

# PLANNING JUSTIFICATION REPORT

May 2025

## OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT, AND DRAFT PLAN OF SUBDIVISION

Fifth Line & Derry Road (north of Union Gas Corridor)  
and 6605 Fifth Line (south of Union Gas Corridor)

Part of Lots 9 & 10, Concession 6, New Survey  
(Trafalgar)  
Town of Milton

PREPARED FOR:  
*The Remington Group*

**KORSIAK** | Urban  
Planning

206-277 Lakeshore Road East  
Oakville, Ontario, L6J 6J3  
T: 905-257-0227 | [www.korsiak.com](http://www.korsiak.com)



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An aerial photograph of a golf course and surrounding landscape. The golf course is in the upper half, with green fairways, sand traps, and a clubhouse. Below it are large, flat agricultural fields. A semi-transparent orange circle is centered over the image, containing the text '1.0 Introduction' in a light orange, sans-serif font.

# 1.0

## Introduction

## 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Village Securities Limited and Neamsby Investments Inc. c/o the Remington Group (herein referred to as The Remington Group) to prepare this Planning Justification Report in support of Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision applications required to permit the development of industrial subdivisions on the lands legally referred to as Part of Lots 9 and 10, Concession 6, New Survey (Trafalgar). Property 1, without a municipal address is located on the south-east intersection of Fifth Line & Derry Road (North of Union Gas Corridor) and Property 2, known as 6605 Sixth Line is located east of Fifth Line and south of the Union Gas Corridor.

The Remington Group has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. In July of 2023, separate pre-submission applications were made for each property (north and south) with consideration of the existing policies and pre-submission comments received. Pre-submission comments received in September and October 2023. Extensive discussions have ensued with planning staff following the receipt of comments to the pre-submission.

The subject lands are designated “Business Park” and “Natural Heritage System” under DGCBP Secondary Plan. The subject lands, as with most lands within the DGCBP Secondary Plan are within the Employment Area overlay as identified in the existing Halton Region Official Plan and DGCBP Secondary Plan. The existing, in-effect DGCBP Secondary Plan is a comprehensive planning framework, with Urban Design Guidelines for the DGCBP that guide development of a business park campus with a variety of uses on the subject lands. The proposed master development concept for both properties conforms to the policy framework, objectives and vision of the existing DGCBP Secondary Plan.

The following required plans and reports, as confirmed by the Town’s File Planner (Oct. 2022) and pre-submission comments (October 2023) have been prepared under separate cover in support of the proposed OPA, ZBA and Draft Plan of Subdivision applications:

- |   |                                    |
|---|------------------------------------|
| • Concept Plan, Draft Plan of Subdivision, OPA, ZBA | Korsiak Urban Planning             |
| • Urban Design Brief / Constraints Opportunities    | Korsiak Urban Planning             |
| • Surveys, Topographical & Legal                    | Schaeffer Dzaldov Bennet Ltd.      |
| • Functional Serving / Stormwater Management Report | Stantec                            |
| • Hydrogeological Assessment                        | Stantec                            |
| • Subwatershed Impact Study                         | Stantec                            |
| • Natural Constraint Mapping                        | Stantec / Dillon                   |
| • Traffic Impact Study                              | BA Group                           |
| • Environmental Site Assessments (Phase I & II)     | GIP Construction Engineering Corp. |

- |  |  |
|--|--|
| • Geotechnical / Slope Stability Assessment            | AME Materials Engineering (now GIP)    |
| • Noise and Vibration Study                            | Aercoustics                            |
| • Tree Inventory & Preservation Plan / Arborist Report | Dillon Consulting                      |
| • Archaeological Assessment                            | Lincoln Environmental Consulting Corp. |

## 1.1 Purpose of the Report

The purpose of this Planning Justification Report is to outline the nature of the proposed OPA, ZBA and Draft Plan of Subdivision applications and to evaluate the proposals in the context of the relevant policies of the Provincial Policy Statement (2024), the former Region of Halton Official Plan and Transportation Master Plan, the Town of Milton Official Plan, and the Derry Green Corporate Business Park (DGCBP) Secondary Plan.

## 1.2 Site Description and Context

The subject lands consist of two properties both located south of Derry Road, east of Fifth Line (*Figure 1 – Aerial Photo*) and are bisected by the Union Gas Corridor running east-west from Fifth Line to Sixth Line. The site is currently occupied by agricultural uses and two woodlots, which are part of the Natural Heritage System with tributaries of the Sixteen Mile Creek that diagonally traverse the site from northwest to southeast. Together, the subject lands are approximately 43.5 hectares in size, with frontages of approximately 337 metres along Derry Road (Regional Road 7) and combined 852 metres along Fifth Line. Derry Road (Regional Road 7) is a Major Arterial Road with a planned right-of-way (ROW) of 42.0 metres with 6-lanes, which will require road widening. There is currently no access to the north property, which will require a driveway from Derry Road. The south property has frontage along Fifth Line, which is a Minor Arterial Road with a planned variable ROW up to 35.0 meters. The current ROW of Fifth Line is 20.0 meters, which will require road widening as coordinated with the Town of Milton and a new intersection with the extension of Clark Boulevard intended as an industrial collector with a ROW of 26.0 meters.

## 1.3 Site Context

The subject lands are located within the DGCBP Secondary Plan. As illustrated in *Figure 2 – Context Map*, the subject lands are bound by:

- **North:** Derry Road, existing agricultural and residential uses (future development as employment lands with industrial/commercial uses), commuter/commercial rail corridor with Canadian Pacific (CP) intermodal yard (and future GO station along Trafalgar Road), and Highway 401.
- **South:** Union Gas Corridor bisects north and south properties, Woodlot, existing agricultural uses (future developable lands), and Britannia Road.
- **East:** Future industrial development (Anatolia Group), institutional use (Radha Soami Society Beas Canada), tributaries of the Sixteen Mile Creek, Sixth Line, and Trafalgar Road (further east), and Highway 407.
- **West:** Residential uses, Fifth Line, Halton Paramedic Services Station 16, future industrial developments under construction (Sun Life/Broccolini and Oxford Properties industrial, and James Snow Parkway (further west).

The subject lands have convenient access to Highways 401 and 407 via Trafalgar Road to the east and James Snow Parkway to the west. Existing public transit is provided through GO Bus routes (21 and 27) along Derry Road, thereby providing access to inter-regional transit services. A future GO Station is proposed to the northeast, at the intersection of Trafalgar Road and CP railway. It is anticipated that future local transit will serve the Derry Green Business Park area, providing convenient access to nearby residential urban areas and the GO stations.



FIGURE 2 - Aerial Photo



FIGURE 2 - Context Photo

An aerial photograph of a golf course and surrounding landscape. The golf course features several green fairways, sand traps, and a small pond. The surrounding area includes agricultural fields, a road, and some buildings. A large, semi-transparent orange circle is centered over the image, containing the text "2.0 Proposed Development".

# 2.0

Proposed  
Development

## 2.0 PROPOSED DEVELOPMENT

The Remington Group is proposing to develop the two properties as industrial/commercial business park subdivisions consisting of industrial block, commercial employment office blocks, two Natural Heritage System (NHS) blocks, and two public roads. A Draft Plan of Subdivision is required for each property to facilitate the division of land and convey land to the Town for the public roads and NHS lands. A master concept plan illustrates the development potential for both properties.

### 2.1 Draft Plans of Subdivision

The north property consist of two development blocks, vast areas for NHS that separate the two blocks, a block for a Stormwater Management Pond, and blocks for future road widening along Derry Road and Fifth Line. Development Block 1 has frontage on Derry Road proposed as a right-in/out driveway onto Derry Road and Block 2 has frontage with full access onto Fifth Line. Blocks 1 and 2 are proposed for Business Park uses with separate site specific policies for additional uses associated with a “Prestige Office Area” with an additional service commercial use proposed for Block 2 as a “Wellness Centre and Spa”.

The south property will be phased with five blocks of development and two public roads and NHS areas. Access to the property will be via Fifth Line through extension of Clark Boulevard (Street 1). The first phase of development includes two development blocks, Street 1 proposed as an extension of Clark Boulevard with a 26 m ROW providing access from Fifth Line with a temporary turning circle, which will eventually connect with Derry Road to the north as intended in the Secondary Plan in coordination with the abutting landowner / developer – the Anatolia Group.

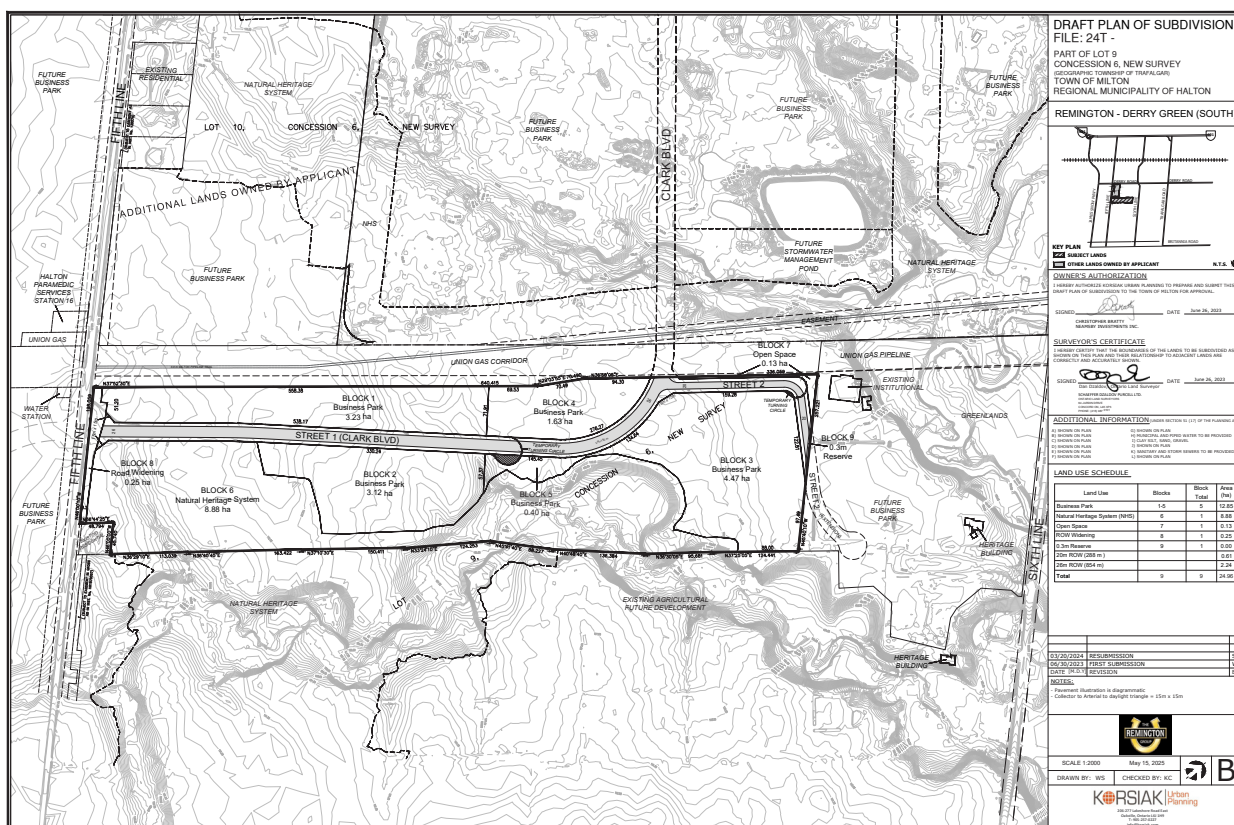
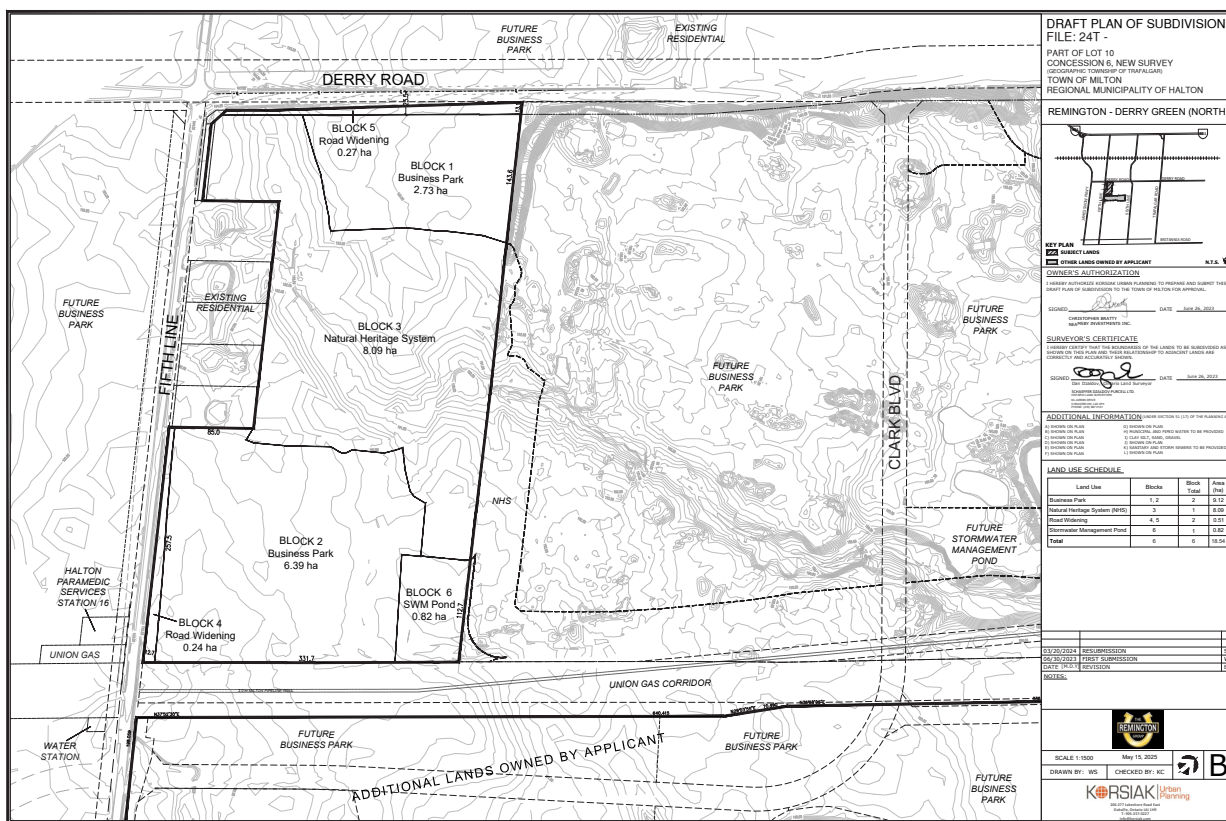
The Draft Plan of Subdivision divides the south property into two phases, with the second phase beyond the temporary turning circle to proceed following the completion of a Class Environmental Assessment (EA) study by the Region of Hal-

ton for a potential north-south major arterial road referred to as Fifth ½ Line that may replace the north-south extension of Clark Boulevard to Derry Road. The second phase includes Street 2, proposed as a local road with a 20 m ROW to provide access to Block 3 and is intended to extend further east to provide future servicing and infrastructure for the future development of the abutting lands by others terminating with a cul-de-sac. Street 2 is currently illustrated with a temporary turning circle that will be removed following the future development of lands to the east by others.

### 2.2 Development Concept

A conceptual master development concept plan (Figure 5) has been prepared that includes both properties based on the policy framework, objectives and vision of the existing DGCBP Secondary Plan. The north property includes a block with a single right-in-right-out driveway onto Derry Road. The proposal identifies a connecting second driveway to the abutting property on the east. Left turns onto Derry Road will be permitted via an easement to be granted through the adjacent Anatolia Group property, with access through their proposed development via Clark Boulevard. The south-east intersection of Derry Road and Fifth Line is designated as both NHS and Business Park with a “Prestige Office Area” overlay. Following a Subwatershed Impact Study (SIS) and consultation with Conservation Halton staff it was determined that that corner is to remain NHS and is not to be developed. It is proposed that the “Prestige Office Area” overlay and associated uses be shifted to Block 1, which will provide greater flexibility for development more aligned with the Prestige uses. Block 1 is currently designed with a single building to mitigate noise and vibration to the neighbouring residential developments.

Block 2 was identified for a public Community Park in the DGCBP Secondary Plan. Following discussion with Town staff, the Community Park is proposed to be relocated further south on Fifth Line on other lands owned by Remington. Block 2 is proposed to be developed as future “Wellness Centre” and Spa which is defined in the draft



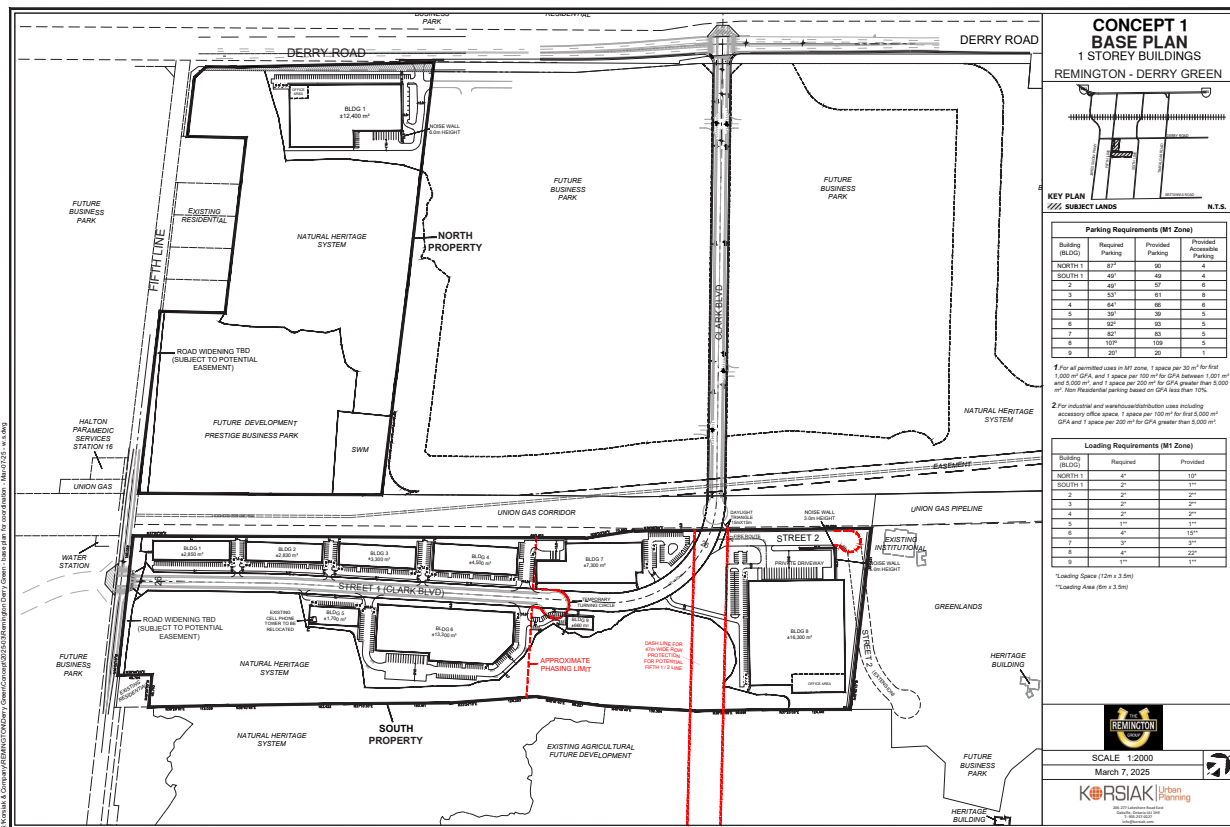


FIGURE 5 - Concept Plan

ZBA. Details for the Wellness Centre and Spa will be provided through later stages and through the Site Plan Application. A stormwater management pond is located behind Block 2 that will feed into the NHS channel that has been designed by the abutting Anatolia development and reviewed and approved through the SIS.

The south property will be phased, with the development of Buildings 1 through 6 with a temporary turning circle will be developed at the end of the phased Street 1 (Clark Boulevard). The layout of the buildings has been optimized to facilitate uses more appropriate to new Employment Office - Site Specific (C8\*XX) Zone. This would allow for parking along Clark Boulevard and provide for more options on a Business Park development that will support employment uses and the surrounding community.

The future phase(s) includes Buildings 7 to 9, are subject to Halton Region's Class Environmental Assessment for the Fifth ½ Line study. Building 8 features a noise wall to protect existing institutional uses at the abutting Radha Soami Society Beas (RSSB) Canada. A second local industrial public road (Street 2) extends eastward to the adjacent

RSSB lands to provide access to Building 8 and accommodate future access for the development of the RSSB lands for business park uses. A temporary turning circle is shown beyond the driveway to Building 8, with the intention that Street 2 will terminate in a permanent cul-de-sac within the RSSB Lands, as access to Sixth Line is not permitted. The second phase contains a 47-metre Right-of-Way protection zone, identified as red dashed lines, for the potential Fifth ½ Line described in the Halton Region Transportation Master Plan, as shown in Conceptual Site Plan.

The concept provides for three larger buildings appropriate for warehouse / distribution centre with ancillary office space and smaller employment office buildings. The north property includes one larger building at approximately 12,400 square metres. The south property includes nine buildings with a total Gross Floor Area (GFA) of 52,740 square metres. The area of the ancillary office spaces as shown in Figure 5 are conceptual. Site-specific zoning is required to permit the proposed development, uses and reduced parking to implement the vision of the DGCBP Secondary Plan.

An aerial photograph of a landscape featuring a golf course with green fairways, sand traps, and a small pond. Surrounding the golf course are various agricultural fields in shades of brown and green, along with some residential buildings and roads. A large, semi-transparent orange circle is centered over the image, containing the text '3.0 Policy Framework' in a light orange, sans-serif font.

# 3.0

Policy  
Framework

## 3.0 POLICY FRAMEWORK

### 3.1 Provincial Policy Statement (2024)

The Provincial Policy Statement (PPS) 2024 contains policies on matters of provincial interest related to land use planning and development. The policies outlined in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians.

On April 6, 2023, the Province introduced Bill 97: Helping Homebuyers, Protecting Tenants Act, that would make changes to the Planning Act, including a new definition to be added for “area of employment”. On the same day the Province provided an updated, proposed Provincial Planning Statement (PPS) for review and comment. The changes to PPS 2023 contained employment area policies and a definition for “employment areas” that corresponded to the proposed, new Planning Act definition for “area of employment”.

On April 12th, 2024, the Government of Ontario released a proposed Provincial Policy Statement (2024) for review and comment. PPS 2024 consolidated and replaced both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). On August 20, 2024, the Province released the final Provincial Planning Statement 2024 (PPS 2024), which came into effect on October 20, 2024, and advised that municipalities should make timely amendments to their official plans to align with the new definition of Employment Areas. The amended definition excludes institutional and commercial uses, which includes retail and offices uses that are not associated with research and development, manufacturing, and warehousing. The Official Plan may authorize the continuation of uses that are excluded from the new definition of “area of employment”, so long as they were lawfully established on the parcel of land prior to October 20, 2024. Under

the PPS 2024, a municipality may consider, and landowners can apply for a change of use or the removal of land from employment areas subject to criteria.

PPS 2024 also removed and repealed the concept of provincially significant employment areas or zones (PSEZs), which existed in the previous PPS and Growth Plan. PSEZs were protected from conversion to non-employment uses, except where it has been demonstrated to be appropriate in the context of a municipal comprehensive review. The subject lands are no longer within a PSEZ, as this designation no longer exists. PPS 2024 no longer requires employment land conversion to be subject to a municipal comprehensive review.

PPS policies applicable to the proposal are described in Appendix I.

Appendix I, including: Section 2.1 for ‘*Planning for Peoples and Homes*’; Section 2.8 for ‘*Employment*’; Section 1.7.1 for ‘*Long-Term Economic Prosperity*’; Section 1.8 for ‘*Energy Conservation, Air Quality and Climate Change*’; and Section 2.1 for ‘*Natural Heritage*’.

The proposed development conforms with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposal provides new development and growth within a Settlement Area;
- The proposal removes the subject lands from the Employment Area overlay;
- The proposed development provides a mix of employment uses which add to the range and mix of uses within the Town of Milton and Region of Halton;
- The proposed development is designed to efficiently use existing and planned infrastructure;
- The proposal provides business park blocks to be developed for uses that support employment areas including service commercial, light industrial, warehouse and distribution uses to help meet the economic and long-term needs of the community;

- The proposed development is coordinated with planned developments to the west and east to ensure the delivery of adequate services and amenities;
- The proposal makes use of land that is located in a transit supportive location; and
- The proposed development recognizes and protects the NHS through the creation of realigned channel blocks.

### 3.2 Conservation Halton - Policy and Guidelines

Ontario Regulation 162/06 (O.Reg 162/06) is Conservation Halton's (formerly the Halton Region Conservation Authority) Regulation of Development, Interface with Wetlands and Alterations to Shorelines and Watercourses, issued under the *Conservation Authorities Act*. This Regulation establishes the areas regulated by Conservation Halton and the criteria to be satisfied to permit development within these areas. The proposed development is located within Conservation Halton Regulated Area (*Figure 6*) with the following potential natural hazards identified as Stable Top of Bank, Floodplain, Wetland, Meander Belt, and Headwater Floodplain hazards.

In accordance with Policy 2.4.2, the Stable Top of Bank (STOB) will be established, in context of the Slope Stability Assessment. The limit of the wetland, meander belt and flood plain hazards have been determined through the Subwatershed Impact Study (SIS) in conjunction with Conservation Halton and others in accordance with Policy 2.2, 2.7 and 2.8, and is evaluated in the supporting SIS. Through the SIS work the tributaries will be realigned to create efficient development parcels while ensuring the continued protection of the NHS.

In accordance with Policy 2.52.2.4 and 2.35.3, no development is permitted within 15 metres from the greater of the STOB, floodplain limit, or the predicted meander belt width of Sixteen Mile Creek. Where wetlands are greater than 2 hectares in size, no development is permitted within 30 metres of the wetland limits (Policy 2.39.3). Where wetlands are less than 2 hectares in size,

no development is permitted within 15 metres of the wetland limit (Policy 2.40.3).

The proposed development has identified developable limits and required buffers including proposed mitigation measures such as future channel realignments and a stormwater management pond through the SIS, which is identified in the Landscape Restoration Concept Plan (*Figure 7*).

### 3.3 Region of Halton Official Plan

As of July 1, 2024, the Halton Region Official Plan is no longer a Regional Plan. It is now a Local Plan of the four local municipalities in Halton Region with associated policies and land use schedules. The Region of Halton Official Plan (ROP) has been included here for information purpose as it provided direction as to how physical development should take place in Halton Region to meet the needs of current and future residents. The ROP outlined a long-term vision for Halton's physical form and community character by setting forth objectives and policies to create an urban struc-

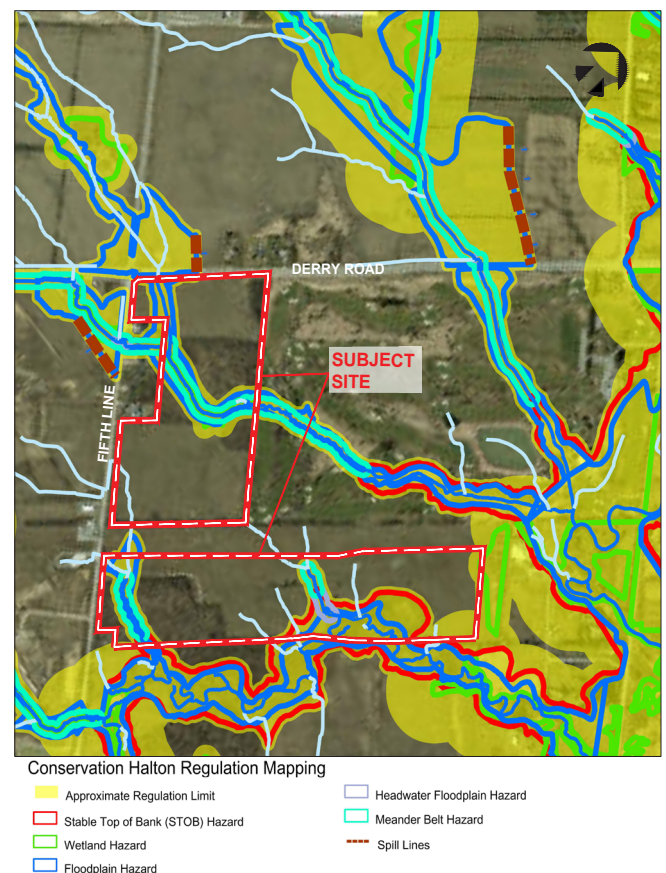
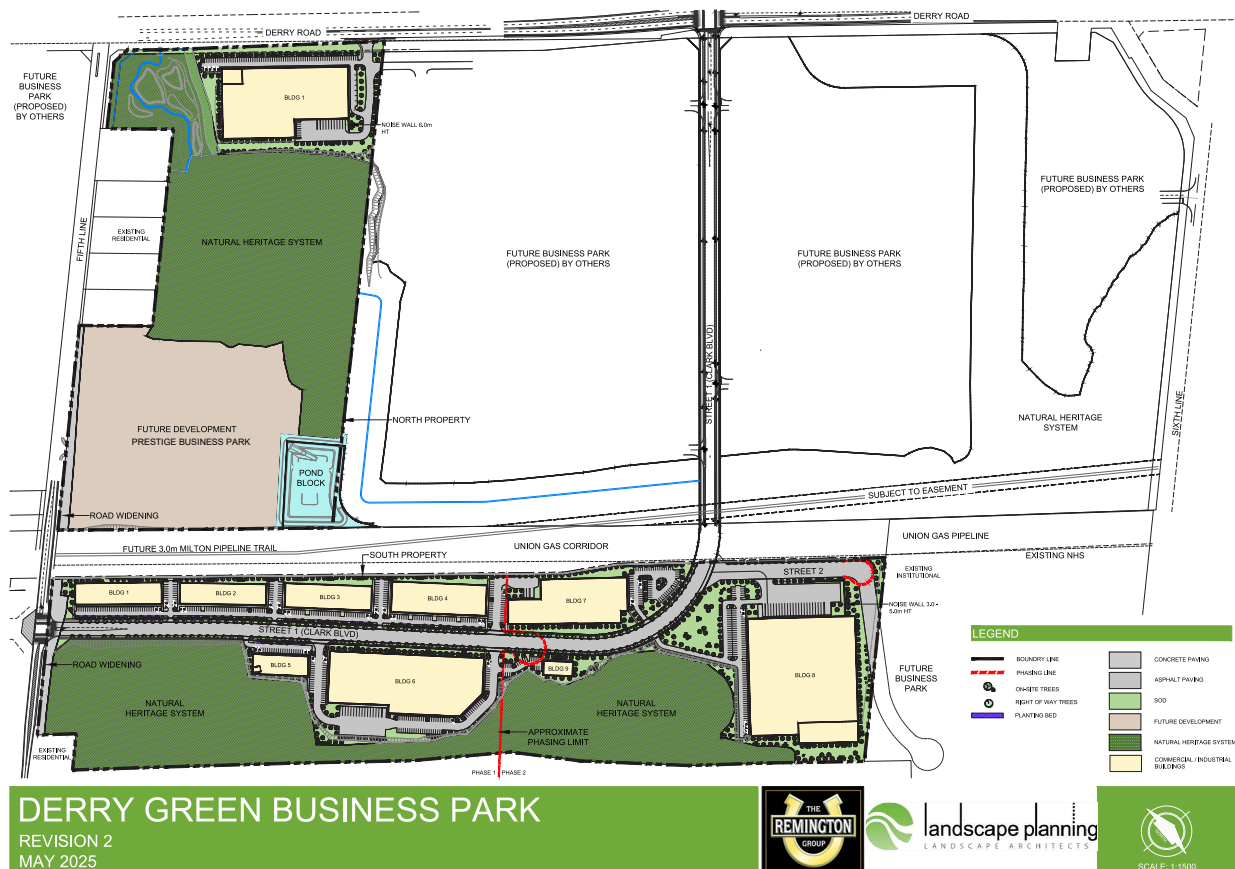
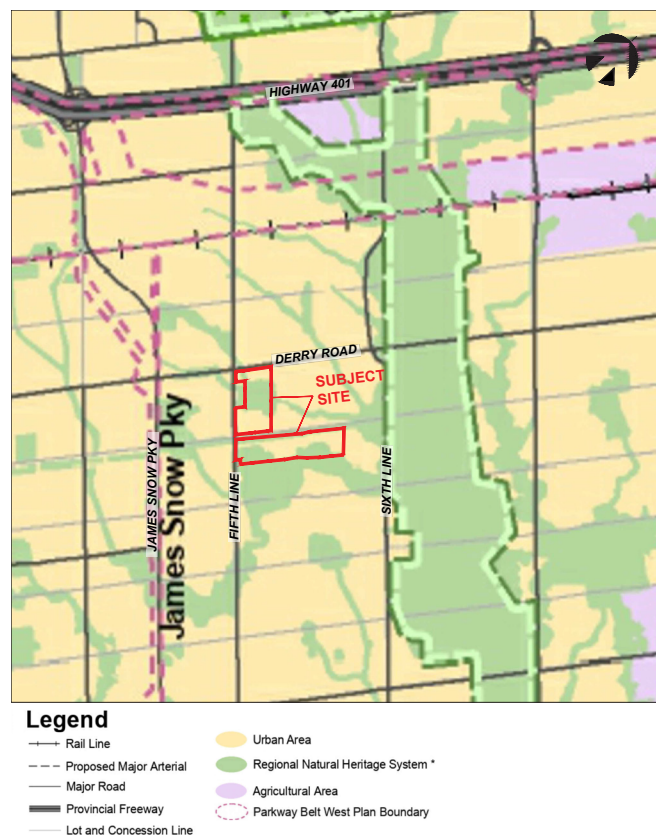


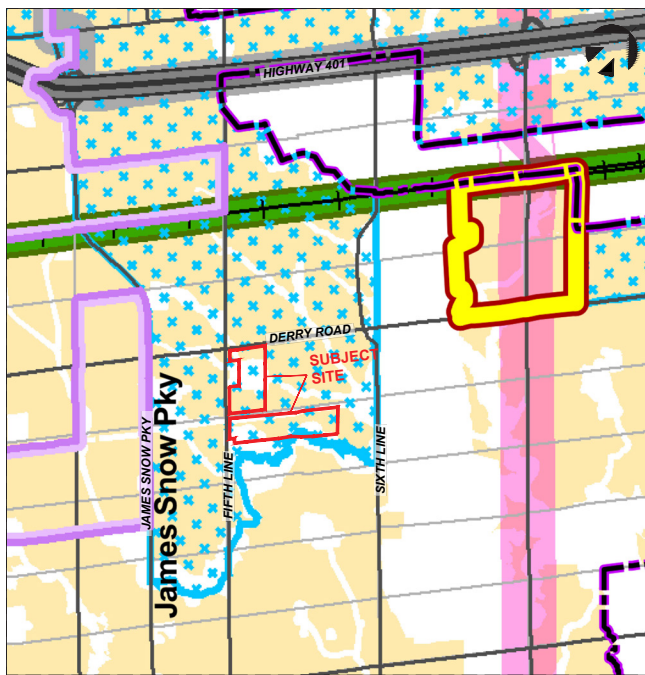
FIGURE 6 - Conservation Halton Regulated Area



ture to effectively accommodate future growth. ROPA 49 as amended by the Province was adopted on November 2, 2022. As shown on Map 1– Regional Structure (Figure 8), the subject lands are designated ‘Urban Area’, and ‘Regional Natural Heritage System (RNHS)’. Map 1H – Regional Urban Structure, further designates the lands within the Urban Area as ‘Employment Area’ (Figure 9). The subject lands are south of a commuter/commercial rail corridor with a Canadian Pacific (CP) with an intermodal yard and a future Major Transit Station Area (MTSA), and west of a Regional Intensification Corridor within the Regional Urban Boundary.

The former Regional Policies that were applicable to this proposal are further described in Appendix II including: *Halton’s Regional Structure* (Sections 51); *Urban Area* (Sections 72, 74, 75 & 77); *Natural Heritage System*; *Employment Areas* (Section 83); *Regional Natural Heritage System* (Sections 114 & 116); and *Transportation* (Sections 172 & 173).





#### Legend

- |                                     |                         |
|-------------------------------------|-------------------------|
| —+— Rail Line                       | Urban Area              |
| - - - Proposed Major Arterial       | Built Boundary          |
| — Major Road                        | Employment Area         |
| — Provincial Freeway                | Regional Urban Boundary |
| — Lot and Concession Line           | Commuter Rail Corridor  |
| ○ Major Transit Station Area (MTSA) |                         |

FIGURE 9 - Map 1H - Regional Urban Structure

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan (now part of the Town of Milton Official Plan) for the following reasons:

- The proposal facilitates the development of employment uses within the 'Urban Area' where urban services are planned to accommodate future development
- The proposal contributes to the goal of creating complete and diverse communities through providing employment uses that will stimulate the growing economy;
- The proposal protects and enhances the NHS through the creation of delineated NHS blocks as well as the realignment of channel blocks that shape the development blocks;
- The proposed development will provide approximately 603 jobs, as estimated using the employment density calculations from Halton Regions *Investment Readiness and Employment Study*, thereby aiding in the achievement of the employment targets for the Town of Milton Designated Greenfield Area;
- The site is near a Higher Order Transit Corridor, expanding the ease at which goods

may be transported throughout the business park; and

- The proposed development is near existing and planned residential neighbourhood and is well connected by major roads for ease of access.

### 3.3.1 The Road to Change – Transportation Master Plan 2031 (2011)

Halton Regional Council adopted Regional Official Plan Amendment No.38 (ROPA 38) on December 16, 2009. This amendment integrates the outcomes of the Sustainable Halton Official Plan Review process, outlining the manner and locations of growth in Halton from 2021 to 2031. Published in October 2011, the Road to Change is guided by the 2004 Transportation Master Plan, Metrolinx Regional Transportation Plan – The Big Move, 2008, and Bill 163 – an Act to Amend the Greater Toronto Transportation Authority Act, 2009. The plan aims to outline a sustainable and integrated transportation network that encompasses all modes of travel, including automobiles, transit, cycling, and walking.

The Road to Change identifies the need for increased roadway capacity in the Town of Milton and the Town of Halton Hills. A new corridor, known as Fifth ½ Line, is proposed between Fifth Line and Sixth Line, extending from Steeles Avenue to Britannia Road, with an interchange at Highway 401, as shown in Figure 10 (2031 Transportation System). The plan projects that starting in 2031 (Figure 11 – Halton Region Roads Capital Projects (2012-2031), six lanes (three in each direction, as shown in Figure 12 – 2031 Cross Sections) will be necessary to accommodate travel demand in central and eastern Milton. The corridor's specific alignment will be determined in upcoming studies conducted as part of the Class Environmental Assessment process.

The proposed development protects for the potential Fifth ½ Line arterial road by phasing the south property, with the second phase including a 47 m wide row protection area as identified in the Road to Change. It should be noted, that the existing Derry Green Corporate Business Park Secondary Plan (DGCBP) identifies a Local Collector Road (i.e., Clark Boulevard extension north), not a Major Arterial Road as proposed by the Road to Change as described below. As such the development of the south property has been phased until direction is provided by the Town and Region on status of the road configuration for Clark Boulevard and potential Fifth ½ Line.

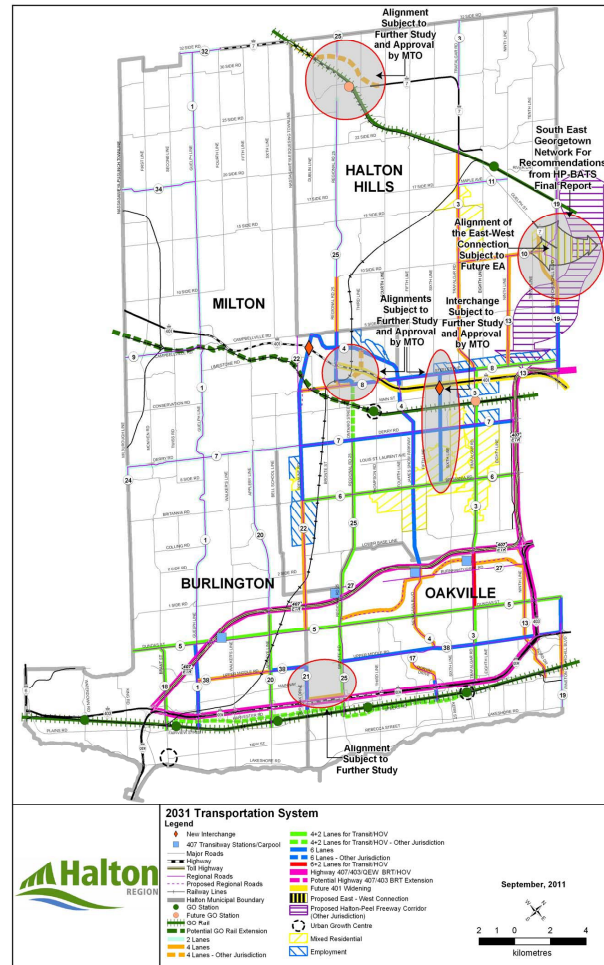


FIGURE 10 - 2031 Transportation System

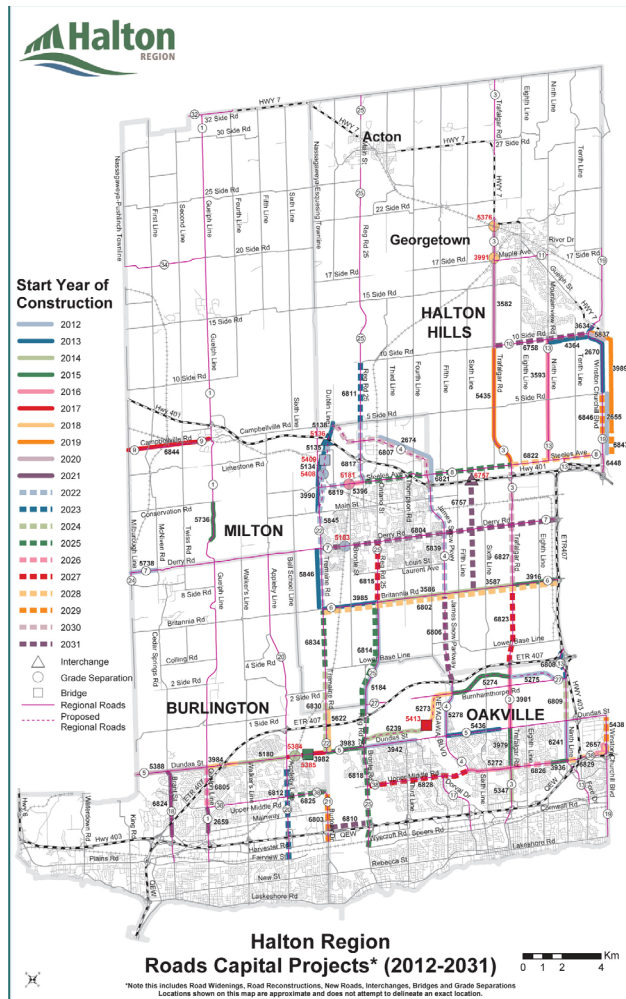


FIGURE 11 - Halton Region Roads Capital Projects

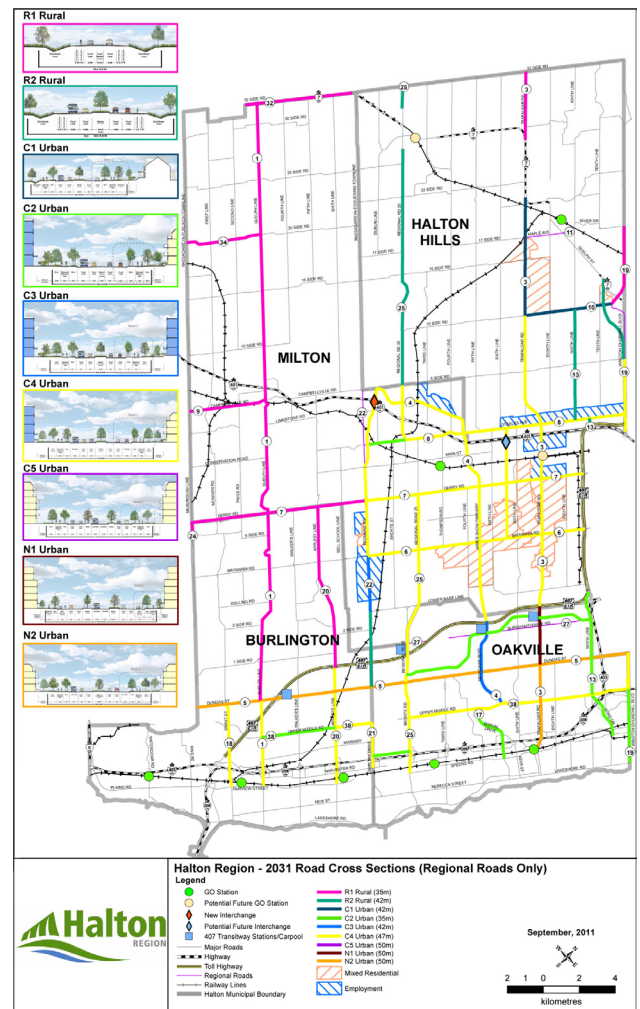


FIGURE 12 - 2031 Cross Sections

### 3.4 Town of Milton Official Plan

On June 14, 2014, Milton Town Council adopted OPA 31, being an amendment to bring the Town's Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe and the Sustainable Halton Plan. The Region of Halton subsequently modified certain policies of OPA 31 and on June 18, 2018, Town Council endorsed the Region of Halton's proposed modifications to Official Plan Amendment No. 31. The Town of Milton passed the bylaw 088-2015 on November 9, 2015, for the C.9 Derry Green Corporate Business Park Secondary Plan (DGCBP). Policies of OPA 31 and the DGCBP Secondary Plan are now in full force and effect.

Following the adoption of PPS 2024, staff drafted an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) to implement the provincial direction regarding employment areas. On November 4, 2024, a statutory Public Meeting was held. The Public Meeting report DS-075-24, included the draft OPA and ZBLA along with a discussion of the proposed changes to policies and regulations to address changes to the Planning Act and PPS 2024 as it relates to areas of employment and conversion policy within the Town's Official Plan, and housekeeping updates to policy and mapping.

On March 17, 2024 OPA 86 and the corresponding ZBL amendments were adopted by Council. The policies in OPA 86 are intended to maintain the integrity of the Town's employment areas and ensure these areas continue to benefit from the current employment protection policies, while maintaining the planned function of lands designated for additional service commercial, office, and other supportive uses ancillary to the broader employment areas. Changes proposed with OPA 86 are further discussed in Section 3.4.2.

While OPA 86 has been adopted by Council, it has yet to be approved by the Ministry of Municipal Affairs and Housing, who is now the approval authority with the removal of planning responsibilities from the Region of Halton. As such, the existing Official Plan, as approved with OPA 31 and DGCBP are still in effect.

As shown on Schedule C-9-B: DGCBP - Land Use Plan (Figure 13) the subject lands are designated 'Business Park Area' and 'Natural Heritage System'.

Relevant policies in OPA 31 include:

#### 2.1.3 Municipal Structure and Community Context

*2.1.3.2 Urban Area [...] Significant employment areas accommodating a range of office, manufacturing, logistics and other employment uses are located along the Highway 401 corridor and the east side of the Urban Area. Major employment opportunities will continue to be fostered in these locations, and expansions to the employment land base will be considered to maintain a sustainable balance between employment and residential growth.*

#### 2.1.4 Growth Management

*2.1.4.1 In accordance with the policies of the Growth Plan for the Greater Golden Horseshoe, the policies of this Plan are intended to plan and manage growth and support the development of a compact, vibrant and complete urban community while protecting and preserving the surrounding agricultural and natural heritage landscapes.*

*2.1.4.2 This Plan contains policies to guide land use planning and development decisions through to the 2031 horizon year based upon the following population and employment targets.*

The proposed development is located on the east side of the Urban Area and benefits from its ease of access to Highway 401 and 407. As illustrated on the conceptual site plan, the proposed development will provide approximately 65,140 m<sup>2</sup> of light industrial / warehouse space. Using the employment density per building type calculations, from the Halton Region's *Investment Readiness and Employment Study*, at 108 m<sup>2</sup> per worker, this equates to approximately 603 jobs, thereby helping to achieve the Town's employment targets. The proposed development adds employment uses to the Designated Greenfield Area, thereby contributing to the creation of a vibrant and complete community while simultaneously protecting existing NHS lands, as further detailed in the accompanying SIS.

<u>Population</u>		<u>Employment</u>	
2006	2031	2006	2031
56,000	238,000	28,000	114,000

Table 1 – Population & Employment Targets

## 2.8 Urban Design

### 2.8.2 Objectives

*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.*

*2.8.2.2 To achieve a consistently high standard of design in the built environment that is complementary to and compatible with existing development and the Town's natural and cultural heritage in all areas including site, building and landscape design.*

*2.8.2.3 To develop an active and attractive network of urban spaces by ensuring mutually supportive relationships between open spaces and the built forms which enclose them.*

The proposed development has been designed to take advantage of the surrounding NHS and through future Site Plan Applications, the development will achieve a high standard of design that creates an attractive streetscape and mutually supportive relationship between open spaces and buildings / structures. Refer to **Urban Design Brief**.

## 3.8 Business Park Area

### 3.8.1 GENERAL \*D1(viii)

#### PURPOSE

*3.8.1.1 The Business Park Area designation on Schedule "B" is an employment designation which applies to areas where the full range of light industrial and office uses will be permitted, subject to a high standard of design.*

### 3.8.2 PERMITTED USES \*D1(viii)

*3.8.2.1 The Business Park Area designation on Schedule "B" means that the main permitted uses shall be light industrial and office uses.*

*3.8.2.2 In addition to the main permitted uses within the Business Park Area designation, the following uses shall also be permitted:*

- Accessory service, wholesale, retail and office uses directly related to the industrial use and located within the industrial building;*
- Research and development uses excluding uses which produce biomedical waste; and,*
- Restaurants that are part of and are located wholly within a light industrial or office building, other than an industrial mall.*

### 1.1.1 BUSINESS PARK AREA POLICIES \*D1(viii)

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

- the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;*
- 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 Business Park Area designation;*

- c) *no outdoor storage being allowed;*
- d) *a high quality of landscaped site development particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial or Multi-Purpose Arterial roads;*
- e) *the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,*
- f) *applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.*

The proposed Draft Plan of Subdivisions facilitate the creation of business park blocks which may be developed with light industrial, warehouse and ancillary office uses, as permitted within the 'Business Park Area' designation. As outlined in the accompanying Urban Design Brief, the proposed development will be designed to be compatible with adjacent properties and provide a high-quality landscaped site design. A Functional Servicing Report (FSR) has been prepared in support of this application and demonstrates that there is adequate wastewater and water treatment capacity to accommodate the proposed development. Please see Section 3.5.1 for further discussion on how the proposal conforms to the DGCBP Secondary Plan.

## 4.8 Natural Heritage System

*4.8.1.6 The objectives of the Natural Heritage System are:*

- a) *To protect, maintain and enhance natural heritage, hydrologic and landform features and functions including protection of habitat for flora and fauna and particularly species at risk;*
- b) *To improve or restore the quality and quantity of ground and surface water and the hydrologic functions of watersheds;*
- c) *To protect or enhance Key Features, without limiting the ability of existing agricultural uses to continue;*

- d) *To direct development to locations outside of hazard lands;*
- e) *To contribute to a continuous natural open space system to provide continuous corridors and inter-connections between the Key Features and their ecological functions and a visual separation of communities;*
- f) *To protect significant scenic and heritage resources and preserve the aesthetic character of natural features.*

The proposed development will preserve and enhance the connectivity and functionality of NHS lands through the creation of two channel blocks that incorporate appropriate landscape buffers. Urban runoff will be managed through one SWM pond and infrastructure designed in accordance with the approved SIS reducing the amount of urban runoff entering the NHS.

The proposed development conforms to the Town of Milton Official Plan for the following reasons:

- The proposal contributes to the prescribed 2031 employment targets for the Town;
- The proposed development conforms to the policies of the Business Park Area Designation by providing business park blocks, which may be developed for light industrial, warehouse buildings, with ancillary office space, and service commercial uses;
- The proposal facilitates the creation of jobs thereby supporting economic development within the Town;
- The proposed development will preserve and enhance the connectivity and functionality of NHS lands in accordance with the supporting SIS;
- The proposal will incorporate thoughtful urban design that maintains conformity with, and compliments, current and future land uses; and
- The proposed development optimizes the use of new and existing infrastructure.

### 3.4.1 Derry Green Corporate Business Park Secondary Plan (DGCBP)

On June 14th, 2010, the DGCBP Secondary Plan was adopted by Town Council and approved by the Region of Halton with modifications in March 2014. The DGCBP Secondary Plan was subsequently appealed to the Ontario Municipal Board (OMB), and a final version was approved by the OMB in November of 2015.

The intent of the DGCBP Secondary Plan is to provide a range of diverse employment uses that support the long-term economic viability of the community through ensuring high-quality development throughout diverse environments. The Secondary Plan provides comprehensive policies and a more detailed planning framework in support of the general policy framework provided by the Town of Milton Official Plan.

The subject lands are within the DGCBP Secondary Plan and are designated 'Business Park Area', 'Community Park', 'Prestige Office Area', 'Environmental Linkage', and 'Natural Heritage System' (Figure 13 – Schedule C-9-B DGCBP Land Use Plan). The environmental linkage reserve has undergone relocation in accordance with the instructions provided in the approved SIS. The lands designated Business Park Area fronting Derry Road is subject to the 'Street Orientated Site' overlay. The conceptual location for a SWM pond is identified within the northern property. Lands south of the Union Gas Corridor are subject to the 'Natural Heritage Oriented Area' overlay. The subject lands are within Phase 2 of the DGCBP Phasing Plan (Figure 14).

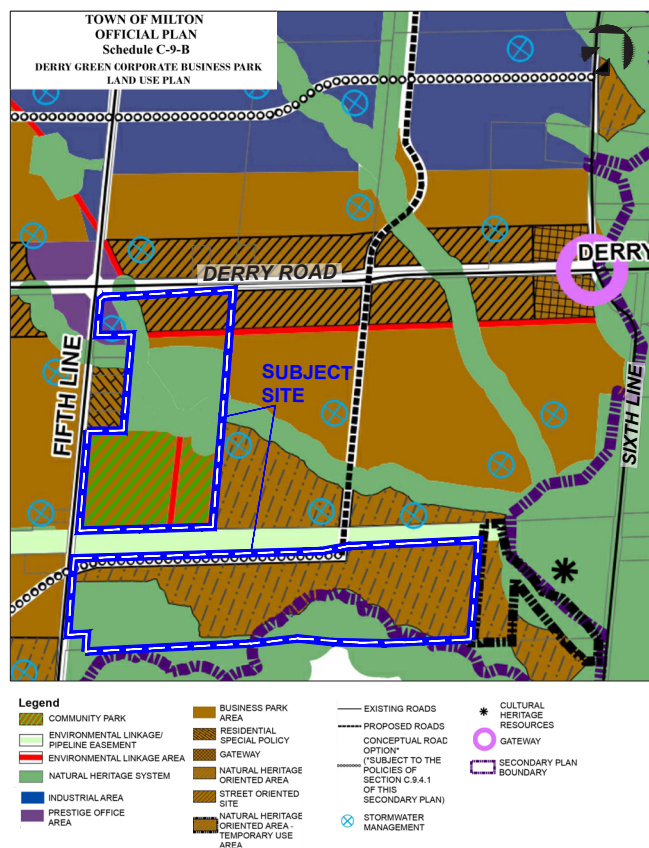


FIGURE 13 - Schedule C-9-B DGCBP Land Use Plan

Relevant Policies Include:

#### C.9.2 PLANNING DISTRICT CONCEPT

##### C.9.2.1 CORPORATE BUSINESS PARK CHARACTER

*The Secondary Plan is designed to create a comprehensively planned, high quality, corporate business park with a significant component of office and other prestige uses. It will have approximately 17-18,000 employees based on an assumption of approximately 45 employees per net hectare. This area will also serve as a gateway to the Urban Area and, as such, will reflect the strong sense of community and the environment evident in Milton today by:*

- a) *providing a multi-modal transportation system, including road, rail, transit and trail/path facilities, and a development pattern which supports that system, to ensure the maximum degree of physical connection to*

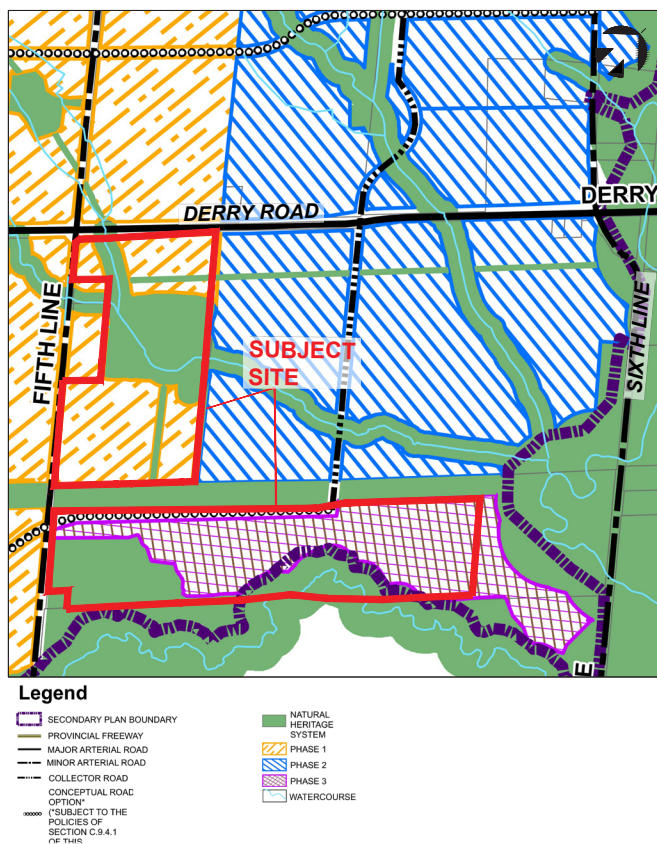


FIGURE 14 - Schedule C-9-C DGCBCP Phasing Plan

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, achieves 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 in the Corporate Business Park as a whole, while at the same time, establishing appropriate controls on development to ensure that high quality and prestige uses locate at key locations such as the areas fronting on Highway 401, Derry Road and James Snow Parkway, and to minimize potential conflicts between uses, including conflicts which relate to the character of specific areas of the Corporate Business Park and the relationship to residential development on the west side of James Snow Parkway;

- d) creating a Natural Heritage System within the Planning District which is connected to the Natural Heritage System and parkland in other areas of the Town, particularly the Provincial Greenbelt to the east and south of the Planning District.

The proposed development will provide high-quality employment uses that are designed to maximize the efficiency of the proposed transportation network through the creation of convenient access points through Derry Road and Fifth Line as well as the extension of Clark Boulevard. Using the employment density per building type calculations from the Halton Region's *Investment Readiness and Employment Study*, dated December 23, 2020, it is estimated that the proposed development will provide approximately 603 jobs, thereby helping to achieve the employment targets for the DG-CBP Secondary Plan. The proposed development not only integrates high-quality urban design into the street-facing aspects of the façade, but also incorporates urban design that is complimentary to nearby current and future uses. The realigned NHS blocks will facilitate the connectivity and function of the NHS within the DGCBCP Secondary Plan.

### C.9.2.2 KEY DESIGN ELEMENTS

C.9.2.2.1 The following key design elements form the basis of the Secondary Plan as outlined on Schedule "C.9.A", Derry Green Corporate Business Park Structure Plan. They include:

- a) Natural Heritage System

A Natural Heritage System consisting of habitat complexes, watercourse corridors and buffers is a central feature of the community protecting key environmental features and where feasible providing a connection to the Natural Heritage System in the rest of the Urban Area, as well as to the surrounding rural area and, in particular, the Provincial Greenbelt to the east and south of the Secondary Plan Area. The road system will be aligned to give appropriate accessibility to the Natural Heritage System both physically and visually.

- c) Connectivity/Accessibility

*The Secondary Plan Area includes numerous barriers to connectivity and accessibility, both externally and internally, (e.g., Highway 401, gas line and the railway). Improved internal and external access for vehicles, but also for pedestrians and cyclists, strengthens the area's integration with the rest of the community, as well as enhancing its gateway function and marketability. The road system within the framework of the transportation system designated on Schedules "C.9.A" and "C.9.B" will be designed with a modified grid pattern to enhance connectivity and accessibility. Key planned improvements to the transportation system designed to overcome barriers to connectivity and accessibility include:*

- ii. *pedestrian/bicycle bridge over the Middle Branch of the Sixteen Mile Creek at the gas pipeline;*
- iii. *road connections to James Snow Parkway opposite existing roads on the west side of the Parkway;*

e) *Enhanced Streetscape Design*

*James Snow Parkway and Derry Road represent major access routes into and through the community. In addition, each of these roads has a significant role in the community:*

*ii) Derry Road is also a major gateway to the Urban Area from the east.*

*As such, it is important in creating the image of the community, that these streets have an enhanced level of streetscape design including coordinated street furniture and landscaping. The Town will work with the Region, recognizing that these are Regional roads, to achieve this objective.*

The proposed development has been designed in conjunction with the applicable SIS which ensures compatibility with the proposed road system and NHS features. The proposed development is cognizant of the transportation network challenges of the Secondary Plan and in coordination with adjacent landowners, facilitates the extension of

Clark Boulevard, thereby increasing connectivity within and outside of the DGCBP. The accompanying Urban Design Brief outlines how the proposal will provide enhanced streetscape design along Derry Road that includes coordinated landscaping.

### **C.9.3 VISION AND OBJECTIVES**

Further to, and in accordance with, the goals and objectives of Section 2 of this Plan, the following vision and objectives are applicable to the Derry Green Corporate Business Park Planning District.

#### **C.9.3.1 VISION**

*C.9.3.1.1 The Derry Green Corporate Business Park will be based on strong design requirements to ensure the achievement of quality development, while providing for a full range of employment uses in a variety of different environments. These will include prestige offices, campus settings in close proximity to the Natural Heritage System; street related employment uses and light industrial developments.*

#### **C.9.3.2 OBJECTIVES**

*C.9.3.2.1 To create a Corporate Business Park that capitalizes on 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 buildings while directing prestige uses to key locations; and,*
- c) promotes a program of urban design that is attractive and financially responsible.*

*C.9.3.2.4 To create, in consultation with the Region of Halton and Conservation Halton, a linked Natural Heritage System, including a trail system, which is connected with other areas of the Town, forms a central feature of the Corporate Business*

*Park, protects and enhances key existing natural features, and which is easily accessible and visible to residents and visitors.*

*C.9.3.2.10 To work with the Region to design James Snow Parkway and Derry Road, and key intersections on those roads, to reflect their roles as major “gateways” to the Milton Urban Area.*

The proposed development facilitates the creation of business park blocks that may be developed as light industrial, warehouse, with ancillary offices, and service commercial uses thereby adding to the range of employment uses within the DGCBP and further advancing the objectives and goals of the policy area. The exact layout of the buildings and uses will be determined through a future Site Plan Application. The proposed development will be designed to create a sense of place that capitalizes on its proximity to 400 series highways, CP rail corridor, and NHS. The Union Gas Corridor bisects the north and south properties, with a future extension of the Milton Pipeline Trail from the west. Through the creation of NHS blocks, a linked NHS will be created with the adjacent properties. The Milton Pipeline Trail may extend east with the Union Gas Corridor. The proposal protects and increases the overall connectivity of the NHS.

## **C.9.4 STRATEGIC POLICIES**

### **C.9.4 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS**

#### **C.9.4.5 SIXTEEN MILE CREEK SUBWATERSHED UPDATE STUDY**

*C.9.4.5.1 All new development within the Derry Green Corporate Business Park shall be consistent with the recommendations of the SUS, including the use of Low Impact Development Practices. Functional recommendations, derived from the SUS principles and specifically focused on the Derry Green Corporate Business Park Secondary Plan Area will also apply as outlined in the FSEMS and CFCP. No amendment to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Update Study, FSEMS or CFCP.*

*Such functional recommendations will be implemented through the required SIS as approved by the Town in consultation with Conservation Halton, the Region and any other relevant public agencies. In particular, where the SUS, FSEMS, or CFCP supports the realignment, relocation, elimination, replication or other modification of watercourse corridors or other key features including wetlands and restoration areas or changes in the locations of drainage facilities in accordance with the policies of Section C.9.5.10 of this Plan, no amendment shall be required to this Plan where such works are undertaken.*

*C.9.4.5.3 Subwatershed Impact Studies are required for Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. The study areas can be modified or consolidated subject to approval of the Town, in consultation with the Conservation Authority and the Region of Halton. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The Terms of Reference for the Subwatershed Impact Studies must be adhered to and can be found in the FSEMS.*

An SIS has been prepared in support of the proposed development and has determined the alignment of the NHS channel blocks and road network, including development limits through Natural Constraints Mapping.

#### **C.9.4.6 URBAN DESIGN**

##### **C.9.4.6.2 General Design Strategy and Guidelines**

Further to, and in accordance with the provisions of Vision and Objectives of subsection C.9.3.1, development shall be designed in accordance with the following general design principles:

- a) *Creation of a visually and physically well-connected Corporate Business Park*

*incorporating high quality streetscape design and urban design which is innovative and supportive of transit and active transportation;*

- b) Creation of a unique, place specific Corporate Business Park as a gateway to the Urban Area.*

#### **C.9.4.6.4 Natural Heritage System**

*The Natural Heritage System as designated on Schedules "C.9.A." and "C.9.B" consisting, water-course corridors and buffers, is a central feature of the Secondary Plan area and forms a strong connection to lands within the Greenbelt Plan.*

#### **C.9.4.6.7 Enhanced Streetscape Design**

*James Snow Parkway and Derry Road represent major access routes into and through the community. In addition, each of these roads has a significant role in the community. Recognizing that both these roads are Regional Roads, the Town will work to ensure that they are designed with an enhanced and co ordinated approach to landscaping, street tree planting, sidewalks, lighting, private/public utilities, bike and multi-use paths and boulevards in accordance with the Town's Urban Design Guidelines and Regional Right-of- Way Dimension Guidelines and subject to any required Environmental Assessment.*

*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 on these roads;*
- b. significant parking areas will be screened by berms and landscaping;*
- 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;*

- d. safe and functional vehicular and pedestrian access shall be provided; and,*
- e. the use of native and non-invasive species for landscaping and street tree planting will be promoted. Consideration will be given to eco-friendly features, including Low Impact Development (LID) practices in any streetscape design and landscaping involving publicly owned roads rights-of-way.*

#### **C.9.4.6.8 Streetscape Design**

*The design of all streets in the Corporate Business Park will also be carefully reviewed to ensure that the streets are functional for goods movement, while still being comfortable for pedestrians and bicyclists. The Urban Design Guidelines will establish specific design treatment for all streets.*

#### **C.9.5.1 BUSINESS PARK AREA**

##### **C.9.5.1.1 General**

*Further to, and in accordance with the policies of Section 3.8 of the Official Plan, on lands designated "Business Park Area" on Schedule "C.9.B", with the exception of lands subject to the "Gateway Area", "Natural Heritage Oriented Area" and "Street Oriented Area" overlay designations, the following uses shall not be permitted:*

- a. Service commercial uses;*
- b. Hotel, conference, convention and banquet facility uses;*
- c. Institutional uses;*
- d. Restaurants, except where such uses form part of and are located wholly within a light industrial or office building, other than an industrial mall;*
- e. Theatre/entertainment uses; and,*
- f. Auto sales and service.*

##### **C.9.5.1.2 Overlay Designations**

*The following uses shall be the only uses permitted on lands designated “Business Park Area” on Schedule “C.9.B”, in the “Gateway Area”, “Natural Heritage Oriented Area” and “Street Oriented Area” overlay designations, subject to the applicable policies of Sections C.9.5.1.4, C.9.5.1.5, or C.9.5.1.6 of this Plan and the submission of a concept plan and elevation drawings which illustrate how the policies of this Plan and Urban Design Guidelines will be addressed:*

- a. Offices;*
- b. Light industrial uses which include a significant office component;*
- c. Research and development uses excluding uses which produce biomedical waste;*
- d. Restaurants and service commercial uses where such uses form part of a light industrial, or office or mixed use building, including an industrial mall;*
- e. Commercial recreation uses and public indoor recreation facilities: and,*
- f. Parks.*

The proposed development conforms to the ‘Business Park Area’ designation as it facilitates the creation of business park blocks which will be developed with light industrial, warehouse, and ancillary office uses. The design of the blocks and specific uses will be determined through future site plan applications.

#### **C.9.5.1.5 Street Oriented Area**

*Lands designated “Business Park Area” with a “Street Oriented Area” overlay designation on Schedule “C.9.B” shall be reviewed by the Town in accordance with the Urban Design Guidelines. In particular:*

- a. development shall be designed with street related sites and buildings, including a continuous frontage of buildings wherever feasible;*

- b. no parking shall be located between the building and the street, and surface parking shall be located to the rear and sides of the building. In addition, the amount of lot frontage allocated for surface parking shall be restricted in the zoning by-law and driveway access to James Snow Parkway is generally prohibited. Structured or below grade parking is encouraged; and,*
- c. buildings shall be designed to foster an urban character, with the scale and placement contributing to the pedestrian orientation of the street. Buildings shall have a minimum height of 6 metres and shall be encouraged to exceed one storey in height.*

Within the Street Oriented Area, buildings will be designed to provide a continuous street frontage through the use of building materials and enhanced landscaping. An Urban Design Brief and Landscape Plan have been provided to demonstrate how the proposal continues to satisfy the intent of the Street Oriented Area through the use of appropriate landscaping, siting, building materials and screening.

#### **C.9.5.1.7 Natural Heritage Oriented Area**

*Lands designated “Business Park Area” with a “Natural Heritage Oriented Area” overlay designation on Schedule “C.9.B” shall be reviewed by the Town in accordance with the Urban Design Guidelines. In particular:*

- a. Development shall be designated to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the surrounding Natural Heritage System;*
- b. Careful consideration shall be given to the design of impervious surfaces and other factors that impact stormwater management including the use of LID practices;*
- c. Natural heritage supporting areas and restoration areas which may be located on the site and which have been identified through*

*the SUS and FSEMS shall be considered for integration into the development where feasible in such a way as to link them to the Natural Heritage System; and,*

- d. Development shall be designed with a campus- like design to achieve better integration with the surrounding Natural Heritage System.*

The proposed development has been designed to protect and enhance the NHS through the creation of NHS blocks that include appropriate buffers to the key features. As illustrated on the conceptual site plan, the warehouse and commercial buildings incorporate appropriate setbacks and will be situated to capitalize on the views to the surrounding NHS. These blocks will be developed to provide a campus-like design that includes a service commercial, and restaurant uses to support the industrial and office uses. The stormwater management pond is situated between the park and NHS to provide additional separation. The accompanying Urban Design Brief and SIS study further detail the contextual choices that were made to enhance and preserve the NHS lands on the subject property. The use of impervious surfaces and LID practices will be further explored through future site plan applications.

### **C.9.5.2 PRESTIGE OFFICE AREA**

#### **C.9.5.2.1 Purpose**

*The Prestige Office Area designation on Schedule “C.9.B” is an employment designation which applies to key sites adjacent to James Snow Parkway at important gateways to the Corporate Business Park.*

#### **C.9.5.2.2 Permitted Uses**

*The following uses shall be the only uses permitted on lands with the Prestige Office Area designation, subject to the submission of a development plan which illustrates how the policies of this Plan, and the Urban Design Guidelines will be addressed, including elevations and plans:*

- a. Offices;*

- b. Research and development uses excluding uses which produce biomedical waste;*
- c. A maximum of two stand-alone restaurants at each of the intersections of James Snow Parkway and Derry Road, James Snow Parkway and Louis St. Laurent Avenue and Derry Road and Fifth Line each of which has a minimum gross floor area of 500 square metres;*
- d. Restaurants and service commercial uses where such uses form part of an office building;*
- e. Hotel, conference, convention and banquet facilities uses; and*
- f. Theatre/entertainment uses.*

The northwest corner of the site is designated Prestige Office Area and is directly east and west of tributaries of the Sixteen Mile Creek. In accordance with the SIS, an appropriate buffer is required to the greatest hazard associated with the tributary to protect its function. Therefore, as these Prestige Office lands fall within the required buffer, they must be included within the NHS block and are therefore not proposed for development. It is proposed that the two development blocks in the north property be redesignated as a Special Policy Area with the Prestige Office Overlay and associated uses along with additional uses for one of the second block to include a Wellness Centre and Spa that is a more site-specific use expanding on the permitted hotel, conference, convention and banquet facilities.

### **C.9.5.4 NATURAL HERITAGE SYSTEM**

#### **C.9.5.4.1 Purpose**

*Within the Derry Green Corporate Business Park Secondary Plan, the “Greenlands A Area”, and “Greenlands B Area” designations as established in the Official Plan are collectively designated “Natural Heritage System” in order to better reflect the systems approach taken to ensure the*

protection, preservation and enhancement of the key features, buffers and linkages of which it is composed. The purpose of the Natural Heritage System designation in the Derry Green Corporate Business Park Secondary Plan Area is:

- a. to protect areas which have been identified as having environmental significance based on the functional recommendations of the Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study, the FSEMS, and CFCP for the Derry Green Corporate Business Park Secondary Plan Area; and,
- b. to establish a Natural Heritage System, achieving enhanced natural habitat areas and ecological functions that will be resilient to the impacts of the adjacent urban development.

#### **C.9.5.4.3 Permitted Uses**

The Natural Heritage System designation on Schedules “C.9.A” and “C.9.B” means that only the following uses may be permitted subject to the policies of this Section:

- a. recreational trails and similar non-intensive recreation uses;
- b. forest, wildlife and fisheries management;
- c. archaeological activities in accordance with Provincial Ministry requirements; and,
- d. public infrastructure in accordance with Section C.9.4.8.

#### **C.9.5.4.5 Criteria for Watercourse Corridor Design**

The FSEMS and CFCP identify the approach for watercourse corridor design to be followed in the SIS. The dimensions of watercourse corridors, exclusive of the required buffers set out in the C.9.5.4.6, measured from stabled top of bank to stable top of bank, shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a. Meander belt width for natural channel

design, including 10% safety factor, and all required fisheries compensation/habitat;

- b. Maintenance of existing riparian storage volumes;
- c. Watercourse corridors designated to contain Region Storm storage shall be sized accordingly;
- d. Construction of a stable valley wall from the toe of the valley wall to the proposed finished grade at the top of valley wall; and,
- e. Provision of flood protection for adjacent properties up to and including the Regional Storm event.

#### **C.9.5.4.6 Criteria for Buffers**

Buffers shall be provided in accordance with the following:

- a) Watercourse Corridors:

10 metres from the greatest hazard (Regional Storm flood plain or stable top of bank), except where a trail is planned to be located within the buffer, in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule C.9.A. Notwithstanding the foregoing, where a trail is located within a stormwater management facility adjacent to a watercourse buffer, an additional 5 metre buffer width will not be required;

#### **C.9.5.4.7 Natural Heritage Systems Policies**

- a. The boundaries of the Natural Heritage System designations on Schedules “C.9.A.” and “C.9.B” have been delineated in a conceptual manner based on the functional recommendations of the Sixteen Mile Creek, Subwatershed Planning Study, Areas 2 and 7, Subwatershed Update Study and FSEMS for the Derry Green Corporate

*Business Park Secondary Plan Area. These boundaries are subject to field verification as part of the preparation of the Subwatershed Impact Studies, and within those areas regulated by Conservation Halton must be consistent with the policies of Conservation Halton.*

- b. Where as part of the subwatershed planning process or in the FSEMS and the approval of the Subwatershed Impact Study(s) it is recommended that the boundary of the Natural Heritage System can be altered through the removal, restoration and/or modification or realignment of watercourse corridors, or other features, or the relocation, modification or elimination of restoration areas, or the modification or elimination of wetlands subject to the replication of their function elsewhere in the Natural Heritage System within the Derry Green Corporate Business Park Secondary Plan, and the Town approves the recommendation, in consultation with Conservation Halton, the recommended alteration of the Natural Heritage System boundary can be made without further amendment to this Plan where such works are undertaken in accordance with an approved SIS. Furthermore, the Natural Heritage Systems designation shall be deemed to apply to all lands within the modified boundaries and an adjacent land use designation shall be deemed to apply to any lands removed from the Natural Heritage designation;*
- c. Endangered and threatened species were identified in the Derry Green Corporate Business Park Secondary Plan Area through the Subwatershed Update Study. Prior to the earlier of the site alteration, subdivision registration and/ or site servicing, the proponent will be required to address impacts, if any, to endangered and threatened species through consultation with the Ministry of Natural Resources;*
- d. The lands within the Natural Heritage System designation are considered to be a crucial part of the proposed Natural Heritage*

*System and open space system intended for the Milton Urban Area and shall be acquired by the Town of Milton in accordance with the policies of Section B.5.9.3.7 of this Plan. However, where any land within the Natural Heritage System designation is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that such lands shall be purchased by the Town or other public agency, but may be required by dedication through the development approval process; and;*

- e. Lands within the Natural Heritage System designation shall be enhanced and restored in accordance with the recommendations of the approved FSEMS, CFCP and SIS. Any requirements for restoration plantings shall be in accordance with Town standards as set out in the FSEMS.*

As illustrated on Milton Secondary Plan Schedule C-9-B DGCBP Land Use Plan, lands designated NHS run diagonally through the northwest corner and run east-west along the southern limits of the property. The proposed development protects lands designated NHS through the creation of NHS blocks where no development will be permitted. The limits of the NHS blocks have been determined in accordance with the FSEMS and SIS and ensure that a buffer is provided from the greatest hazard.

#### **C.9.5.5 ENVIRONMENTAL LINKAGE AREA – PIPELINE EASEMENT**

*Further to, and in accordance with, the policies of Section B.3.13, Environmental Linkage Area, of the Official Plan, the following policies apply to the Environmental Linkage Area/Pipeline Easement designation on Schedule “C.9.B” which consists of the Union Gas (or any successor in title) High Pressure Gas Transmission Line Easement:*

- a) It is an objective of this Secondary Plan to develop the lands in the Environmental Linkage Area/Pipeline Easement as a part of the Natural Heritage System for*

*the Derry Green Corporate Business Park Planning District;*

*b) The permitted uses, in addition to those in Section 3.13.2 of this Plan shall include gas pipelines and related facilities;*

*c) No significant structures shall be permitted in the Environment Linkage Area/ Pipeline Easement; and,*

*d) All uses of, and development within, the Union Gas Easement, including any site alteration, grading or landscaping works, shall be subject to the approval of Union Gas Limited in consultation with the Town.*

An Environmental Linkage Area / Pipeline Easement has been conceptually identified on the concept plans, running from east to west between the two properties. An SIS has been prepared in support of the proposed development and the creation of additional environmental linkage in this area is not recommended.

#### **C.9.5.6 ENVIRONMENTAL LINKAGE AREA**

*Further to, and in accordance with, the policies of Section B.3.13, Environmental Linkage Area, of the Official Plan, the following policies apply to the Environmental Linkage Area designation on Schedule "C.9.B" which consists of the local scale linkage components of the Natural Heritage System identified through the Subwatershed Update Study, Areas 2 and 7, FSEMS and an approved Subwatershed Impact Study:*

- a) The Environmental Linkage Area designation is shown conceptually on Schedule "C.9.B". This designation is designed to protect lands which have the potential to form linkages in the Natural Heritage System. The designation includes in some cases existing features such as hedgerows, intermittent flow channels or overland flow routes, which have the potential to be rehabilitated or enhanced to form the basis for the linkage, while recognizing that these areas would not generally be subject to any corri-*

*dor or buffer requirements. They may also be areas where there are no existing features but where trails or landscape areas would be created to form a linkage;*

- b) Notwithstanding the permitted uses in Section B.3.13.2, parking lots and recreational trails are prohibited;*

- c) It is the objective of the Town to have the lands in the Environmental Linkage Area designation, where their protection is recommended through the approved Subwatershed Impact Study, dedicated to the Town at no cost to the Town;*

The Environmental Linkage Area has been conceptually identified on the subject lands, directly south of the Street Oriented Area and Gateway Area overlays. An SIS has been prepared in support of the proposed development and determined that the creation of an environmental linkage in this area is not required.

#### **C.9.5.9 STORM WATER MANAGEMENT FACILITY/ LOW IMPACT DEVELOPMENT PRACTICES**

##### **C.9.5.9.1**

*The Stormwater Management Facility designation on Schedules "C.9.A" and "C.9.B" represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities shall be more specifically delineated in the FSEMS. They will be further refined through the applicable Subwatershed Impact Studies and through Stormwater Management Plans prepared in support of individual development applications. Through the preparation and review of these studies and plans, careful consideration shall also be given to the use of low impact development (LID) practices for stormwater management including the design of impervious surfaces and other factors that positively impact on stormwater management. Through these studies, the management of stormwater from public property, including Regional roadways, shall also be accommodated.*

#### C.9.5.9.2

*Stormwater Management Facility sites may be re-located or consolidated without an amendment to this Plan, subject to the approval of the Town and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the Sixteen Mile Creek, Subwatershed Update Study, Areas 2 and 7, 2010, FSEMS, Conceptual Fisheries Compensation Plan and Subwatershed Impact Studies.*

One stormwater management pond is proposed directly north of the Union Gas Corridor. While Schedule C-9-B DGCBP Land Use Plan identified a stormwater management pond at the northwest corner of the site, through the SIS work it was determined that this area was needed to function as buffer to the tributaries of the Sixteen Mile Creek. As a result, a stormwater management pond was proposed further south, outside of the limits of the NHS which is consistent with the goals, objectives and policies of the Secondary Plan, SUS and FSEMS. The stormwater management pond has been designed in accordance with the SIS to capture onsite drainage.

#### C.9.5.10 COMMUNITY PARK AREA

*The Community Park Area policies in Section B.3.11 of this Plan shall apply to the lands in the Community Park Area designation on Schedule “C.9.B”. This Park is intended to serve all the residents in the Town. It will include a range of active recreation facilities, including major indoor recreation facilities such as arenas and community centres, as well as passive open space and unique attractions.*

The community park identified on Schedule C.9.B – DGCBP Land Use Plan is proposed to be provided on other lands owned by the applicant further to the south. The Community Park will be dedicated to the Town of Milton through a separate process. The park is intended to serve the existing and future communities to the south.

#### C.9.6 PHASING AND FINANCE

##### C.9.6.1.2

*In addition to the policies of Section C.9.6.1.1, development in the Derry Green Corporate Business Park shall proceed in three phases as designated on Schedule “C.9.C”, as well as a Potential Future Phase. Prior to the commencement of development in each phase, the policies of Section C.9.6.1.1 shall be satisfied and confirmation shall be received from the Regional Municipality of Halton that water and wastewater services can be provided, and the following conditions must be met:*

- a. Phase 2 - 60% of the developable land in Phase 1 must be in registered plans of subdivision or approved site plans prior to commencement of development in Phase 2;*
- b. Phase 3 - 60% of the developable land in Phase 2 must be in registered plans of subdivision or approved site plans prior to commencement of development in Phase 3; and,*
- c. Potential Future Phase – the Town and Regional Municipality of Halton are satisfied that the lands can be appropriately provided with water and wastewater services.*

*Notwithstanding, the policies in Section C.9.6.1.2 and the phasing shown on Schedule “C.9.C”, the phasing may change as a result of the approval and the implementation of the Long-Term Fiscal Impact Assessment of the Growth dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modified by Report CORS – 063-12 or other considerations including the timing of servicing availability in accordance with the policies set out in Section C.9.6.1.1; and Section C.9.6.1.2 and Schedule “C.9.C” can be modified by the Town without amendment to this Plan.*

As outlined on Schedule C.9.C- Derry Green Corporate Business Park Phasing Plan (Figure 14), the north-western portion of the proposed

development falls within Phase 1 of the Derry Green Phasing Plan, while the portion of the property just south of the pipeline easement falls within Phase 3. The proposed development will be phased to satisfy the applicable conditions for each Phase of the development in the DG-CBP Secondary Plan, including confirmation that adequate waste and wastewater servicing can be provided.

The proposed development conforms to the aforementioned policies of the DGCBP Secondary Plan for the following reasons:

- The proposed development meets the intent of the DGCBP Secondary by providing high-quality employment lands that are sited to increase the overall connectivity of the NHS;
- The proposed development has been designed in accordance with the DGCBP within the Street Oriented Area overlay;
- The proposal provides business park blocks within the Business Park designation which will be developed with light industrial, warehouse and ancillary office uses, which are permitted;
- The proposed development protects lands designated as NHS through the creation of NHS blocks where no development will be permitted and incorporate appropriate setbacks to the key features of the NHS;
- The proposed development will satisfy the applicable conditions of the Phasing Plan;
- The proposed development will facilitate the creation of approximately 603 jobs, as estimated using the employment density calculations from Halton Region's *Investment Readiness and Employment Study*; and,
- The proposed development, in coordination with the landowner to the north, will extend Clark Boulevard to Derry Road, further enhancing connectivity.

### 3.4.2 Official Plan Amendment No 86

In response to changes for Employment Areas in the PPS 2024, the Town of Milton proposed to remove certain lands from the Employment Areas and redesignate others as intended in the existing Official Plan and/or Secondary Plan such as Business Commercial Parks.

On March 17, 2025, the town-initiated Official Plan Amendment 86 (OPA 86) was adopted by council to align the Official Plan, DGCBP Secondary Plan and former Halton Region Official Plan with the new Employment Area policies of the Provincial Policy Statement (PPS) 2024. Any lands with the "Employment Area" overlay will no longer permit office and commercial uses as a primary use. While OPA 86 has been adopted, it is under review by the Provincial Government as the approval authority and is not yet in-effect.

OPA 86 has proposed revisions to policies for DG-CBP and Land Use Schedules, such as the Urban Area Land Use Plan - Schedule B, DGCBP Land Use Plan - Schedule C-9-B, and Lands to be removed from Employment Area Overlay – Appendix 1, Location Map 1.

In addition, OPA 86 has reduced or eliminated uses previously permitted within the "Business Park" land use, such as offices, commercial and retail uses, supportive of employment, light industrial and distribution/warehouse uses, to comply with the Employment Area definition in the PPS 2024.

New and updated policies in OPA 86 include:

- Updates to the definition of "Employment Area", and revises the definitions of "light industrial use", and "general industrial use";
- Updates to the criteria for removing lands from Employment Areas in policy as directed by the PPS 2024;
- Amends the list of permitted uses on lands designated Business Park Area within the Local Official Plan to conform to the new "Area of Employment" definition;

- Identifies policy referenced in the former Regional Official Plan that shall be revoked;
- Updates policy in the DGCBP to clarify interpretation of existing policy; and
- Updates the DGCBP Secondary Plan policy framework to streamline interpretation of existing policy in addition to improving policy to meet intended objectives.

OPA 86 allows for the removal of lands from employment areas within the DGCBP Secondary Plan area, where the requirements of Section 3.7.1.10 have been demonstrated to the satisfaction of the Town. The south-east corner of Derry Road and Fifth Line was identified for removal of the “Employment Area” overlay in OPA 86 to allow for “Prestige Office Area” uses.

The proposed development of the subject lands are for areas outside of the Natural Heritage System (NHS), which are proposed to be included for removal from the Employment Area overlay. Furthermore, a proposed draft OPA (Appendix III) includes Special Policy Areas with permitted uses in the existing DGCBP and additional uses to permit service commercial uses that would be supportive of employment uses in line with the DGCBP. Through the removal of the Employment Area overlay, redesignation of lands and additional Special Policy Areas, the proposed development will comply with the intent of OPA 86 to protect for Employment Areas and the vision of the existing DGCBP.

An aerial photograph of a golf course and surrounding landscape. The golf course is in the upper half, featuring green fairways, sand traps, and a small pond. Below the golf course are large, flat agricultural fields, some of which are brown, suggesting they are fallow. A road runs along the left side of the image. An orange circle is superimposed over the center of the image, containing the text '4.0 Additional Guidelines and Considerations'.

# 4.0

Additional Guidelines  
and Considerations

## **4.0 ADDITIONAL GUIDELINES AND CONSIDERATIONS**

### **4.1 DERRY GREEN CORPORATE BUSINESS PARK URBAN DESIGN GUIDELINES**

The Derry Green Corporate Business Park Urban Design Guidelines were prepared to supplement the Secondary Plan to assist in the interpretation of the policies and provide clear design direction to ensure the development of a high-quality, interconnected business park. The Guidelines support the preservation of natural systems, pedestrian-oriented design as well as the pedestrian-scale. Developers are encouraged to have regard to the guidelines and Development Review staff will use them to evaluate development proposals.

An Urban Design Brief has been prepared in support of this development proposal and demonstrates consistency with the DGCBP Urban Design Guidelines. The UDB considers additional prestige office uses within the north property and service commercial uses in the south property.

An aerial photograph of a golf course and surrounding landscape. The golf course is in the upper half, featuring green fairways, sand traps, and a small pond. The lower half shows agricultural fields and some residential areas. A large, semi-transparent orange circle is centered over the image, containing the text "5.0 Official Plan".

# 5.0

Official Plan

## 5.0 OFFICIAL PLAN

In order to permit the proposed development, it is requested that the Town of Milton Official Plan be amended as follows:

### Existing Official Plan Policy

A new location for the community park is proposed on other lands owned by Remington. The lands in the north property designated as “Community Park” are to be redesignated to permit development as envisioned in the DGCBP Secondary Plan.

Lands designated “Business Park Area” with a “Street Oriented Area” overlay designation on Schedule “C.9.B” shall be reviewed by the Town in accordance with the Urban Design Guidelines, with respect to the proposed development. In particular:

- b) no parking shall be located between the building and the street, and surface parking shall be located to the rear and side of the building...


The lands designated “Business Park Area” with a “Prestige Office Area” overlay in the southwest corner of Derry Road and Fifth Line cannot be developed as per the findings of the Subwatershed Impact Study. This land use designation with a “Prestige Office Area” overlay provides a vision for development of the north property that can be through the proposed development on the abutting developable lands in the north property.

### Proposed Official Plan Amendment

For the north property, the Draft OPA proposes to remove the “Employment Area” overlay, to add Specific Policy Areas “XX” and “XY” to permit additional uses by adding a “Prestige Office Area” overlay, to permit parking between a building and a public road within the “Street Oriented Area” overlay, and to redesignate lands from “Community Park” to “Business Park Area” with a “Prestige Office Area” overlay.

For the south property, the Draft OPA proposes to remove the “Employment Area” overlay and add Specific Policy Areas “XX” to permit additional uses within the “Natural Heritage Oriented Area”.

The draft Amending Official Plan policy is appended to this as *Appendix III*.

An aerial photograph of a rural landscape. In the upper half, there is a golf course with green fairways, sand traps, and a small pond. To the left of the golf course is a dense forest. Below the forest and golf course are large, flat agricultural fields, some of which are brown, suggesting they are fallow. A road runs horizontally across the top of the image. A large, semi-transparent orange circle is overlaid in the center of the image, containing the text "6.0 Zoning".

# 6.0

## Zoning

## 6.0 ZONING

### Existing Zoning

The subject lands are zoned 'Future Development' (FD) and 'Natural Heritage System' (NHS) in the Urban Zoning Map. There are small segments of the southern property that fall the Rural Zoning Map towards the southern property line zoned as 'Greenlands A' and 'Greenlands B', which are not impacted by the proposed development (Figure 15). A Zoning By-law Amendment is required to permit the proposed development on the lands zoned FD, with appropriate site-specific zoning provision that comply with the vision of the DG-CBP with additional proposed uses and reduced parking ratios that are more inline with the proposed service commercial uses.

### Proposed Zoning

The proposal seeks to amend the Town of Milton Zoning By-law 016-2014 to rezone the subject lands to development zones with additional uses that can implement the vision and objectives of the DGCBP Secondary Plan for a Business Park uses as amended through the applicant initiated OPA.

The zoning for the north property is amended by changing the existing 'Future Development' (FD) and 'Natural Heritage System' (NHS) Zone symbols to 'Employment Office - Site Specific' (C8-XX), 'Employment Office - Site Specific' (C8-XY), 'Open Space-2' (OS-2) and 'Natural Heritage System' (NHS) Zone symbols shown on Schedule 'A' to implement the DGCBP Secondary Plan and permit the proposed development. The site-specific zoning Employment-Office zones implement the 'Business Park' land use with a 'Prestige Office Area' overlay that allows for additional permitted uses. The former area identified as a 'Community Park' within the DGCBP Secondary Plan includes a new service commercial use as a 'Wellness Centre and Spa', which is defined in the draft Zoning By-law Amendment.

The zoning for the south property is amended by changing the existing 'Future Development' (FD) and 'Natural Heritage System' (NHS) Zone symbols to 'Employment Office - Site Specific' (C8-XX), 'Employment Office - Site Specific' (C8-XY), 'Open Space-2' (OS-2) and 'Natural Heritage System' (NHS) zones, with additional service commercial uses.

The proposed site-specific zones include reductions for the required parking spaces via parking ratios as supported through a parking justification study provided by BA Group. The draft Amending Zoning By-law is appended to this as *Appendix IV*.

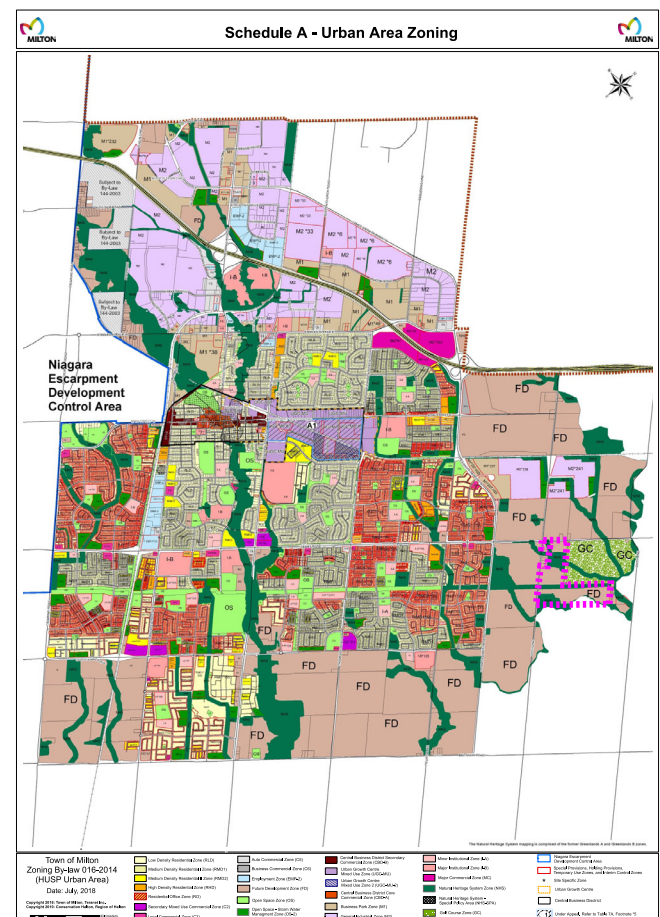


FIGURE 15 - Milton Zoning By-law Map (Urban and Rural)

An aerial photograph of a golf course and surrounding landscape. The golf course is in the upper half, featuring green fairways, sand traps, and a small pond. The lower half shows agricultural fields and some residential areas. A large, semi-transparent orange circle is centered over the image, containing the text "7.0 Planning Opinion".

# 7.0

## Planning Opinion

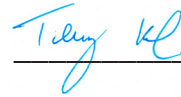
## 7.0 PLANNING OPINION

The proposed ZBA and Draft Plan of Subdivisions are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement 2024, the former Region of Halton Official Plan and Town of Milton Official Plan through removal of the employment area overlay;
2. The proposal conforms to policies of the Derry Green Corporate Business Park Secondary Plan, with overlays for a Street Oriented Area, Natural Heritage System, and Prestige Office Area.
3. The proposed development facilitates the creation of 603 jobs, as estimated using the employment density calculations from Halton Region's *Investment Readiness and Employment Study*, thereby helping to achieve Provincial, Regional and Town employment targets;
4. The proposed development makes efficient use of existing and planned infrastructure;
5. The proposed development provides one stormwater management pond, which is designed in accordance with the Subwatershed Impact Study;
6. The proposed development protects the NHS through the creation of NHS blocks;
7. The proposed development connects to and extends existing roads, thereby helping to complete the planned road network;
8. The proposed development protects for a potential north-south arterial road to be determined through a Class Environmental Assessment; and,
9. The proposed development is coordinated with adjacent development to ensure the delivery of adequate services and amenities.

Respectfully submitted,

**KORSIAK URBAN PLANNING**



Terry Korsiak, M.A., RPP



Wayne Coutinho, MPI, RPP

# APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

Provincial Policy Statement (2024)

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal:

2.1 Planning for People and Homes:

2.1.3. At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for *infrastructure, public service facilities, strategic growth areas* and *employment areas* may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

2.1.6. Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal access*, employment, *public service facilities* and other institutional uses (including schools and associated child care fa-

cilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

The proposed development is consistent with Section 2.1 of the PPS as it facilitates the creation of business park blocks within lands designated for employment uses within the Town of Milton Official Plan and Derry Green Corporate Business Park (DGCBP) Secondary Plan thereby providing employment uses that support healthy, livable, and complete communities. The proposal will facilitate the creation of future municipal services and infrastructure in coordination with adjacent landowners to ensure the necessary services will be available to meet projected needs.

1.8 Employment

1.8.1 Supporting a Modern Economy:

- 1. Planning authorities shall promote economic development and competitiveness by:
  - 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;
  - d) encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*.

2.8.2 Employment Areas

- 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.

2. Planning authorities shall protect *employment areas* that are located in proximity to major goods facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.
3. Planning authorities shall designate, protect and plan for all *employment areas* in settlement areas by:
  - a) Planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
5. Planning authorities may remove lands from *employment areas* only where it has been demonstrated that:
  - a) there is an identified need for the removal and the land is not required for employment area uses over the long term;
  - b) the proposed uses would not negatively impact the overall viability of the *employment area* by:
    1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;
    2. maintaining access to major goods movement facilities and corridors;
  - c) existing or *planned infrastructure* and public service facilities are available to accommodate the proposed uses; and

- d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

Through the removal of the Employment Area overlay for all of the subject lands, the proposed development complies with the intent of employment use policies in the PPS 2024 by providing for a mix of uses as intended in the Official Plan and DGCBP Secondary Plan for lands envisioned as a Business Park. In addition to the vision of the Official Plan, there are size constraints associated with the development parcels based on future roads and natural heritage constraints, the subject lands are not appropriate to accommodate the size and scale necessary for light industry, manufacturing and warehouse/distribution centres, but are still supportive to Employment Areas and the surrounding community with sensitive land uses.

### 3.3 Transportation and Infrastructure Corridors

1. Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.
2. Major goods movement facilities and corridors shall be protected for the long term.
3. Planning authorities shall not permit development in planned corridors that could preclude or negatively effect 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, or where avoidance is not possible, minimise and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

5. The co-location of linear infrastructure should be promoted, where appropriate.

The proposed development is compatible and supportive of the planned infrastructure and transportation corridors along both Derry Road and Fifth Line, as intended for Business Park uses of the DGCBP Secondary Plan.

Policies in the 'Natural Heritage' section state:

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

*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.*

The proposed development protects the NHS through the creation of channel blocks which maintains the diversity and connectivity of the natural features. Please see the SIS prepared by Stantec for further details on the proposed channel design.

The proposed development conforms with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposal provides new development and growth within a Settlement Area;
- The proposed development provides a mix of employment uses which add to the range and diversity of uses within the Town of Milton;
- The proposed development is designed to efficiently use existing and planned infrastructure;
- The proposal provides a cost-effective development that minimizes land consump-

tion and servicing costs;

- The proposal provides three warehouse buildings with associated offices to help meet the economic and long term needs of the community;
- The proposed development is coordinated with planned developments to the south to ensure the delivery of adequate services and amenities;
- The proposal makes use of land that is located in a transit supportive location and will promote active transportation; and
- The proposed development recognizes and protects the NHS through the creation of realigned channel and NHS blocks.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020 Office Consolidation)**

### **1.2.1 Guiding Principles**

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed development conforms to the *Guiding Principles* of the GGH for several reasons. First, the development contributes to the establishment

of complete communities as it supports healthy living and strives to meet the needs of surrounding neighbourhoods. The proposed development supports the long-term economic viability of the community as it provides employment opportunities for existing and future residents of the Town of Milton. The proposal is coordinated with adjacent landowners to ensure the delivery of adequate services and amenities. Further, the tributaries of Sixteen Mile Creek are to be channelized through the property to protect the NHS while providing more efficient development blocks.

### 2.2.1 Managing Growth

1. *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 existing or planned municipal water and wastewater systems; and*
- ii. *can support the achievement of complete communities.=*

c) *within settlement areas, growth will be focused in:*

- 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.*

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

a) *feature a diverse mix of land uses, in-*

*cluding 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*

d) *expand convenient access to:*

ii. *public service facilities, co-located and integrated in community hubs;*

iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*

The proposed development directs growth to a 'Settlement Area' with planned public service facilities and transit as well as municipal water and wastewater systems. The transportation network throughout the development has been designed to expand convenient access to services, facilities, and adjacent properties, increasing the ease of access throughout the community. A business park block is proposed with a site-specific use for a potential Wellness Centre and Sap that meets the intent of the DGCBP vision which can be enjoyed by the community to improve the overall quality of life and human health.

### 2.2.5 Employment

1. *Economic development and competitiveness in the GGH will be promoted by:*

a. *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*

b. *ensuring the availability of sufficient*

*land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*

- c. *planning to better connect areas with high employment densities to transit; and*
- d. *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

7. *Municipalities will plan for all employment areas within settlement areas by:*

- a. *prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
- b. *providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

12. *The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.*

The proposed Draft Plan of Subdivision will subdivide vacant greenfield along Derry Road (Major Arterial Regional Road) and Fifth Line to facilitate the creation of business park blocks, 1 SWM detention basin, 2 public roads, and 2 NHS blocks, thereby ensuring sufficient land, in an appropriate location, for employment growth. The subject proposal is also designed to make use of nearby transit, increasing the connectivity of the development to nearby communities. Finally, the proposed development is coordinated with adjacent properties within the employment area to ensure the efficient development of the employment area

as well as to provide an appropriate interface with non-employment lands.

### **2.2.7 Designated Greenfield Areas**

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

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

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

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

The proposed industrial Draft Plan of Subdivision is located within the Town of Milton Designated Greenfield Area and adds to the mix and range of uses with the Town to support the achievement of a completed community. In coordination with adjacent landowners, the proposal will extend the existing Clark Boulevard up to Derry Road to increase the connectivity of the overall transportation network. The proposed development also contributes to the Town and Region's efforts to provide jobs per hectare, as outlined by the Growth Plan.

### **4.0.2 Natural Heritage System**

3. *Within the Natural Heritage System:*

- a. *New development or site alteration will demonstrate that:*
  - i. *There are no negative impacts on key*

*natural/heritage features or key hydrogeologic 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;*

efficiently use existing and planned infrastructure;

- The proposed development is cost-effective by minimizing land consumption and servicing costs;
- The proposal supports employment uses to encourage long-term economic development; and
- The proposal recognizes and protects Natural Heritage Systems to support the achievement of healthy and active communities.

The proposed development will channelize the tributaries of the Sixteen Mile Creek to ensure the continued protection and connectivity of the NHS while creating more efficient development blocks. The appropriate channel blocks and buffer will ensure there are no negative impacts on the NHS. The accompanying SIS and FSR will illustrate the appropriate grading, setbacks, and landscaping required to protect and improve the transitions to the NHS areas.

The proposed development conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposed development is located within a 'Settlement Area' and 'Designated Green-field Area' which is an appropriate location to support employment uses;
- The proposed Draft Plan of Subdivision creates business park blocks to facilitate job growth and ensure the provision of employment uses;
- The proposed development helps to achieve the minimum employment target for the Region of Halton;
- The proposed development is designed to ef-

## APPENDIX II: REGIONAL PLANNING POLICIES APPLICABLE TO THE PROPOS- AL

### Region of Halton Official Plan

As of July 1, 2024, the Halton Region Official Plan is no longer a Regional Plan. It is now a Local Plan of the four local municipalities in Halton Region with associated policies and land use schedules. The Region of Halton Official Plan (ROP) has been included here for information purpose as it provided direction as to how physical development should take place in Halton Region to meet the needs of current and future residents. On June 15, 2022, Regional Council adopted Regional Official Plan Amendment No. 49 (ROPA 49), which was approved on November 4, 2022, as amended by the Minister of Municipal Affairs and Housing. The purpose of ROPA 49 is to implement the Region's Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to the 2051 planning horizon. ROPA 49 will implement Regional Council's direction to accommodate population and employment growth within Halton's existing Regional Urban Boundary to 2041 and to develop a framework for planning for growth from 2041 to 2051.

Key changes introduced through ROPA 49 include:

- a) Revised distribution of population and employment growth to 2041 by Local Municipality;
- b) Updates to the intensification and density targets;
- c) A new policy framework for Regional Intensification Corridors; and
- d) Mapping updates.

With ROPA 49, the following sections have been added and are applicable to the proposed development:

### Halton's Regional Structure

51. The Regional Structure consists of the following mutually exclusive land use designations:

- (1) *Urban Area, where urban services are provided to accommodate concentrations of existing and future development.*

51.3 Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:

- (2) *Regional Employment Areas that are subject to policies and/or conditions for development as described in Section 83 to 83.2 of this Plan and which are shown on Map 1H.*

55.1 The Regional Structure also sets out targets for intensifying development within the Built Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.

55.2 The Regional Structure also sets out the Regional phasing to be achieved every five years from 2012 to 2031 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a.

The proposed development provides growth within an Urban Area where urban services are planned to accommodate future development, while protecting the NHS features throughout the site through the channelization of the tributaries of the Sixteen Mile Creek. Using employment density per building type calculations from the Halton Region's *Investment Readiness and Employment Study*, dated December 23, 2020, it is estimated that the proposed development will provide approximately 603 jobs, based on 108 square meters per worker for a Distribution-Logistics Warehouse, thereby helping to achieve the Region's employment targets within Milton's Designated Greenfield Area.

## Urban Area

*The subject lands are designated 'Urban Area' on Map 1 – Regional Structure (Figure 8).*

### 72.1 The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
- (2) To support a form of growth that is compact and supportive of transit usage and non- motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
- (3) To provide a range of identifiable, inter- connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.*
- (5) To establish a rate and phasing of growth that ensure the logical and orderly progression of development, supports sustainable and cost effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
- (6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
- (7) To plan and invest for a balance of jobs and housing in communities across the*

*Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*

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

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

*74. The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities.*

*75. The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.*

*77. It is the policy of the Region to:*

- (2.4) Require development occurring in designated Greenfield Areas to:*

- a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;*
- a) contribute to creating healthy communities;*
- b) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services; and*
- c) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods;*

The proposed development provides employment lands that will promote a prosperous economy and protects the NHS, thereby supporting the creation of a complete and diverse community. The proposal fronts directly onto Derry Road (Major Regional Arterial Road) and Fifth Line (Minor Arterial Road) and facilitates the extension of Clark Boulevard, thereby increasing the connectivity of the transportation network and making use of existing and planned transit services along Derry Road.

## Employment Areas

83. 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.*
- (4) *To recognize the changing nature of employment and to recognize the role of Employment Areas in accommodating a diverse range of innovative employment uses and supporting the overall Regional Urban Structure*

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

(1) *Plan for Employment Areas by:*

- a. *Prohibiting residential uses;*
- b. *Prohibiting major retail uses;*
- c. *Permitting a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses;*
- d. *Permitting a range of ancillary uses that are associated with an employment use or supportive of the overall Employment Area, as identified in Local Official Plans in accordance with Section 83.2(6)b) of this Plan.*

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

- (1) *Plan for, protect and preserve the Employment Areas for current and future use. Development in proximity to major facilities are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.*
- (2) *Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan.*

The proposed development facilitates the creation of three business park blocks within the Region's designated Employment Area, thereby facilitating employment growth which helps to achieve Regional Targets and supports surrounding residential growth. The proposal fronts onto Derry Road and is in proximity to Highway 401. In coordination with adjacent landowners, the necessary infrastructure will be constructed to support planned employment uses for this area. In coordination with adjacent landowners, the necessary infrastructure will be constructed to support planned employment uses for this area.

## Natural Heritage System

*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.*

*114.1 The objectives of the Natural Heritage System are:*

- 1. To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources;*
- 9. To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key features and their ecological functions; and*
- 17. To preserve the aesthetic character of natural features.*

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

- 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.*

A SIS was completed to define the existing NHS boundary with the intent of protecting the integrity of the NHS lands while maximizing the potential of the development. The proposal protects the NHS through the creation of NHS channel blocks where no development shall be permitted.

## Transportation

*172. The objectives of the Region are:*

- (5) To increase accessibility to major areas of employment, shopping, government services, culture and recreation*
- (9) To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.*
- (9.1) To ensure development is designed to support active transportation and public transit.*

*173. It is the policy of the Region to:*

- (7) In conjunction with the Province and the Local Municipalities, establish, and require proposed developments to comply with, minimum setback standards, parking provision policies, access control policies, and applicable design criteria for major transportation facilities in Halton consistent with the function and design criteria as described in Table 3.*

The proposed development increases the accessibility of employment lands to the local community as it fronts directly onto Derry Road and facilitates the extension of Clark Boulevard through to Derry Road, thereby increasing overall connectivity. The proposal is in proximity to existing and planned public transit and a commuter/commercial rail corridor, making the development increasingly accessible for those commuting to the lands for employment. The site is also near the Trafalgar Road Higher Order Transit Corridor, increasing the ease at which goods may be transported throughout the business park.

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan (now part of the Town of Milton Official Plan) for the following reasons:

- The proposal facilitates the development of employment uses within the 'Urban Area' where urban services are planned to accommodate future development
- The proposal contributes to the goal of creating complete and diverse communities through providing employment uses that will stimulate the growing economy;
- The proposal protects and enhances the NHS through the creation of delineated NHS blocks as well as the realignment of channel blocks that shape the development blocks;
- The proposed development will provide approximately 603 jobs, as estimated using the employment density calculations from Halton Regions *Investment Readiness and Employment Study*, thereby aiding in the achievement of the employment targets for the Town of Milton Designated Greenfield Area;
- The site is near a Higher Order Transit Corridor, expanding the ease at which goods may be transported throughout the business park; and
- The proposed development is near existing and planned residential neighbourhood and is well connected by major roads for ease of access.

## **APPENDIX III: DRAFT OFFICIAL PLAN AMENDMENTS**

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

**Part of Lot 10, Concession 6 NS (Trafalgar)  
Fifth Line & Derry Road (north of Union Gas Corridor)  
Town of Milton  
(Town File: LOPA-XX/25)**

DRAFT

## **AMENDMENT NUMBER XX**

### **TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

**PART 1**      **THE PREAMBLE**, does not constitute part of this Amendment

**PART 2**      **THE AMENDMENT**, consisting of the following text constitutes  
Amendment No. XX to the Official Plan of the Town of Milton

DRAFT

## **PART I: THE PREAMBLE**

### **THE TITLE**

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

Amendment No. XX  
To the Official Plan of the Town of Milton

Fifth Line & Derry Road and 6605 Sixth Line  
Part of Lots 9 & 10, Concession 6 New Survey (Trafalgar)  
(Town of Milton)  
(LOPA XX/25)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to remove the “Employment Area” overlay, to add Specific Policy Areas “XX” and “XY” to permit additional uses by adding a “Prestige Office Area” overlay, to permit parking between a building and a public road within the “Street Oriented Area” overlay, and to redesignate lands from “Community Park” to “Business Park Area”, with additional uses for a Wellness Centre and Spa for the lands without municipal address at Fifth Line & Derry Road, legally described as Part of Lot 10, Concession 6 NS (Trafalgar).

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the south side of Derry Road, on the east side of Fifth Line and west of Sixth Line. The lands are legally described as Part of Lot 10, Concession 6, NS (Trafalgar), Town of Milton.

### **BASIS OF THE AMENDMENT**

The proposal would amend the subject lands to remove the Employment Area Overlay, redesignate the Land Uses within Derry Green Corporate Business Park (DGCBP) Secondary Plan, from “Community Office” to “Business Park”, and add a “Prestige Office Area” overlay with Specific Policy Areas for additional permitted uses, and to permit parking between a building and public road for lands with a “Street Oriented Area” overlay.

- a) The subject application proposes the development of land that is consistent with the Degree Green Corporate Business Park (DGCBP) Secondary Plan. The new provincial policies in PPS 2024 removed office and commercial uses from Employment Areas. As such, this proposal would remove the subject lands from the “Employment Area” overlay to continue the permitted uses in the “Business Park Area” of the DGCBP with additional uses.
- b) The objectives of Special Policy Area XX is to add a “Prestige Office Area” overlay to the “Business Park Area” that will permit additional uses that include: offices; research and development uses excluding uses which produce biomedical waste; training and commercial educational facilities; limited service commercial uses, associated retail functions and ancillary facilities on the ground floor and in conjunction with permitted uses; a wellness centre and/or spa, and a tourist establishment
- c) The specific policy will permit surface parking for automobiles between the buildings and the south side of Derry Road. Limited parking is necessary to maximize the effectiveness and the efficiency of the buildings and layout on the subject lands. The façade, height and length of the proposed buildings will maintain the urban design principles of the Official Plan and Secondary Plan by maintaining a significant building presence adjacent to the street thereby creating a strong and attractive street edge.

- d) The redesignation of the subject lands from “Community Park” to “Business Park Area” with a “Prestige Office Area” overlay recognizes lands where a mix of employment uses is appropriate because of specific locational considerations. The intent of the designation is to permit a wide range of office and employment uses under the Business Park designation and/or provide additional service commercial needs and employment to residents in adjacent neighbourhoods in the Town.
- e) The objectives of Special Policy Area XX and XY is to: encourage the development of certain commercial and light industrial uses; to foster a more pedestrian-oriented environment; and to permit uses such as office uses in free-standing buildings, hotel, conference, convention and banquet facilities; training and commercial educational facilities; limited service commercial uses, associated retail functions and ancillary facilities on the ground floor and in conjunction with permitted uses; a wellness centre and/or spa, and a tourist establishment

## PART II: THE AMENDMENT

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment no. to the Town of Milton Official Plan.

### DETAILS OF THE AMENDMENT

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment No. XX pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

#### 1.0 Map Change

- 1.1 Amending Schedule B of Schedule '2' to Official Plan Amendment No. 86 "Urban Area - Land Use Plan" by to the lands known legally as Part of Lot 10, Concession 6 NS (Trafalgar);
- 1.2 Amending Schedule I1 – "Urban Area Specific Policy Areas" by adding Special Policy Areas No. XX and No. XY to the lands known legally as Part of Lot 10, Concession 6 NS (Trafalgar);
- 1.3 Amending Schedule C-9-B – "Land Use Plan" by redesignating Business Park Area with "Street Oriented Area Commercial Area - Office Employment Area with 'Specific Policy Area No. XX' to the lands known legally as Part of Lot 10, Concession 6 NS (Trafalgar); and
- 1.4 Amending Schedule C-9-B – "Land Use Plan" by redesignating Community Park Area to Business Park Area – Prestige Office Area with 'Specific Policy Area No. XY' to the lands known legally as Part of Lot 10, Concession 6 NS (Trafalgar).

#### 2.0 Text Change

##### 2.1 Adding the following text to Section 4.11 "Specific Policy Area":

4.11.3.XX The land identified as Specific Policy Area No. XX on Schedule I1 of this Plan, being the lands without municipal address at Fifth Line & Derry Road, legally described as Part of Lot 10, Concession 6 NS (Trafalgar) are permitted to allow surface parking between the building and the street within the Derry Green Corporate Business Park Secondary Plan overlay for a Street Oriented Site on the south side of Derry Road between Fifth and Sixth Line.

4.11.4.XX The land identified as Specific Policy Area No. XX on Schedule B of this Plan, legally described as Part of Lot 10, Concession 6 NS (Trafalgar) to be designated as Employment Office Areas. Permitted uses in the Office Employment Area designation include: Office uses in free-standing buildings; Hotels, conference, convention and banquet facilities; Training and commercial educational facilities; and Limited service commercial uses, associated retail functions and ancillary facilities on the ground floor and in conjunction with permitted uses.

4.11.5.XX The land identified as Specific Policy Area No. XY on Schedule I1 of this Plan, legally described as Part of Lot 10, Concession 6 NS (Trafalgar) to be designated as Employment Office Areas. Permitted uses in the Office Employment Area designation include: Office uses in free-standing buildings; Hotels, conference, convention and banquet facilities; Training and commercial educational facilities; Limited service commercial uses, associated retail functions and ancillary facilities on the ground floor and in conjunction with permitted uses; Wellness Centre and/or Spa, and a Tourist Establishment.

## THE CORPORATION OF THE TOWN OF MILTON

### BY-LAW NO.XX.2025

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS WITHOUT MUNICIPAL ADDRESS AT FIFTH LINE & DERRY ROAD, LEGALLY DESCRIBED AS PART OF LOT 10, CONCESSION 6, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA XX/22)

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedules I1 of the Town of Milton Official Plan to provide for permission to allow parking between Derry Road and the buildings within the Street Oriented Area overlay, at the lands without municipal address at Fifth Line & Derry Road, legally described as Part of Lot 10, Concession 6, Former Geographic Survey of Trafalgar, Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedules I1 of the Town of Milton Official Plan to include Special Policy Areas XX and XY, at the lands without municipal address at Fifth Line & Derry Road, legally described as Part of Lot 10, Concession 6, Former Geographic Survey of Trafalgar, Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
3. 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.
4. 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 Number XX to the Official Plan of the Town of Milton.

**READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this \*\* day of \*\*\*\*\* , 2025**

\_\_\_\_\_  
Mayor

Gordon A. Krantz

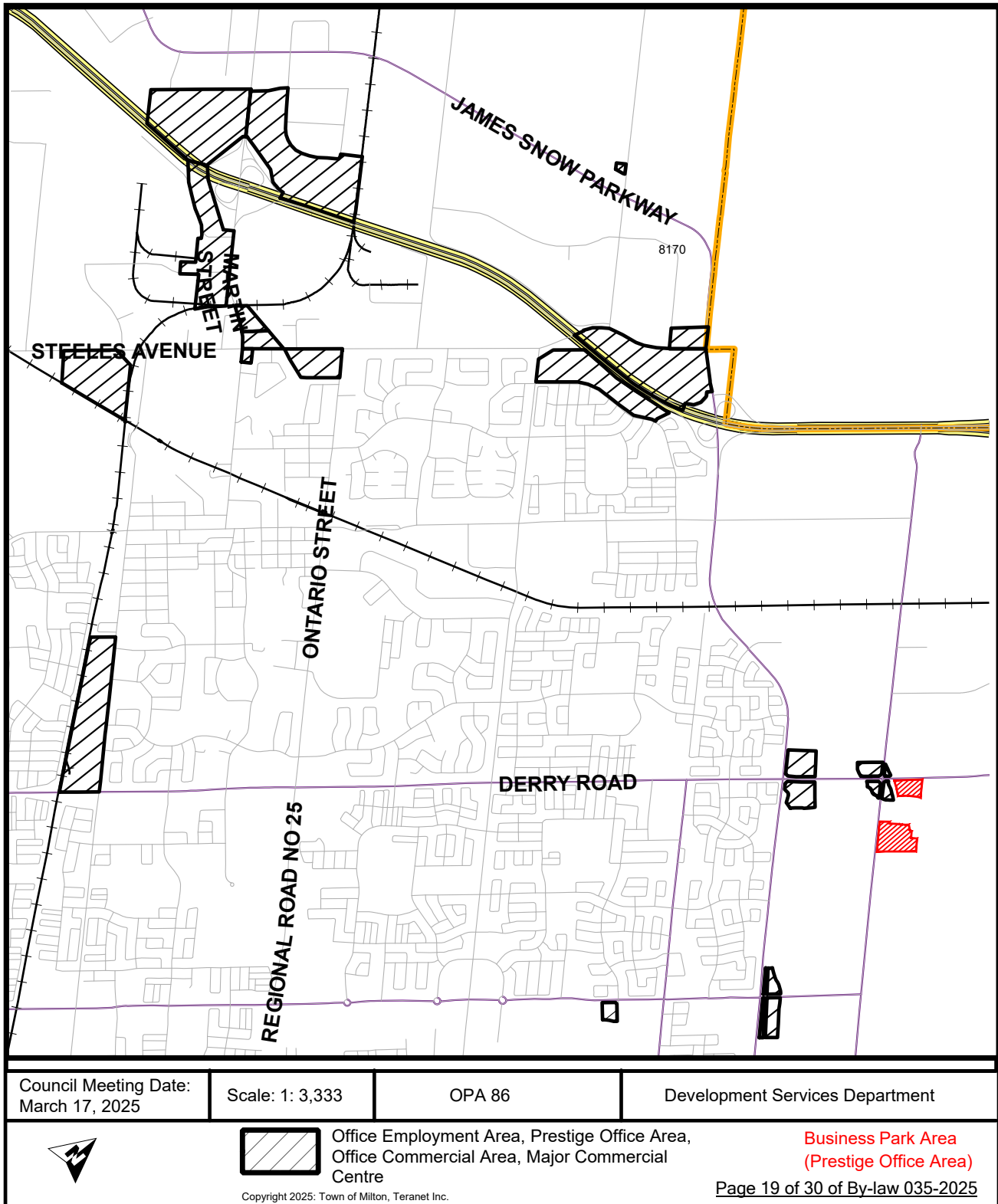
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Troy McHarg Town Clerk

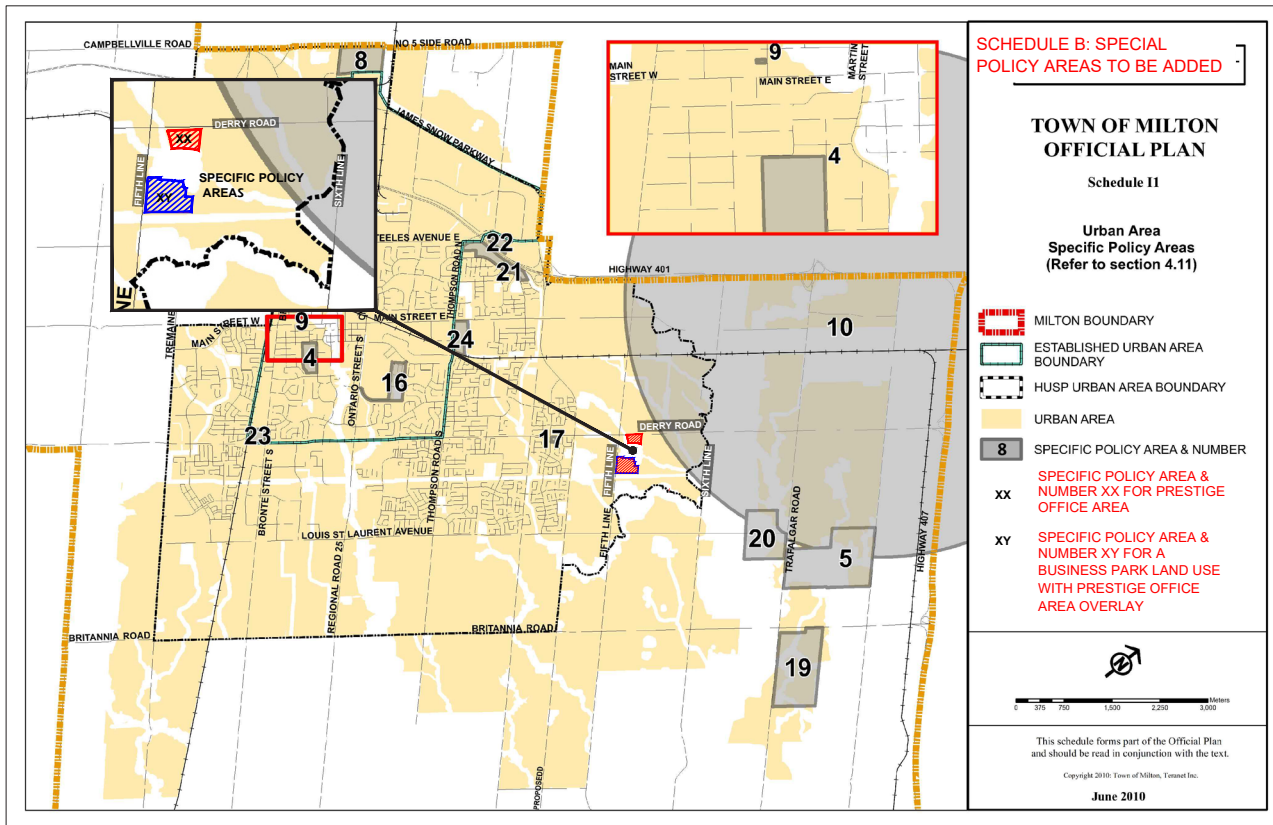
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SCHEDULE A - SUBJECT LANDS TO BE REMOVED FROM THE EMPLOYMENT AREA OVERLAY



APPENDIX 1. LOCATION MAP 1  
Lands to be removed from  
Employment Area Overlay





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

**Part of Lot 10, Concession 6 NS (Trafalgar)**  
**Fifth Line & Derry Road (north of Union Gas Corridor)**  
**Town of Milton**  
**(Town File: LOPA-XX/25)**

DRAFT

## **AMENDMENT NUMBER XX**

### **TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

**PART 1**      **THE PREAMBLE**, does not constitute part of this Amendment

**PART 2**      **THE AMENDMENT**, consisting of the following text constitutes  
Amendment No. XX to the Official Plan of the Town of Milton

DRAFT

## **PART I: THE PREAMBLE**

### **THE TITLE**

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

Amendment No. XX  
To the Official Plan of the Town of Milton

Fifth Line & Derry Road and 6605 Sixth Line  
Part of Lots 9 & 10, Concession 6 New Survey (Trafalgar)  
(Town of Milton)  
(LOPA XX/25)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to remove the “Employment Area” overlay, and add Specific Policy Areas “XX” to permit additional uses within the “Natural Heritage Oriented Area” overlay for the lands with municipal address of 6605 Sixth Line, legally described as Part of Lot 10, Concession 6 NS (Trafalgar).

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the south side of Derry Road, on the east side of Fifth Line and west of Sixth Line. The lands are legally described as Part of Lot 10, Concession 6, NS (Trafalgar), Town of Milton.

### **BASIS OF THE AMENDMENT**

The proposal would amend the subject lands to remove the “Employment Area” overlay and provide additional permitted uses for lands designated “Business Park Area” with a “Natural Heritage Oriented Area” overlay through a Specific Policy Area ‘XX’.

- a) The subject application proposes the development of land that is consistent with the Degree Green Corporate Business Park (DGCBP) Secondary Plan. The new provincial policies in PPS 2024 removed office and commercial uses from Employment Areas. As such, this proposal would remove the subject lands from the “Employment Area” overlay to continue the permitted uses in the “Business Park Area” of the DGCBP.
- b) To permit additional uses to lands with the “Business Park Area” with a “Natural Heritage Oriented Area” overlay, Special Policy Area “XX” is added to encourage the development of certain uses and to permit additional uses such as training and commercial educational facilities; and stand-alone restaurants and service commercial uses.

## **PART II: THE AMENDMENT**

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment no. to the Town of Milton Official Plan.

### **DETAILS OF THE AMENDMENT**

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment No. XX pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

#### **1.0 Map Change**

- 1.1 Amending Appendix I. Location Map 1 to Official Plan Amendment No. 86 “Lands to be removed from Employment Area Overlay” by including the lands known municipally as 6605 Sixth Line, known legally as Part of Lot 10, Concession 6 NS (Trafalgar);
- 1.2 Amending Schedule I1 – “Urban Area Specific Policy Areas” by adding Special Policy Areas No. ‘XX’ to the lands known legally as Part of Lot 10, Concession 6 NS (Trafalgar);

#### **2.0 Text Change**

##### **2.1 Adding the following text to Section 4.11.3 “Specific Policy Area”:**

4.11.3.XX The land identified as Specific Policy Area No. XX on Schedule I1 of this Plan, legally described as Part of Lot 10, Concession 6 NS (Trafalgar) designated as “Business Park Area” with a “Natural Heritage Oriented Area” overlay. Permitted uses in the “Natural Heritage Oriented Area” overlay shall also include: training and commercial educational facilities; and stand-alone restaurants and service commercial uses.

**THE CORPORATION OF THE TOWN OF MILTON**

**BY-LAW NO.XX.2025**

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS AT 6605 SIXTH LINE, LEGALLY DESCRIBED AS PART OF LOT 10, CONCESSION 6, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA XX/25)

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Appendix I. Location Map 1 to Official Plan Amendment No. 86 "Lands to be removed from Employment Area Overlay" by including the lands known municipally as 6605 Sixth Line, known legally as Part of Lot 10, Concession 6 NS (Trafalgar), consisting of the attached map and explanatory text, is hereby adopted.
2. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedules I1 of the Town of Milton Official Plan to include Special Policy Areas XX and XY, at the lands at 6605 Sixth Line, legally described as Part of Lot 10, Concession 6, Former Geographic Survey of Trafalgar, Town of Milton, consisting of the attached map and explanatory text, is hereby adopted.
3. 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.
4. 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 Number XX to the Official Plan of the Town of Milton.

**READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this \*\* day of  
\*\*\*\*\*, 2025**

\_\_\_\_\_  
**Gordon A. Krantz** Mayor

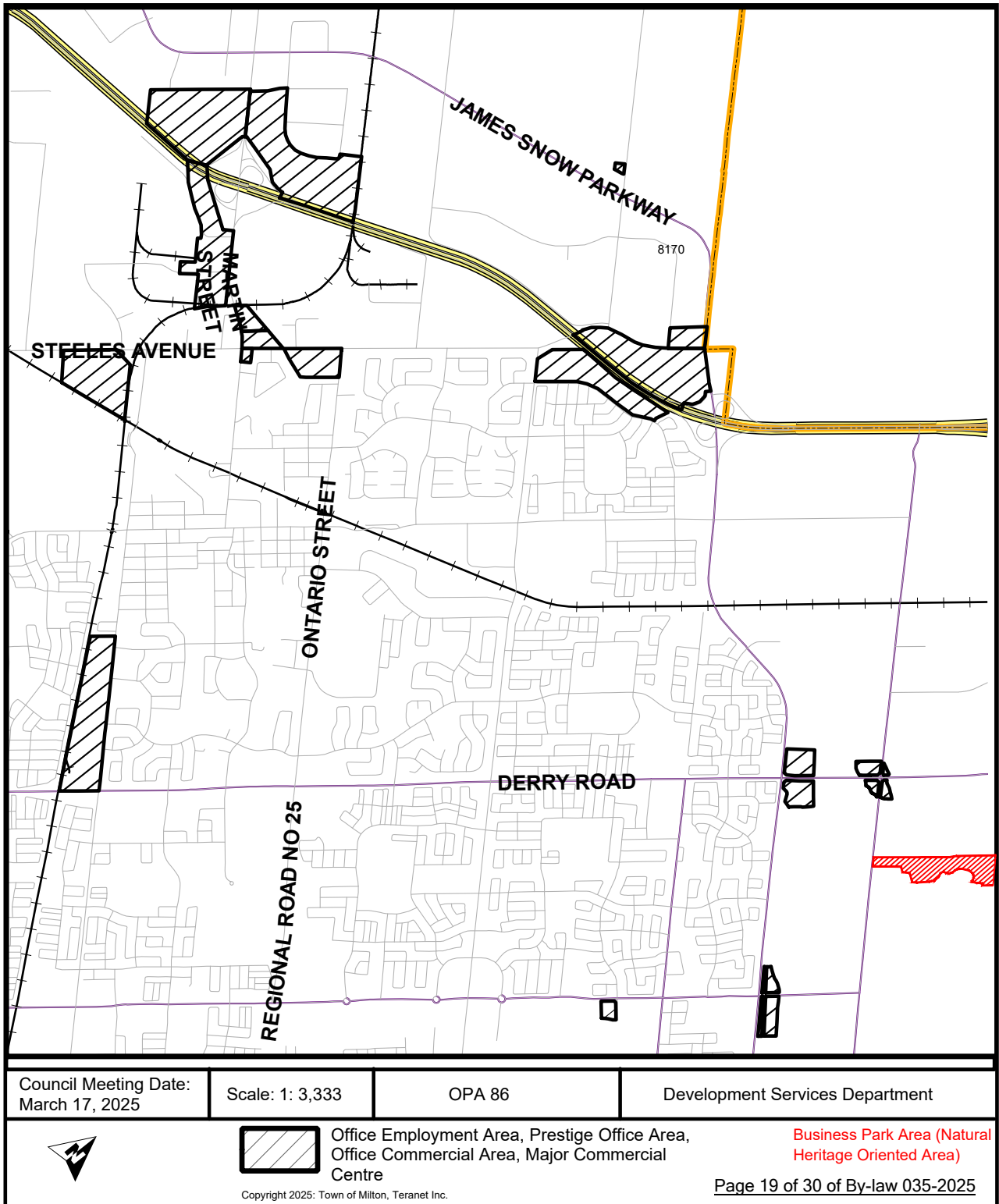
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**Troy McHarg** Town Clerk

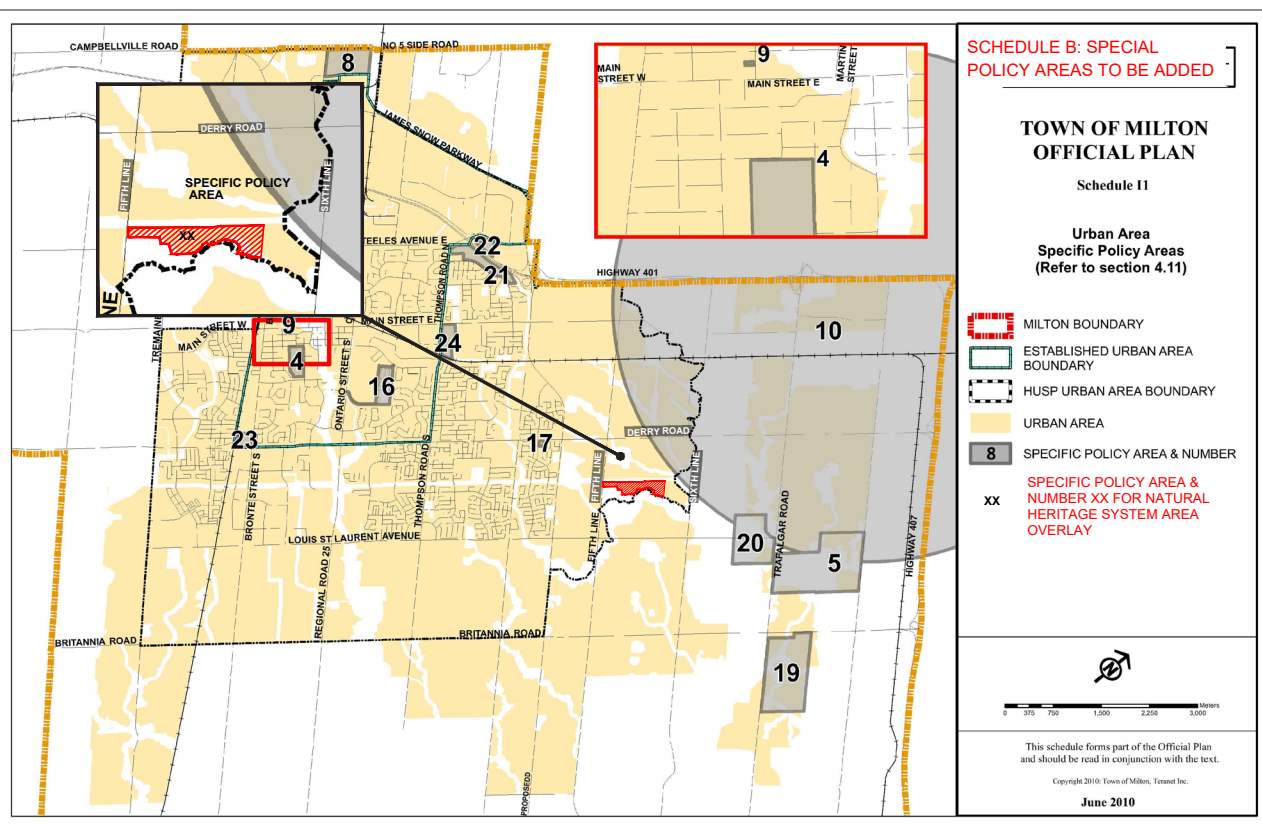
SCHEDULE A - SUBJECT LANDS TO BE REMOVED FROM THE EMPLOYMENT AREA OVERLAY



APPENDIX 1. LOCATION MAP 1

Lands to be removed from  
Employment Area Overlay





# APPENDIX IV: DRAFT ZONING BY-LAW AMENDMENT

## THE CORPORATION OF THE TOWN OF MILTON

### BY-LAW NO.XXX.2025

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PARTS OF LOT 9 & 10, CONCESSION 6, NEW SURVEY, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON, WITH NO MUNICIPAL ADDRESS AT FIFTH LINE AND DERRY ROAD (THE REMINGTON GROUP) – TOWN FILE Z-XX/25

**WHEREAS** the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 016-2014, 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. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing 'Future Development' (FD) and 'Natural Heritage System' (NHS) Zone symbols to 'Prestige Office - Site Specific' (C8-XX), 'Prestige Office - Site Specific' (C8-XY), 'Open Space-2' (OS-2) and 'Natural Heritage System' (NHS) Zone symbols shown on Schedule 'A' attached hereto.
2. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:

Prestige Office - Site Specific (C8\*XX) Zone

**i) Special Site Provisions:**

- a) Permitted Uses include:
  - i. Banquet Facility;
  - ii. Convenience Store;
  - iii. Day Care Centre;
  - iv. Dry-cleaning depot;
  - v. Fitness Centre;
  - vi. Industrial use;
  - vii. Medical Clinic;
  - viii. Office building / Office use;
  - ix. Personal service shop;
  - x. Recreation & Athletic Facility;
  - xi. Research & Technology use;
  - xii. Restaurant / Restaurant, Take Out
  - xiii. Retail Store;
  - xiv. School, Adult Education;
  - xv. Social Services Establishment; and
  - xvi. U-Brew Establishment.
- b) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 space per 30 m<sup>2</sup> for first 1,000 m<sup>2</sup> GFA, and 1 space per 100 m<sup>2</sup> for GFA between 1,001 m<sup>2</sup> and 5,000 m<sup>2</sup>, and 1 space per 200 m<sup>2</sup> for GFA greater than 5,000 m<sup>2</sup> for all proposed Prestige Office uses, based on GFA less than 10%; and
- c) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 space per 100 m<sup>2</sup> for first 5,000 m<sup>2</sup> GFA and 1 space per 200 m<sup>2</sup> for GFA greater than 5,000 m<sup>2</sup>, for Industrial and Warehouse / Distribution Centre uses including accessory office space.

3. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:

Prestige Office - Site Specific (C8\*XY) Zone

**ii) Special Site Provisions:**

- a) Permitted Uses shall include:
    - i. Art Gallery / Artist Studio;
    - ii. Banquet Facility;
    - iii. Commercial School;
    - iv. Convenience Store;
    - v. Convention Centre;
    - vi. Day Care Centre;
    - vii. Dog Daycare;
    - viii. Fitness Centre;
    - ix. Food Store;
    - x. Hotel;
    - xi. Industrial use;
    - xii. Medical Clinic;
    - xiii. Office building / Office use;
    - xiv. Personal service shop;
    - xv. Place of assembly;
    - xvi. Place of worship;
    - xvii. Recreation and Athletic Facility;
    - xviii. Research & Technology use;
    - xix. Restaurant / Restaurant, Take Out
    - xx. Retail Store;
    - xxi. School, Adult Education;
    - xxii. Warehouse/Distribution Centre; and
    - xxiii. Wellness Centre and/or Spa.
  - b) “Wellness Centre” means an establishment devoted to the actively sought goal of good health and includes the teaching and practice, in both individual and group sessions, of a range of holistic, alternative and integrative natural health practices and may include facilities and programs for meditation, acupuncture, shiatsu, massage therapy, yoga, and healthy eating.
  - c) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 space per 30 m<sup>2</sup> for first 1,000 m<sup>2</sup> GFA, and 1 space per 100 m<sup>2</sup> for GFA between 1,001 m<sup>2</sup> and 5,000 m<sup>2</sup>, and 1 space per 200 m<sup>2</sup> for GFA greater than 5,000 m<sup>2</sup> for all proposed Prestige Office uses, less based on GFA less than 10%;
  - d) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 parking space per 5.5 m<sup>2</sup> of GFA for a Wellness Centre and/or Spa; and
  - e) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 space per 100 m<sup>2</sup> for first 5,000 m<sup>2</sup> GFA and 1 space per 200 m<sup>2</sup> for GFA greater than 5,000 m<sup>2</sup>, for Industrial and Warehouse / Distribution Centre uses including accessory office space.
4. **THAT** 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 the 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.

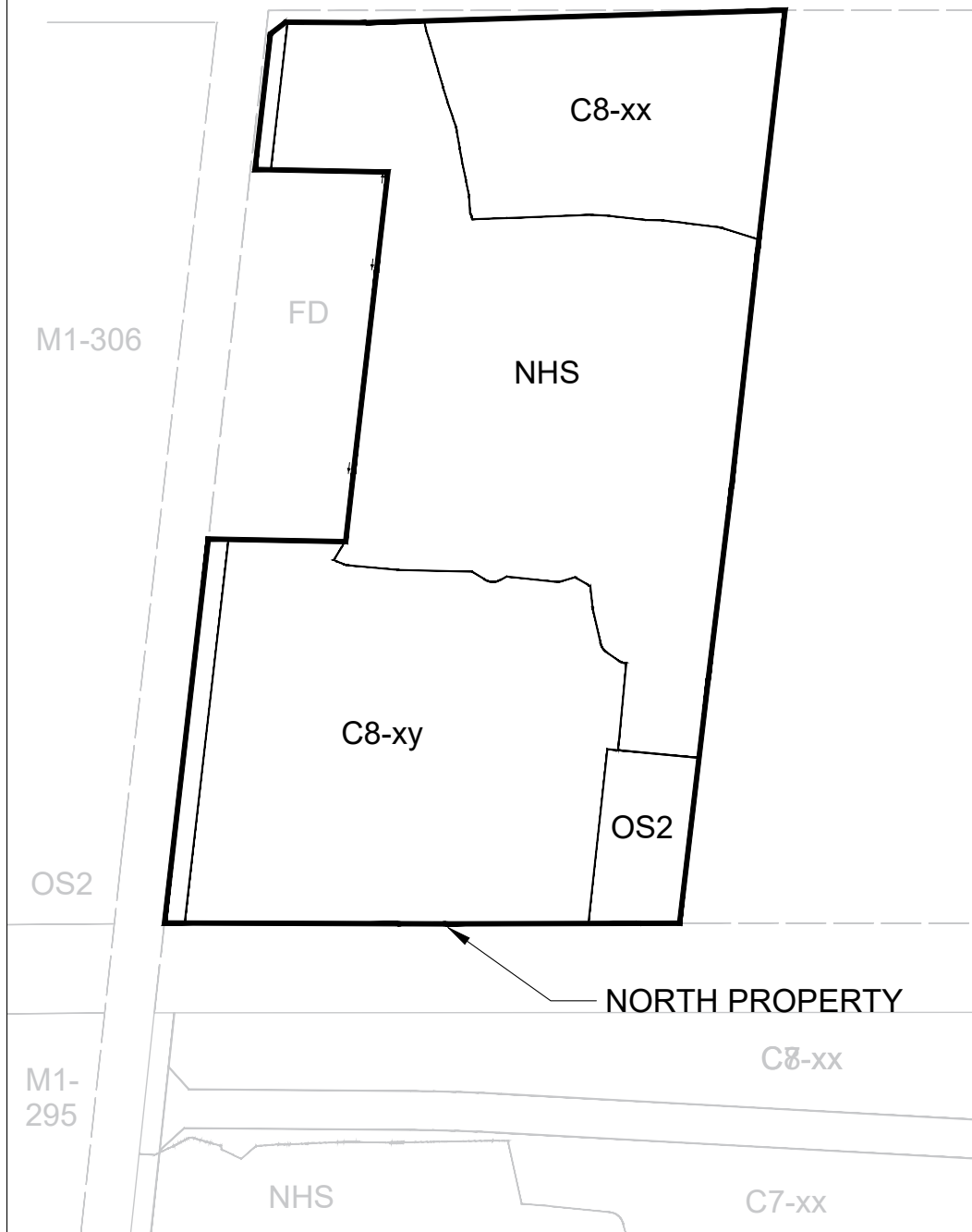
READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this \*\* day of \*\*\*\*\*, 2025

\_\_\_\_\_  
Gordon A. Krantz Mayor

\_\_\_\_\_  
Troy McHarg Town Clerk

**SCHEDULE A**  
**TO BY-LAW No. \*\*\*-2025**  
**TOWN OF MILTON**

PART OF LOT 9 & 10, CONCESSION 6, N.S. (TRAFALGAR)  
TOWN OF MILTON



THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XXX.2025

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PARTS OF LOT 9 & 10, CONCESSION 6, NEW SURVEY, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON, MUNICIPALLY KNOWN AS 6605 FIFTH LINE (THE REMINGTON GROUP) – TOWN FILE Z-XX/25

**WHEREAS** the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 016-2014, 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. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing 'Future Development' (FD) and 'Natural Heritage System' (NHS) Zone symbols to 'Employment Office - Site Specific' (C7-XX), and 'Natural Heritage System' (NHS) Zone symbols shown on Schedule 'A' attached hereto.
2. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:

Employment Office - Site Specific (C7\*XX) Zone

**i) Special Site Provisions:**

- a) Permitted Uses shall include:
  - i. Art Gallery / Artist Studio;
  - ii. Bank;
  - iii. Banquet Facility;
  - iv. Commercial School;
  - v. Convenience Store;
  - vi. Convention Centre;
  - vii. Day Care Centre;
  - viii. Dog Daycare;
  - ix. Dry-cleaning depot;
  - x. Fitness Centre;
  - xi. Food bank;
  - xii. Industrial use;
  - xiii. Medical Clinic;
  - xiv. Office building / Office use;
  - xv. Personal service shop;
  - xvi. Place of assembly;
  - xvii. Place of entertainment;
  - xviii. Place of worship;
  - xix. Recreation & Athletic Facility;
  - xx. Research & Technology use;
  - xxi. Restaurant / Restaurant, Take Out
  - xxii. Retail Store;
  - xxiii. School, Adult Education;
  - xxiv. Social Services Establishment;
  - xxv. U-Brew Establishment;
  - xxvi. Veterinary Clinic/Hospital; and
  - xxvii. Warehouse/Distribution Centre.

- b) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 space per 30 m<sup>2</sup> for first 1,000 m<sup>2</sup> GFA, and 1 space per 100 m<sup>2</sup> for GFA between 1,001 m<sup>2</sup> and 5,000 m<sup>2</sup>, and 1 space per 200 m<sup>2</sup> for GFA greater than 5,000 m<sup>2</sup> for all proposed Employment Office uses, based on GFA less than 10%; and
  - c) Notwithstanding the non-residential parking requirements as set out in Section 5.8.2 (ii), Table 5G to the contrary, 1 space per 100 m<sup>2</sup> for first 5,000 m<sup>2</sup> GFA and 1 space per 200 m<sup>2</sup> for GFA greater than 5,000 m<sup>2</sup>, for Industrial and Warehouse / Distribution Centre uses including accessory office space.
3. **THAT** 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 the 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 \*\*\*\*\*, 2025**

\_\_\_\_\_  
Gordon A. Krantz Mayor

\_\_\_\_\_  
Troy McHarg Town Clerk

