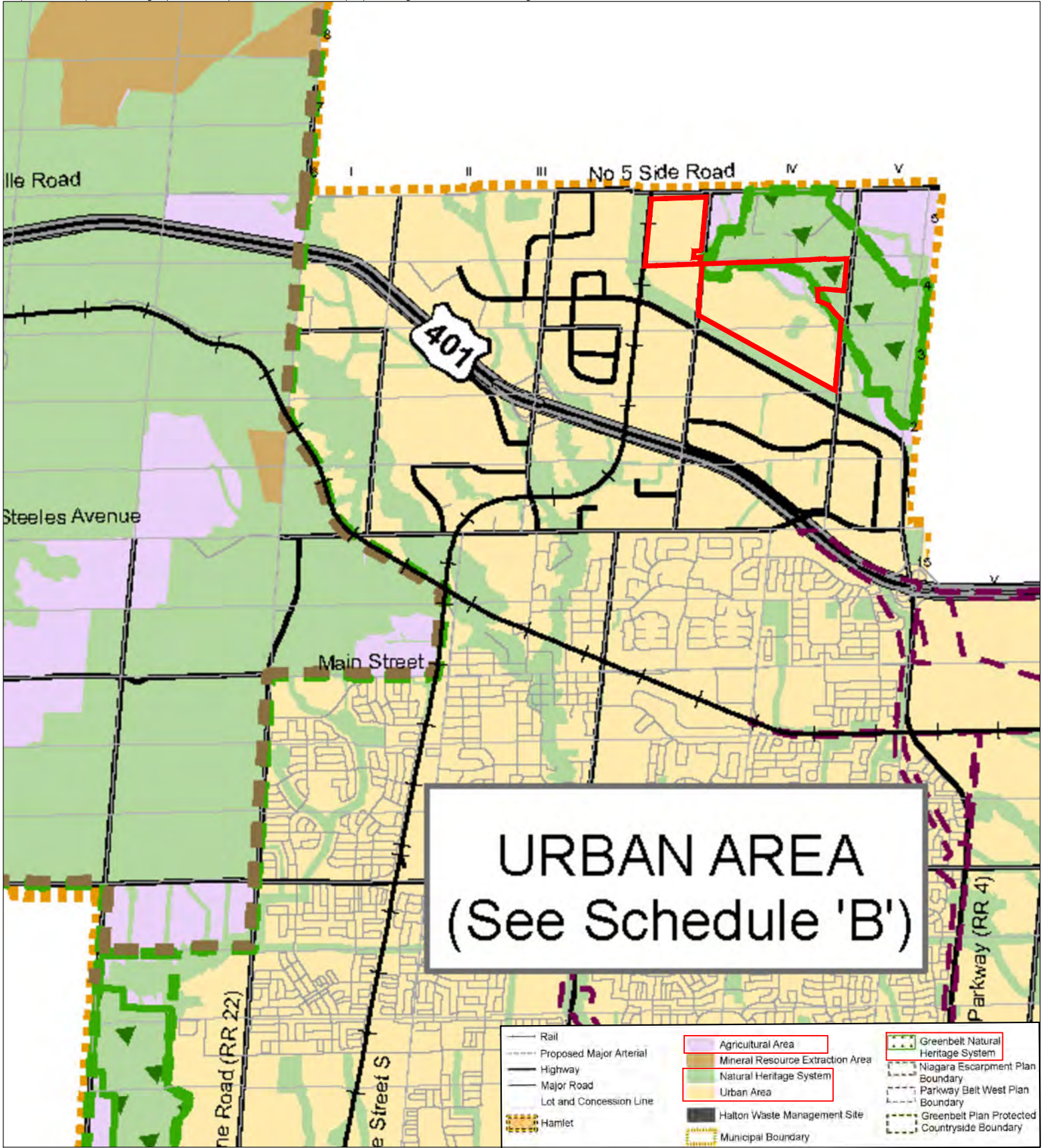


FIGURE 12
TOWN OF MILTON OFFICIAL PLAN
SCHEDULE A - RURAL LAND USE PLAN

Milton North Business Park
 Town of Milton, Region of Halton

LEGEND

Subject Property



Scale: N.T.S.
 October 4, 2021

ROPA and LOPA:

The proposed LOPA proposes to extend the Urban Boundary to encompass the ‘northern sliver lands’ and seeks to bring the lands into the Milton 401 Industrial/Business Park Secondary Plan District, and designate the land as “Industrial Area”, which is consistent with the Land Use designation recently Adopted by the Town through LOPA 67 for the balance of the Subject Lands.

Draft Plans of Subdivision and Zoning By-law Amendments:

The subject lands were recently brought into the existing Milton 401 Industrial/Business Park Secondary Plan District by a Town-initiated OPA No. 67. As discussed in the CESS, the Subject Lands will be serviced by a future Halton Region trunk sewer and watermain, which are proposed to be constructed in 2026. Thus, it is demonstrated in the CESS that the planned water supply and wastewater treatment services will adequately support the proposed development.

Section 2.2 of the Town’s Official Plan sets out policies with regards to the Environment. The following policies are pertinent to the subject proposal:

- 2.2.2.1 *To identify, preserve and enhance natural areas and ecosystems.*
- 2.2.2.2 *To reduce the impact of urban drainage on the natural environment and to preserve and enhance the quality and quantity of ground and surface water.*
- 2.2.2.8 *To protect significant scenic and natural heritage resources and landscapes*
- 2.2.2.11 *To maintain as a permanent landform an interconnected system of natural areas and open space that will preserve areas of significant ecological value while providing, where appropriate, some opportunities for recreation in conformity with the Regional Plan and the Niagara Escarpment Plan.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed development of the Subject Lands will ensure the preservation and protection of the natural areas, ecosystems and landscapes in this vicinity. In the CESS, Savanta makes a number of recommendations as to how natural areas and ecosystems can be preserved and enhanced, and how any potential impact of development on the natural environment can be mitigated. Proposed methods to protect or enhance wetland features include wetland replacement, creating buffer zones around sensitive features, and using erosion and sediment control methods to prevent contamination from stormwater runoff. Proposed methods to mitigate impact on significant woodlands include 30 metre (98.43 foot) vegetated buffers around NHS lands, planting native thorny species to discourage pedestrian access and to direct new light away from the NHS, and installing tree protection fencing. Savanta recommends that realignment of drainage features take place when the feature is dry or at low flow, to cause as little disturbance to fish communities as possible. They also make a number of recommendations to prevent accidental spills during construction. The report concludes that the proposed mitigation measures are achievable and

reasonable for incorporation into the proposed development and indicates that the proposed realignment and sediment control measures will ultimately result in a net gain of fish habitat and ecosystem enhancement.

Policies 2.2.3.6 through 2.2.3.8 address the Natural Heritage System:

- 2.2.3.6 *The focus of the Natural Heritage System for the Town of Milton is to protect and enhance natural features and areas and their ecological functions, including those set out in Section 4.8.1.3 of this Plan.*
- 2.2.3.7 *The boundaries of the Natural Heritage System on Schedules "A" and "B" shall be used as a basis for the preparation of the Zoning By-law provisions which will implement the policies of this Plan. Refinements to the boundaries of the Natural Heritage System shall occur in accordance with Section 4.8.3.14 of this Plan. Where such changes occur, the appropriate abutting land use designation shall apply and the Zoning By-law shall be amended accordingly. The Official Plan and the implementing Zoning By-law shall be amended to incorporate more detailed mapping when it becomes available.*

ROPA and LOPA

The limits of the Town's Natural Heritage system on the Subject Lands are shown on *Figure 11: Town of Milton Official Plan – Schedule B – Urban Area Land Use Plan* and *Figure 12: Town of Milton Official Plan – Schedule A – Rural Land Use Plan*.

Within the 'northern sliver lands' (*Figure 12: Town of Milton Official Plan – Schedule A – Rural Land Use Plan*) there are linear sections of Natural Heritage System which have been assessed within the CESS in terms of the appropriateness to finesse these limits. Savanta identifies these as a portion of the Tributary of the Middle Branch of Sixteen Mile Creek, whose realignment is supported (as discussed earlier in this report), and a portion of a headwater drainage feature, whose removal can be satisfactorily managed via mitigation. Savanta concludes that, through the restoration and enhancement works to reduce sediment loading and increase wildlife habitat, the realignment will achieve better enhancement to the feature and its riparian areas, and will enhance overall wildlife habitat opportunities (particularly on fish and fish habitat). The realigned drainage feature will be placed within a protective "GA" zone. As such, the refinement of the NHS boundaries will achieve additional habitat and buffering capacity and opportunities and are appropriate and justified.

Sections 2.3.3.10 and 2.3.3.11 of the Town's Official Plan set out policies regarding Ground and Surface Water Quality and Quantity. These policies have been taken into consideration in preparing the subject proposal:

- 2.3.3.10 *The Town shall, through the implementation of Best Management Practices, promote the use of infiltration devices and strategies in stormwater management systems to promote natural groundwater recharge in*

accordance with the policies of subsections 2.6.3.34 through to 2.6.3.36 inclusive of this Plan.

- 2.3.3.11 *The Town shall ensure that current storm water management techniques are employed in the design and implementation of all development to control both the quality and quantity of surface water runoff and to maintain the quality and quantity in the receiving watercourse, including the use of permeable surfaces rather than impervious surfaces. Further, the Town will encourage the incorporation of site specific water conservation systems in residential, commercial and industrial developments to promote recycling and re-use of available water and will encourage the use of natural vegetative drainage corridors and headwater areas for storm water management and their interaction with the Regional Natural Heritage System.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

Though the precise implementation of stormwater management methods will not be determined until the detailed design stage, the CESS recommends a number of lot-level methods to control stormwater runoff and supplement end-of-pipe controls. These include rooftop storage (capturing rainfall at a controlled discharge rate to encourage evaporation and reduce peak flow rates), parking lot storage (large asphalt areas within industrial site plans which are graded to capture rainfall), below ground storage (underground storage tanks, oversized storm sewers and/or infiltration systems placed below the asphalt and / or landscape areas), using increased topsoil to allow for greater soil retention, reducing lot grading to slow runoff flows, and other methods such as LIDs, rain gardens and buffer strips. These are all manageable and will be easily implemented through the development.

Sections 2.3.3.16 through 2.3.3.22 set out policies with regards to Noise and Vibration. Of particular interest is Section 2.3.3.21 as noted below:

- 2.3.3.21 *The Town shall require proposed industrial, utility and commercial development which could potentially be a source of noise, to the extent practical, to be designed and constructed so that the noise generated by it does not exceed the existing combined sound resulting from industrial activity and road traffic as provided for in the current Ministry of Environment guidelines.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed above, HGC Engineering determined that the predicted sound levels due to potential truck activities and mechanical equipment may exceed MECP's applicable limits at the residential receptors during nighttime hours without mitigation. Noise control measures have been noted to be required and are easily implemented in the proposed development to ensure any noise impacts are properly mitigated. Specifically, HGC recommends a 4 metre (13.12 foot) high noise barrier along the majority of the northern edge of the East Block's main industrial block (Block 1), south

of the NHS Channel Block (Block 4), to buffer potential noises from industrial uses on site from the residential lots to the north. A 2.5 metre (8.2 foot) high noise buffer is also recommended behind the rear lot line and along part of the southern side lot line of 8820 Boston Church Road (the existing residence) in order to buffer the residence from the potential noise of the proposed industrial facilities on the West Block. HGC concludes that these buffers will effectively mitigate the impact of potential noise on the existing residences and, accordingly, the proposed development will not have a negative noise impact on surrounding lands.

Section 2.4 of the Town of Milton's Official Plan has policies related to Economic Development, as follows:

2.4.1 GOAL

To maintain and enhance the Town's economic base through significant economic development.

2.4.2 OBJECTIVES

2.4.2.3 *To improve the Town's potential to attract economic development through the promotion and implementation of new infrastructure and the expeditious movement of goods by truck and rail.*

2.4.3 STRATEGIC POLICIES

ATTRACTION OF NEW INDUSTRY

2.4.3.8 *Prior to the availability of additional wastewater and water capacity, the Town will seek to attract water and wastewater efficient industries by:*

- a) *promoting the fact that Milton has available industrial/commercial lands with adequate water and sewage capacity with which to support resource efficient industries; [...]*
- c) *targeting and pursuing warehousing and distribution centres, transportation firms, knowledge-based companies, and other industries that are complementary to Milton's existing base of businesses and are efficient users of water and wastewater infrastructure;*
- d) *identifying a specific business niche for Milton as part of overall preparations for growth;*
- e) *maximizing commercial-industrial/residential assessment ratio;*

ROPA and LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As noted in regards to the Region's economic development objectives, the proposed ROPA and LOPA will assist the Town's economy. It will allow for the highest and best use of the small piece of land, that would otherwise be a remnant agricultural parcel, and its cohesive development with the bulk of the lands will ensure that it is planned and developed in the most efficient manner.

The proposed Draft Plans of Subdivision and Zoning By-law Amendments will help the Town to implement the Secondary Plan to facilitate employment development of these lands and to achieve its mandate of attracting new industry. The proposal will create blocks in close proximity to the 401 transportation corridor that can be used for the types of industry targeted by the Town (warehousing and distribution centres, transportation firms, knowledge-based companies). The proposal will help to maximize the commercial-industrial/residential assessment ratio and will assist the Town in achieving its economic development goals and objectives.

Sections 2.6.3.5 through 2.6.3.11 contain policies on Roads. The following policies are of specific interest:

- 2.6.3.6 *Notwithstanding the policies of subsections 2.6.3.3 and 2.6.3.4, the Town recognizes that roads designated as Provincial Highway, Major Arterial, Minor Arterial, Multi-Purpose Arterial and Collector may be required to serve two purposes within the Urban Area and Hamlet Areas as designated on Schedule "A":*
- a) *the provision of multiple lanes of traffic and a design which may accommodate high traffic speeds to meet regional and local traffic demands; and,*
 - b) *the provision of a safe, functional and attractive environment, which recognizes the needs of pedestrians and cyclists.*
- 2.6.3.8 *The Town will require as a condition of approval of any new development, creation of new lots, or redevelopment that sufficient lands are conveyed to the Town, the Region of Halton or the Province of Ontario as applicable, to provide the road right-of-way width established in Table 2 and Table 2A and protect for future Regional requirements. In the acquisition of these rights-of-way, lands will generally be acquired on either side of the centre line of the original road allowance [...]*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed above, Schedule C.2.A (Structure Plan) (see *Figure 6: Milton 401 Industrial/Business Park Secondary Plan – Structure Plan*) of the Milton 401 Industrial/Business Park Secondary Plan identifies James Snow Parkway as a Major Arterial and No. 5 Sideroad west of the CN Railway as a Minor Arterial, while the sections of Boston Church Road and Esqueving

Line within the Secondary Plan Area are identified as “Collector” roads south of James Snow Parkway (see also *Figure 13: Town of Milton Official Plan Schedule E – Transportation Plan*).

The proponent is proposing to convey road widening strips from each Draft Plan of Subdivision. The West Block is proposed to convey 3 metres (9.84 feet) of land to widen the ROW of Boston Church Road along its entire length, while the East Block is proposed to convey 2.5 metre (8.2 foot) road widening strips from its east and west sides to widen the ROWs of both Boston Church Road and Esquesing Line.

Sections 2.6.3.12 and 2.6.3.13 contain policies on Transportation Demand Management, as follows:

2.6.3.12 *The Town recognizes the role of Travel Demand Management in promoting more efficient use of transportation infrastructure, making the use of private vehicles more sustainable and encouraging increased transit use. The Town shall encourage the use of special transportation management strategies which promote more efficient use of existing road facilities including staggered work hours, car pooling and High Occupancy Vehicle (HOV) lanes.*

2.6.3.13 *The Town may require any development which contains more than 3000 square metres of office use or 9,290 square metres of industrial use to establish with the Town a travel demand management plan and implementation strategy for their specific development. Priority shall be given to measures which are not capital intensive (e.g. flexible working hours, priority parking for car pool vehicles) and which are feasible given the scale, ultimate ownership and location of the development.*

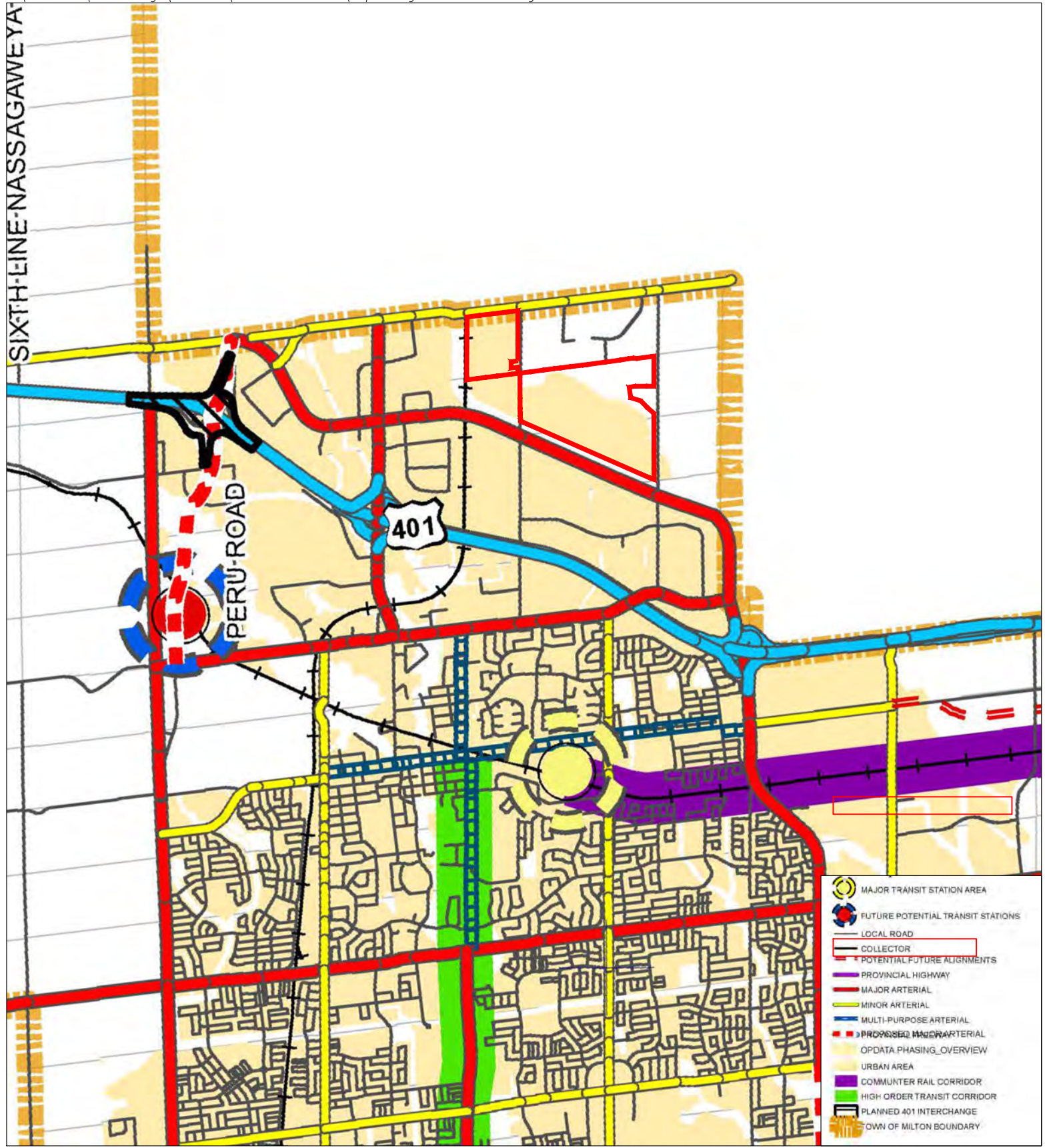
ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As the current proposal does not identify any specific user or specify building design or size at this stage, a Transportation Demand Management plan is premature. However, as the concept plan features more industrial space than 9,290 square metres, it is anticipated that a Transportation Demand Management plan will be submitted at the Site Plan stage.

Sections 2.6.3.30 and 2.6.3.31 contain policies on Wastewater and Water System Capacity, as follows:

2.6.3.30 *Planning for the Town's wastewater and water systems shall be based on the assumption that development in the Established Urban Area shall only be permitted to the limit of the capacity of the existing wastewater and water systems. Additional development beyond the capacity of these systems in the Established Urban Area, and new development in the HUSP Urban Area as designated on Schedule "B", shall only be permitted when additional wastewater and water capacities have been developed. Facilities required*

SIXTH-LINE-NASSAGAWEYA



- MAJOR TRANSIT STATION AREA
- FUTURE POTENTIAL TRANSIT STATIONS
- LOCAL ROAD
- COLLECTOR
- POTENTIAL FUTURE ALIGNMENTS
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- PROPOSED MAJOR ARTERIAL
- OPDATA PHASING OVERVIEW
- URBAN AREA
- COMMUTER RAIL CORRIDOR
- HIGH ORDER TRANSIT CORRIDOR
- PLANNED 401 INTERCHANGE
- TOWN OF MILTON BOUNDARY

FIGURE 13

TOWN OF MILTON OFFICIAL PLAN

SCHEDULE E - TRANSPORTATION PLAN

Milton North Business Park
 Town of Milton, Region of Halton

LEGEND

Subject Property



Scale: N.T.S.
 October 4, 2021

for water and wastewater systems shall be permitted in any land use designation.

- 2.6.3.31 *All development and redevelopment in the Urban Area shall be connected to the municipal wastewater and water systems, provided that adequate capacity at the water and wastewater treatment plants is available.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As discussed above, TMIG's analysis contained in the CESS outlines how the lands are proposed to be serviced with water and sewer. Though municipal services do not currently extend to the subject lands, the Region of Halton's Development Charges Water / Wastewater Technical Report (September 2016) speaks to plans for expansions to the municipal water and wastewater systems, which will extend the existing infrastructure to lands abutting both the West Block and the East Block, and will allow the subject lands to connect to the trunk sewers and watermains.

Section 2.6.3.36 regards Stormwater Management Plans:

- 2.6.3.36 *The Town shall, prior to the approval of a development application, require the approval of a stormwater management plan which implements a management concept endorsed by a subwatershed plan, if applicable, or which is in accordance with Best Management Practice where a subwatershed plan is not applicable.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The drainage features present on the subject lands are tributaries of the Sixteen Mile Creek Watershed. In the CESS, TMIG includes analysis and recommendations for stormwater management based on a hydrologic analysis of the subwatershed. TMIG concludes that the proposed realignment of the existing features on each site, combined with the addition of the stormwater management ponds, conveyance swales, and end-of-pipe measures such as the created wetland, will ensure that post-development conditions match pre-development conditions up to the Regional Storm. They recommend the implementation of lot-level controls, including rooftop, parking lot and below ground storage, increased topsoil, and reduced lot grading. They also recommend that other features, such as LIDs, rain gardens and buffer strips, be explored and added during the detailed design stage.

Section 2.8 of the Official Plan regards Urban Design. Within this section, the following objectives are pertinent to the proposed development:

- 2.8.2.1 *To practice sustainable urban development by adhering to sustainable design principles and standards which respect the natural bioregion, reinforce natural processes, and conserve natural resources.*

- 2.8.2.8 *To achieve maximum user comfort through the design of exterior spaces, furniture, stairs, openings, walls, lighting and surfaces which support human activities and accommodate the range of human abilities*
- 2.8.2.9 *To consistently apply human scale design principles in urban design, such that buildings, spaces, and facilities accommodate various human dimensions, mobility and strength.*
- 2.8.2.11 *To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.*
- 2.8.2.22 *To ensure that all new urban development considers in its design, the provision of safe and accessible active transportation facilities and access to public transit services, or stops where they are likely to be located, within a walking distance of 400 m.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed development incorporates a high quality of architectural design and landscaping features which reflects the unique character of the 401 Industrial/Business Park. The proposed development adheres to sustainable design/natural heritage preservation principles outlined above as the woodland and unevaluated wetland areas identified on the Subject Lands will be preserved and protected by providing a 30-meter buffer from the feature. Enhanced landscaping features are provided throughout the site, particularly along the stormwater management pond features to help strengthen the area's accessibility and also to improve linkages between the trails and street networks and to create unique amenity areas.

The relocation and preservation of the Aitken-Snow House helps the proposed development achieve a high standard of design that is complementary and compatible with the Town's natural and cultural heritage.

The buildings included in the proposed development have been purposefully oriented, so the office/entrance portions of the buildings are facing the main public roads. Enhanced landscaping and architectural features will be provided along these areas in order to screen parking and loading activities. These efforts will also aid in enhancing the comfort and urban experience through incorporating human scale design principles by creating a more inviting and user-friendly experience. Design details such as street furniture, building, and street will be promoted, however these items will be address through the Site Plan Application process.

While the existing public transportation options around the Subject Lands are fairly limited, the proposed development provides an opportunity to expand the Town's existing transit network, allowing an improved connection between people and jobs.

Moreover, the following Design Guidelines are applicable:

- 2.8.3.5 *Ease of human understanding of buildings and spaces shall be promoted through design measures such as:*
- a) *the placement of continuous horizontal projections from the building facade within the first few storeys adjacent to street level;*
 - b) *the visible exterior expression of building components such as floors, columns, and windows and the avoidance of continuous reflective curtain walls; and,*
 - c) *the use of plant materials to enclose streets and other open spaces so that scale may be more easily understood.*
- 2.8.3.12 *The street facades of publicly accessible buildings shall be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.*
- 2.8.3.18 *Building design in which facades are articulated to express such design elements as floor and ceiling levels, window heights, structural column spacing, and/or internal divisions, all of which can define scale and provide interest within the larger visual composition as seen from streets and open spaces, will be encouraged.*

Draft Plans of Subdivision and Zoning By-law Amendments:

The buildings located in the West Block will incorporate enhanced architectural treatments along the portions of the buildings which front onto the public roads (Boston Church Road and No. 5 Sideroad). The human understanding of the design will be promoted by the building facades being divided, varied and enhanced through various uses of premium materials, spandrel glazing and articulated surface panels. The office portions of the proposed buildings will also face the public roads which will add an enhanced public view.

As noted in the Urban Design Brief (GSAI, 2021), the primary building materials of the buildings in the West Block along the front façades consists of insulated metal panels and precast concrete panels oriented vertically. Longer stretches of horizontal facades will be articulated with vertical glass elements at regular intervals. The glazing and metal panel elements at the building corners return around the corners to provide depth to the front facade. Moreover, vehicular parking spaces have been provided along the frontages of the buildings to minimize the distance of barrier free path of travel to the access ramps that provide access to the office entrances.

While the proposed industrial buildings in the East Block are well separated and buffered from the public roads already due to their placement in relation to Block 2, the Hydro Lands, the Stormwater Management Pond, and the Aitken-Snow House, additional landscaping has been provided along

Boston Church Road, James Snow Parkway, and Esquesing Line to ensure the loading areas and blank walls are screened from the public realm.

Policy 2.8.3.50 regards Landscape Design:

2.8.3.50 The Town shall ensure that as many trees and other vegetation as possible are retained on sites subject to development by requiring the submission of a tree inventory and saving plan for all applications, with priority being given to trees and other vegetation most suited to adoption to post-construction conditions, through the following criteria:

- a) by ensuring that as much existing naturalized space on a site subject to development is retained as possible, and where retained is permitted to regenerate according to the processes of natural succession of the native plant community, with minimal intervention;*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As outlined in the Tree Inventory and Preservation Plan Report (TIPP) prepared by Kuntz Forestry Consulting Inc. (“Kuntz”), a number of trees will have to be removed to accommodate the Proposed Development. In total, 123 trees and 16 polygon features (groups of trees situated in groups where individual locations cannot be deciphered) are proposed to be removed, although 38 of these trees are of poor quality, and are recommended to be removed due to their condition. Kuntz also sets out recommendations for the preservation of a total of 19 trees and 3 polygon figures. Moreover, the entirety of the woodlots on the north portion of the East Draft Plan of Subdivision will be retained.

A Landscape Concept Plan, dated September 10, 2021, has been prepared by Studio TLA. This plan shows conceptual locations for buffer planting strips, shrub bed areas, and street trees, which will help create a more comfortable and attractive public realm.

Considering the above, the proposed development is in line with the goals and design objectives outlined in the Town of Milton Official Plan.

Section 2.10 of the Official Plan regards Cultural Heritage Resources. The following objectives and policies are relevant to the Aitkin-Snow House:

2.10.2 OBJECTIVES

- 2.10.2.1 To continue the identification, management and protection of cultural heritage resources and other heritage matters which affect the Town.*

2.10.2.3 *To continue to recognize individual heritage buildings, structures, sites, natural features and landscapes by designating them as heritage properties under Part IV of the Ontario Heritage Act.*

2.10.3 *STRATEGIC POLICIES*

2.10.3.24 *All new development permitted by this Plan which involves, or is located in or near, cultural heritage resources shall be required to:*

- a) *study and consider the preservation, relocation and/or adaptive reuse of historic buildings and structures based on both social and economic costs and benefits;*
- b) *incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details and, in particular:*
 - i) *new additional features should generally be no higher than the existing heritage buildings and wherever possible shall be placed to the rear of the building or set back substantially from the principal facade; and,*
 - ii) *new construction and/or infilling should complement the immediate physical context and streetscape by generally being of the same height, width and orientation of adjacent buildings, being of similar setback, of like materials and colours and using similarly proportioned windows, doors and roof shape.*

Draft Plans of Subdivision and Zoning By-law Amendments:

As documented at length in the HIA prepared by AREA, the Aitkin-Snow House, located on the East Draft Plan of Subdivision, has heritage qualities warranting designation under the *Ontario Heritage Act*, as it is a Georgian farmhouse with a high degree of craftsmanship and artistic merit, and historical significance. The House is proposed to be relocated to Block 8 and adaptively reused (as per the Business Commercial Designation applicable to the Block following the Adoption of LOPA 67). AREA supports the relocation of the House, subject to a number of recommendations to ensure its conservation.

A concept plan, dated August 12, 2021, has been provided for Block 8, showing how the Aitkin-Snow House, gazebo, and parking area can be accommodated on the Block, while being sufficiently buffered from the Industrial uses via the stormwater management pond and landscaping elements.

Section 3.7 of Milton's Official Plan addresses Employment Areas. Policies 3.7.1.1 and 3.7.1.2 are relevant to the subject proposal:

3.7.1.1 *Employment areas are intended to provide industrial, business and office activities, which will be the major source of employment opportunities within the Town. The employment areas permit a wide range of business and economic activities and are defined by five specific employment land use designations: Prestige Office, Office Employment, Business Park, Industrial and Business Commercial. The employment land use designations provide for compatible uses in appropriate locations with a variety of form, scale, and intensity of development.*

3.7.1.2 *It is the objective of this Plan to:*

- a) *ensure that sufficient designated lands are available within the Urban Area for the creation of diverse employment opportunities at appropriate strategic locations, particularly in the vicinity of existing major highway interchanges and rail yards;*
- b) *ensure that the Town is positioned to accommodate new and expanded business activities that provide jobs to local residents;*
- c) *ensure that new industrial development occurs in an orderly manner;*
- d) *encourage and promote compact development that accommodates a mix of employment uses and supporting uses to facilitate the efficient use of urban land and infrastructure;*

3.7.1.4 *Development within the employment designations within the established urban area on Schedule B or within an approved secondary plan, shall be permitted subject to:*

- a) *the provisions of the applicable Secondary Plan in Part C of this Plan;*
- b) *the submission of a development plan which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the employment designation;*

ROPA and LOPA:

The proposed LOPA conforms to the Town's policies regarding Employment Areas. It will facilitate the development of the 'northern sliver lands' as part of the overall employment

development on the Subject Lands. The lands are conveniently accessible via the 401 Highway, for industrial development, which will help to facilitate the high-quality, economy-boosting development planned for the subject lands. Allowing these lands to be developed in conjunction with the immediately abutting employment lands will ensure that the lands are developed in an orderly manner in their entirety. As they are within the PSEZ, the Province's long-term intent for the lands is for employment uses, and they should logically be developed with the abutting lands. Finally, the cohesive development of the subject lands will facilitate the most efficient use of land and infrastructure.

Draft Plans of Subdivision and Zoning By-law Amendments:

The majority of the subject lands are designated "SHP Growth Area – Employment". As per the concept plan, the ultimate intent for the lands is to be developed with industrial buildings of various heights, with some amount of office space. The lands are proposed to be developed in a compact, efficient manner (as noted above, the concept plan shows an average lot coverage of 37.67% across the industrial blocks) and are in close proximity to two 401 interchanges. The industrial and employment land uses being proposed will foster a synergistic relationship between land use and existing transportation infrastructure, as the uses benefit from proximity to transportation corridors. The proposal is in line with the Town's intent for employment areas.

As noted earlier in this report, the Town has Adopted Local OPA (No. 67) to include these lands within the Milton 401 Industrial/Business Park Secondary Plan District and through that process specific land use designation have been applied to the subject lands. *Figure 14: Milton 401 Industrial/Business Park Secondary Plan – Land Use Plan* identifies that the subject lands are to be designated "Industrial Area" and "Business Commercial" within the Secondary Plan once LOPA 67 is Approved by the Region.

Section 3.7.6 contains policies and objectives for the Business Commercial Area. These policies are applicable to the proposed Business Commercial Block (Block 8 on the East Draft Plan of Subdivision) which is proposed to be developed with the relocated heritage house. This policy section includes the following:

- 3.7.6.2 *Uses permitted in the Business Commercial Area designation may include offices, hotels, motels, training and commercial educational facilities, automobile related uses including vehicle wash facilities, automobile sales and service, truck stops and service commercial uses, associated retail functions and ancillary facilities directly related to industry.*
- 3.7.6.3 *New business commercial development and redevelopment of such uses shall only be permitted in the following locations subject to the general employment policies of section 3.7.1 and 3.7.6:*
 - b) *lands identified through a Secondary Plan exercise or Municipal Comprehensive Review.*

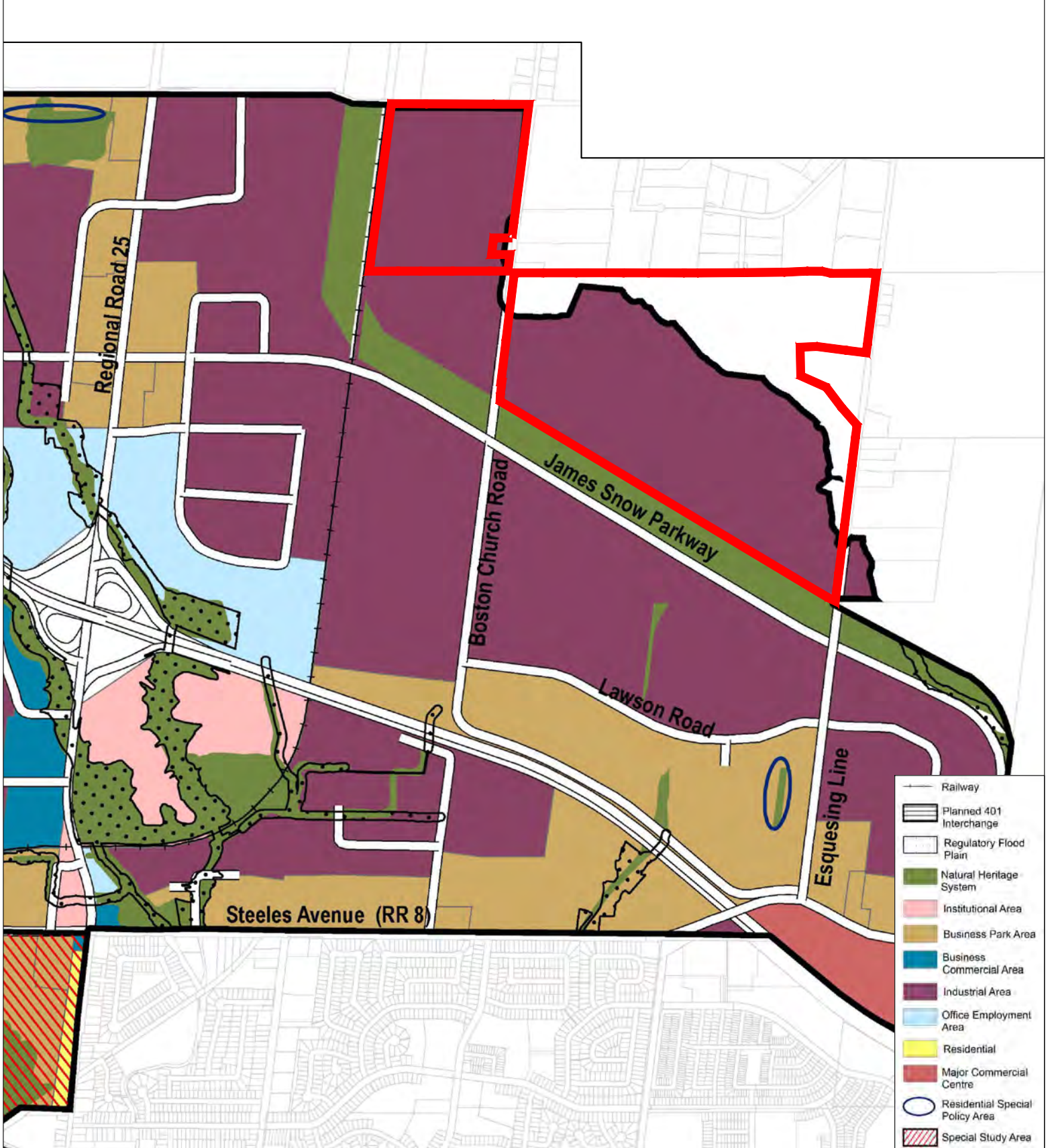



FIGURE 14
TOWN OF MILTON OFFICIAL PLAN
MILTON 401 INDUSTRIAL/BUSINESS PARK
SECONDARY PLAN - LAND USE PLAN

Milton North Business Park
 Town of Milton, Region of Halton

LEGEND

 Subject Property



Scale: N.T.S.
 October 4, 2021

Draft Plans of Subdivision and Zoning By-law Amendments:

This report demonstrates that the “Business Commercial” designation is the most appropriate and compatible for the block proposed to contain the relocated Aitkin-Snow House (shown as Block 8 on the East Draft Plan of Subdivision). Accordingly, through the Adopted LOPA No. 67, the Town of Milton has designated Block 8 as “Business Commercial Area” within Schedule C.2.B of the Official Plan (the Land Use Plan for the Milton 401 Industrial/Business Park Secondary Plan District) with site specific permission to permit only business and professional offices and service commercial uses. Through the proposed site-specific LOPA for these lands, additional site permissions are being proposed, as follows:

- equipment sales and rental;
- research and technology use;
- science and technology facility; and
- a service and repair shop.

Further, the Official Plan contains the following relevant policies pertaining to new development within the “Business Commercial” designation:

- 3.7.6.4 *Applications for approval of new developments in the Business Commercial designation or major extensions of existing uses will require submission of a development plan which demonstrates that the proposed development can be physically integrated with adjacent existing and proposed uses, including lands outside the Business Commercial Area designation.*
- 3.7.6.5 *Evaluation of an application for new business commercial development will also be based on conformity with the following criteria:*
- a) *The design of the development reflects the prominent location of such uses at gateways to the Town including extensive landscaping and restricted signage; [...]*
- 3.7.6.7 *Limitations on the type and size of uses within the Business Commercial areas shall be defined within the Zoning By-law.*
- 3.7.6.8 *Convenience retail uses on sites designated Business Commercial Area shall not exceed 930 m² in total floor area.*

Draft Plans of Subdivision and Zoning By-law Amendments:

The subject proposal conforms to the above policies. The Block designated “Business Commercial” will have permitted uses that are compatible with the surrounding industrial area, including business and professional offices and service commercial uses pursuant to LOPA 67 as well as some additional uses proposed through the site-specific LOPA application being considered. These uses will be compatible with the Aitkin-Snow house in its adaptive re-use and for the irregularly shaped Block 8 within the East Draft Plan. This Block is also subject to the

proposed Zoning By-Law Amendment and will be subject to Site Plan Control prior to construction, which will provide the Town oversight to verify that any proposed development meets all the Town's Official Plan policy directives related to urban design and compatibility. A preliminary development plan has been submitted in support of the development of Block 8, showing the location and elevation of the Aitkin-Snow House, landscaping features, an entryway and parking. Through the Draft Implementing Zoning By-Law there are several site-specific exceptions which are required to facilitate the proposed development on the Block. This is discussed further in the Zoning By-Law Section of this Report.

Section 3.9 contains policies and objectives relating to the "Industrial Area" land use designation. Specifically, it is noted that the "Industrial Area" land use designation has been assigned to the majority of the subject lands through the Town Adopted LOPA No. 67, consistent with lands immediately south of James Snow Parkway. Accordingly, the policies relating to the "Industrial Area" land use designation have been considered.

- 3.9.1.2 *No new development shall be permitted within areas designated "Industrial Area" within the HUSP Urban Area or the Sustainable Halton Plan Urban Area on Schedule "B" until a Secondary Plan has been approved for the appropriate Planning District or portion of the Planning District in conformity with the policies of this Plan. The only exceptions are expansions to or modifications of existing uses.*

ROPA and LOPA:

As discussed above, the Town has recently Adopted LOPA 67 which brings the lands into the Milton 401 Industrial/Business Park Secondary Plan District, completing a compulsory prerequisite to the Town considering these Draft Plans of Subdivision and Zoning By-law Amendment applications. LOPA 67 brings the lands into Secondary Plan District, rendering the proposal in conformity with Policy 3.9.1.2.

Section 3.9.2 discusses permitted uses in the "Industrial Area", as follows:

- 3.9.2.1 *The Industrial Area designation on Schedule "B" means that the main permitted uses shall be light and general industrial uses including recycling industries in accordance with the policies of subsections 2.6.3.43 through to 2.6.3.50 inclusive, of this Plan. In addition, accessory service, wholesale, retail and office uses directly related to the industrial use shall be permitted within the industrial building. Outdoor storage may be permitted subject to appropriate screening and containment.*
- 3.9.2.2 *Notwithstanding the policies of subsection 3.9.2.1, office use and research and development and technology uses, excluding uses which produce biomedical waste, shall be permitted in a one to two storey Multi-Unit Building within the designated Industrial Area. A Multi-Unit Building shall not include an Office Building.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

While the specific user(s) has not been secured for these lands, the proposed uses are anticipated to be in conformity with the Town's permitted uses for the "Industrial Area".

However, through the proposed Site Specific LOPA for these lands, a Special Site Area is proposed for Block 2 on the East Draft Plan, permitting a number of additional uses:

- broadcasting / communication / science and technology facility;
- service commercial uses;
- vehicle sales and service (incl. gas bar);
- office building;
- parking lot; and
- a wholesaling facility.

The Draft Plan layout is certainly conducive to these types of uses, as they are appropriate for the lot fronting onto Boston Church Road.

Section 3.9.3 of the Official Plan establishes Industrial Area Policies. The following policies are relevant to the proposed development:

*3.9.3 INDUSTRIAL AREA POLICIES *D1(ix)*

3.9.3.1 Development within areas designated "Industrial Area" within the Established Urban Area on Schedule "B" or within an approved Secondary Plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;*
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Industrial Area designation;*
- c) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,*
- d) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.*

ROPA and LOPA:

The proposed ROPA and LOPA will bring the 'northern sliver' into the Urban Area and will designate it Industrial Area, which will allow for better physical integration of the proposed

development with surrounding lands, as there will no longer be an isolated strip of agricultural land to the north of the industrial area.

Draft Plans of Subdivision and Zoning By-law Amendments:

The proposals' conformity to the Milton 401 Industrial/Business Park Secondary Plan is addressed at length in Section 4.5 below. The existing land use pattern in the surrounding area is largely industrial and rural. The existing built form in the industrial lands to the west and south primarily consists of one and two storey buildings, with some surface parking buffered by landscaped areas. Given the subject properties' location adjacent to the existing built up Milton 401 Industrial/Business Park and the recent inclusion of these lands within that Secondary Plan area, the proposal is consistent with the surrounding areas and is consistent with the Town of Milton's vision for employment growth within the northeast quadrant of the Town limits.

The Development Concept Plan, dated September 15, 2021, demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands (see *Figure 5 – Development Concept Plan*). Though this is subject to be refined once tenants are identified for each block, this shows that the proposed industrial uses can be accommodated in a manner that is physically compatible with the subject lands and their surroundings.

The applicable policies contained within Section 2.0 of the Official Plan, and the Proposed Development's conformity to said policies, is discussed at length earlier in this section of the Planning Justification Report.

Finally, as noted above, the CESS outlines how the lands are proposed to be serviced with water and sewer, via connections to planned extensions to the existing infrastructure.

The following policies from Section 4.9.3 of Milton's Official Plan, which relate to the Regional Natural Heritage System, are of relevance to the proposed development:

- 4.9.3.1 *The Town shall apply a systems based approach to implementing the Regional Natural Heritage System by:*
 - b) *Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; [...]*
- 4.9.3.2 *[...] The purpose of an EIA is to demonstrate that the proposed development or site alteration will result in no negative impacts to that portion of the Natural Heritage System or unmapped Key Features affected by the development or site alteration by identifying components of the Regional Natural Heritage System as listed in Section 4.9.1.3 and their associated ecological functions and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and*

opportunities for enhancement. The EIA, shall, as a first step, identify Key Features on or near the subject site that are not mapped on Schedule “M”.

4.9.3.3 *The criteria for the requirement of an EIA for proposed developments and site alterations are as follows:*

- c) *For any other development or site alteration, including public works, that is located wholly or partially inside or within 120 m of the Regional Natural Heritage System.*

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

As per the CESS, the East Block contains two watercourses. One (the Middle Branch of Sixteen Mile Creek) is within the Greenbelt, and will be unaffected by the Proposed Development. The second (Tributary of the Middle Branch of Sixteen Mile Creek) is proposed to be realigned to traverse the site via Block 4 (the NHS Channel Block) to achieve enhancement of the feature and its riparian zones. The realignment of the Tributary is anticipated to enhance wildlife habitat associated with the feature and provide additional habitat and buffering capacity to the existing significant areas in the Greenbelt Plan. As discussed in the CESS, the Tributary has a Medium Constraint rating, which permits alterations while ensuring that the important functional attributes are maintained or enhanced. Savanta concludes that, through the restoration and enhancement works to reduce sediment loading and increase wildlife habitat, the realignment will have overall net positive effects on fish and fish habitat, and will provide an opportunity for substantial improvement in the form and function of the feature.

As discussed earlier in this report, Savanta also concludes that the subject proposal will have minimal impact on biodiversity. After conducting a number of surveys on the subject lands, Savanta found no Bobolink nor Eastern Meadowlark nor their breeding habitat, no salamander species, no evidence of turtle nesting, and minimal snake activity. A total of eight butternut trees were found, all of which are located within the Woodlot/Wetlands block in the far northeast corner of the East Block, to be placed under protective “Greenlands ‘A’” zoning.

Through this review of relevant sections of the Town of Milton Official Plan, it is clear that the proposed ROPA and LOPA can be implemented to be in conformity with the Town’s Official Plan, and that the Draft Plans of Subdivision and Zoning By-law Amendments can be developed in accordance with the Town’s goals, objectives and policies. It is anticipated that this development will significantly assist in the achievement of many municipal goals and objectives and in the implementation of many municipal policies and is therefore appropriate and represents good planning.

4.6 Town of Milton Official Plan Part C.2 – Milton 401 Industrial/Business Park Secondary Plan

On June 12, 2000, the Milton 401 Industrial/Business Park Secondary Plan was adopted by Town of Milton Council (OPA 7), and subsequently by the Region of Halton. The applicable policies from Part C.2 of the Town’s OP are reviewed below. The recently Adopted LOPA No. 67, which brings the majority of subject lands into the established Secondary Plan area, also included some changes to the text and Schedules of the Secondary Plan. The policies discussed below include the (minor) changes introduced by LOPA No. 67.

The purpose of the Secondary Plan is to establish a more detailed planning framework for the Milton 401 Industrial/Business Park that promotes a high quality, comprehensively planned business park, and enables the Town to best capitalize on the economic and employment opportunities presented by the location’s close proximity to the 401.

Following their incorporation into the Secondary Plan Area, the majority of the Subject Lands are designated “Industrial Area” by Schedule B (Urban Area Land Use Plan) with portions of the East Block designated as “Natural Heritage System” along the woodlot and drainage feature areas (as illustrated on *Figure 12: Town of Milton Official Plan – Schedule A – Rural Land Use Plan*). *Figure 14: Milton 401 Industrial/Business Park Secondary Plan – Land Use Plan* illustrates the Secondary Plan limit following the adoption of LOPA No. 67, including the ‘Industrial Area’ land use designations within the Secondary Plan Area.

The vision and planning concept for the Milton 401 Industrial/Business Park Secondary Plan District are outlined in section C.2.2.1, which has policies related to Industrial/Business Park Character, as follows:

- C.2.2.1.1 The Secondary Plan is designed to create a comprehensively planned, high quality, industrial/business park with approximately an additional 21,000 employees, as well as a gateway to the Urban Area, which reflects the Milton’s unique Escarpment context and the strong sense of community and the environment evident in the Town by:*
- a) providing a transportation system, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connection to key market areas, as well with the Existing Milton Urban Area, within the Planning District, and with other surrounding areas of the Town;*
 - b) ensuring that development fronting on major roads, and the road allowances, achieve high urban design standards to reinforce the Town’s image and provide an attractive entrance to the community;*
 - c) providing the flexibility to accommodate a broad range of potential uses, while at the same time, ensuring that there are appropriate controls on development to ensure that high quality uses locate at key locations such as the 401 interchanges and to minimize potential*

conflicts between uses, including conflicts which relate to the character of specific areas of the Industrial/Business Park;

- d) creating a linked open space system within the Planning District which is linked to the natural heritage system in other areas of the Town;*
- f) providing for the potential of features and/or community facilities within the Planning District which may serve as landmarks or focal points for the Industrial/Business Park, its employees and also for all Town residents; and,*
- g) recognizing, that within the general vision for the Industrial/Business Park, individual areas may develop their own specific character.*

ROPA and LOPA:

The proposed ROPA and LOPA will assist the Town in achieving the overarching goals for the Secondary Plan District, as it will bring the ‘northern sliver lands’ into the Urban Area and will redesignate them as “Industrial Area”, allowing the land to accommodate employment uses for more jobs, and for the entirety of the PSEZ to be included in the Urban Area to facilitate its development for high quality industrial uses.

Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed Draft Plans of Subdivision will help the Town meet its employment target for the Secondary Plan Area. The building density shown in the concept plan (an average footprint of 37.67% on the industrial blocks) will allow the lands to provide a substantial number of employment opportunities. The industrial facilities will be well connected to systems that transport both humans and goods. Specifically, the 401 Highway is one of the province’s most important freight routes. As well, prospective employees within the new developments will be able to access the facilities by automobile, active transportation (via existing the bicycle lane on James Snow Parkway and the future bicycle lanes along both Regional Road 25 and No. 5 Sideroad), and public transit (via Milton Bus Route 1).

As discussed in the Urban Design Brief, the proposed development meets the intent of the urban design strategy objectives outlined in the Milton 401 Industrial/Business Park Secondary Plan as the buildings included in the proposed development which front onto major public roads (No. 5 Sideroad, Boston Church Road, Esquesing Line, and the Hydro Corridor adjacent to James Snow Parkway) will include enhanced architectural and landscaping treatments to achieve a high urban design standards and mitigate any undesirable views from the public. Moreover, the proposed development provides enhanced landscaped entrance features at the northeast corner of the intersection of James Snow Parkway/ Esquesing Line and the southeast corner of the intersection of No. 5 Sideroad / Boston Church Road. These features will help reinforce the Town’s image and provide an attractive entrance to the proposed development.

The relocated Aitken-Snow House being proposed on the East Block will provide the 401 Industrial/Business Park with a unique landmark and focal point which the employees of the proposed development can utilize and enjoy. The preservation of this building will also assist in the preservation of the community's cultural heritage while allowing the industrial park to develop its own site-specific character.

Furthermore, the realigned channel and associated 30 meter buffer, which are being proposed on the East Block, traverse along the northeast portion of the parcel and eventually connects the hydro corridor adjacent to James Snow Parkway. This feature provides an established linked open space system that connects to other natural heritage system features within the Town

Section C.2.2.2 discusses Key Design Elements of the Milton 401 Industrial/Business Park. The policies below are pertinent to the proposal:

C.2.2.2.1 a) *Linked Open Space System*

An essential basis for the creation of a strong sense of community and environment, is the development of a natural/open space system which protects key environmental features and is connected, where feasible, to the open space system in the rest of the Urban Area, as well as to the surrounding rural area. Open space linkages along stream and utility corridors will be supplemented by pedestrian and bicycle links along key roads. In addition, where parks are proposed, or it is feasible to preserve hedgerows as development proceeds, these features can be integrated into the natural/open space system.

[...]

c) *Connectivity/Accessibility*

Improved external and internal access including roads and pedestrian/bicycle paths, strengthens the area's accessibility and marketability. It also improves integration with the rest of the community, as well as significantly enhancing its gateway function.

[...]

f) *Significant Character Buildings*

There are no designated heritage buildings in the Secondary Plan. However, there are a very limited number of buildings which have an architectural quality that contributes to the character of the area. Consideration should be given to their re-use and/or incorporation into future development where feasible.

ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments:

The West Block is proposed to have an NHS Channel strip along its west side, while the East block is proposed to have an NHS Channel in its northern portion, creating a natural barrier between industrial blocks and NHS Woodlot/Wetlands. As per the CESS, the realignment of the Tributary of the Middle Branch of Sixteen Mile Creek into the NHS Channel Block is anticipated to enhance wildlife habitat associated with the feature and provide additional habitat and buffering capacity to the existing significant areas in the Greenbelt Plan. The Medium Constraint rating permits alterations while ensuring that the important functional attributes are maintained or enhanced. Savanta concludes that, through the restoration and enhancement works to reduce sediment loading and increase wildlife habitat, the realignment will have overall net positive effects on fish and fish habitat, and will provide an opportunity for substantial improvement in the form and function of the feature.

As noted above, both Plans of Subdivision will have nearby access to planned bicycle paths, and a new public road with 24.0 m ROW is proposed as part of the Draft Plan of Subdivision for the East Block.

Superior architectural design will be employed for buildings facing James Snow Parkway, creating an attractive view from the public realm that combines high quality natural and built features visible from the public realm. Furthermore, the realigned channel and associated 30 meter wetland buffer which are being proposed on the East Block, traverse along the northeast portion of the parcel and eventually connects the hydro corridor adjacent to James Snow Parkway. This feature provides an established linked open space system that connects to the natural heritage system to help create a strong sense of community and environment (refer to *Figure 15 – Landscape Concept Plan* for details). Pedestrian pathways are being proposed along the channel and stormwater management pond features on the West Block and along the stormwater management pond features on the East Block. These features will help strengthen the area's accessibility and also significantly enhance its gateway function by creating a unique amenity area and improving linkage between the trails and street networks.

The HIA identifies the Aitkin-Snow House as a significant character building with heritage features, both in its built form and its history. AREA supports the relocation of the Aitkin-Snow House to the more prominent location on Block 8 of the East Block, as well as its adaptive re-use, subject to a Heritage Conservation Plan being prepared to ensure the House is preserved and/or restored as required. The relocated Aitken-Snow House being proposed on the East Block will provide the 401 Industrial/Business Park with a unique landmark and focal point which the employees of the proposed development can utilize and enjoy. The preservation of this building will also assist in the preservation of the community's cultural heritage while allowing the industrial park to develop its own site-specific character.

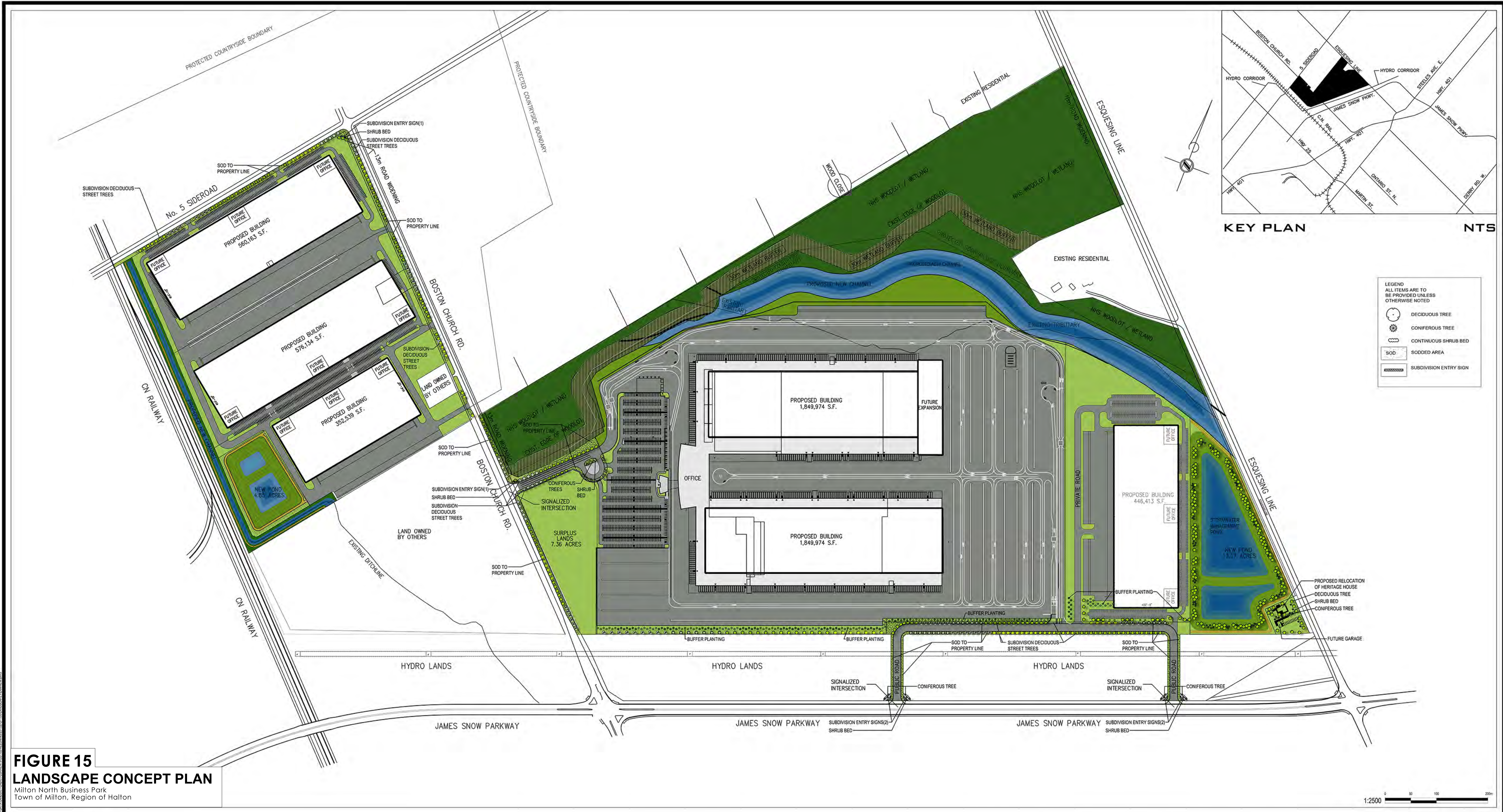
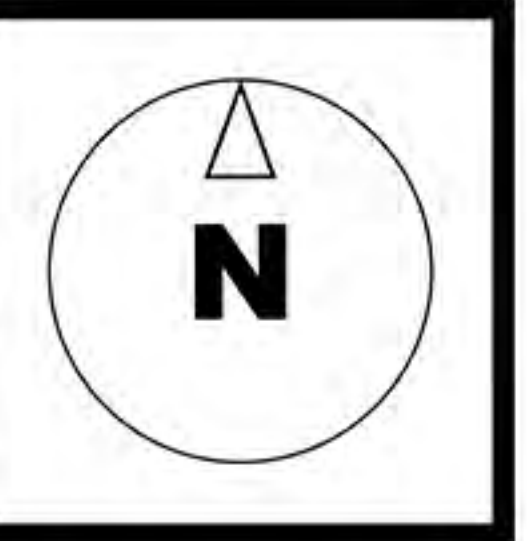


FIGURE 15
LANDSCAPE CONCEPT PLAN
 Milton North Business Park
 Town of Milton, Region of Halton



Milton North Business Park
 Milton, Ontario

LANDSCAPE CONCEPT PLAN
 SCALE: 1:2500
 DATE: SEPTEMBER 10, 2021
 20-132



Section 2.3 sets out Goals and Objectives for the Secondary Plan District. Relevant objectives include the following:

- C.2.3.2.1 To create an industrial/business park that takes advantage of Milton's competitive advantage in the Greater Toronto Area market and its location adjacent to the Highway 401 corridor by establishing a development framework that:*
- a) streamlines approvals;*
 - b) is flexible in dealing with various types and forms of land uses and building; and,*
 - c) promotes a program of urban design that is attractive and financially responsible.*
- C.2.3.2.6 To preserve existing natural and cultural heritage features wherever feasible and provide for the potential of community facilities or the creation of other landmark features which may serve as focal points for the Industrial/Business Park, employees and Town residents*

ROPA, LOPA and Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed planning tools have been drafted in such a manner that future approvals can be streamlined, and in a manner that is as flexible as possible for the potential tenants of the land. Specifically, the ROPA and LOPA will maximize the total acreage of available land, creating more opportunities for employment uses. The LOPA also seeks to add additional permitted uses to Blocks 2 and 8 of the East Draft Plan of subdivision, which will allow more flexibility and options for Industrial / Business Commercial uses and building types, as the above Secondary Plan policy calls for. The Draft Zoning By-law Amendments, in turn, will implement these uses via permitted uses in the Zoning By-law. Combined, these planning tools will streamline the Site Plan Approval process for the future tenants. Finally, the Draft Plan of Subdivisions are proposed with large Industrial Blocks, which may either keep their current form or be further divided via Exemption to Part Lot Control. This allows flexibility for potential users of various scales.

As explained in the Urban Design Brief, prepared by Glen Schnarr & Associates Inc. and dated September 2021, development on the subject lands will incorporate a high standard of building and site design that addresses the Milton 401 Industrial/Business Park Secondary Plan Design Guidelines, and will preserve the natural and cultural heritage of the surrounding lands through heritage preservation, enhanced landscape areas, protection and buffering of the natural heritage system, and provision of enhanced stormwater management features.

Section 2.4.5 regards the Urban Design Strategy and Guidelines for the Milton 401 Industrial/Business Park. The following policies are relevant to the subject proposal:

- C.2.4.5.2 *Further to, and in accordance with the provisions of subsection 2.4.5.1, development shall also be designed in accordance with the following general design principles:*
- a) *Creation of a well-connected Industrial/Business Park both visually and physically including transit supportive urban design; and,*
 - b) *Creation of a unique, place specific Industrial/Business Park as a gateway to the Urban Area.*

Draft Plans of Subdivision and Zoning By-law Amendments:

The proposed development will incorporate a high level of architectural design and landscaping treatments along the portions of the buildings which front onto the public roads to ensure the proposal provides a pleasing visual aesthetic from the public realm. Moreover, the proposed development provides enhanced landscaped entrance features at the northeast corner of the intersection of James Snow Parkway / Esquesing Line and the southeast corner of the intersection of No. 5 Sideroad / Boston Church Road. These features will help reinforce the Town's image and provide an attractive entrance to the community. They will ensure that the proposed development can effectively provide an attractive and viable employment district that can be integrated into the surrounding community with minimal disruption to the existing community character while also creating a unique gateway to the Town's urban area.

Policy 2.4.5.8 discusses Enhanced Streetscape Design:

- C.2.4.5.8 *Regional Road 25, Steeles Ave., No. 5 Sideroad and James Snow Parkway all represent major access routes into and through the community. In addition, each of these roads has a significant role in the community. These roads shall all be designed with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, bike paths and boulevards having regard for the Urban Design Guidelines.*

In addition, the Town shall through the zoning by-law and site plan approval process, control development along these roads to ensure both a high quality of site design and use. In particular:

- a) *buildings shall be designed to front the road with the highest priority in the defined road hierarchy. Facades and yards abutting lower priority roads shall be attractive through appropriate architectural treatments and landscaping;*
- b) *parking will be at least partially screened by berms and landscaping; and,*

- c) *service, loading and open storage facilities shall not be permitted in the yard abutting these major roads and shall be screened from these roads.*

Draft Plans of Subdivision and Zoning By-law Amendments:

The West Block will include additional architectural and landscaping treatments along the buildings which front onto No. 5 Sideroad and Boston Church Road. The proposed buildings will provide enhanced architectural treatments along the office portions of the buildings which will be oriented towards these roads and various landscape treatments will also be provided along these roads to screen the vehicular parking areas and enhance the sites' visual aesthetics.

As explained in the Urban Design Brief, prepared by Glen Schnarr & Associates Inc. and dated August 2021, the proposed development will be consistent with the above policies via a number of methods. Buildings that front onto public roads (in particular James Snow Parkway and No. 5 Sideroad) will have enhanced architectural and landscaping treatments to achieve a high urban design standard, providing an attractive gateway to the community. As shown in the concept plan (see *Figure 5: Development Concept Plan*), parking areas are proposed to be broken up using planting strips and traffic islands, breaking up parking areas and improving the visual impact by reducing their prominence when viewed from street level. Servicing and loading areas are proposed to be located internal to the site, along the sides of each building, minimizing visibility from public roads. The conceptual layout also provides separation between the service, loading, and storage areas and the pedestrian walkways and amenity areas around the stormwater management ponds, which will enhance both visual attractiveness and pedestrian safety. Berming and landscaping will be used to further buffer these features from street level and the pedestrian realm.

The proposed industrial buildings on the East Block do not directly front onto any major public roads as they are separated by the Block 2 east of Boston Church Road, the Hydro Lands north of James Snow Parkway, the Stormwater Management Pond, and the Aitken-Snow House west of Esquesing Line. While we recognize that the proposed buildings in Block 1 in the East Block do not immediately front onto a public road, efforts have been taken in the site's design to screen the servicing and loading areas from the public view by providing enhanced landscaping along the Block 2, the Hydro Lands, the Stormwater Management Pond and the Aitken-Snow House. These enhanced features will help facilitate the Town's vision for James Snow Parkway becoming a major access route that plays a significant role in the community.

Lastly in regards to Urban Design, Policy 2.4.5.9 addresses Significant Character Buildings:

- C.2.4.5.9 *Prior to the development of a site which includes a significant character building as designated on Schedule "C.2.A", the character building shall be evaluated by the Town in consultation with the owner, to determine its feasibility for preservation. Where preservation of the building is feasible consideration should be given to its re-use.*

Draft Plans of Subdivision and Zoning By-law Amendments:

While the current C.2.A Schedule outlined in the Town's Official Plan does not currently identify any significant character buildings on the subject property, AREA's HIA identifies the Aitken-Snow House as a significant character building with heritage features. As such, the Aitken-Snow House will be relocated to the southeast corner of the East Block at the intersection of James Snow Parkway and Esquesing Line. The retention and re-use of the heritage building on site (as per the Business Commercial designation applied to the lands via LOPA 67, as well as the zoning proposed via this application) will assist in the preservation of the existing heritage while also creating a landmark feature which will serve as a focal point of the Industrial/Business Park.

Section C.2.5 establishes Land Use Policies, with Policy C.2.5.1.2 regarding Business Commercial Development:

- C.2.5.1.2 In addition to the provisions of Section C.2.5.1.1 with respect to development plans, applications for business commercial development, including the redevelopment of existing sites, shall also comply with the provisions of Section 3.7.6 of the Official Plan. Further, notwithstanding the provisions of Section 3.7.6.6, no outdoor storage shall be permitted, including the storage of garbage.*

Draft Plans of Subdivision and Zoning By-law Amendments:

Section 4.4 of this report addresses at length how the subject proposal conforms to Section 3.7.6 of the Official Plan. On the Block zoned "Business Commercial", no outdoor storage is proposed.

Section C.2.5.3 sets out policies for the Industrial Area, with the following policies being applicable to the subject proposal:

- C.2.5.3.1 Further to, and in accordance with the policies of Section 3.9 of this Plan, on lands designated "Industrial Area" on Schedule "C.2.B", notwithstanding the provisions of Section 3.9.2.1 which permit the full range of light and general industrial uses, the Zoning By-law may not initially permit the full range of such uses on all sites.*

[...]

- C.2.5.3.4 Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a development plan which complies with the provisions of Section C.2.5.1.1; and provided that the Town is satisfied that the development can be designed to maintain the high quality required for such areas.*

Draft Plans of Subdivision and Zoning By-law Amendments:

Though the specific industrial users for the lands are currently unknown, the site specific zoning being sought attempts to ensure flexibility for proposed uses. Site Plan Control will provide the

Town oversight to ensure that development on the subject lands maintains the required high quality design. As such, the proposal will conform to the above policies.

Section C.2.5.11 of the Milton 401 Industrial/Business Park Secondary Plan addresses Stormwater Management Facilities, as follows:

C.2.5.11.1 The Stormwater Management Facility designation on Schedules "C.2.A" and "C.2.B" represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities shall be further refined through the Functional Stormwater Study and when plans of subdivision are prepared. Stormwater Management Facility sites can be relocated without an amendment to this Plan, provided alternative sites have regard for the goal, objectives and policies of this Secondary Plan and the Subwatershed Plans for Areas 2 and 7. Stormwater management facilities shall be permitted in all land use designations on Schedule "C.2.B" and shall be designed, where possible, to be integrated with the open space and trail system.

Draft Plans of Subdivision and Zoning By-law Amendments:

As the subject lands have only recently been incorporated into the Milton 401 Industrial/Business Park Secondary Plan District, the Secondary Plan does not currently outline the specifics of stormwater management facilities within the subject lands. Based on the stormwater management analysis for the proposed development contained in the CESS, the proposal seeks to establish stormwater management ponds in the southwest corner (Block 2) of the West Block and in the southeast corner (Block 3) of the East Block. The function of these ponds and of the stormwater management systems as a whole for each property are demonstrated and addressed in the CESS. TMIG concludes that the addition of the stormwater management ponds, combined with the relocated channel and the addition of conveyance swales, will ensure that post-development conditions match pre-development conditions up to and including the Regional Storm.

Section C.2.6.2 discusses how policies of the Milton 401 Industrial/Business Park Secondary Plan must be addressed in the Town's Zoning By-law:

C.2.6.2.1 This Secondary Plan shall be implemented by an appropriate amendment(s) to the Town's comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 5.5 of this Plan.

Draft Plans of Subdivision and Zoning By-law Amendments:

A Zoning By-law amendment is proposed to implement the Secondary Plan and the proposed Draft Plans of Subdivision, as is discussed at length in the following section of this report.

The proposed development, including the ROPA, LOPA, Draft Plans of Subdivision and implementing Zoning By-Laws, conforms with the policies and permitted uses set out in the Town of Milton's 401 Industrial/Business Park Secondary Plan.

4.7 Town of Milton Zoning By-law 2003-144 (Rural Area)

The Subject Lands are currently zoned within the Town of Milton's Comprehensive Zoning By-law 144-2003, which generally applies to Milton's Rural Area. Zoning By-law 144-2003 zones the West Block entirely "Agriculture (A1)", while the majority of the East Block is also zoned "Agriculture (A1)", with natural heritage features (the tributary and the Wetland/Woodlot area in the northeast corner) zoned "Greenlands 'A' (GA)" (See *Figure 16: Town of Milton Zoning By-law 144-2003 – Existing Zoning*).

This proposal seeks to re-zone both proposed Draft Plans of Subdivision in order to facilitate development of the subject development proposal. With the recent inclusion of the lands in the Milton 401 Industrial/Business Park Secondary Plan pursuant to LOPA 67, the lands are proposed to be zoned consistently with other lands in the Milton 401 Industrial/Business Park Secondary Plan District.

A total of four zones are proposed to apply to the Subject Lands (See *Figure 17: West Block – Proposed Zoning* and *Figure 18: East Block – Proposed Zoning*), as follows:

- b) The relocated drainage features, all Woodlot/Wetland blocks, and all associated buffers are proposed to be zoned "Greenlands "A" (GA)".
- c) The SWM Pond Blocks (Block 2 of the West Draft Plan of Subdivision and Block 3 of the East Draft Plan of Subdivision) are proposed to be zoned "Open Space – Exception No. XX (OS*XX)". As discussed earlier in this report, the exception zone would add *Stormwater Management Facility* as a permitted use. Otherwise, all other standard regulations required within the OS Zone would apply.
- d) The large Industrial blocks (Block 1 of the West Draft Plan of Subdivision and Block 1 of the East Draft Plan of Subdivision) are proposed to be zoned "General Industrial – Exception No. YY (M2*YY)". A number of permitted uses are proposed to be added, on top of those permitted within the standard M2 Zone. Additional proposed uses are as follows:
 - o *Contractor Service Shop*
 - o *Courier / Messenger Service*
 - o *Medicinal Product Manufacturing Facility*
 - o *Repair Establishment*
 - o *Restaurant (Take Out and Convenience)*

Provision relief is being sought through the site specific M2 zone. However, the proposed provisions are slightly different for East Block 1 versus West Block I. Proposed provisions applying to both are as follows:

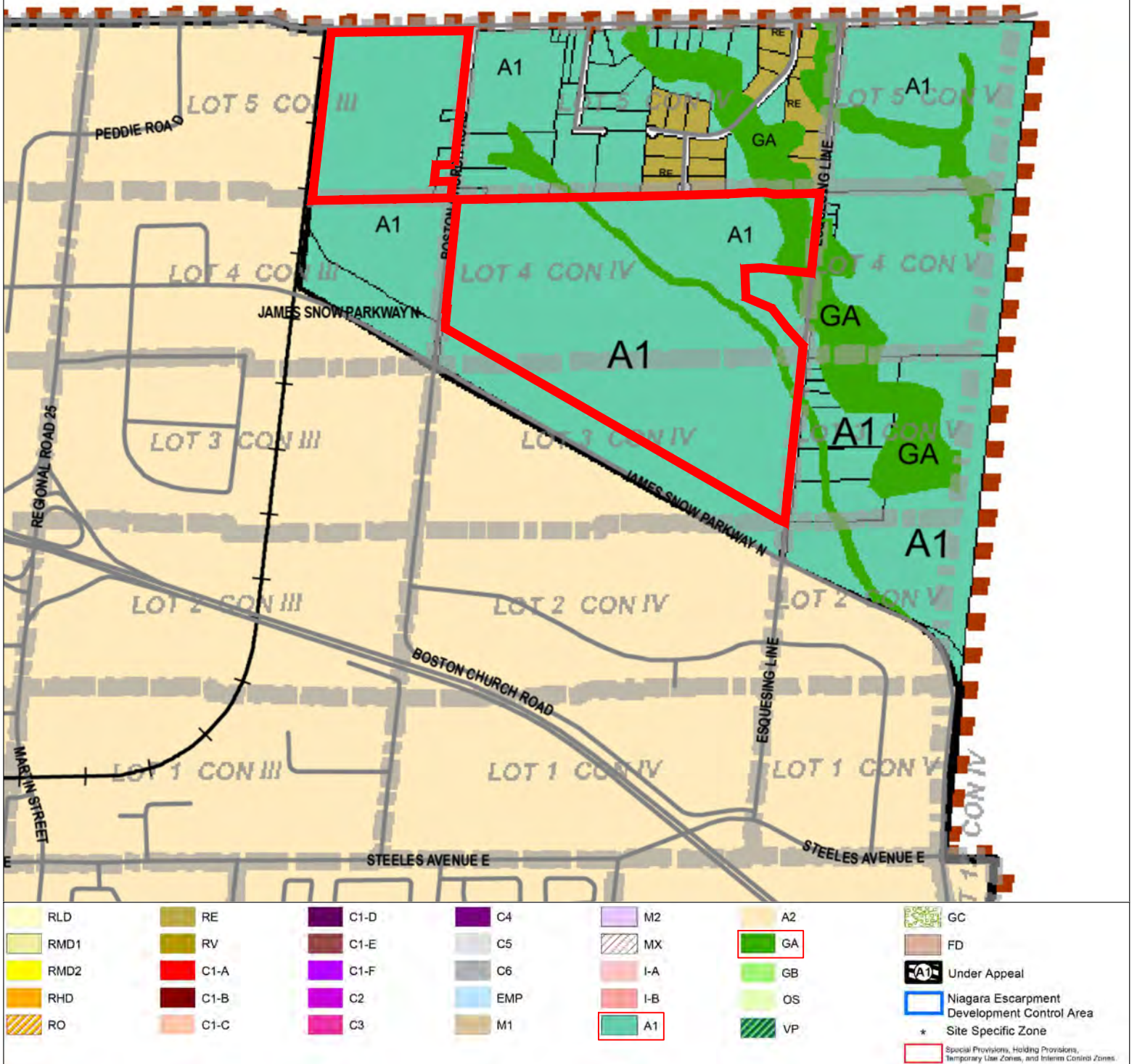


FIGURE 16
TOWN OF MILTON
ZONING BY-LAW 144-2003
"RURAL AREA - EXISTING ZONING"

Milton North Business Park
 Town of Milton, Region of Halton

LEGEND

Subject Property



Scale: N.T.S.
 October 4, 2021

SCHEDULE A
TO BY-LAW No. 2021
TOWN OF MILTON
Part of Lot 5, Concession 3,
Town of Milton, Regional Municipality of Halton

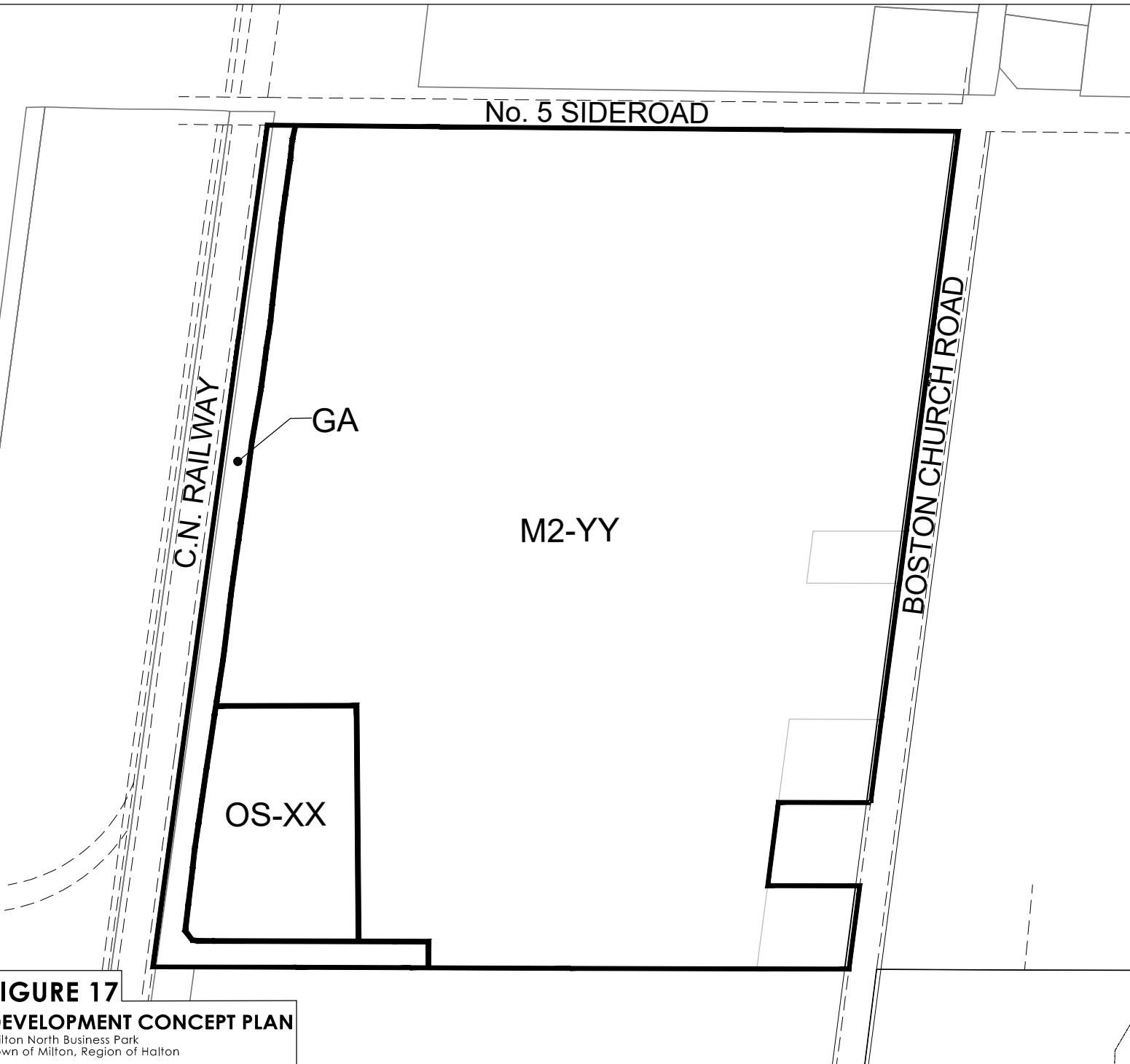


FIGURE 17
DEVELOPMENT CONCEPT PLAN
Milton North Business Park
Town of Milton, Region of Halton

THIS IS SCHEDULE A
TO BY-LAW No. _____, 2021.

REZONED TO:

- 'OS-XX' - OPEN SPACE - SPECIAL
- 'M2-YY' - GENERAL INDUSTRIAL - SPECIAL
- 'GA' - GREENLANDS A

MAYOR

CLERK



SCHEDULE A
 TO BY-LAW No. _____ 2021
 TOWN OF MILTON
 Part of Lot 3 & 4, Concession 4,
 Town of Milton, Regional Municipality of Halton

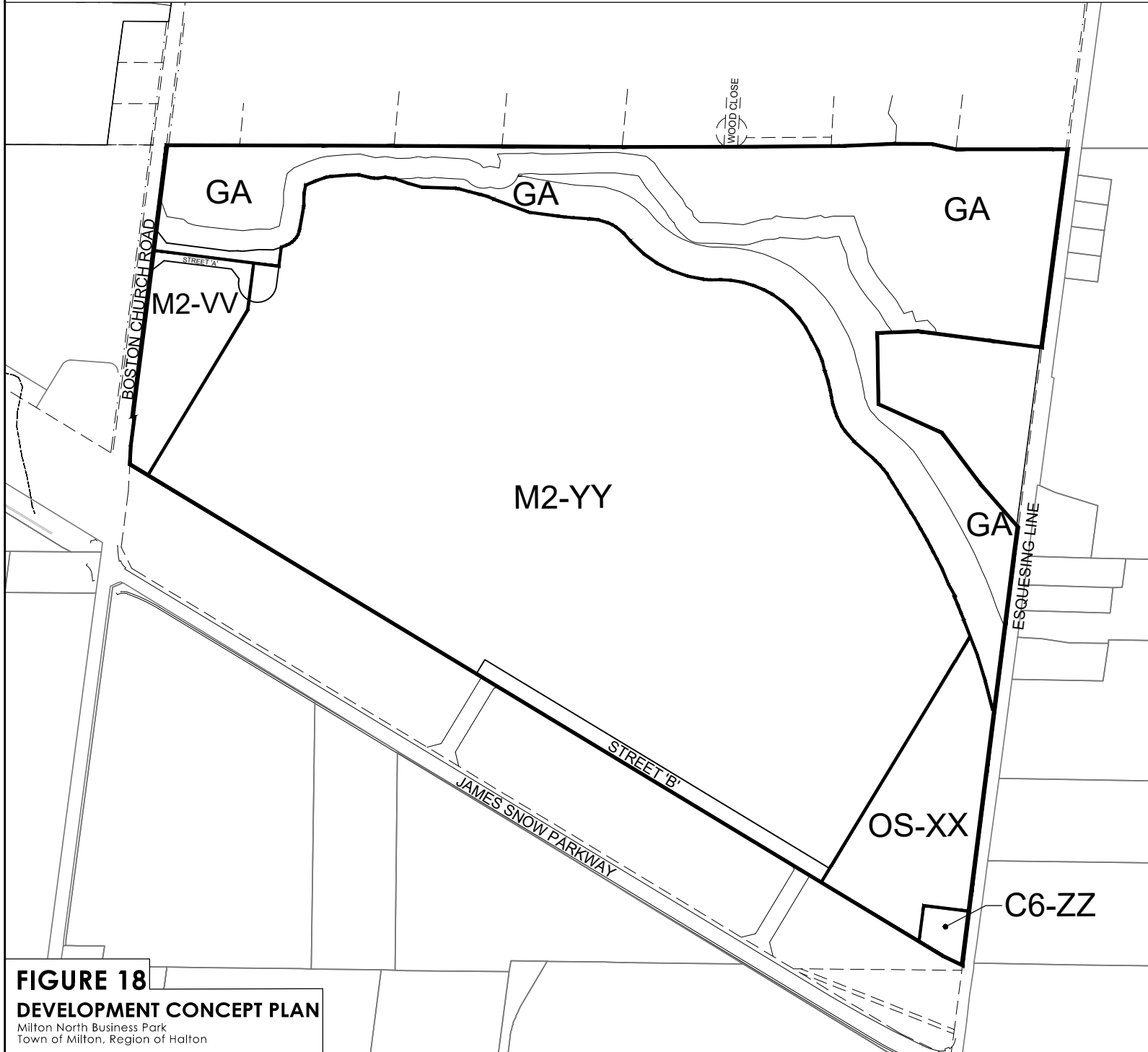


FIGURE 18
DEVELOPMENT CONCEPT PLAN
 Milton North Business Park
 Town of Milton, Region of Halton

THIS IS SCHEDULE A
 TO BY-LAW No _____, 2021.

- REZONED TO:
- 'OS-XX' - OPEN SPACE - SPECIAL
 - 'M2-VV' - GENERAL INDUSTRIAL - SPECIAL
 - 'M2-YY' - GENERAL INDUSTRIAL - SPECIAL
 - 'C6-ZZ' - BUSINESS COMMERCIAL - SPECIAL
 - 'GA' - GREENLANDS A

 MAYOR

 CLERK



- Footnote (*5) to Table 8A is proposed to not be applicable to the M2*YY Zone on either the West or East Industrial Blocks. Footnote (*5) reads as follows: *Office uses and research and technology uses, excluding uses which produce biomedical waste, are permitted within a designated Industrial Zone, provided that they are located within a one to two storey Multi-Unit building. A Multi-Unit Building shall not include an Office Building.* The intent of removing this footnote is to ensure maximum flexibility for office uses within all types of buildings, regardless of height or number of units.
- Footnote (*6) to Table 8A is proposed to not be applicable to the lands zoned M2*YY on either the West or East Industrial Blocks. Footnote (*6) currently reads as follows: *Except as otherwise provided herein, an office use shall only be permitted accessory to a principal use in the M2 Zone and shall be limited to 25% of the gross floor area.* The proposed relief seeks to increase permission for office uses within a building to 49% of the GFA.
- Footnote (*8) to Table 8A is proposed to not be applicable to the lands zoned M2*YY on either the West or East Industrial Blocks. Footnote (*8) permits *up to a maximum of 5% of the gross floor area of the principal use or 232.3m², whichever is less, may be used for the retail sale of goods or products produced on the premises.* The proposed relief seeks to increase permission for retail sale of goods or products produced on the premises to 20% of the GFA.

The following provision is proposed to apply *only* to the West Block 1 through the site specific M2*YY Zone for that Plan:

- A minimum landscape buffer abutting a street line of 3.0 metres.

The following provisions are proposed to apply *only* to the East Block 1 through the site specific M2*YY Zone for that Plan:

- The maximum height for all buildings in the M2 zone is 15 metres in Zoning By-Law No. 144-2003. The proposed relief seeks to increase maximum height for Office Buildings and Other Permitted Uses to 35 metres. This will provide the proponent flexibility to attract a wide range of suitable tenants to the subject lands and will assist in strengthening the local economy and creating jobs.
- For the purposes of this zone, the definition of Building Height is proposed as follows: *“the vertical distance measured from the finished floor elevation of such building or structure to, in the case of a flat roof, the highest point of the roof surface or parapet, and shall exclude rooftop mechanical and elevator penthouses, including but not limited to refrigeration penthouses”*.
- A minimum landscape buffer abutting a Greenlands ‘A’ zone of 2.5 metres.

e) The triangular block (Block 2 of the East Draft Plan of Subdivision) is proposed to be zoned “General Industrial – Exception No. VV (M2*VV). A number of permitted uses are proposed to be added, on top of those permitted within the standard M2 Zone, which are suitable to the Block’s prominent location fronting onto Boston Church Road:

- *Banquet hall / convention centre*
- *Broadcasting / communication facility*
- *Contractor service shop*
- *Courier / messenger service*
- *Medicinal product manufacturing facility*
- *Office Building*
- *Repair establishment*
- *Restaurant*
- *Service commercial uses*
- *Science and technology facility*
- *Parking lot*
- *Wholesaling facility*
- *Vehicle sales and service*

Provision relief is being sought through the site specific M2 zone for this block as well. Similar to the M2*YY Zone, Footnotes (*5), (*6) and (*8) of Table 8A are proposed not to apply.

f) The block containing the relocated Aitkin-Snow House (Block 8 of the East Draft Plan of Subdivision) is proposed to be zoned “Business Commercial – Exception No. ZZ (C6*ZZ)”. A number of permitted uses are proposed to be added, in addition to those permitted within the standard C6 Zone. Additional proposed uses are as follows:

- *Equipment Sales and Rental*
- *Research and Technology Use*
- *Science and Technology Facility*
- *Service and Repair Shop*

Provision relief being sought through the site specific C6 zone is as follows:

- The maximum lot area permitted is currently 3,000 m² and it is proposed to increase this to 4,600 m².

The proposed Zoning By-law Amendments will not only facilitate development pursuant to the proposed Draft Plans of Subdivision but, as discussed at length in the preceding sections, they will bring the properties into conformity with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton’s Official Plan (including the proposed ROPA), and the Town of Milton’s Official Plan (including OPA 31 and LOPA 67). The proposed Zoning By-law Amendments will implement the Town of Milton Official Plan and the Milton 401 Industrial / Business Park Secondary Plan. This will assist the Town in advancing and fulfilling the ultimate vision for these lands.

5.0 SUPPORTING STUDIES AND REPORTS

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development.

5.1 Comprehensive Environmental and Servicing Study

The Comprehensive Environmental and Servicing Study (“CESS”), dated August 2021, which is a consolidated report fulfilling a number of the submission requirements comprehensively, as recommended by Town, Region, and Conservation Authority staff. The following consultants have contributed to the CESS:

- The Municipal Infrastructure Group Ltd (TMIG) (civil engineering).
- Savanta Inc. – A GEI Company (natural heritage).
- GEO Morphix Ltd. (fluvial geomorphology).
- Palmer Environmental Consulting Group Inc. (Palmer) (hydrogeology).

TMIG’s contribution to the CESS includes the functional servicing and stormwater management assessment. The purpose of this assessment is to ensure that adequate municipal services are present for the proposed development and to develop a stormwater management plan that meets goals for the subwatershed. As it relates to stormwater management, TMIG calculated the anticipated peak flow rates, taking into account the proposed realignment of existing channels on the property. They conclude that the proposed realignment, combined with the addition of the stormwater management ponds (one on each Draft Plan of Subdivision), will adequately manage stormwater flow. The conceptual design will provide quantity control and will ensure that post-development conditions match pre-development conditions up to the Regional Storm. The addition of conveyance swales will replicate existing functions and features, including upstream conveyance of external flows. The report recommends a number of lot-level methods to control stormwater runoff and supplement end-of-pipe controls. These include rooftop storage (capturing rainfall at a controlled discharge rate to encourage evaporation and reduce peak flow rates), parking lot storage (large asphalt areas within industrial site plans which are graded to capture rainfall), below ground storage (underground storage tanks, oversized storm sewers and/or infiltration systems placed below the asphalt and / or landscape areas), using increased topsoil to allow for greater soil retention, reducing lot grading to slow runoff flows, and other methods such as LIDs, rain gardens and buffer strips. These are all manageable and can be easily implemented through the development.

In regards to water and wastewater servicing, the Report proposes a sanitary sewer design that follows the design criteria provided in Halton Region’s Water and Wastewater Linear Design Manual (July 2017). The report discusses the Region of Halton’s Development Charges Water / Wastewater Technical Report (September 2016), which contains plans for a new watermain and sanitary sewer, both of which will roughly follow a northward trajectory from James Snow Parkway along the East side of the East Block, follow the northern boundary of the East Block, and continue northward up Boston Church Road, servicing the West Block as well. This project is

scheduled for 2026. TMIG concludes that the proposed development of both the West Block and the East Block can be serviced through the upcoming Development Charge project.

The environmental impact assessment contained in the CESS was completed by Savanta, who completed ecological studies on the two properties, and conducted surveys of the flora, fauna and all ecological and natural heritage features on site. Fieldwork was conducted over the course of six years, between 2015 and 2021. Savanta classified all drainage features on the property, evaluated their ecological importance, and set out guidelines for conserving the function of the drainage features where they are to be realigned. They also provide rationale in support of the proposed green swale / naturalized channel and replicated tableland wetland within the Greenbelt Plan area. The proposed realignment and creation of these features was supported and determined to result in an overall enhancement to the features, their riparian zones, and as a result will enhance wildlife habitat opportunities on site and on surrounding lands. Savanta makes recommendations related to the woodland features in terms of their protection and enhancement, including identifying VPZs. As well, they recommend a variety of construction and post-construction monitoring programs be conducted to mitigate against possible impacts.

Savanta conducted a number of surveys on the subject lands, and ultimately concludes that the proposed development will not negatively impact native flora and fauna. A total of eight butternut trees were found, all of which are located within the Woodlot/Wetlands block in the far northeast corner of the East Block, and will be placed under protective “Greenlands ‘A’” zoning. The study found no Bobolink nor Eastern Meadowlark, nor their breeding habitat. No salamander species were observed, there is no evidence of turtle nesting, and minimal snake activity was recorded. The absence of these important species supports the proposed development, as the subject lands can be developed with minimal impact to plant and animal habitat.

Ultimately, the CESS concludes that the proposed development entails a number of net gains: ecosystem functions and services will be restored and sustained, biodiversity will be restored, and climate change impacts will be reduced.

5.2 Archaeological Assessments

Stage 1, 2 and 3 Archaeological Assessments have been completed by Archaeological Assessments Ltd. for each of the two Blocks subject to the proposals. The Stage 1 Assessment for each block consisted of the archaeologist reviewing geographic, land use and historical information about the subject lands and conducting a site visit to inspect its current condition. The Stage 2 Assessments involved all agricultural lands being ploughed and pedestrian surveyed at five metre intervals.

Stage 1-3 Archaeological Assessment of the Orlando Corporation East Parcel (July 27, 2020)

Two archaeological sites were located during the course the Stage 2 Assessment for the East Block: a mid-19th century Euro-Canadian site and a Middle Archaic aboriginal findspot. The mid-19th century Euro-Canadian site was then registered as the Andrew Aitken site and the Middle Archaic aboriginal findspot was registered as the Marshall site. The Marshall site was not considered to

have cultural heritage value and did not require further assessment. The Andrew Aitkin site was considered to have some cultural heritage value, thus warranting a Stage 3 Assessment. The Stage 3 Assessment found that the Andrew Aitkin site was occupied between the 1830s and 1850s, and as such is considered to have cultural heritage value. A Compliance Letter, dated September 11, 2020, has been received from the Ministry of Heritage, Sport, Tourism, and Culture Industries (“the Ministry”).

Stage 4 Archaeological Assessment of the Andrew Aitkin Site (AjGx-299) Orlando Corporation East Parcel (September 14, 2020)

A Stage 4 Assessment was completed for the Andrew Aitkin Site, which includes the Aitkin-Snow House and the area surrounding it. The site area was stripped of its topsoil and all of the subsurface features were excavated by hand. The site contained a total of eight cultural features including three refuse pits, a sub-floor pit, a root house/outbuilding footprint, a drain, one ash pit and one general pit. As the site has now been completely excavated, there is no longer a planning concern. Archaeological Assessments Ltd. concludes that the site has no further cultural heritage value.

Stage 1-3 Archaeological Assessment of the Orlando Corporation West Parcel (July 29, 2020)

Two archaeological sites were located during the course the Stage 2 Assessment of the West Block: an early to mid-19th century Euro-Canadian homestead and a late 19th to 20th century Euro-Canadian Homestead. The mid-19th century Euro-Canadian site was then registered as the Laidlaw I site, and the late 19th to 20th century Euro-Canadian homestead was registered as the Laidlaw II site. The Laidlaw II site was found to have very limited cultural heritage value due to its late date of occupation. As such, a Stage 3 Assessment was only required for the Laidlaw I site. Excavation of the Laidlaw I site found a number of diagnostic artifacts which, along with archival research, indicate that the site was occupied between the 1830s and the 1850s. The site is considered to have cultural heritage value. As with the East Block, Archaeological Assessments Ltd. recommends that, if the site can not be avoided and protected from development, a Stage 4 excavation will be required. As with the East Block, a Compliance Letter, dated September 11, 2020, has been received from the Ministry, and a Stage 4 excavation is currently being completed.

Stage 4 Archaeological Assessment of the Laidlaw Site (AjGx-297) Orlando Corporation West Parcel (September 15, 2020)

A Stage 4 Assessment was completed for the Laidlaw I Site. The site area was stripped of its topsoil and all of the subsurface features were excavated by hand. The site was stripped of its topsoil and all of the subsurface features were excavated by hand. The site contained eleven cultural features including two root cellars, a root house/outbuilding footprint, two drains, a well, an ash pit and four refuse pits. As the site has now been completely excavated, there is no longer a planning concern. Archaeological Assessments Ltd. concludes that the site has no further cultural heritage value.

5.3 Traffic Impact Study

A Traffic Impact Study, dated September 2021, has been completed by TMIG. It assesses the anticipated traffic-related impacts from the proposed development on the existing road network surrounding the subject lands (specifically during a.m. and p.m. peak hours), and projects potential impacts for the 2023, 2028 and 2033 planning horizon years. Using the concept plan prepared by Orlando, the study concludes that the proposed development is anticipated to generate a total of 746 new two-way vehicle trips during the a.m. peak hour (consisting of 548 inbound and 198 outbound trips). During the p.m. peak hour it is expected to generate 804 new two-way vehicle trips (consisting of 232 inbound and 572 outbound trips). The study also takes into account the expected growth rate of 2% of Town roads and 2% to 6% on Regional roads (as the growth rate is expected to increase following road widening), as well as the planned future upgrades of Regional Road 25 from four lanes to six lanes (to be completed by the 2028 planning horizon) and of James Snow Parkway from four lanes to six lanes (to be completed by the 2033 planning horizon).

TMIG also assesses the feasibility of the proposed access points from the subject lands onto the existing public roads (nine points in total). These include two access points from the West Block onto Boston Church Road, two from the West Block onto No. 5 Sideroad, one from the East Block onto Boston Church Road, two from the East Block over the hydro lands onto James Snow Parkway, and one from Block 8 of the East Block (containing the relocated Aitkin-Snow House) onto Esquesing Line. TMIG recommends signalization of two currently-unsignalized intersections: No. 5 Side Road and Esquesing Line, and No. 5 Sideroad and Boston Church Road. They also recommend that Boston Church Road be upgraded and widened to accommodate the site-related traffic, and that turning lanes be added to the roads at six of the access points to the Proposed Development.

5.4 Tree Inventory and Preservation Plan Report

The Tree Inventory and Preservation Plan Report (TIPP) dated April 28, 2020 (latest revision April 6, 2021) has been prepared by Kuntz Forestry Consulting Inc. Kuntz acknowledges that many of the trees must be removed to accommodate proposed development of the lands. Specifically, a total of 123 trees and 16 polygon features (groups of trees situated in groups where individual locations cannot be deciphered) are proposed to be removed. It is important to note that 38 of these trees are of poor quality, including decaying, diseased or dead. These trees are recommended to be removed due to their condition. Further, many of the other trees proposed to be removed are isolated from each other and do not form significant clusters. Kuntz also sets out recommendations for the preservation of a total of 19 trees and 3 polygon figures (as well as the existing Woodlots). These recommendations include the placement of tree protection barriers and fencing at prescribed locations, the prohibition of construction activity within tree protection zones, and the requirement that any pruning of branches and roots be performed by a qualified Arborist. The report also recommends that site visits prior to, during and post construction be conducted by a qualified Arborist.

5.5 Noise Feasibility Study

A Noise Feasibility Study, dated September 15, 2021, was completed by HGC Engineering, and examines the potential noise impacts resulting from the proposed industrial development of the two properties using MECP Guideline NPC-300. The study used predictive noise modelling to assess the potential noise impact of mechanical equipment and trucking activities on surrounding lands. HGC determined that the predicted sound levels due to trucking activities and rooftop mechanical equipment during the worst-case busiest hour operating scenario may exceed the acceptable impact for noise on the surrounding lands. Noise control measures are therefore recommended by HGC in their report. Specifically, HGC recommends a 4 metre (13.12 foot) high noise barrier along the entire northern edge of the East Block's main industrial block (Block 1), south of the NHS Channel Block (Block 4), to buffer potential noise impacts from proposed industrial uses on site from the existing lands to the north. A 2.5 metre (8.2 foot) high noise buffer is also recommended behind the rear lot line and along part of the southern side lot line of 8820 Boston Church Road (the out-parcel within the West Draft Plan) in order to buffer the existing out-parcel from any possible noise resulting from the proposed industrial facilities on the West Block. HGC concludes that these buffers are important to mitigate against possible noise impacts and are easily implemented into the Draft Plan developments. The buffers recommended will effectively mitigate the impact of noise on the surrounding lands.

5.6 Phase 1 and 2 ESA

Phase 1 and 2 Environmental Site Assessment (ESA) Reports have been prepared by Terrapex Environmental Ltd. for each block, for a total of four reports. The objective of the Phase 1 ESAs was to identify actual and potential sources of contamination associated with the properties, arising from current or historical activities on the subject lands and within a 300 metre radius. The objective of the Phase 2 ESAs is to assess the areas of potential environmental concern (APECs) in order to identify the location and concentration of contaminants, and to remediate contaminants if necessary.

Phase 1 ESA – West Block (July 3, 2020)

Two potentially contaminating activities (PCAs) were identified: (1) pesticides manufacturing, processing, bulk storage and large-scale applications and (2) importation of fill material of an unknown quantity. Four APECs were identified, and a Phase 2 ESA was deemed necessary in order to file a Record of Site Condition.

Phase 1 ESA – East Block (July 6, 2020)

Five PCAs were identified: (1) pesticides manufacturing, processing, bulk storage and large-scale applications, (2) gasoline and associated products storage in fixed tanks, (3) chemical manufacturing, processing, and bulk storage, (3) transformer manufacturing, processing and use, and (5) importation of fill material of an unknown quantity. Seven APECs were identified, and a Phase 2 ESA was deemed necessary in order to file a Record of Site Condition.

Phase 2 ESA – West Block (July 31, 2020)

Soil and groundwater samples were gathered and lab tested. All samples collected had concentrations of contaminants of concern below the applicable Site Condition Standards.

Phase 2 ESA – East Block (August 5, 2020)

Soil and groundwater samples were gathered and lab tested. As with the West Block, all samples collected had concentrations of contaminants of concern below the applicable Site Condition Standards.

5.7 Heritage Impact Assessment

A Heritage Impact Assessment (HIA), dated October 2021, has been prepared by AREA (Architects Rasch Eckler Associates Ltd.). The HIA focuses on the heritage house located on 8350 Esquesing Line (the East Block), which AREA refers to as the Aitken-Snow House. They conclude that the house merits designation under the *Ontario Heritage Act*, as it is a Georgian farmhouse with *a high degree of craftsmanship and artistic merit which is evident in the exterior masonry, the curly maple balustrade and mouldings in the interior*. The Aitkin-Snow House has historical value for its direct association with Scottish settlers who came to the Township starting in the 1820s. The property was also the birthplace of James Snow, a local businessman and MPP born in 1929. AREA supports the relocation of the house to Block 8 as shown on the East Draft Plan of Subdivision. AREA supports the relocation of the Aitkin-Snow House to Block 8 on the East Draft Plan of Subdivision. In the short term, AREA recommends implementing a preservation plan, as well as a Heritage Conservation Plan, which will detail *the conservation approach (i.e. preservation, rehabilitation or restoration), the required actions and trades, and an implementation schedule to conserve Aitken-Snow House prior to, during and after the relocation effort*. In the long term, AREA recommends designating the house under Part IV of the *Ontario Heritage Act*, officially naming it the “Aitkin-Snow House” and installing a commemorative plaque on the lot.

5.8 Urban Design Brief

An Urban Design Brief (UDB), dated September 2021, has been prepared by Glen Schnarr & Associates Inc. (GSAI), supplemented with information and figures from Orlando Corporation and renderings from Terraplan Landscape Architects. The UDB, which functions as a companion to this Planning Justification Report, provides information on the design direction and strategy that has been pursued in order to ensure that the proposed development can effectively create an attractive and viable employment district that can be integrated into the surrounding community with minimal disruption to community character. The report concludes that the proposed development will meet the intent of the Town of Milton’s Planning Policies and Urban Design Requirements. Specifically, the report notes it will preserve natural and cultural heritage elements (notably by preserving the Aitkin-Snow House), that it will improve streetscape design by providing enhanced landscaping features. Further, the design will provide high quality

architectural design reflecting the character of the Milton 401 Industrial/Business Park and will create a gateway to the Urban Area, and it will provide enhanced amenity areas in the form of SWM ponds, naturalized channels and other features. As well, the design will mitigate impacts on adjacent uses through design and appropriate setbacks and buffering.

5.9 Minimum Separation Distance Requirements Report

A Minimum Separation Distance (“MDS”) Requirements Report, dated October 2021, has been prepared by Colville Consulting Inc. (Colville), which examines all livestock operations within a 1500 metre radius of the ‘northern sliver lands’ and assesses whether the proposed Settlement Boundary Expansion Area encroaches into any of these operations’ required separation distances. Colville concludes that the proposal is consistent with the MDS related policies and the MDS setbacks can be met.

6.0 CONCLUSIONS


The policies and objectives of the PPS, Growth Plan, Greenbelt Plan, Region of Halton Official Plan, Town of Milton Official Plan (including OPA 31) and the Milton 401 Industrial/Business Park Secondary Plan (including LOPA 67) will be met through the advancement of the proposed development and the associated ROPA, LOPA, Draft Plans of Subdivision and Zoning By-law Amendments. The proposed development will achieve good planning and will contribute to the creation of a strong employment base through the development of greenfield lands, based on the following reasons:

- The proposed development is consistent with the policies of the Provincial Policy Statement (2020), and conforms with the Growth Plan (2020), the Greenbelt Plan (2017) and the Region of Halton Official Plan (Office Consolidation – June 19, 2018), particularly with respect to employment and employment growth, goods corridors, natural heritage, stormwater management, and water and wastewater systems;
- The proposed ROPA and LOPA will logically bring the ‘northern sliver’ – which is outside the Greenbelt and within the PSEZ as defined by the Province – into the Region and Town’s respective Urban Areas, as well as the Secondary Plan District, allowing the lands to be developed cohesively;
- The proposed Draft Plans of Subdivision and Draft Zoning By-law Amendments are required to implement policies of the Official Plan and, more specifically, the Milton 401 Industrial/Business Park Secondary Plan policies;
- The proposed Draft Plans of Subdivision and Zoning By-law Amendments conform to policies in the Milton Official Plan and policies in the Milton 401 Industrial/Business Park Secondary Plan;
- The proposed development will utilize Halton Region water and wastewater servicing upgrades planned for the near future in an efficient manner;
- The proposed realignment of drainage features on the subject lands will result in an overall enhancement to the features, their riparian zones, and as a result will enhance wildlife habitat opportunities on site and on surrounding lands;
- The proposed green swale / naturalized channel and replacement tableland wetland within the Greenbelt Area will improve ecological function and have a positive impact on natural heritage;
- Implementation of the stormwater management plan will ensure that post-development conditions match pre-development conditions, while features such as conveyance swales LIDs, rain gardens, and buffer strips will enhance the ability to manage stormwater on site and in a low impact manner;

- The Aitkin-Snow House, a building with important heritage value, is proposed to be relocated and adaptively re-used as an office/ commercial building. This will ensure the retention of an important piece of local heritage, while moving it to a more prominent location and ensuring its restoration, upkeep and longevity;
- Natural Heritage features, specifically the Woodlot/Wetlands on the East Block, will be placed under protective “Greenlands ‘A’” zoning, protecting these features and their ecological function for the long term and conforming to the policies of the Greenbelt Plan (2017);
- The proposed development will not have a negative impact on important flora on fauna, as there is minimal habitat on the lands proposed to be developed (absent from the proposed Industrial Blocks are butternut trees, Eastern Meadowlark and Bobolink, turtle nesting areas, salamanders, and minimal presence of snakes);
- The proposed industrial use of the subject lands, combined with their proximity to the 401 Highway, allows for compatibility and synergy between land use and the existing transportation infrastructure;
- The proposed built form is compatible with surrounding land uses and implements the policies and design guidelines contained within the Milton 401 Industrial/Business Park Secondary Plan, strengthening the District’s status as a gateway to the urban area;
- The proposal will create new employment space in a manner that efficiently uses land. This will provide opportunities for residents to access jobs via the existing and planned active transportation network, and will create opportunities for additional bus stops within the Milton 401 Industrial/Business Park Secondary Plan District;
- The proposal will create a substantial number of employment opportunities, helping the Town and Region meet employment growth targets, helping to keep employment growth in line with population growth, and providing opportunities for residents to live and work in Milton.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Karen Bennett, MCIP, RPP
Senior Associate



Stephen Closs,
Planner

Appendix A
Draft ROPA Text and Figures

Draft Amendment No. XX
to THE REGIONAL PLAN
Official Plan for the Halton Planning Area
Regional Municipality of Halton

An Amendment to Address the
Addition of Employment Lands to
the Urban Area and to the Town of
Milton's '401 Industrial / Business
Park Secondary Plan'

August 2021

DECLARATION

IN THE MATTER OF REGIONAL OFFICIAL PLAN AMENDMENT NUMBER XX

IN THE REGIONAL MUNICIPALITY OF HALTON

I, [Name of Regional Clerk], 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 XX 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 _____, 2021, being the day following the last day for filing a notice of appeal.

[Name of Regional Clerk]

Regional Clerk
Regional Municipality of Halton

Date

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THE CONSTITUTIONAL STATEMENT

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

Part B, The Amendment, consisting of 10 items, constitutes Amendment No. XX to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton. The Amendment will incorporate certain lands into the Region's Urban Area with an Employment Area overlay. The title of Amendment No. XX is "An Amendment to Address the Addition of Employment Lands to the Urban Area and to the Town of Milton's '401 Industrial / Business Park Secondary Plan'".

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

PART A THE PREAMBLE

Purpose

The purpose of this Amendment is to add lands to the Urban Area to facilitate future Employment development within the area of the Town of Milton known as the Milton 401 Industrial / Business Park Secondary Plan Area. The result of the amendment is to incorporate into the Urban Area lands to be planned and developed for employment uses.

Location

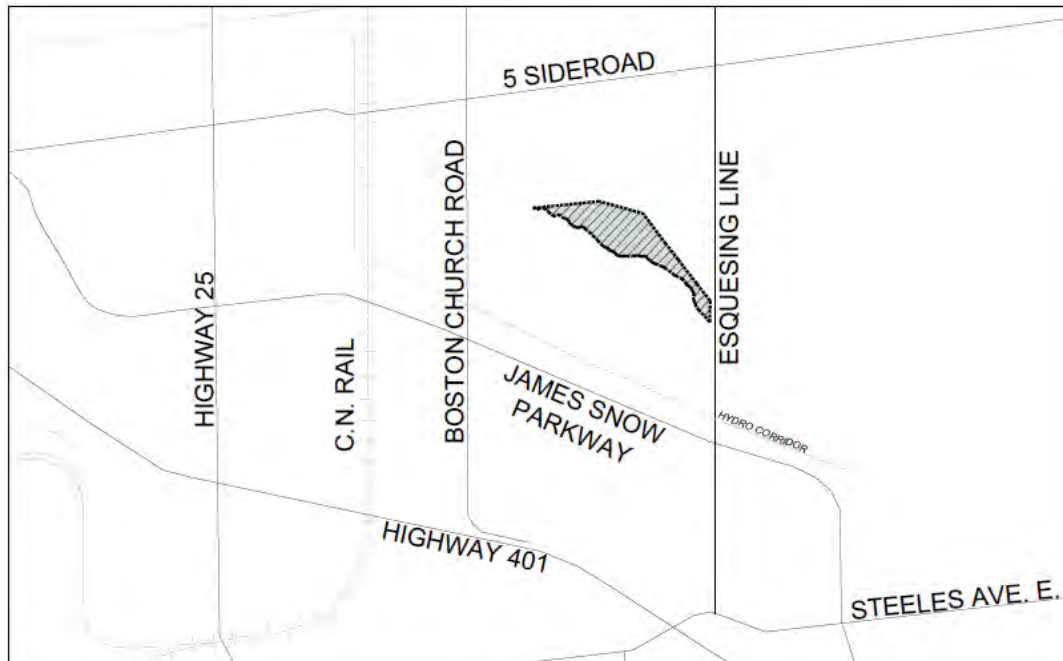
The area containing lands to be incorporated in the Urban Area is referred to as the “Amendment Area” and is shown in Figure 1 below. It contains the lands bounded by:

- i) North – limit of the Greenbelt Plan
- ii) East – Esquesing Line
- iii) South – the existing Urban Area limit
- iv) West – the existing Urban Area limit

Figure 1

July 22, 2021

The Amendment Area



Basis

The current 2031 'Urban Area' limit for the Town of Milton was established through Halton Region Official Plan Amendment No. 38 (ROPA 38) and in this vicinity it was meant to accommodate employment growth to 2031. The current 2031 'Urban Area' limit falls short of including all lands that are mapped as "Provincially Significant Employment Zone" (PSEZ) and as a result, excludes a portion (or 'northern sliver') of a property that is proposed for future employment growth, consistent with the Province's "Provincially Significant Employment Zone" (PSEZ) area. This 'northern sliver' of land should logically be included within the Regional and Town "Urban Area".

ROPA XX will bring the 'northern sliver' lands into the 'Urban Area' and will facilitate the advancement of development applications to develop these lands for employment uses consistent with the Provincially Significant Employment Zone (PSEZ) mapping and related Growth Plan objectives and policy directives.

This will be achieved by redesignating the lands within the Amendment Area currently within the "Agricultural Area" designation to the "Urban Area" designation with an "Employment Area" overlay. As a result of this change to Map 1, a number of corresponding changes are required to other Maps to reflect the change to the "Urban Area" designation and certain constraints. ROPA XX will enable comprehensive planning of these lands and the continued implementation of the growth strategy set out in the Regional Plan and the PSEZ mapping and related employment policy directives as set out in the Growth Plan.

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 Amendment consists of 10 items.

The Regional Plan is amended as follows:

Item 1	Map 1, <i>Regional Structure</i> , is amended by redesignating the lands designated “Agricultural Area” within the Amendment Area to “Urban Area” and applying the “Employment Area” overlay to these lands as shown herein on Map 1 provided as Attachment #1.
Item 2	Map 1B, <i>Parkway Belt Transportation and Utility Corridors</i> , is amended to reflect the modified “Urban Area” designation as shown herein on Map 1B provided as Attachment #2.
Item 3	Map 1C, <i>Future Strategic Employment Areas</i> , is amended to reflect the modified “Urban Area” designation and “Employment Area” overlay as shown herein on Map 1C provided as Attachment #3.
Item 4	Map 1D, <i>Municipal Wellhead Protection Zones</i> , is amended to reflect the modified “Urban Area” designation as shown herein on Map 1D provided as Attachment #4.
Item 5	Map 1E, <i>Agricultural System and Settlement Areas</i> , is amended to reflect the modified “Urban Area” designation and to remove the “Prime Agricultural Areas” constraints from this area as shown herein on Map 1E provided as Attachment #5.
Item 6	Map 1F, <i>Identified Mineral Resource Areas</i> , is amended to reflect the modified “Urban Area” designation as shown herein on Map 1F provided as Attachment #6.
Item 7	Map 1G, <i>Key Features within the Greenbelt and Regional Natural Heritage Systems</i> , is amended to reflect the modified “Urban Area” designation and to remove the areas identified as “Prime Agricultural Areas in NHS Enhancements / Linkages / Buffers” and “Key Features” from this area as shown herein on Map 1G provided as Attachment #7.
Item 8	Map 3, <i>Functional Plan of Major Transportation Facilities</i> , is amended to reflect the modified “Urban Area” designation as shown herein on Map 3 provided as Attachment #8.

Item 9	Map 4, <i>Right-of-Way Requirements of Arterial Roads</i> , is amended to reflect the modified “Urban Area” designation as shown herein on Map 4 provided as Attachment #9.
Item 10	Map 5, <i>Regional Phasing</i> , is amended to reflect the modified “Urban Area” designation and applying the overlay “Urban Area with Regional Phasing between 2021 and 2031” as shown herein on Map 5 provided as Attachment #10.

- Items 1 through 10 (changes to and addition of maps)

Specified maps of the Plan are amended as shown on Attachments 1 through 10.

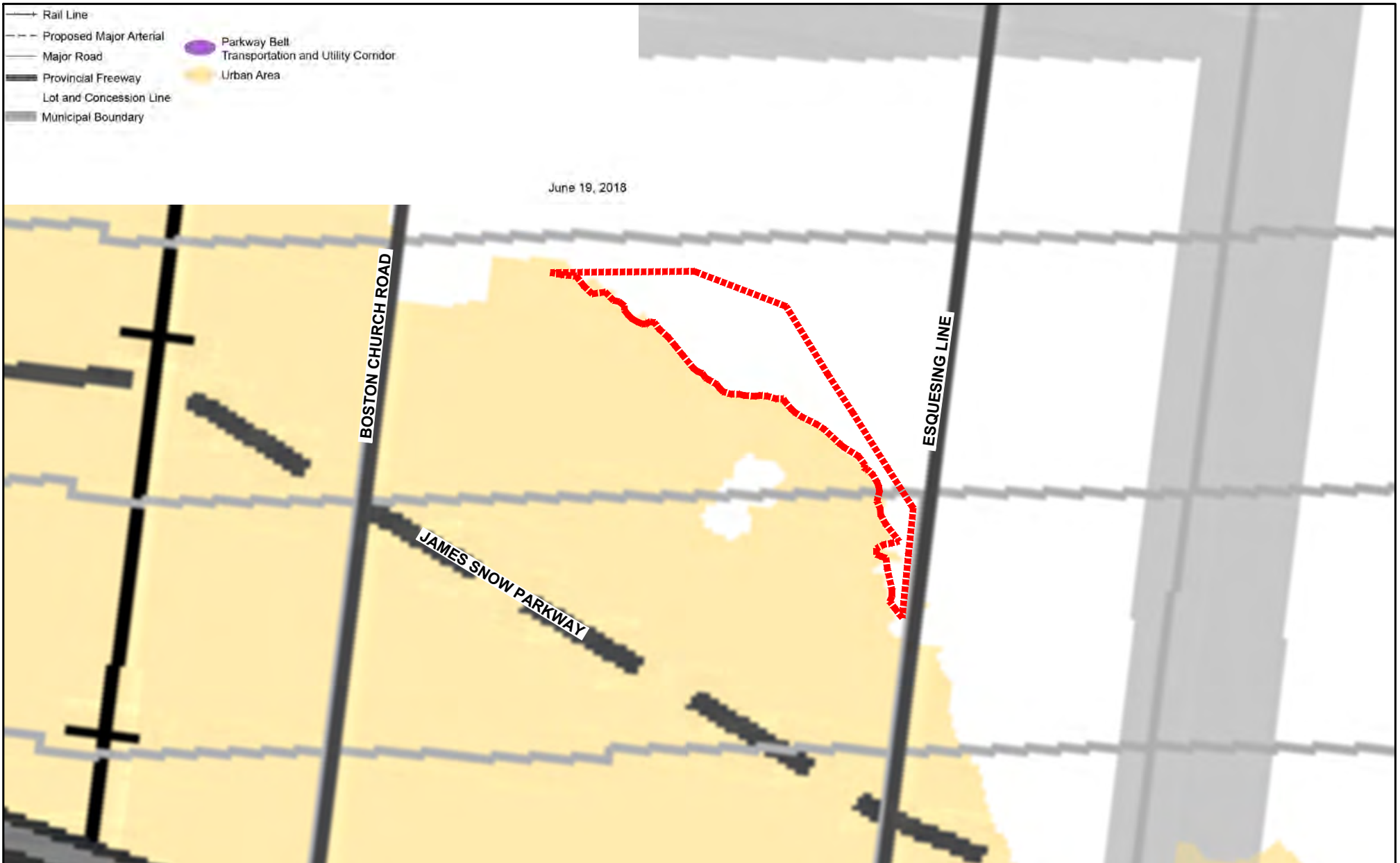
Map 1 Regional Structure

 Draft Amendment Area



Map 1B Parkway Belt Transportation and Utility Corridors

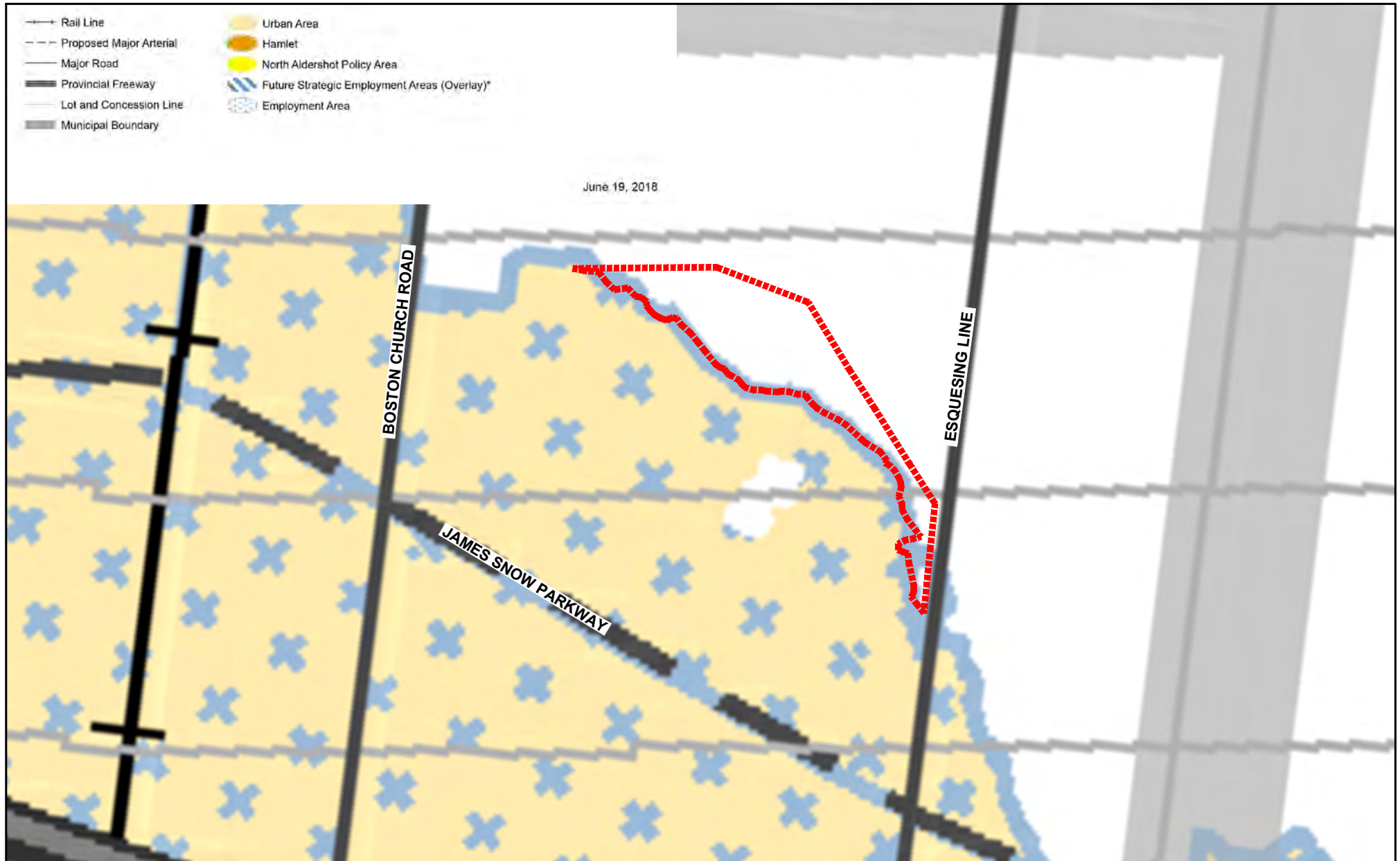
 Draft Amendment Area



Map 1C Future Strategic Employment Areas



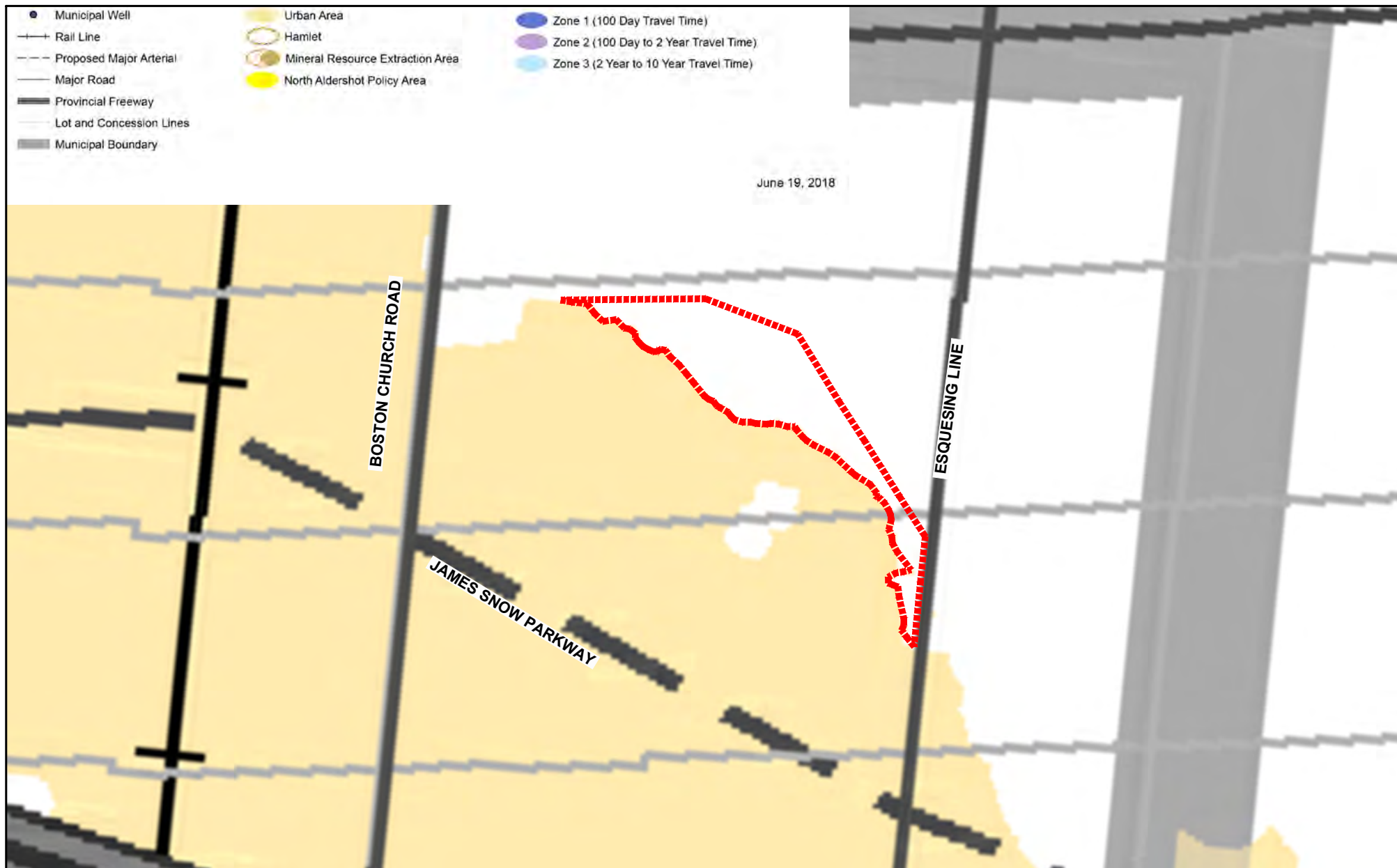
Draft Amendment Area



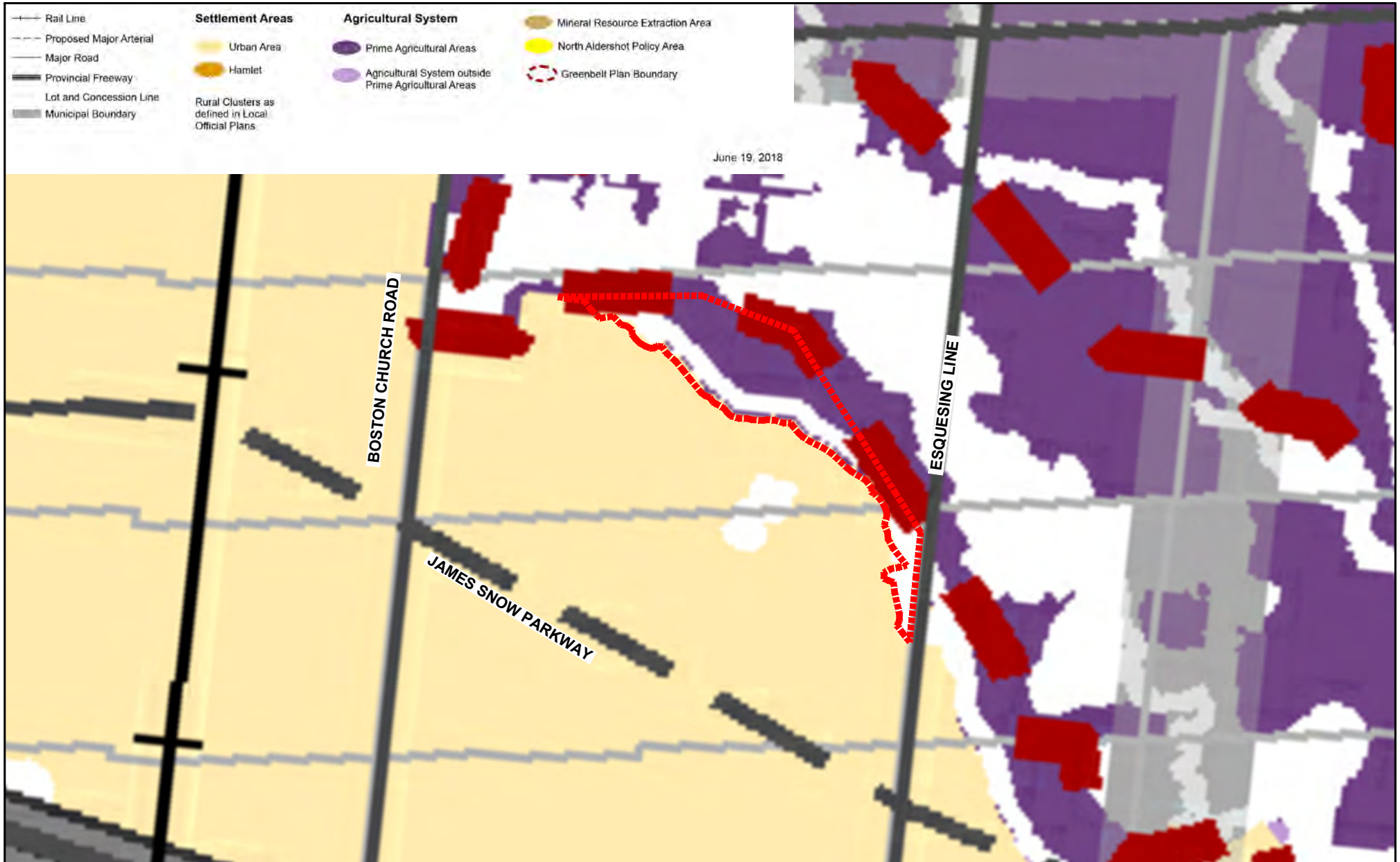
Map 1D Municipal Wellhead Protection Zones



Draft Amendment Area



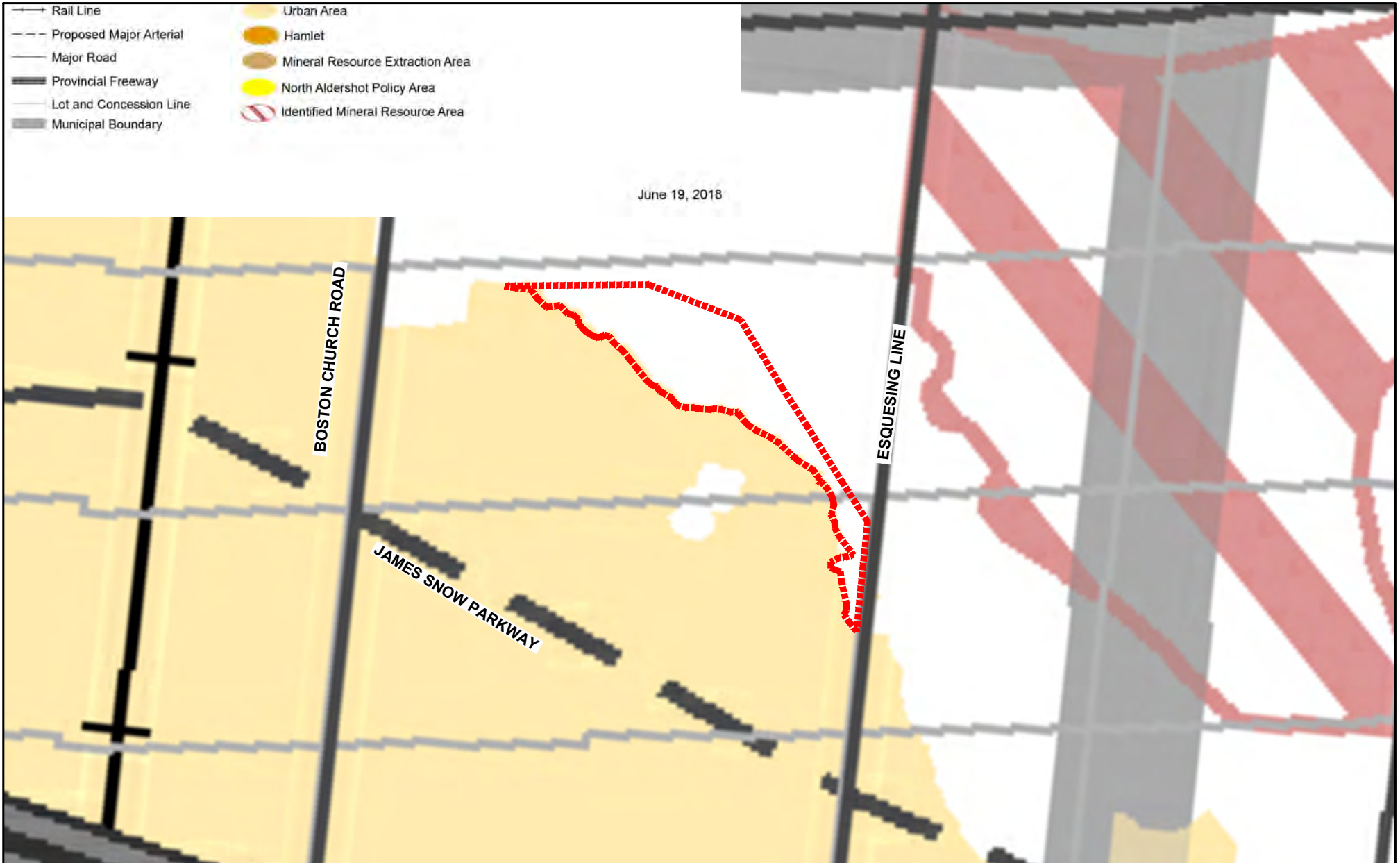
Map 1E Draft Amendment Area Agricultural System and Settlement Areas



Map 1F Identified Mineral Resource Areas



Draft Amendment Area



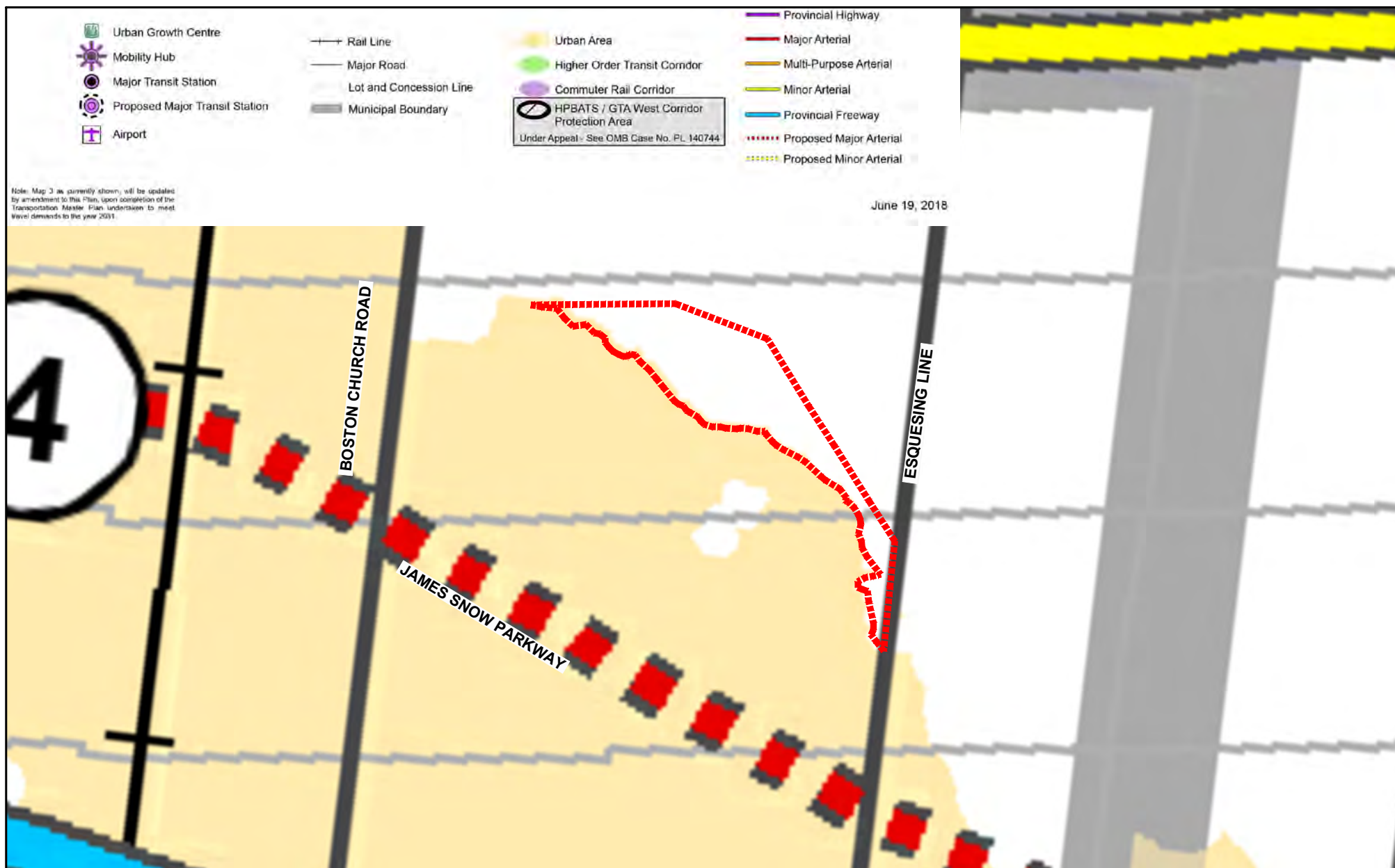
Map 1G

 Draft Amendment Area

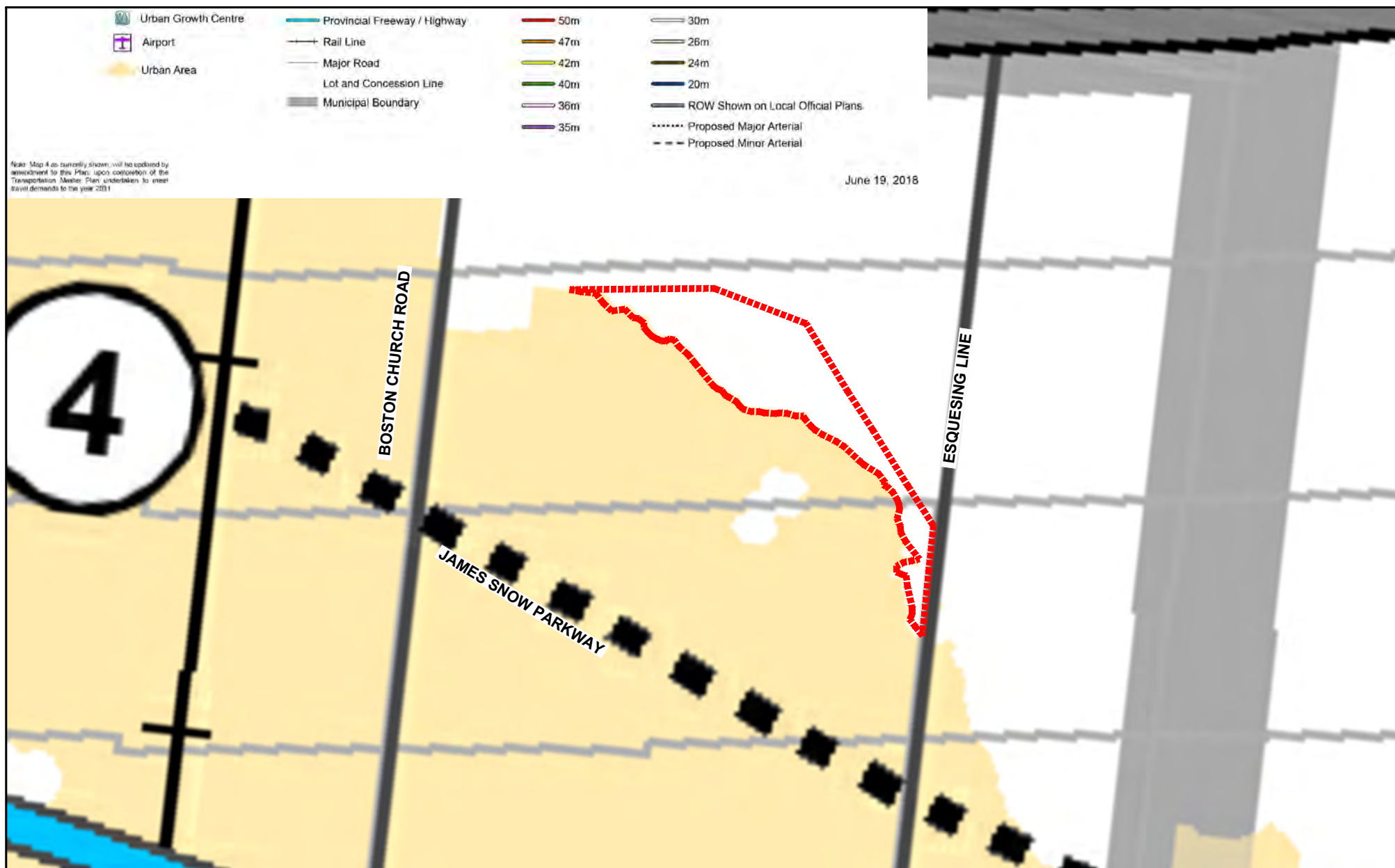
Key Features Within the Greenbelt and Regional Natural Heritage Systems



Map 3 Draft Amendment Area Functional Plan of Major Transportation Facilities

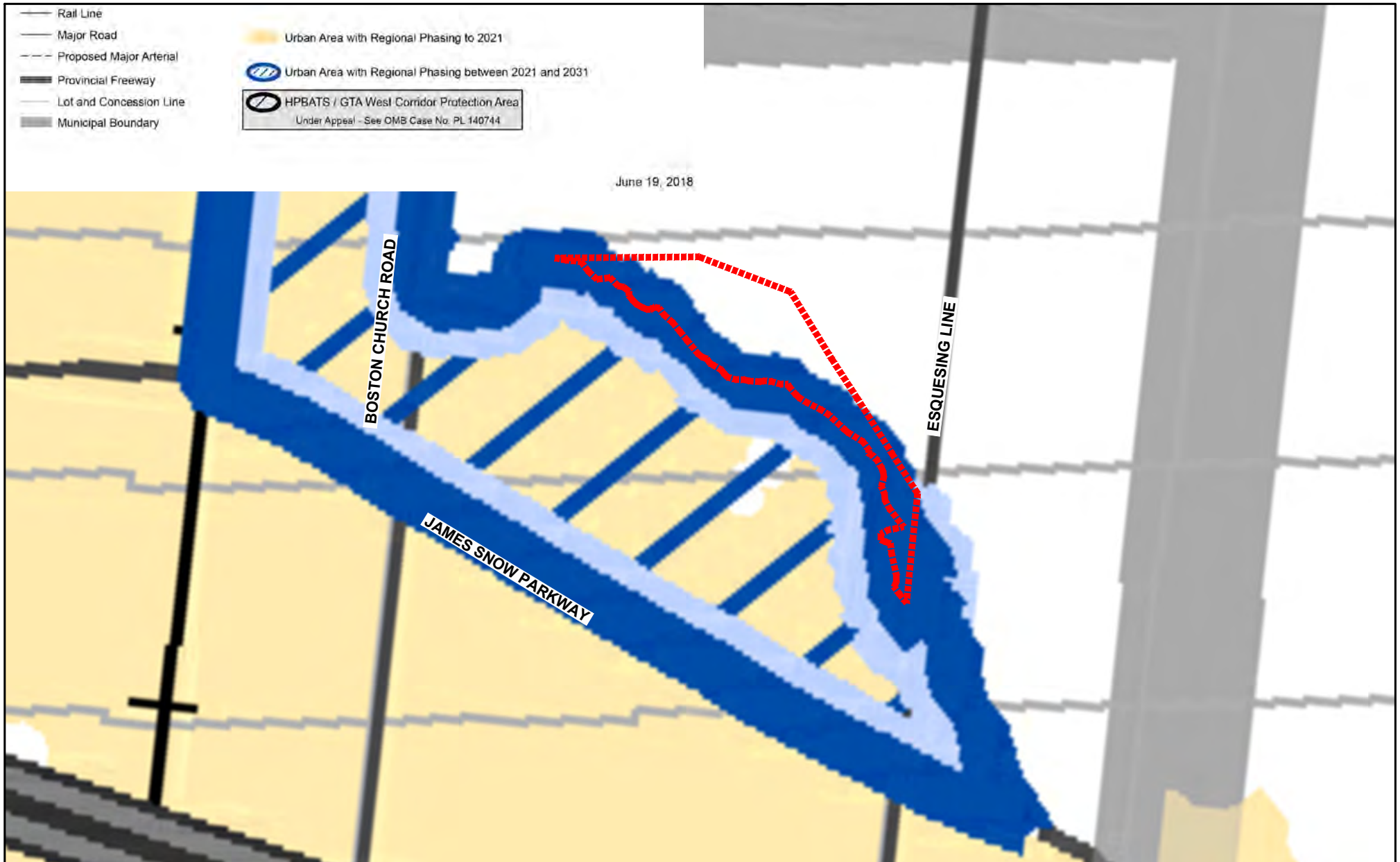


Map 4 Draft Amendment Area Right-of-Way requirements of Arterial Roads



Map 5 Regional Phasing

 Draft Amendment Area



PART C THE APPENDICES

The following Appendices do not constitute part of Amendment No. ~~XX~~, but are included as information supporting the amendment.

Appendix I Notice of Public Meeting

Appendix I Notice of Public Meeting

Appendix B
Draft LOPA Text and Figures

**THE CORPORATION OF THE TOWN OF MILTON
BY-LAW NO. XX-2021**

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT*, AS AMENDED, TO ADOPT AMENDMENT NO. XX TO THE APPROVED OFFICIAL PLAN (TOWN FILE: LOPA-XX/21)

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, hereby enacts as follows:

1. THAT Amendment No. XX to the Official Plan of the Corporation of the Town of Milton, attached hereto, is hereby adopted.
2. THAT pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal (OLT).
3. THAT in the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment No. XX to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON.....2021.

Gordon A. Krantz Mayor

Meaghen Reid Deputy Clerk

AMENDMENT NUMBER XX

TO THE OFFICIAL PLAN

OF THE TOWN OF MILTON

Subject: North Porta Lands and North Porta 'Sliver' Lands

The following text and schedules constitute

Amendment No. XX to the Official Plan

Of the Town of Milton

October 2021

AMENDMENT NUMBER XX TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

PART I- THE PREAMBLE, does not constitute part of this Amendment

PART II- THE AMENDMENT, consisting of the following text constitutes Amendment No. XX to the Official Plan of the Town of Milton

PART I: THE PREAMBLE

THE TITLE

This amendment, being an amendment to the Official Plan to the Town of Milton shall be known as:

Amendment No. **XX** to the Official Plan of the Town of Milton
(North Porta Lands and North Porta 'Sliver' Lands)

PURPOSE OF THIS AMENDMENT

The purpose of the amendment is to incorporate revisions to various sections and schedules of the Local Official Plan related to the 401 Industrial/Business Park Secondary Plan, which are necessary to adjust the boundary of the Secondary Plan Area to incorporate the lands identified as the 401 Industrial/Business Park Secondary Plan 'North Porta Sliver Lands' Expansion Area, establish the appropriate local land use designation within the North Porta lands and North Porta Sliver Lands to guide future development in a comprehensive manner, and update some references in policy and in mapping.

LOCATION OF THE AMENDMENT

The lands subject to this Official Plan Amendment, known as the 'North Porta Sliver Lands', represent lands which are concurrently being brought into the Urban Area through a related Region of Halton Official Plan Amendment (ROPA **XX**) and which are immediately adjacent to the North Porta Lands which are currently within the urban area, and have recently been brought into the 401 Industrial/Business Park Secondary Plan Area through LOPA 67 (a Town-initiated LOPA). The North Porta Sliver Lands comprise approximately 14.25 ha (35.21 ac) of land and are generally located along the northern and eastern limit of the North Porta Lands, immediately south of the Greenbelt Plan boundary, and between Boston Church Road (to the west) and Esquesing Line (to the east).

The lands subject to this Official Plan Amendment also include portions of the North Porta Lands which have recently been brought into the Milton 401 Industrial/Business Park Secondary Plan Area and for which site specific policies are proposed through this Official Plan Amendment. The portions of the North Porta Lands subject to proposed specific policy area are located along the east side of Boston Church Road, north of James Snow Parkway and also along the west side of Esquesing Line, north of James Snow Parkway.

BASIS OF THE AMENDMENT

The current 2031 'Urban Area' limit for the Town of Milton was established through Halton Region Official Plan Amendment No. 38 (ROPA 38) and in this vicinity it was meant to accommodate employment growth to 2031. The current 2031 'Urban Area' limit falls short of including all lands that are mapped as "Provincially Significant Employment Zone" (PSEZ) and as a result, excludes a portion (or 'northern sliver') of the property that is proposed for future employment growth, consistent with the Province's "Provincially Significant Employment Zone" (PSEZ) area. This 'northern sliver' of land should logically be included within the Regional and Town "Urban Area".

A concurrent ROPA XX will bring the 'northern sliver' lands into the 'Urban Area' and will facilitate the advancement of development applications to develop these lands for employment uses consistent with the Provincially Significant Employment Zone (PSEZ) mapping and related Growth Plan objectives and policy directives. The effect of the proposed LOPA XX will be to modify the 401 Business/Industrial Park Secondary Plan mapping and policy framework to incorporate the 14.25 ha (35.21 ac) of land known as the 'North Porta Sliver Lands' and which are currently being brought into the Urban Area through ROPA XX, into the Secondary Plan area and provide policy direction with respect to:

1. expanding the 401 Industrial/Business Secondary Park;
2. facilitating employment (industrial) growth by increasing Milton's employment land inventory; and
3. establishing developable areas and site specific policies / permissions for development applications on certain portions of the North Porta Lands.

Part II: THE AMENDMENT

Map Changes:

- 1) Schedule “1 – Town Structure Plan” is hereby amended by designating the lands identified in red hatch on Diagram ‘1’, attached to and forming part of this amendment, from “Agricultural Area” and “Natural Heritage System” to “Urban Area” and with “Employment Area” overlay, as shown on **Schedule ‘1’**, attached hereto.
- 2) Schedule “A – Rural Area Land Use Plan” is hereby amended by redesignating the lands identified in red hatch on Diagram ‘1’, attached to and forming part of this amendment, from “Agricultural Area” and “Natural Heritage system” to “Urban Area”, as shown on **Schedule ‘2’**, attached hereto.
- 3) Schedule “B – Urban Area Land Use Plan” is hereby amended by adding the Urban Area and expanding the 401 Industrial/Business Park to include the lands identified in red hatch on Diagram ‘1’ attached to and forming part of this amendment, and by designating these lands as “Industrial Area” as shown on **Schedule ‘3’**, attached hereto.
- 4) Schedule “D – Urban Area Planning Districts, Character Area and Community Improvement Area” is hereby amended by expanding the 401 Industrial/Business Park to include the lands identified on Diagram ‘1’, attached to and forming part of this amendment, and designating these lands “Urban Area”, as shown on **Schedule ‘4’**, attached hereto.
- 5) Schedule “D2 – Urban Districts and Neighbourhoods” is hereby amended by expanding the 401 Industrial/Business Park to include the lands identified on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘5’**, attached hereto.
- 6) Schedule “E – Transportation Plan” is hereby amended by designating the lands identified on Diagram ‘1”, attached to and forming part of this amendment as “Urban Area”, as shown on **Schedule ‘6’**, attached hereto.
- 7) Schedule “G – Known Landfill Sites” is hereby amended by designating the lands identified on Diagram ‘1”, attached to and forming part of this amendment as “Urban Area”, as shown on **Schedule ‘7’**, attached hereto.
- 8) Schedule “I – Rural Area Specific Policies” is hereby amended by designating the lands identified on Diagram ‘1”, attached to and forming part of this amendment as “Urban Area”, as shown on **Schedule ‘8’**, attached hereto.

- 9) Schedule "I1 – Urban Area Specific Policy Area" is hereby amended by designating the lands identified on Diagram '1", attached to and forming part of this amendment as "Urban Area", and by adding Special Policy Area No. XX and Special Policy Area No. YY to the lands identified **Schedule '9'**, attached hereto.
- 10) Schedule "K – Intensification Areas" is hereby amended by designating the lands identified on Diagram '1", attached to and forming part of this amendment as "Urban Area", as shown on **Schedule '10'**, attached hereto.
- 11) Schedule "L – Municipal Wellhead Protection Zones" is hereby amended by designating the lands identified on Diagram '1", attached to and forming part of this amendment as "Urban Area", as shown on **Schedule '11'**, attached hereto.
- 12) Schedule "M – Key Features Within the Greenbelt and Natural Heritage System" is hereby amended by designating the lands identified on Diagram '1", attached to and forming part of this amendment from "Agricultural Area" and "NHS Key Features" to "Urban Area", as shown on **Schedule '12'**, attached hereto.
- 13) Schedule "N – Future Strategic Employment Area" is hereby amended by designating the lands identified on Diagram '1", attached to and forming part of this amendment as "Urban Area" with "Employment Area" overlay, as shown on **Schedule '13'**, attached hereto.
- 14) Schedule "O – Agricultural System and Settlement Areas" is hereby amended by redesignating the lands identified on Diagram '1", attached to and forming part of this amendment from "Prime Agricultural Areas" to "Urban Area", as shown on **Schedule '14'**, attached hereto.
- 15) Schedule "P – Identified Mineral Resource Areas and Mineral Extraction Areas" is hereby amended by designating the lands identified on Diagram '1", attached to and forming part of this amendment as "Urban Area", as shown on **Schedule '15'**, attached hereto.
- 16) Schedule "C.2.A – Milton 401 Industrial/Business Park Secondary Plan – Structure Plan" is hereby amended to include the lands identified on Diagram '1", attached to and forming part of this amendment as being within the Secondary Plan Area Boundary, as shown on **Schedule '16'**, attached hereto.
- 17) Schedule "C.2.B – Milton 401 Industrial/Business Park Secondary Plan – Land Use Plan" is hereby amended to include the lands identified on Diagram '1", attached to and forming part of this amendment as being within the Secondary Plan Area Boundary and by designating these lands "Industrial Area", as shown on **Schedule '17'**, attached hereto.
- 18) Appendix "C.2.C – Subwatershed Areas 2 and 7" is hereby amended to include the lands identified on Diagram '1", attached to and forming part of this

amendment as being within the 401 Industrial/Business Park Secondary Plan Area Boundary, as shown on **Schedule '18'**, attached hereto.

Text Changes:

The various sections of the Town of Milton Official Plan, as referenced below, are amended as follows:

19) Adding the following text to Section 4.11 "Specific Policy Area":

"The area identified as Specific Policy Area No. XX on Schedule I1 of this Plan applies to the lands located north of James Snow Parkway and east of Boston Church Road in the Town of Milton.

These lands shall be subject to the following additional *development* application requirements:

- a) In addition to the uses permitted to the "Industrial Area" land use designation, the following uses shall also be permitted:
- Banquet hall / convention centre
 - broadcasting / communication / science and technology facility;
 - restaurant (standalone)
 - service commercial uses;
 - vehicle sales and service;
 - office building;
 - parking lot; and
 - a wholesaling facility.

20) Adding the following text to Section 4.11 "Specific Policy Area":

"The area identified as Specific Policy Area No. YY on Schedule I1 of this Plan applies to the lands located north of James Snow Parkway and west of Esquesing Line in the Town of Milton.






These lands shall be subject to the following additional *development* application requirements:

- a) In addition to the uses permitted to the "Business Commercial" land use designation, the following uses shall also be permitted:

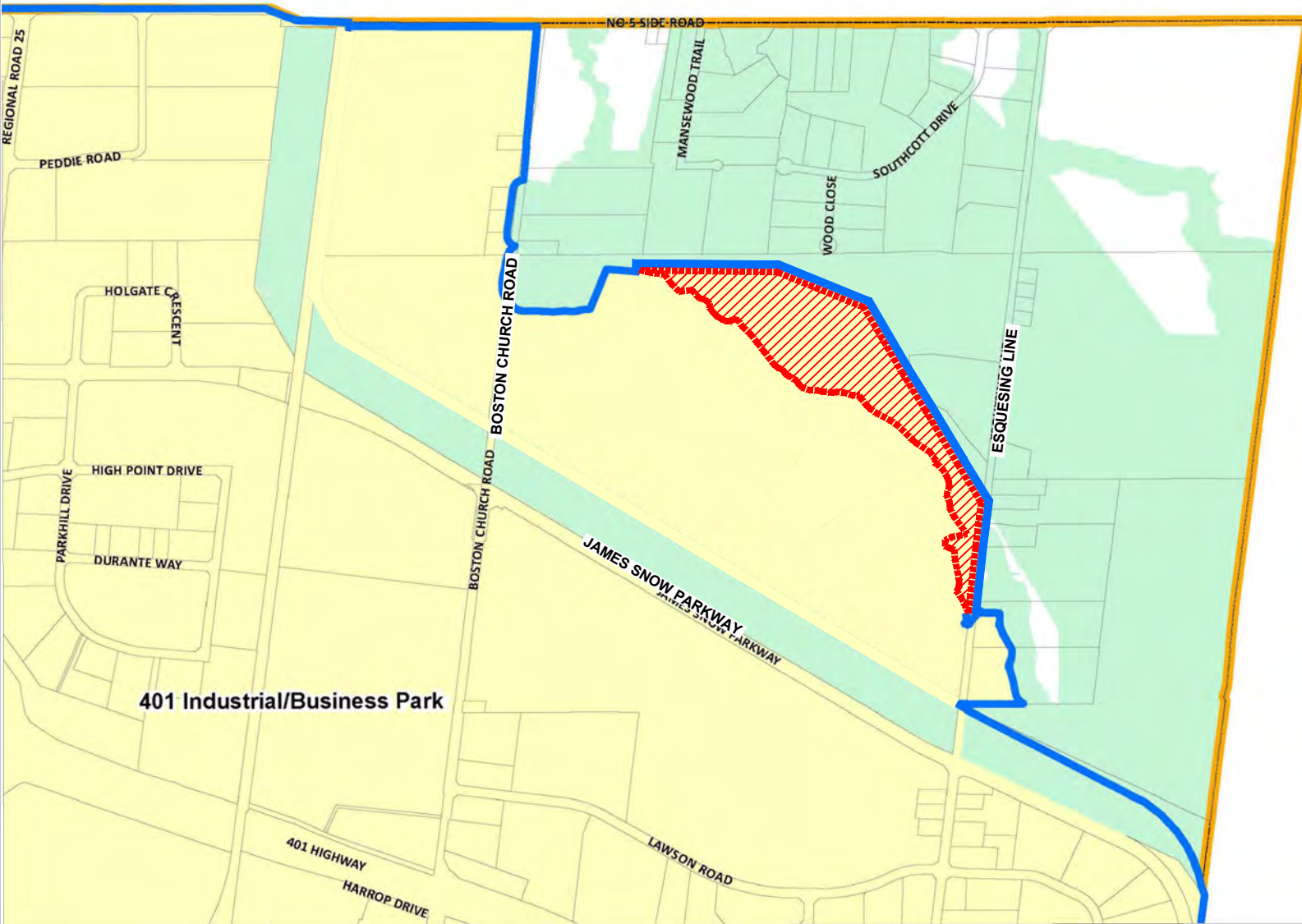
- equipment sales and rental;
- research and technology use;
- science and technology facility; and
- a service and repair shop.”

End of text

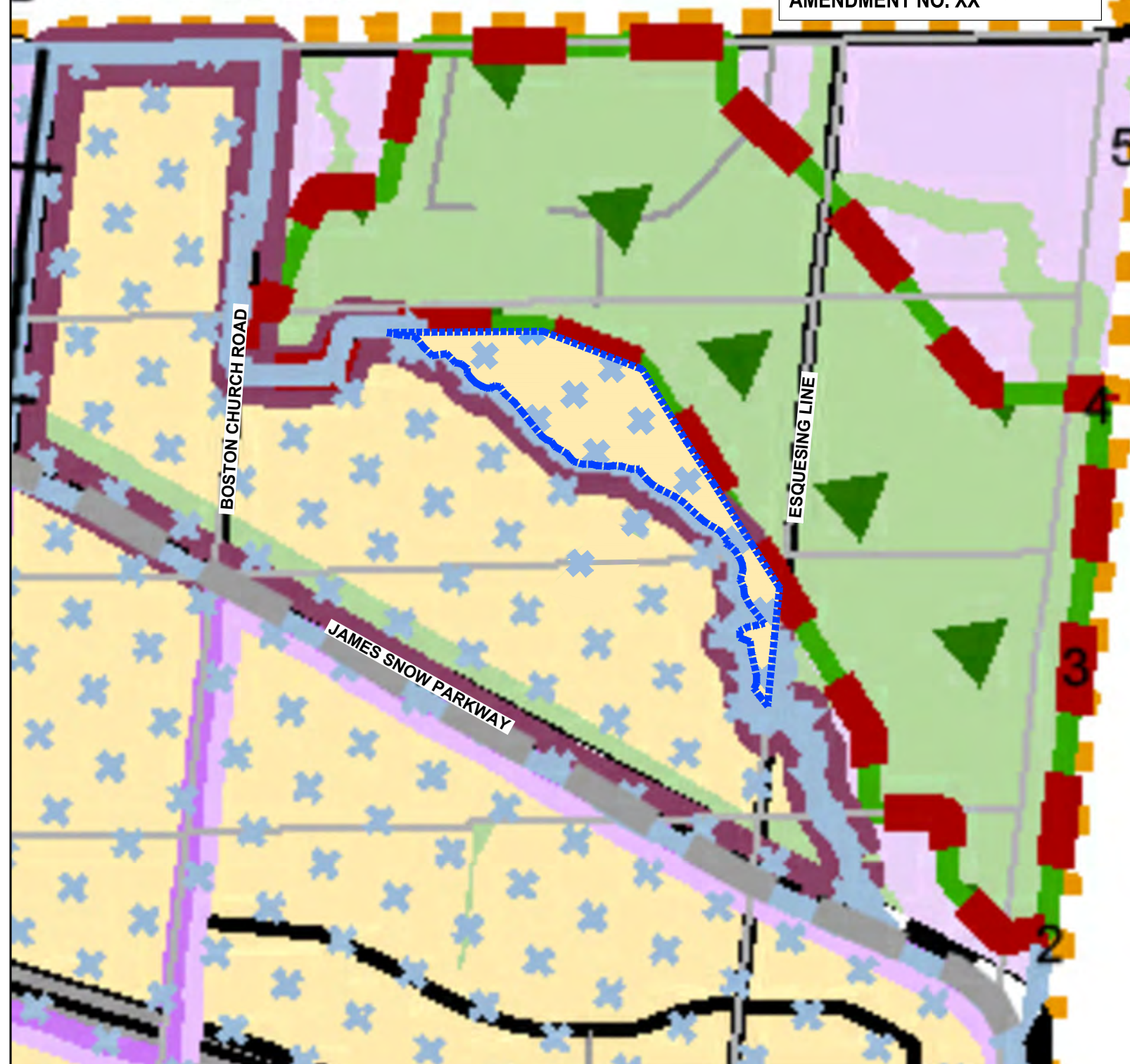
Diagram 1 OVERVIEW PLAN

-  Draft Amendment Area
-  401 Industrial/Business Park Boundary
-  Urban Area Boundary
-  Municipal Boundary
-  Natural Heritage System

Halton Hills



Scale: NTS
August 9, 2021



- Draft Amendment Area
- Rail
- Proposed Major Arterial
- Highway
- Major Road
- Lot and Concession Line
- Urban Growth Centre
- Central Business District
- SHP Urban Area Boundary
- Built Boundary
- HUSP Urban Area
- Agricultural Area
- Mineral Resource Extraction Area
- Natural Heritage System
- Urban Area
- Hamlet
- Halton Waste Management Site
- Employment Area
- Proposed Major Transit Station
- Mobility Hub
- Greenbelt Natural Heritage System
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Greenbelt Plan Protected Countryside Boundary
- Municipal Boundary



5 Side Road

IV

SCHEDULE '2' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton Official Plan Schedule 'A' Rural Landuse Plan

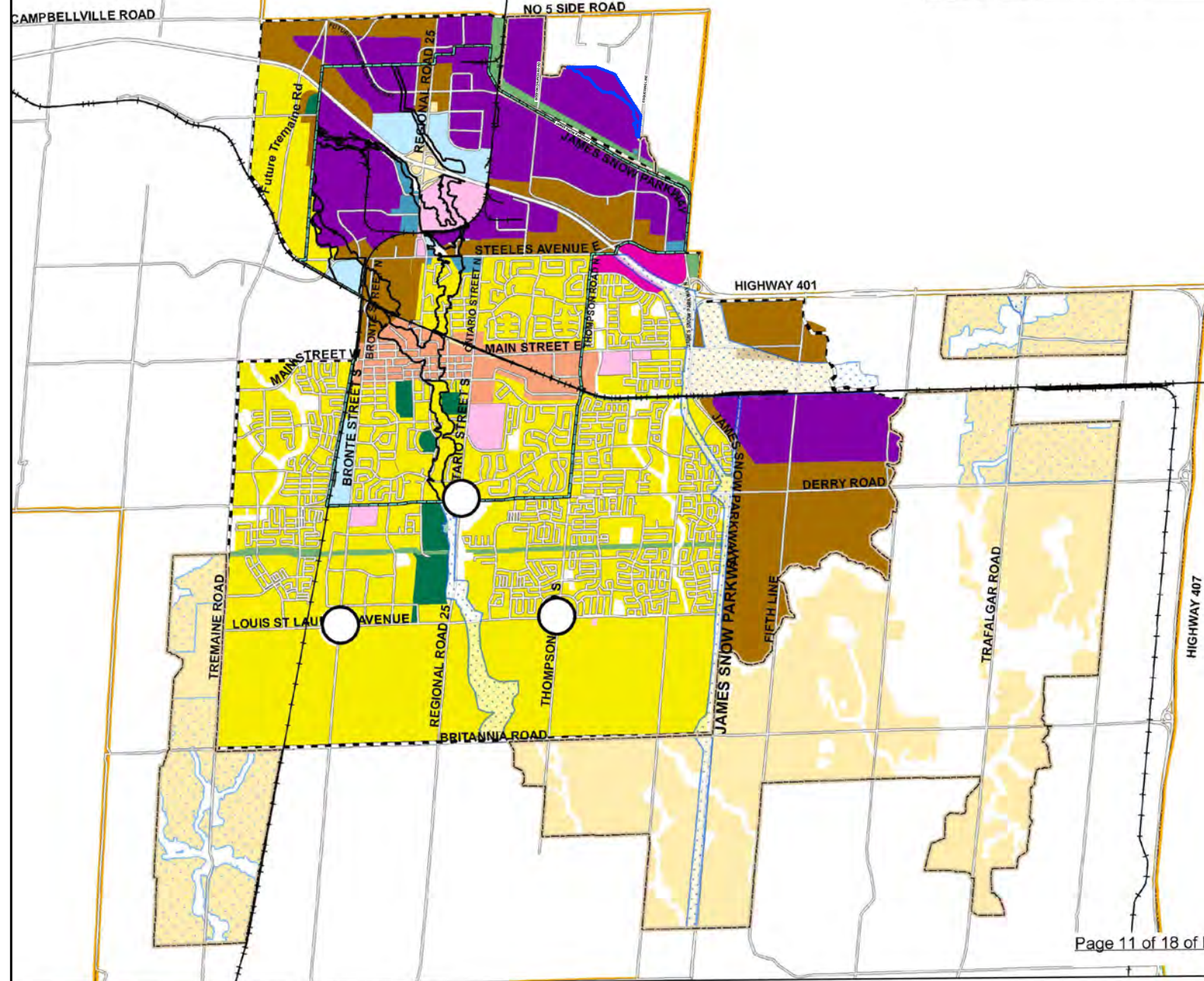


- Draft Amendment Area
- Rail
- Proposed Major Arterial
- Highway
- Major Road
- Lot and Concession Line
- Hamlet
- Agricultural Area
- Mineral Resource Extraction Area
- Natural Heritage System
- Urban Area
- Halton Waste Management Site
- Municipal Boundary
- Greenbelt Natural Heritage System
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Greenbelt Plan Protected Countryside Boundary

SCHEDULE '3' TO OFFICIAL PLAN
AMENDMENT NO. XX

THIS IS SCHEDULE '1' TO OFFICIAL
PLAN AMENDMENT NO. 67

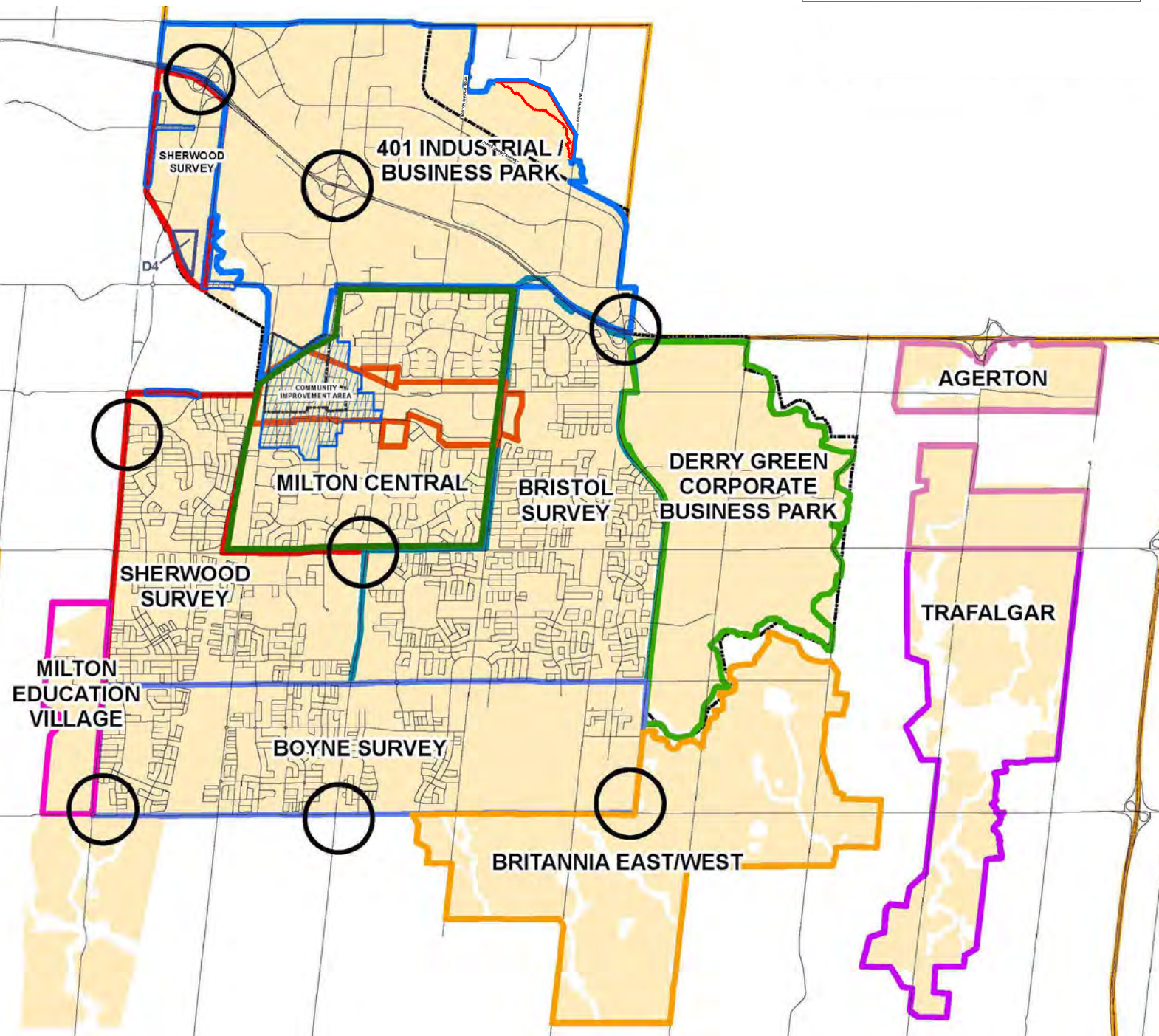
Town of Milton
Official Plan
Schedule 'B'
Urban Area Landuse Plan



- Draft Amendment Area
- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node
- Natural Heritage System
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Regulatory Flood Plain (Within Established Urban Area)
- SHP Urban Area Boundary
- Established Urban Area Boundary
- HUSP Urban Area Boundary
- Milton Boundary

SCHEDULE '4' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton
Official Plan
Schedule 'D'
Urban Area Planning
Districts, Character Area and
Community Improvement
Area



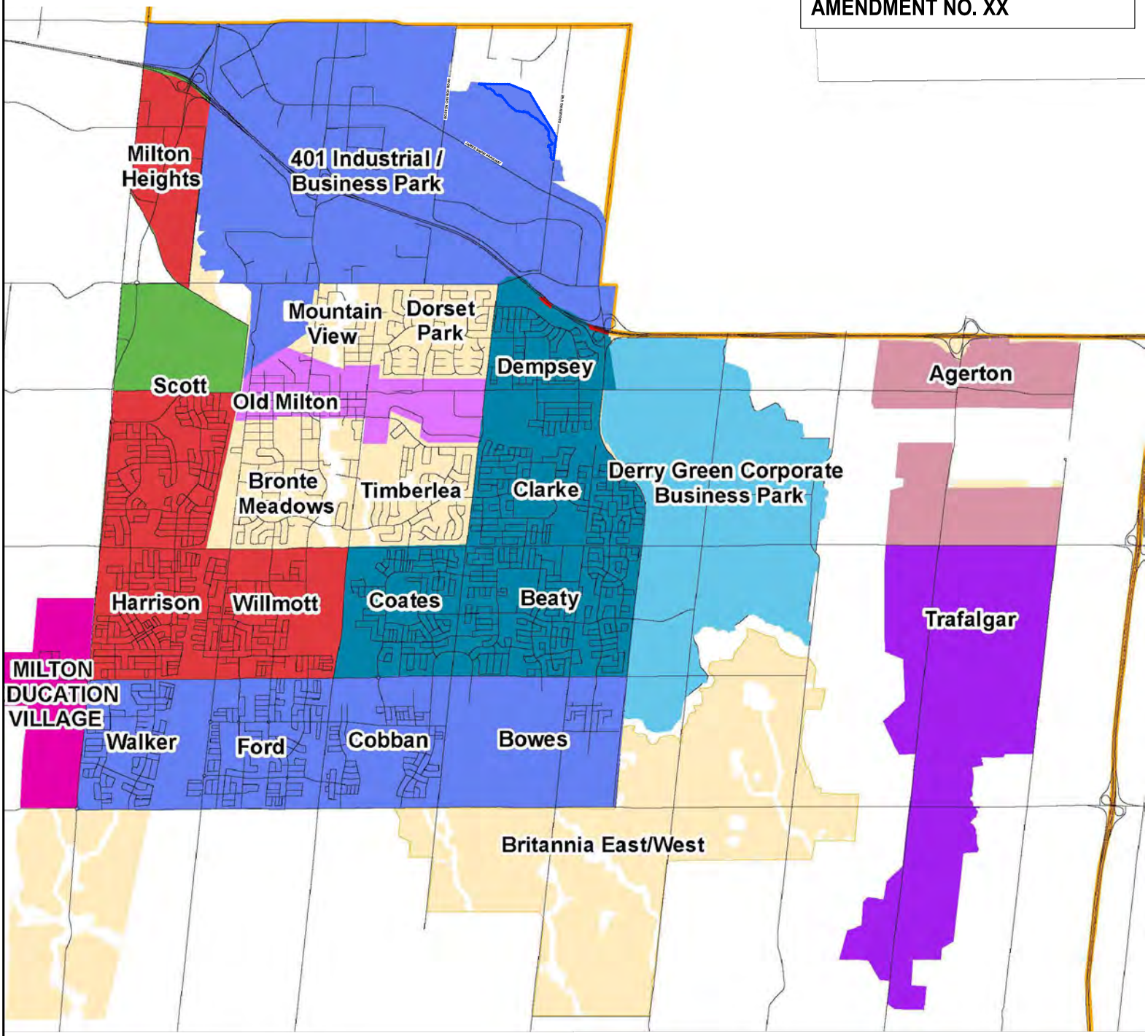
- Draft Amendment Area
- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East/West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial/Business Park
- Urban Area
- Major Gateways
- HUSP Urban Area Boundary
- Town of Milton Boundary
- Character Area
- Community Improvement Area
- D4
- Deferred and Appealed Areas and Number



SCHEDULE '5' TO OFFICIAL PLAN
AMENDMENT NO. XX

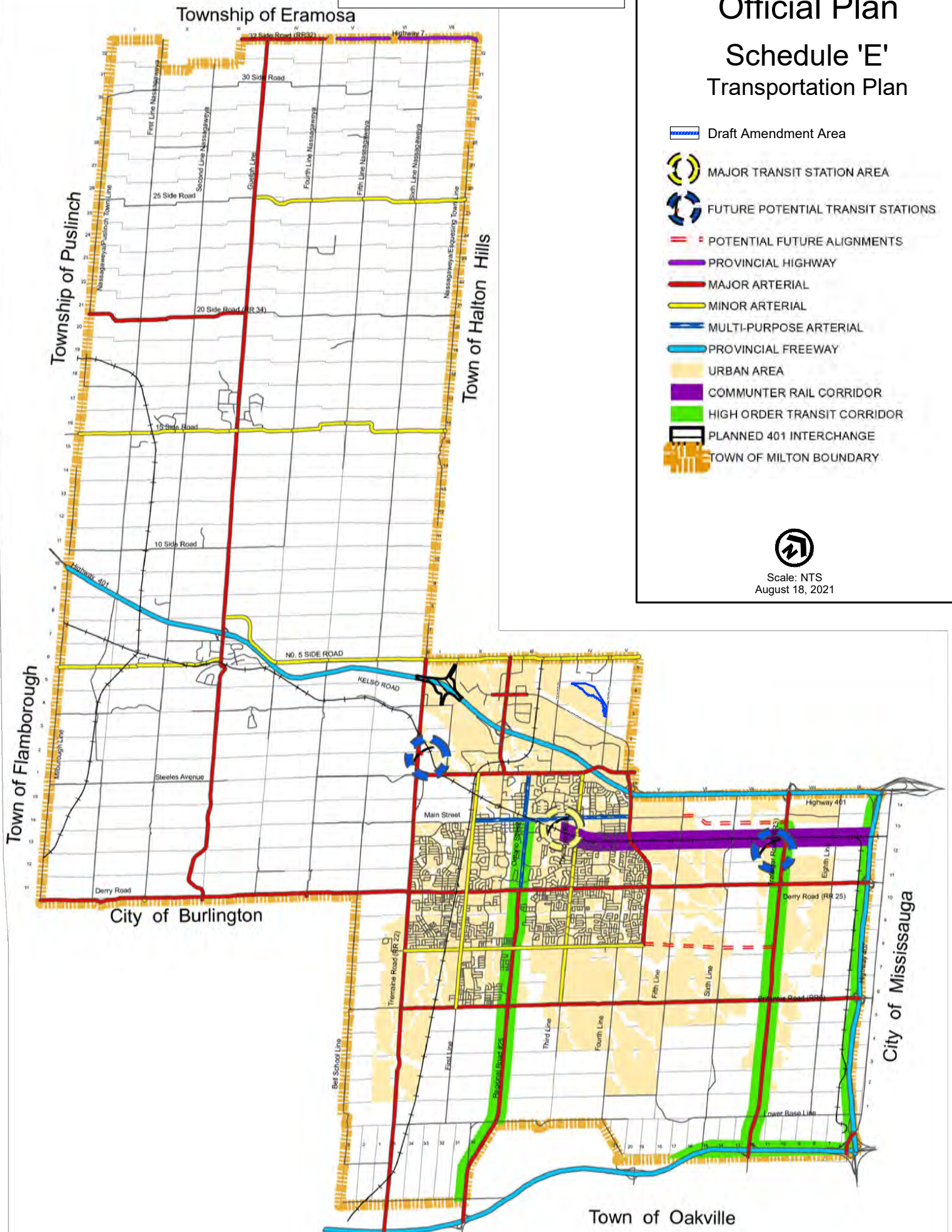
Town of Milton
Official Plan
Schedule 'D2'
Urban Area Planning
Districts, Character Area and
Community Improvement
Area

-  Draft Amendment Area
-  CENTRAL BUSINESS DISTRICT
-  AGERTON
-  BOYNE SURVEY
-  BRISTOL SURVEY
-  BRITANNIA EAST/WEST
-  DERRY GREEN CORP. BUS. PARK
-  MILTON EDUCATION VILLAGE
-  SHERWOOD SURVEY
-  TRAFALGAR
-  401 INDUSTRIAL/BUSINESS PARK
-  URBAN AREA



**SCHEDULE '6' TO OFFICIAL PLAN
AMENDMENT NO. XX**

**Town of Milton
Official Plan
Schedule 'E'
Transportation Plan**



Town of Milton Official Plan Schedule 'G' Known Landfill Sites

-  Draft Amendment Area
-  LANDFILL SITE - CLOSED AND CERTIFIED
-  HALTON WASTE MANAGEMENT SITE
-  LANDFILL SITE - CLOSED
-  URBAN AREA
-  TOWN OF MILTON BOUNDARY

ide Road

BOSTON CHURCH ROAD

JAMES SNOW PARKWAY

ESQUESING LINE

Esquesing Line







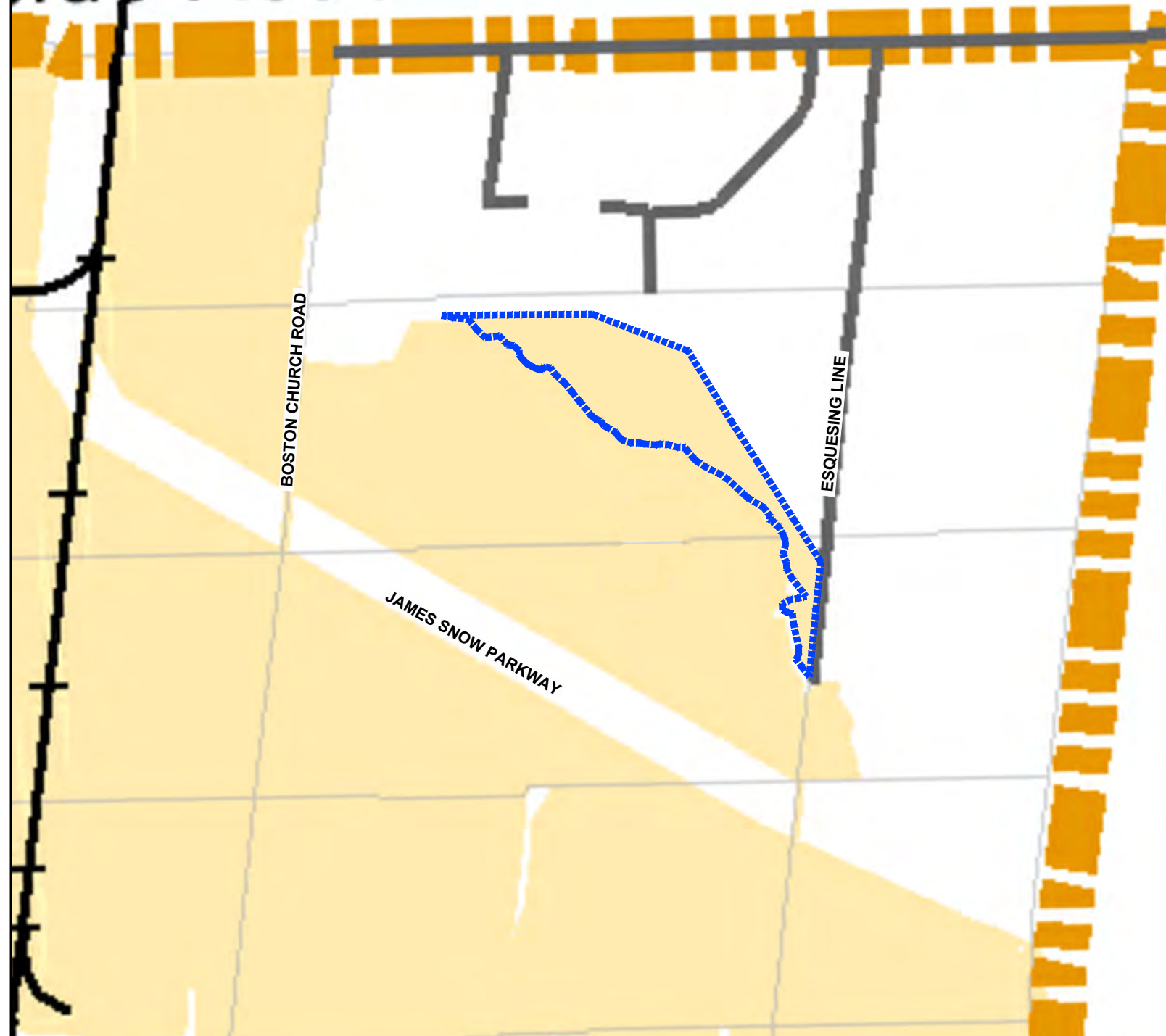
Side Road

SCHEDULE '8' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 'I' Rural Area Specific Areas









-  Draft Amendment Area
-  URBAN AREA
-  MILTON BOUNDARY
-  3 SPECIFIC POLICY AREA & NUMBER



Scale: NTS
August 18, 2021

SCHEDULE '9' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton
Official Plan
Schedule 'I1'
Town Structure Plan

-  Draft Amendment Area
-  Special Policy Site XX Per Schedule I1
-  Special Policy Site YY Per Schedule I1
-  MILTON BOUNDARY
-  ESTABLISHED URBAN AREA BOUNDARY
-  HUSP URBAN AREA BOUNDARY
-  URBAN AREA
-  SPECIFIC POLICY AREA & NUMBER

NO 5 SIDE ROAD

BOSTON CHURCH ROAD

XX

ESQUESING LINE

JAMES SNOW PARKWAY

YY



Town of Milton Official Plan Schedule 'K' Intensification Areas

-  Draft Amendment Area
-  Intensification Corridor
-  Intensification Area
-  Built Boundary
-  Central Business District
-  Established Urban Area
-  HUSP Urban Area
-  Urban Growth Centre
-  Urban Area
-  SHP Urban Area Boundary
-  Town of Milton Boundary
-  Rail
-  Major Transit Station Area
-  Secondary Mixed Use Node



Side Road

SCHEDULE '11' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton Official Plan Schedule 'L' Municipal Wellhead Protection Zones

-  Draft Amendment Area
-  MUNICIPAL WELL
-  ZONE 1 (100 DAY TRAVEL TIME)
-  ZONE 2 (100 DAY TO 2 YEAR TRAVEL TIME)
-  ZONE 3 (2 YEAR TO 10 YEAR TRAVEL TIME)
-  LOTS AND CONCESSIONS
-  MUNICIPAL BOUNDARY
-  MINERAL RESOURCE
EXTRACTION AREA
-  HAMLETS
-  URBAN AREA
-  RAIL

BOSTON CHURCH ROAD

ESQUESING LINE

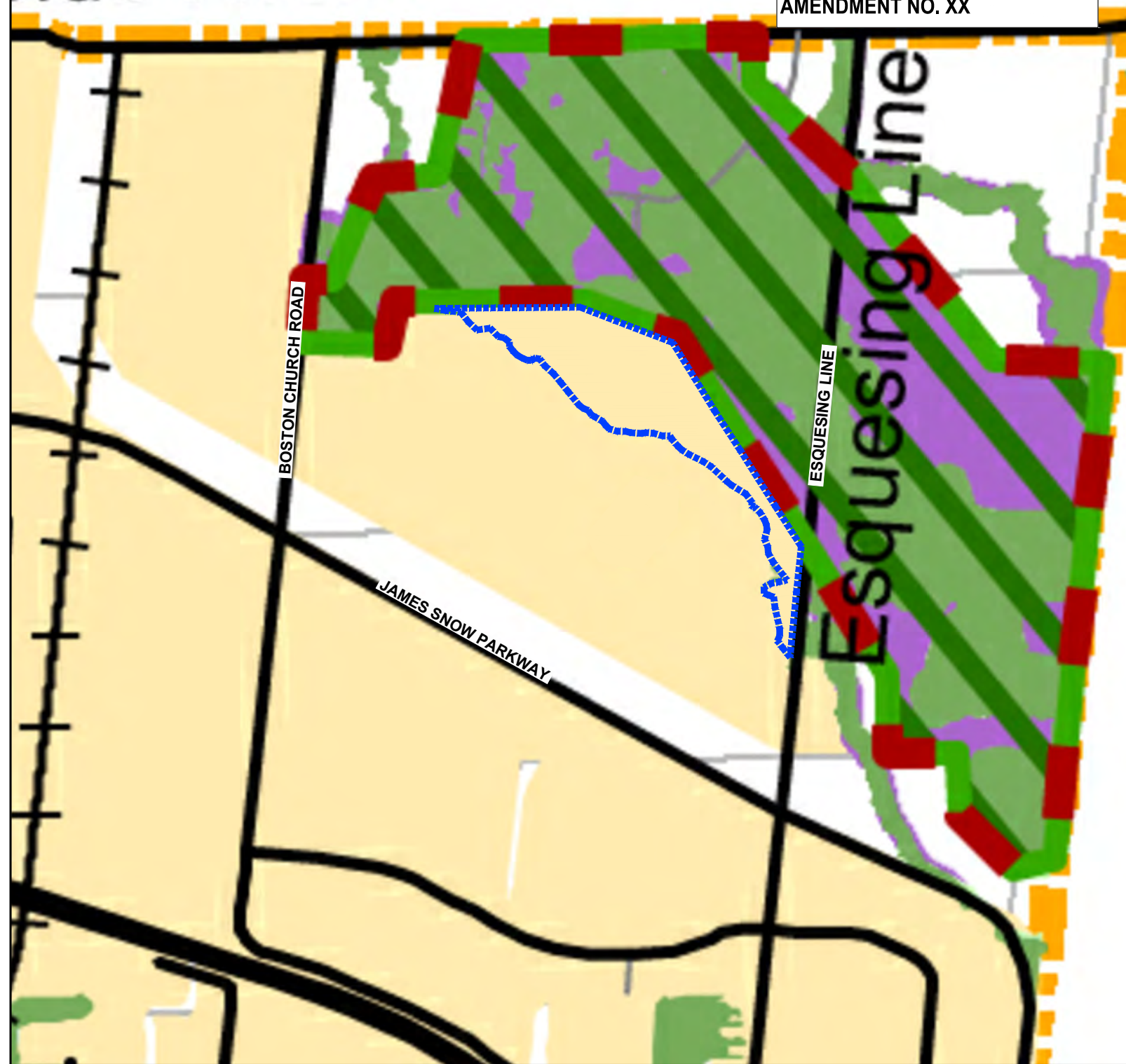
Esquesing Line

JAMES SNOW PARKWAY



Scale: NTS
August 18, 2021

Town of Milton Official Plan Schedule 'M' Key Feature Within the Greenbelt and Natural Heritage System



- Draft Amendment Area
- NHS KEY FEATURES
- ENHANCEMENT AREAS, LINKAGES, AND BUFFERS
- GREENBELT PLAN PROTECTED COUNTRYSIDE
- AGRICULTURAL AREAS IN NHS ENHANCEMENTS/ LINKAGES/BUFFERS
- URBAN AREA
- HAMLETS
- MINERAL RESOURCE EXTRACTION AREA
- MUNICIPAL BOUNDARY
- LOTS AND CONCESSIONS
- GREENBELT NATURAL HERITAGE SYSTEM

SCHEDULE '13' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 'N' Future Strategic Employment Areas

-  Draft Amendment Area
-  URBAN AREA
-  EMPLOYMENT AREA
-  FUTURE STRATEGIC EMPLOYMENT AREAS (OVERLAY)*
-  LOTS AND CONCESSIONS
-  RAIL
-  MILTON BOUNDARY

NO 5 SIDE ROAD

BOSTON CHURCH ROAD

ESQUESING LINE

JAMES SNOW PARKWAY

JAMES SNOW PARKWAY



Scale: NTS
August 18, 2021

5 Side Road

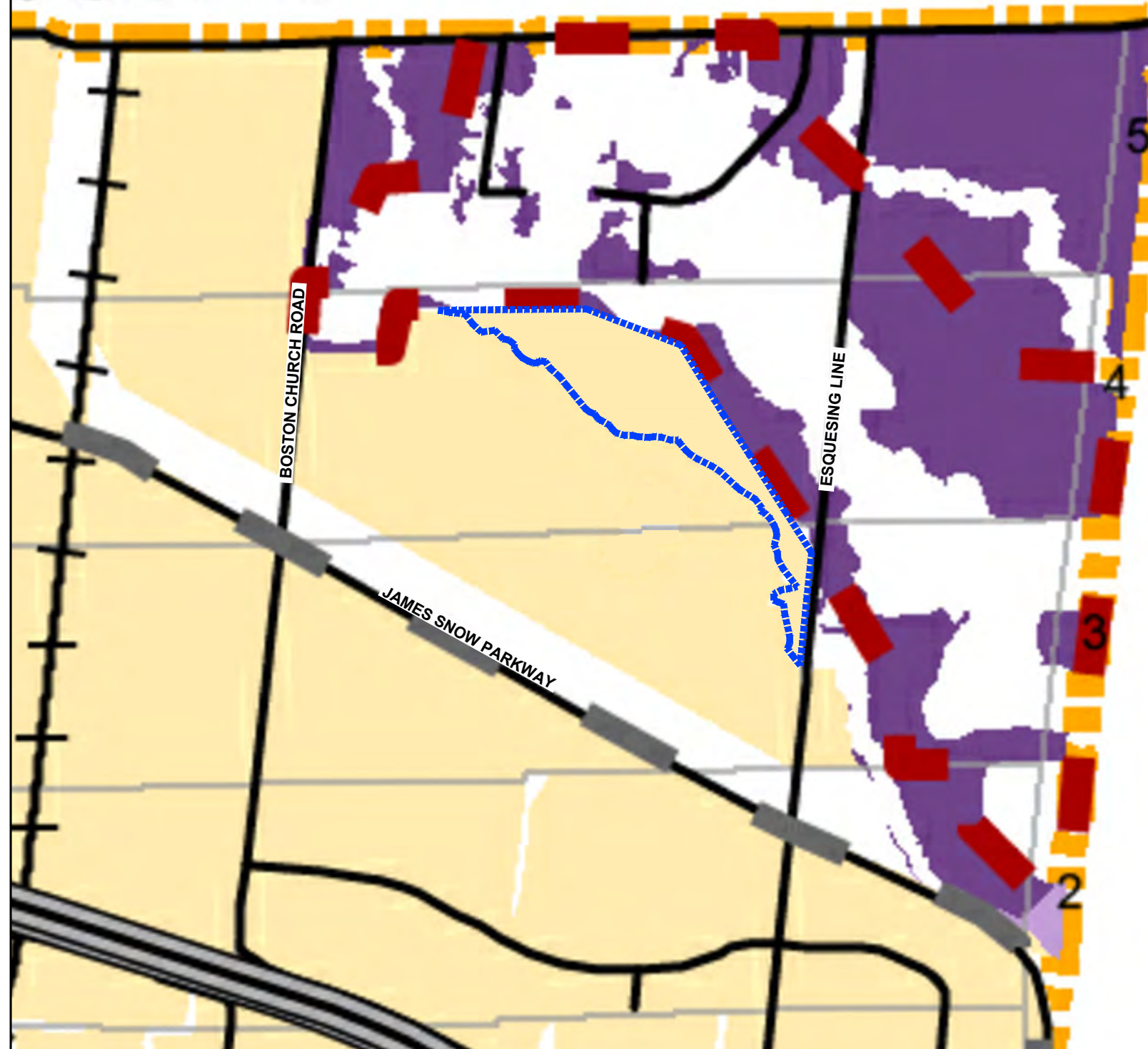
IV

SCHEDULE '14' TO OFFICIAL PLAN
AMENDMENT NO. XX

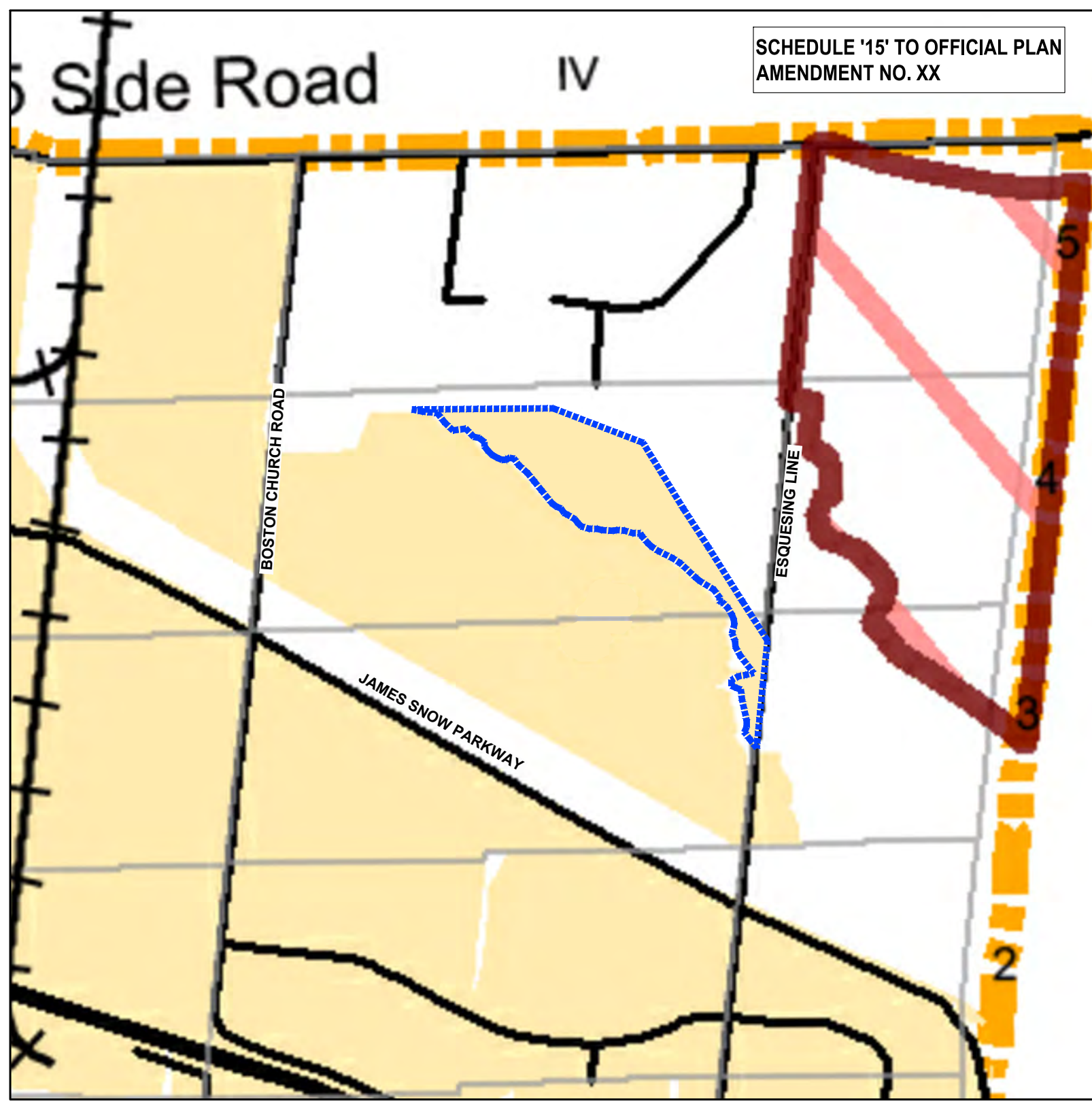
Town of Milton Official Plan

Schedule 'O' Agriculture System and Settlement Areas

-  Draft Amendment Area
-  Agricultural System outside Prime Agricultural Areas
-  Prime Agricultural Areas
-  Greenbelt Plan Boundary
-  Urban Area
-  Hamlet
-  Proposed Major Arterial
-  Highways
-  Roads
-  RAIL
-  Lots and Concessions



Scale: NTS
August 18, 2021



SCHEDULE '15' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 'P' Identified Mineral Resource Areas and Mineral Extraction Areas

-  Draft Amendment Area
-  Mineral Resource Extraction Area
-  Identified Mineral Resource Area
-  Urban Area
-  Hamlets
-  Municipal Boundary
-  Lots and Concessions
-  Rail

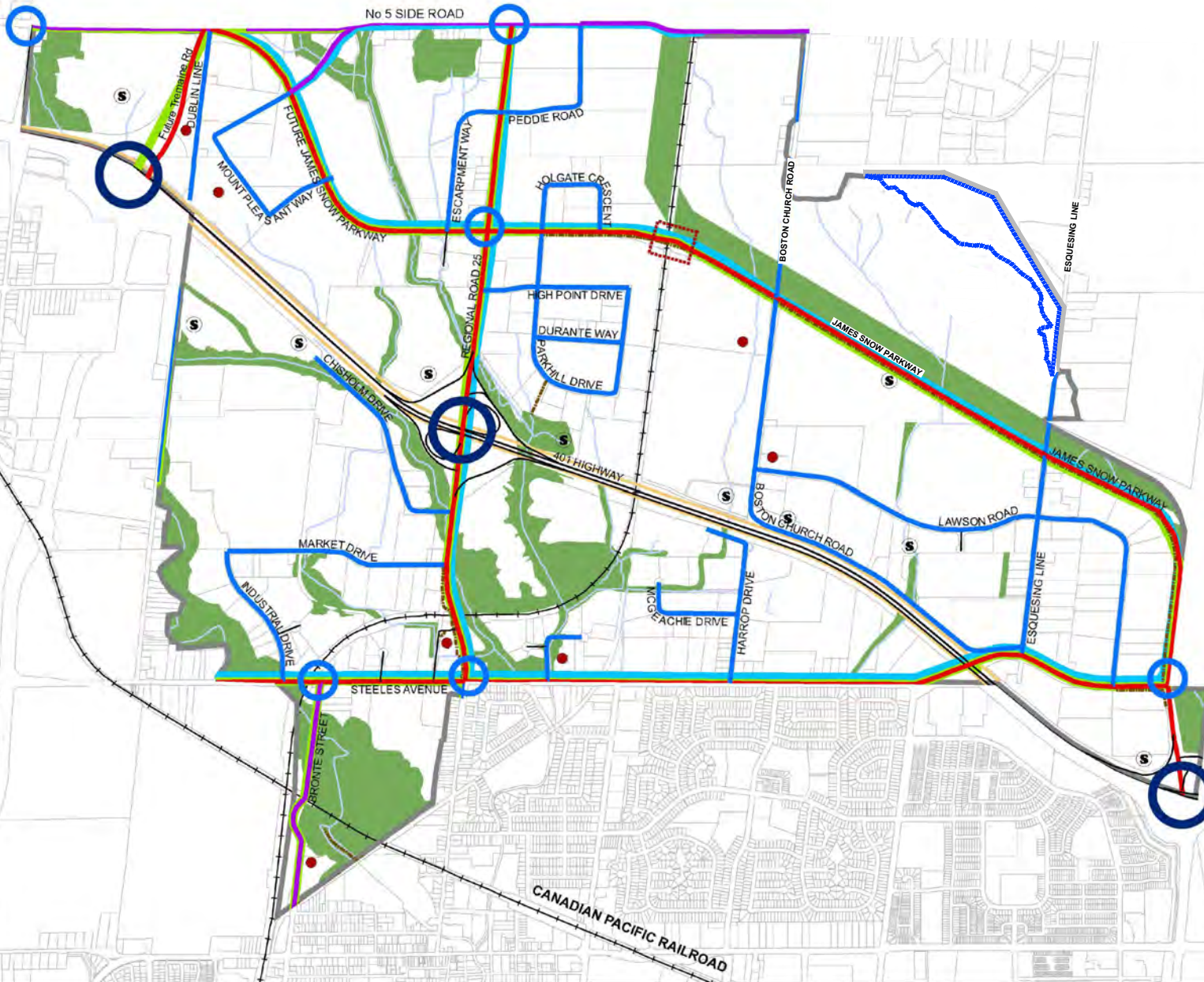


Scale: NTS
August 18, 2021

**SCHEDULE '16' TO OFFICIAL PLAN
AMENDMENT NO. XX**

Town of Milton Official Plan

Schedule 'C.2.A' MILTON 401 INDUSTRIAL, BUSINESS PARK SECONDARY PLAN



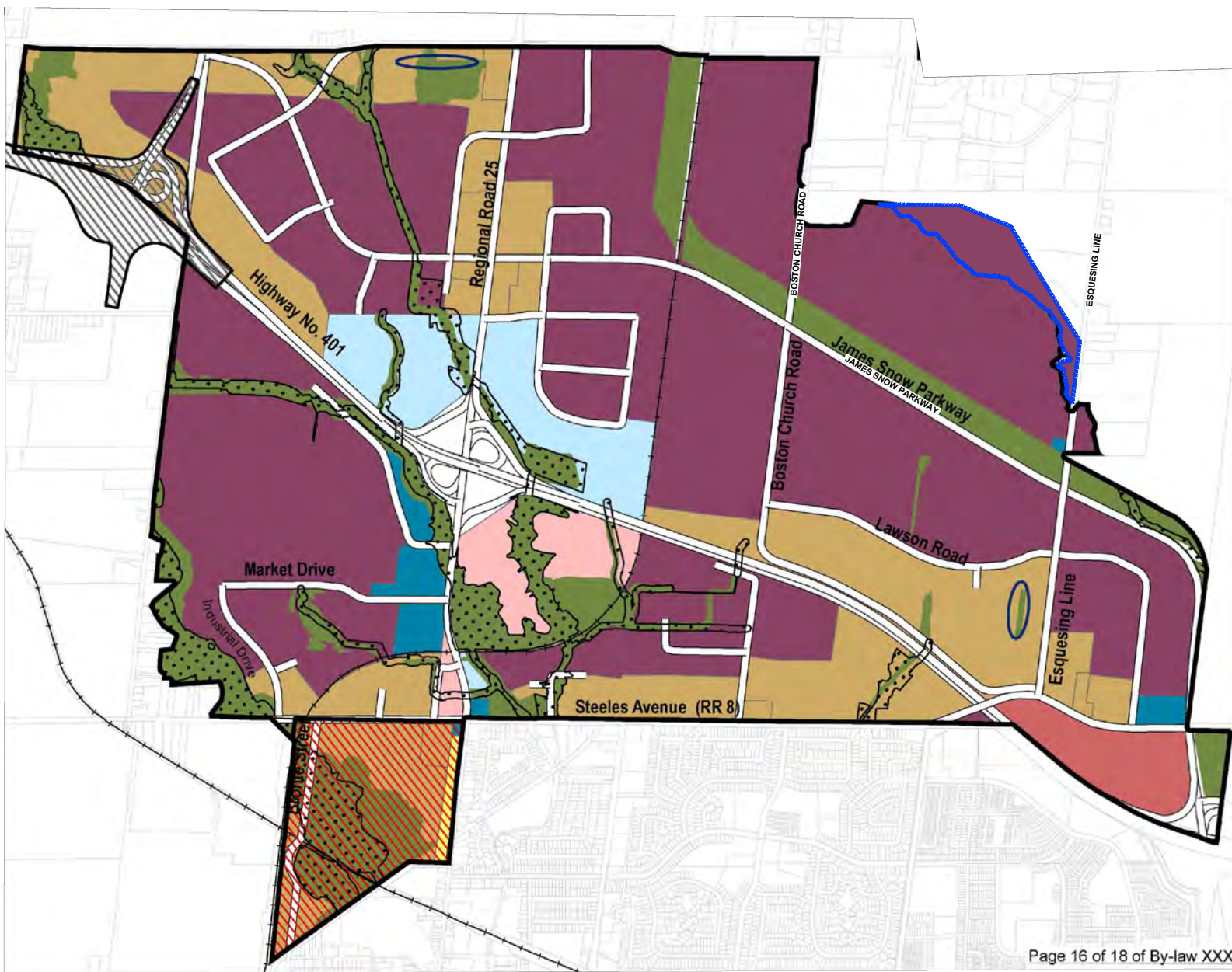
- Draft Amendment Area
- 401 LANDSCAPE CORRIDOR
- GATEWAY STREET/
ENHANCED STREETSCAPE DESIGN
- ON-STREET BIKE SYSTEM
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL ROADS
- TRAIL
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- STORMWATER MANAGEMENT POND
- CHARACTER BUILDING
- RAILWAY CROSSING
- PLANNED 401 INTERCHANGE
- NATURAL HERITAGE SYSTEM
- SECONDARY PLAN BOUNDARY
- WATERWAY
- RAILWAY



Scale: NTS
August 18, 2021

Town of Milton Official Plan

Schedule 'C.2.B' MILTON 401 INDUSTRIAL, BUSINESS PARK SECONDARY PLAN



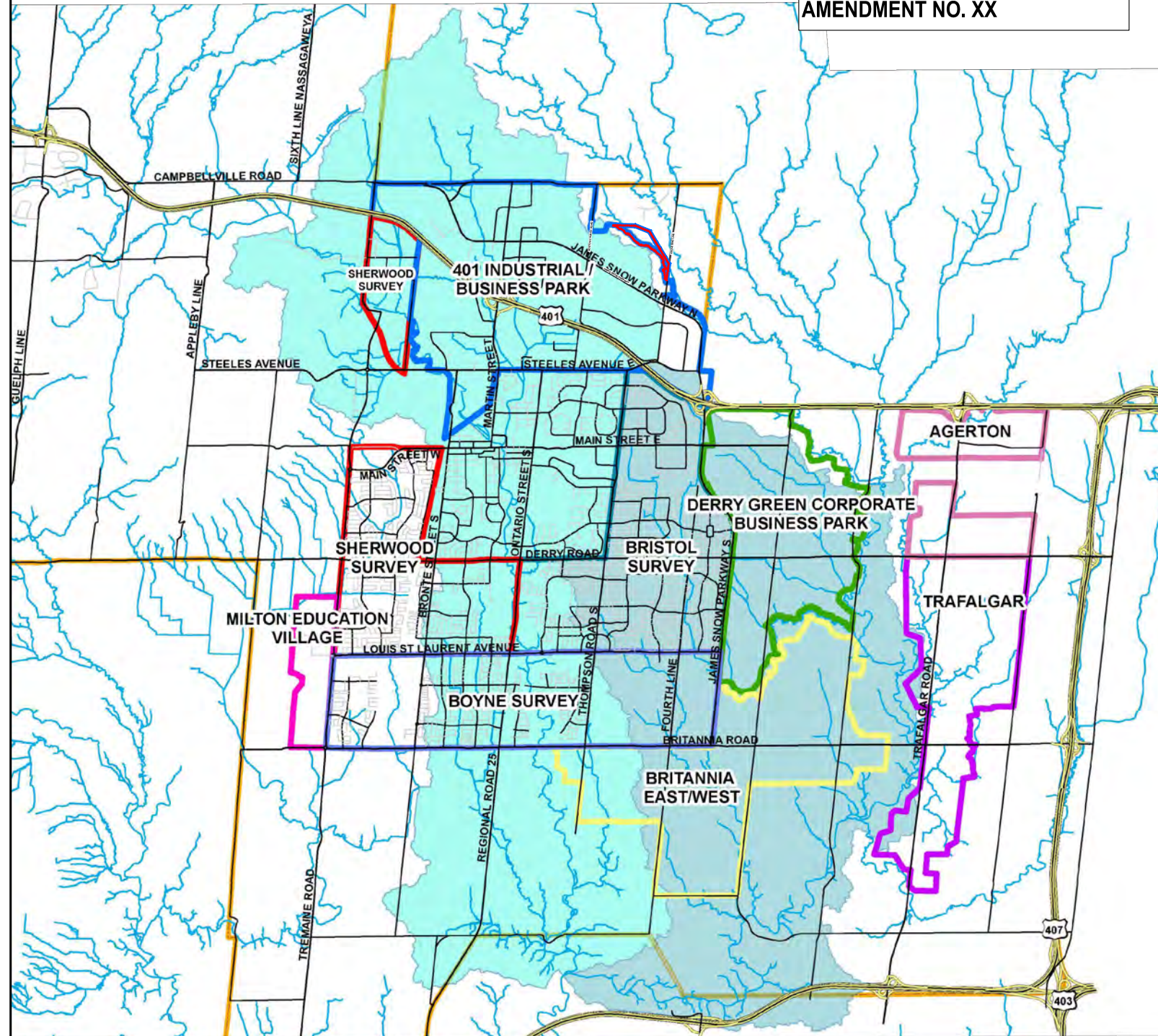
-  Draft Amendment Area
-  Railway
-  Planned 401 Interchange
-  Regulatory Flood Plain
-  Natural Heritage System
-  Institutional Area
-  Business Park Area
-  Business Commercial Area
-  Industrial Area
-  Office Employment Area
-  Major Commercial Centre
-  Residential Special Policy Area
-  Special Study Area



SCHEDULE '18' TO OFFICIAL PLAN
AMENDMENT NO. XX

Town of Milton
Official Plan
Schedule 'C.2.C'
SUBWATERSHED
AREAS 2 AND 7

-  Draft Amendment Area
-  Agerton
-  Boyne Survey
-  Bristol Survey
-  Britannia East/West
-  Derry Green Corporate Business Park
-  Milton Education Village
-  Sherwood Survey
-  Trafalgar
-  401 Industrial/Business Park
-  Watercourse
-  Subwatershed 2
-  Subwatershed 7
-  Town of Milton Boundary



Appendix C
West Draft Implementing Zoning By-law and Schedule

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 0XX-2021

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 144-2003 (RURAL AREA), AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOTS 5, CONCESSION 3 (ESQUESING), ORLANDO CORPORATION, SCHEDULE A, FILE Z-XX/XX AND 24T-XXXXX/M

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 144-2003, as amended;

AND WHEREAS the Town of Milton Official Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

1.0 THAT Schedule A to Comprehensive Zoning By-law 144-2003, as amended, is hereby further amended by changing the existing Agriculture (A1) zone symbol to Open Space – Exception No. XX (OS*XX), General Industrial – Exception No. YY (M2*YY), and Greenlands “A” (GA) symbols on the land shown on Schedule A attached hereto.

2.0 THAT Section 13.1 is amended by adding Section 13.1.1.___ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned Open Space – Exception No. XX (**OS*XX**) the following standards and provisions apply:

i) Additional Permitted Uses:

- a) Stormwater Management Facility

3.0 THAT Section 13.1 is amended by adding Section 13.1.1.___ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned General Industrial – Exception No. YY (**M2*YY**) the following standards and provisions also apply:

i) Additional Permitted Uses:

- a) Contractor service shop
- b) Courier / messenger service
- c) Medicinal product manufacturing facility

- d) Repair establishment
- e) Restaurant (take out and convenience)

ii. Special Site Provisions:

- a) Notwithstanding any provision to the contrary, Footnote (*5) to Table 8A shall not apply.
- b) Notwithstanding Footnote (*6) to Table 8A, an office use accessory to a principle use shall be limited to 49% of the gross floor area.
- c) Notwithstanding Footnote (*8) to Table 8A, up to a maximum of 20% of the gross floor area of the principle use may be used for the retail sale of goods or products produced on the premises.
- d) To allow a minimum landscape buffer abutting a street line to be 3.0 m.

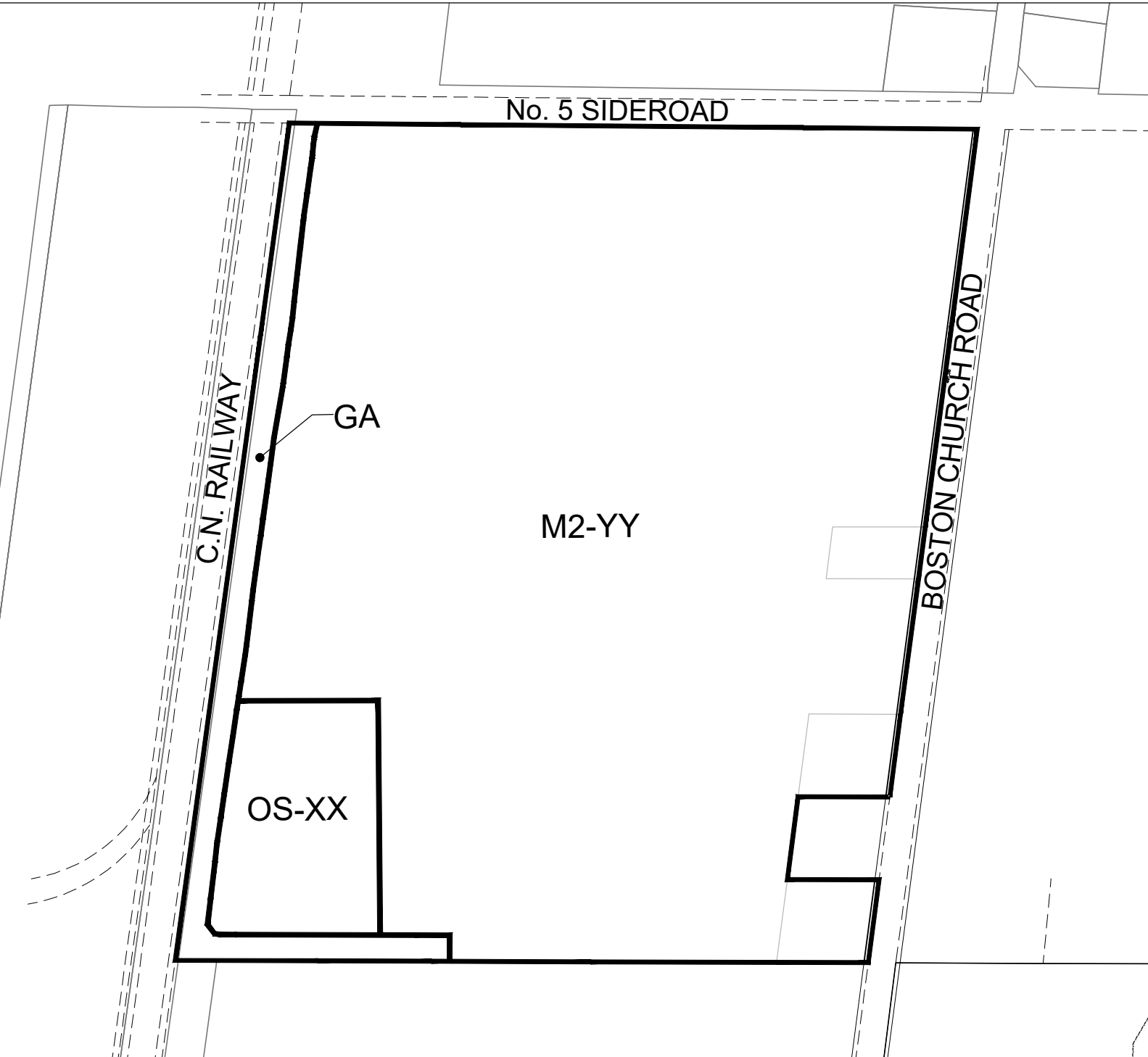
4.0 If no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34 (26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this day of _____, 2021.

G.A. Krantz
Mayor

Meaghen Reid
Town Clerk

SCHEDULE A
TO BY-LAW No. 2021
TOWN OF MILTON
Part of Lot 5, Concession 3,
Town of Milton, Regional Municipality of Halton



THIS IS SCHEDULE A
TO BY-LAW No. _____, 2021.

REZONED TO:

- 'OS-XX' - OPEN SPACE - SPECIAL
- 'M2-YY' - GENERAL INDUSTRIAL - SPECIAL
- 'GA' - GREENLANDS A

MAYOR

CLERK



Appendix D
West Draft Implementing Zoning By-law and Schedule

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 0XX-2021

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 144-2003 (RURAL AREA), AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOTS 3 & 4, CONCESSION 4 (ESQUESING), ORLANDO CORPORATION, SCHEDULE A, FILE Z-XX/XX AND 24T-XXXXX/M

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 144-2003, as amended;

AND WHEREAS the Town of Milton Official Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

1.0 THAT Schedule A to Comprehensive Zoning By-law 144-2003, as amended, is hereby further amended by changing the existing Agriculture (A1) and Greenlands "A" (GA) zone symbols to Open Space – Exception No. XX (OS*XX), General Industrial – Exception No. VV (M2*VV), General Industrial – Exception No. YY (M2*YY), Greenlands "A" (GA) and Business Commercial – Exception No. ZZ (C6*ZZ) symbols on the land shown on Schedule A attached hereto.

2.0 THAT Section 13.1 is amended by adding Section 13.1.1.____ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned Open Space – Exception No. XX (**OS*XX**) the following standards and provisions apply:

i) Additional Permitted Uses:

- a) Stormwater Management Facility

3.0 THAT Section 13.1 is amended by adding Section 13.1.1.____ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned General Industrial – Exception No. VV (**M2*VV**) the following standards and provisions also apply:

i) Additional Permitted Uses:

- a) Banquet hall / convention centre
- b) Broadcasting / communication facility

- c) Contractor service shop
- d) Courier / messenger service
- e) Medicinal product manufacturing facility
- f) Office Building
- g) Repair establishment
- h) Restaurant
- i) Service commercial uses
- j) Science and technology facility
- k) Parking lot
- l) Wholesaling facility
- m) Vehicle sales and service

ii. Special Site Provisions:

- a) Notwithstanding any provision to the contrary, Footnote (*5) to Table 8A shall not apply.
- b) Notwithstanding Footnote (*6) to Table 8A, an office use accessory to a principle use shall be limited to 49% of the gross floor area.
- c) Notwithstanding Footnote (*8) to Table 8A, up to a maximum of 20% of the gross floor area of the principle use may be used for the retail sale of goods or products produced on the premises.

4.0 THAT Section 13.1 is amended by adding Section 13.1.1.___ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned General Industrial – Exception No. YY (**M2*YY**) the following standards and provisions also apply:

i) Additional Permitted Uses:

- a) Contractor service shop
- b) Courier / messenger service
- c) Medicinal product manufacturing facility
- d) Repair establishment
- e) Restaurant (take out and convenience)

ii) Special Site Provisions:

- a) Notwithstanding any provision to the contrary, Footnote (*5) to Table 8A shall not apply.
- b) Notwithstanding Footnote (*6) to Table 8A, an office use accessory to a principle use shall be limited to 49% of the gross floor area.
- c) Notwithstanding Footnote (*8) to Table 8A, up to a maximum of 20% of the gross floor area of the principle use may be used for the retail sale of goods or products produced on the premises.
- d) Notwithstanding Table 8B, the maximum height for Office Buildings shall be 35.0m.
- e) Notwithstanding Table 8B, the maximum height for Other Permitted Uses shall be 35.0m.
- f) For the purposes of this By-law, Building Height shall be defined as the vertical distance measured from the finished floor elevation of such building or structure to, in the case of a flat roof, the highest point of the roof surface or parapet, and shall exclude rooftop mechanical and elevator penthouses, including but not limited to refrigeration penthouses.
- g) To permit a minimum landscape buffer abutting a Greenlands 'A' zone to be 2.5 m.

5.0 THAT Section 13.1 is amended by adding Section 13.1.1.____ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned Business Commercial – Exception No. ZZ (**C6*ZZ**) the following standards and provisions also apply:

i) Additional Permitted Uses:

- c) Equipment sales and rental
- h) Research and technology use
- i) Science and Technology Facility
- j) Service and repair shop

ii. **Special Site Provisions:**

- a) Notwithstanding Table 7D, the Maximum Lot Area shall be 4,600 m².

6.0 If no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34 (26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this day of _____, 2021.

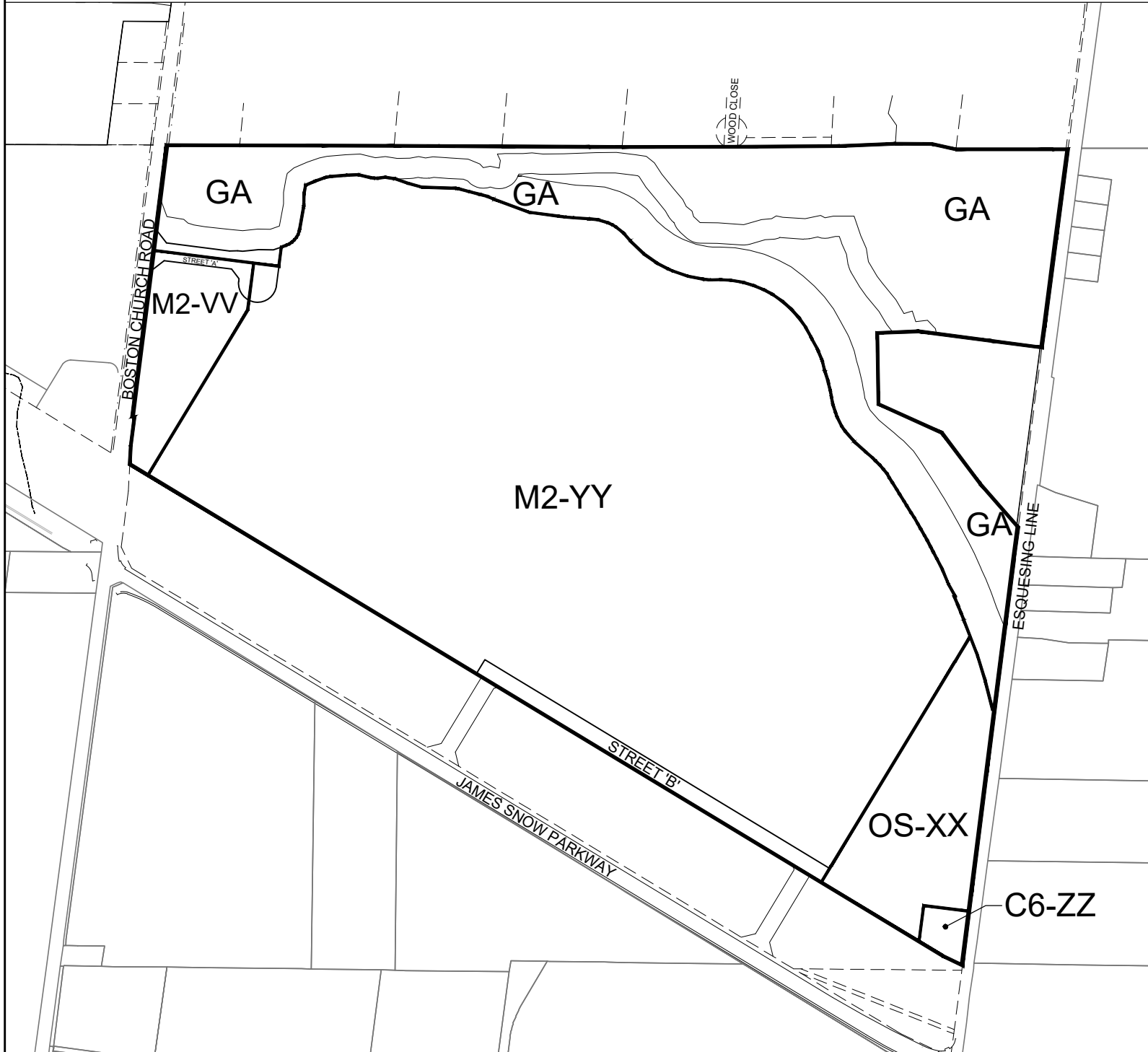
G.A. Krantz

Mayor

Meaghan Reid

Town Clerk

SCHEDULE A
 TO BY-LAW No. _____ 2021
 TOWN OF MILTON
 Part of Lot 3 & 4, Concession 4,
 Town of Milton, Regional Municipality of Halton



THIS IS SCHEDULE A
 TO BY-LAW No _____, 2021.

REZONED TO:

- 'OS-XX' - OPEN SPACE - SPECIAL
- 'M2-VV' - GENERAL INDUSTRIAL - SPECIAL
- 'M2-YY' - GENERAL INDUSTRIAL - SPECIAL
- 'C6-ZZ' - BUSINESS COMMERCIAL - SPECIAL
- 'GA' - GREENLANDS A

 MAYOR

 CLERK

