



# The Corporation of the Town of Milton

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Report To: Council

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From: Barbara Koopmans, Commissioner, Development Services

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Date: June 21, 2021

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Report No: DS-046-21

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Subject: Technical Report -Proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment for 0, 6390-6400 and 6548 Fifth Line to permit the development of an industrial/business park plan of subdivision. (Files 24T-20002/M, LOPA-01/20, Z-02/20)

**Recommendation:** **THAT** Development Services Report DS-046-21 outlining applications for Draft Plan of Subdivision approval, and amendments to the Town of Milton Official Plan and Zoning By-law 016-2014 as amended, to facilitate the development of a prestige business park with light industrial warehouses and office uses, **BE APPROVED**;

**AND THAT** the Town of Milton Council supports the granting of Draft Plan Approval by the Commissioner of Development Services for the proposed Plan of Subdivision attached as Appendix 1, subject to minor revisions to the plan and the standard and any site-specific draft plan conditions;

**AND THAT** staff be authorized to bring forward Official Plan Amendment No. 66 in accordance with the draft Official Plan Amendment attached as Appendix 2 to Report DS-046-21 for Council adoption;

**AND THAT** staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 3 to Report DS-046-21 for Council adoption;

**AND THAT WHEREAS** the Planning Act limits the ability to apply for a minor variance for a two-year period following approval of this By-law, **BE IT RESOLVED** that a privately initiated application for a minor variance may be made;

**AND FURTHER THAT** the Town Clerk forward a copy of Report DS-046-21 and the decision to the Region of Halton for their information.

## **EXECUTIVE SUMMARY**

The applicants have submitted a Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications for lands within the Derry Green Corporate Business Park Secondary Plan area, to facilitate the development of a prestige business park with light industrial warehouses and office uses. The proposed draft Plan of Subdivision consists of 11 development blocks for employment lands, which would accommodate a variety of business park uses including warehouse/distribution centre uses and office uses. The draft Plan of Subdivision also includes blocks for Stormwater Management Ponds, Natural Heritage Systems, Environmental Linkages and Buffers, and the extensions of Clark Boulevard and Louis St. Laurent Avenue from James Snow Parkway to Fifth Line. Attached to this report as Appendix 1 is the Draft Plan of Subdivision.

The proposed Official Plan Amendment seeks to modify the Derry Green Secondary Plan to better align the designation boundaries with the proposed development blocks, to permit parking between the buildings and the street along James Snow Parkway provided adequate berming or landscape screening are implemented, and to permit light industrial uses within the areas designated as Business Park Areas with a Natural Heritage Oriented Area overlay irrespective of the amount of accessory office gross floor area. All other policies of the Official Plan and the Derry Green Corporate Business Park Secondary Plan are proposed to remain the same. Attached to this report as Appendix 2 is the Draft Local Official Plan Amendment.

Lastly, the proposed Zoning By-law Amendment seeks to replace the existing Future Development (FD) and Natural Heritage System (NHS) zone symbols to a special provision Prestige Office (EMP-1\*292-H50) Zone Symbol, special provision Business Park (M1\*293-H51), (M1\*294-H50) and (M1\*295-H51) zone symbols, a Natural Heritage (NHS) zone symbol, and an Open Space- Storm Water Management (OS-2) zone symbol as shown on Schedule A of the draft By-law attached in Appendix 3 of this report. Holding provisions are also proposed to ensure that an enhanced level of berming, landscaping and urban design along James Snow Parkway will be provided through the site plan approval process, and to ensure the completion of detailed noise studies for each of the employment development blocks.

### **Recommendation**

Staff recommends that the applications be **APPROVED** for the following reasons:

1. The proposal conforms to Provincial, Regional and Town planning policy and provides for appropriate land uses that have been contemplated by the both the Town of Milton Official Plan and Derry Green Corporate Business Park Secondary Plan;
2. The proposed land use is compatible with adjacent land uses and is an appropriate use of the subject land;
3. The proposal meets all of the technical requirements identified by internal departments and external agencies;
4. The proposal makes efficient use of land and planned services and infrastructure;



## EXECUTIVE SUMMARY

5. The proposal provides for the development of designated employment lands to meet and serve the needs of Milton's growing population; and
6. Any required building and site design, landscaping and buffering requirements can be enforced through the site plan review process and the associated agreement and performance guarantee (securities).

## REPORT

### Background

**Owners:** OPG Derry Green Lands Inc. (Oxford Properties) & Branthaven Fifth Line Inc. (It should be noted that the Branthaven lands are only required as part of the channel works proposed for the southern portion of the site.)

**Applicant:** MHBC Planning

#### **Location/Description:**

The subject lands, currently vacant, are bound by James Snow Parking to the west, and Fifth Line to the east. The properties extend from the Union Gas corridor south of Derry Road to north of Britannia Road. (See Figure 1 - Location Map). The properties are municipally known as 0, 6390-6400 and 6548 Fifth Line and are owned by OPG Derry Green Lands (Oxford Properties) and Branthaven Fifth Line Inc.

The subject properties are surrounded by low density residential uses along the west side of James Snow Parkway and vacant future employment lands to the north and east. The lands immediately to the south of the subject properties are located outside of the Derry Green Business Park Secondary Plan and are currently zoned agricultural.

#### **Proposal:**

The applicant is proposing to construct a prestige business park with light industrial warehouses and office uses, in accordance with the Derry Green Corporate Business Park Secondary Plan. The proposal consists of 11 development blocks to accommodate the construction of 14 buildings. The buildings are proposed to consist of approximately of 310,893 square metres (3,346,425 square feet) of employment uses, including light industrial (including warehouses) and office employment uses. To facilitate the proposed development, the applicant has submitted Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications.

#### Plan of Subdivision Application (24T-20002/M)

The proposed Draft Plan of Subdivision consists of 11 development blocks of a variety of shapes and sizes to allow for the future development of light industrial warehouses and office uses. The draft Plan of Subdivision also includes blocks for Stormwater Management Ponds, Natural Heritage Systems, Environmental Linkages and Buffers, and the extensions of Clark Boulevard and Louis St. Laurent Avenue from James Snow



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Parkway to Fifth Line. Attached to this report as Appendix 1 is the Draft Plan of Subdivision.

### Official Plan Amendment (LOPA-01/20)

The proposed Official Plan Amendment seeks to modify the Derry Green Secondary Plan to better align the designation boundaries with the proposed development blocks, to permit parking between the buildings and the street along James Snow Parkway provided adequate berming or landscape screening are implemented, and to permit light industrial uses within the areas designated as Business Park Areas with a Natural Heritage Oriented Area overlay irrespective of the amount of accessory office gross floor area. All other policies of the Official Plan and the Derry Green Corporate Business Park Secondary Plan are proposed to remain the same. Attached to this report as Appendix 2 is the Draft Local Official Plan Amendment.

### Zoning By-law Amendment (Z-02/20)

Lastly, the proposed Zoning By-law Amendment seeks to replace the existing Future Development (FD) and Natural Heritage System (NHS) Zone Symbols to a special provision Prestige Office (EMP-1\*292-H50) Zone Symbol, special provision Business Park (M1\*293-H51), (M1\*294-H50) and (M1\*295-H51) Zone Symbols, a Natural Heritage (NHS) Zone Symbol, and an Open Space- Storm Water Management (OS-2) Zone Symbol as shown on Schedule A of the draft By-law attached in Appendix 3 of this report. Holding provisions are also proposed to ensure that an enhanced level of berming or landscaping will be provided along James Snow Parkway through the site plan approval process, and to ensure the completion of detailed noise studies for each of the employment development blocks.

### Municipal Class Environmental Assessment

The extension of Louis St. Laurent has been identified in the Milton Derry Green Corporate Business Park Secondary Plan and the Town's 2018 Transportation Master Plan. The applicant has undertaken Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) planning and design process for the extension of Louis St. Laurent Avenue from James Snow Parkway to Fifth Line, which is an approved process under the Ontario Environmental Assessment Act. Phases 1 and 2 of the MCEA were completed through the completion of the Derry Green Corporate Business Park Secondary Plan and the Town's 2018 Transportation Master Plan. The MCEA has now been completed for the planning and design of the extension.

### **Documents Submitted with Application:**

The following documents have been submitted by the applicant in support of the Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications. These documents are available for review:

- Arborist Report, prepared by Dillon Consulting and dated Oct, 2020

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- Archaeological Assessment, prepared by AMICK Consultants Ltd and dated Aug 15, 2003
- Concept Site Plan, prepared by Stantec and dated January 22, 2021
- Draft Official Plan Amendment, prepared by MHBC
- Draft Plan of Subdivision, prepared by MHBC and dated May 13, 2020
- Draft Zoning By-law Amendment, prepared by MHBC
- Functional Servicing Report, prepared by Stantec and dated Jan 22, 2021
- Geotechnical Reports, prepared by Terraprobe and dated May 2, 2019 and Jan 29, 2020
- Hydrogeological Report, prepared by Terraprobe and dated Sept 19, 2018
- James Snow Parkway Access Justification Memo, prepared by Crozier and dated Feb 18, 2021
- Landscape Concept Plan, prepared by MHBC and dated Jan 21, 2021
- Noise Assessment, prepared by Dillon Consulting and dated Jan 2020
- Phase One Environmental Site Assessment Letter of Reliance, prepared by Terraprobe and dated November 13, 2020
- Phase One Environmental Site Assessment, prepared by Terraprobe and dated Nov 5, 2020
- Planning Justification Report Addendum, prepared by MHBC and dated Jan 2021
- Planning Justification Report, prepared by MHBC and dated Jan 2020
- Site Surveys, prepared by Rady-Pentek & Edward Surveying Ltd.
- Stormwater Management Report, prepared by Crozier and dated Jan 2021
- Transportation Impact Study, prepared by Crozier and dated Jan 2021
- Urban Design Brief, prepared by MHBC and dated Jan 2021

## Discussion

The applicant has made applications for a Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment in order to allow the development of an industrial/business park Plan of Subdivision. Accordingly, the proposal seeks to replace the current Future Development (FD) and Natural Heritage System (NHS) Zones with a special provision Prestige Office (EMP-1\*292-H50) Zone Symbol, special provision Business Park (M1\*293-H51), (M1\*294-H50) and (M1\*295-H51) Zone Symbols, a Natural Heritage (NHS) Zone Symbol, and an Open Space- Storm Water Management (OS-2) Zone Symbol. (See Appendix 3-Draft Zoning By-law)

The applicant has also made an application for an Official Plan amendment in order to modify the Derry Green Secondary Plan to better align the designation boundaries with the proposed development blocks, to permit parking between the buildings and the street along James Snow Parkway provided adequate berming or landscape screening are implemented, and to permit light industrial uses within the areas designated as Business Park Areas with a Natural Heritage Oriented Area overlay irrespective of the amount of



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accessory office gross floor area. All other policies of the Official Plan and the Derry Green Corporate Business Park Secondary Plan are proposed to remain the same. Attached to this report as Appendix 2 is the Draft Local Official Plan Amendment.

The industrial plan of subdivision, as illustrated in the draft plan attached as Appendix 1, is proposed to consist of the following:

<u>Land Use</u>	<u>No. of Lots/Blocks</u>	<u>Area (ha)</u>
Business Park/Industrial Blocks	11	71.301
Stormwater Management Ponds	3	7.026
Stormwater Management Buffer	3	0.744
Natural Heritage System	5	10.489
Environmental Linkages	2	1.193
Drainage Corridor	22	0.183
Environmental Buffer	8	3.536
0.3m Reserve	7	0.51
Road Widening	3	3.511
Municipal Roads	NA	4.437
TOTAL	43	102.471

The applicant has submitted a number of technical studies as noted above, in support of the proposed development. The reports provide the basis to determine that draft plan approval should be granted for the proposed Plan of Subdivision and that the plan is sufficiently advanced to support the Official Plan Amendment and the Zoning By-law Amendment. As a condition of draft plan approval, any additional technical information deemed to be required or reports that need to be updated or revised will be required to be completed to the Town's satisfaction prior to final registration of the subdivision.

## Planning Policy

### Provincial Policy Statement (PPS) (2020)

Staff has reviewed the application in relation to the PPS (2020), which provides broad policy direction on matter of Provincial interest related to land use planning and development. The applications are consistent with the relevant sections of the PPS:

Section 1.1.1 - Healthy, Liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns, which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries

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and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

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

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

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

The proposed development conforms to the above noted policies as it is located within a settlement area (urban area) and contributes to the range of land uses by providing employment uses within the community. The proposed development relies on and supports existing and planned infrastructure and public services.

Section 1.3 of the PPS (2020) also contains policies related to Employment and Employment Areas and notes:

Section 1.3.1 - Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, ...;

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- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- e) ensuring the necessary infrastructure is provided to support current and projected needs

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

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

Accordingly, staff is of the opinion that the proposal achieves these objectives and is consistent with the relevant policies of the PPS 2020.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a regional growth plan for the Greater Golden Horseshoe that builds on the Provincial Policy Statement (PPS). It provides a framework for where and how the region will grow and it promotes achieving complete communities that have access to transit networks, that protect employment areas, and that increase the amount and variety of housing.

The subject lands are located within the “Designated Greenfield Area” designation on Schedule 2 -Places to Grow Concept of the Growth Plan. New development taking place in designated greenfield areas shall be planned, designated, zoned and designed in a manner that contributes to creating a complete community and provides a diverse mix of land uses including residential and employment uses to support vibrant communities.

Section 2.2.5 of the Growth Plan speaks to Employment Lands and notes that municipalities will promote economic development and competitiveness 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.

In addition, the Growth Plan notes that municipalities should identify employment areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics and

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associated uses and ancillary facilities, and plan for their protection for appropriate employment uses over the long-term by:

- a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;
- b) 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
- c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.

The proposed development is consistent with the policies of the Provincial Growth Plan as it is located within a Settlement Area, which provides municipal water and wastewater systems and contributes to the mix of land uses by providing employment opportunities and enhancing the economic vitality of the community. The proposal is also located in a planned employment area adjacent to major goods movement facilities and corridors, which allows the development to utilize the surrounding transportation infrastructure that has been designed to sufficiently accommodate freight transportation movement.

### Region of Halton Official Plan (ROP)

The subject lands are located within the “Urban Area” and “Natural Heritage System” designation with an Employment Area overlay in the Region of Halton Official Plan (ROPA 38). The Urban Area designation under Section 76 permits uses in accordance with Local Official Plan and the Zoning By-law. All development shall be subject to the policies of the Regional Official Plan.

Section 77(6) requires the Local Official Plans are to specify development phasing strategies within the Urban Area, which are consistent with the ROP, giving priority to development of employment lands and completion of existing communities. The subject property is located within the approved Derry Green Corporate Business Park Secondary Plan and it is appropriate to develop this property for employment uses in accordance with provincial, regional and local policies.

Regional Planning staff has reviewed the applications and offered no objection to the approval of these application subject to the inclusion of their recommended draft plan conditions.

### Town of Milton Official Plan

The subject lands are designated Business Park Area and Natural Heritage System on Schedule B in the Town of Milton Official Plan. The Business Park Area designation permits primarily employment uses, including a full range of office uses and light industrial uses such as warehousing. Commercial uses are limited and residential uses and institutional uses are not permitted. A portion of the lands is also designated as Natural Heritage System. The purpose of the Natural Heritage System designation is to define

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and protect areas that have environmental significance and to improve and restore the quantity and quality of ground and surface water.

The development proposes to provide light industrial uses (including warehouse/distribution uses) and office uses, which are both permitted within the Business Park Area and Prestige Office land use designations.

Section 3.8.3 outlines the Business Park Area policies and notes that development shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the 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 proposal is consistent with the above noted policies as a development concept plan has been provided to illustrate the proposed site layout can be physically integrated with adjacent lands within the Derry Green Secondary Plan. The applicant is proposing a high quality of landscaping along James Snow Parkway along with enhanced architectural features and building façade treatments to ensure an appropriate interface with the existing residential uses to the west. Staff has included a holding provision along the lands facing James Snow Parkway that shall not be removed until such time as a detailed development plan is provided which ensures the urban design and landscape treatments are completed to the Town's satisfaction.

No outdoor storage is being proposed as outdoor storage is defined as the storage of equipment, raw or processed materials and does not include the parking of tractor trailers associated with the warehouse/distribution use. Moreover, the proposed siting and orientation of the truck loading and trailer areas are sited to minimize visual impacts from James Snow Parkway. The applicant has provided a Functional Servicing report which has been reviewed by the Region of Halton and while further technical revisions are being requested by the Region, the Region is satisfied there is adequate water and wastewater treatment capacity to accommodate the proposed development.

Derry Green Corporate Business Park Secondary Plan

## Discussion

The lands are located within the Derry Green Corporate Business Park Secondary Plan. This plan forms part of the Official Plan and designates the lands as Business Park Area and Prestige Office Area. Portions of the lands are also identified as “Gateway”, “Street Oriented Area” and “Natural Heritage Oriented Area” overlay designations. These designations further define the types of employment uses permitted.

Within the Business Park Area designation, a full range of light industrial and office uses are permitted. Within the Prestige Office area designation, primarily office uses are permitted however additional uses include research and development uses, restaurants, service commercial uses, a hotel and conference centre, and entertainment uses.

The Business Park Area with the “Street Oriented Area” and “Natural Heritage Oriented Area” overlays permit office uses and light industrial uses which include a significant office component. To ensure that a large office component is included in these locations, a site specific provision is incorporated into the Zoning By-law that requires that for an Industrial Use, Warehouse / Distribution Centre and Wholesale Operation, a minimum of fifteen percent (15%) or 929 square metres of gross floor area, whichever is greater, shall be dedicated to the office component for such use. The provision furthermore permits the amount of office space to be reduced ten percent (10%) of the gross floor area or 696 square metres, where the total building gross floor area is greater than 6,967 square metres (75,000 square feet).

Section C.9.4.6.7 of the Secondary Plan, requires an enhanced level of streetscape design along James Snow Parkway and notes that through the Zoning By-law and site plan approval process, the Town shall control development along these roads to ensure both a high quality of site design. Additionally, the policies note that buildings shall be designed to front onto these roads, that significant parking areas will be screened by berms and landscaping, that service, loading and open storage areas shall not be permitted abutting the road, that safe and functional vehicular and pedestrian access shall be provided, and that the use of native and non-invasive species for landscaping and street tree planning will be promoted. The Business Park “Street Oriented Area” overlay and the Prestige Office Area designations include additional policies related to urban design including requiring that buildings be a minimum of two storeys or 6 metres in height and that no parking shall be located between the building and the street.

The applicant has made application for an Official Plan Amendment to specifically allow a limited amount of surface parking between the proposed building and the street along James Snow Parkway. While the Town encourages building placement close to the street edge as the dominant and consistent element within the Street Oriented Site Area designation, in this instance it is not feasible or desirable as the buildings proposed are larger industrial buildings that demand large rectangular shaped buildings and by their function require extensive loading bays/service areas. Further, orientation of the buildings in this manner would result in an inefficient site design. As such, the buildings may require parking to be provided between the buildings and the street to ensure that the loading doors and service areas are located in the rear and flankage yards and screened from

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James Snow Parkway. Through the strategic use of berming or landscaping, staff is of the opinion that the intent of this policy can be maintained and achieved through the site plan approval process. The Town is also recommending placing a holding provision (H50) along the Business Park Street Oriented Site designation and Prestige Office designation to ensure the enhanced level of urban design is built as illustrated in the concept plans provided.

The buildings have been designed to address James Snow Parkway wherever feasible by ensuring the main building entrances are located along the portions of the buildings facing the street. In addition, an urban design brief has been prepared by the applicant to demonstrate that a high quality of urban design can be achieved between the proposed buildings and James Snow Parkway. Enhanced building facades and high quality landscaping are proposed to be incorporated in order to effectively screen parking and loading areas from the residential development west of James Snow Parkway. The pedestrian realm will also be enhanced by the development of a 3.0 metre multi-use trail along James Snow Parkway in future. (See Figure 2-Concept Plan and Figure 3-Concept Landscape Plan).

An Official Plan Amendment is also proposed to permit a reduced office component for light industrial uses located within the Natural Heritage Oriented Area Overlay designation. Section C.9.5.1.2 b) of the Secondary Plan currently requires that light industrial uses shall only be permitted with a significant office component. The amendment would permit industrial uses irrespective of the amount of office floor area, provided that the uses are implemented in accordance with the following policies found in Section C.9.5.1.7 of the Secondary Plan:

- 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.

This amendment to the Official Plan provides for additional flexibility in the permitted uses in the Natural Heritage Oriented overlay, while still ensuring that the uses and development of these lands has careful consideration for any adjacent Natural Heritage features.



## Discussion

Lastly, the Natural Heritage System designation is intended to recognize areas within the Urban Area boundary where preservation of natural areas and features is considered to be essential from an environmental sustainability perspective. This designation reflects the natural watercourses and wetlands that are located on the land. A specific Subwatershed Impact Study (SIS) has been prepared and submitted by a team of consultants on behalf of the applicant. The SIS is intended to implement the recommendations that have come out of the overall Subwatershed Update Study (SUS), Functional Servicing and Environmental Management Strategy (FSEMS) and Conceptual Fisheries Compensation Plan (CFCP) prepared for the Secondary Plan. To date the related SIS has been substantially advanced with input and review from the Region of Halton, Conservation Halton and the Town of Milton and its peer review consulting team. As a result of the implementation of the SIS, an appropriate NHS system and features including their buffers are proposed to be protected and placed as shown on the subdivision plan and corresponding zoning by-law.

### Zoning By-law

The subject lands are currently zoned Future Development (FD) and Natural Heritage System (NHS). A zoning by-law amendment is required as only existing uses are currently permitted in the FD zone.

This application seeks to rezone the lands to a special provision Prestige Office (EMP-1\*292-H50) zone symbol, special provision Business Park (M1\*293-H51), (M1\*294-H50) and (M1\*295-H51) zone symbols, a Natural Heritage (NHS) Zone Symbol, and an Open Space - Storm Water Management (OS-2) zone symbol as shown on Schedule A of the draft By-law attached in Appendix 3 of this report. Holding provisions are also proposed to ensure that an enhanced level of landscaping and urban design along James Snow Parkway will be achieved through the site plan approval process, and to ensure the completion of detailed noise studies for all development blocks.

### Site Plan Control

Should the applications be approved, the developer is required to obtain site plan approval prior to building permit issuance. Detailed site plan drawings addressing such matters as building design, lot grading and drainage, lighting landscaping, internal driveways, parking areas, garbage disposal, utilities, and water and sanity sewer connections will be required to be submitted for review and approval.

### **Public Consultation**

Notice for the complete application was provided was provided on March 12, 2020 pursuant to the requirements of the Planning Act. The Town held a Statutory Public Meeting on November 16, 2020 and notice of the meeting was provided on October 22, 2020. To date, staff have received written public comments with respect to the applications. Public concerns include:

- Size of building footprints and truck bays;

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- Traffic impacts including increase truck traffic along Clark Boulevard and Louis St. Laurent Avenue;
- Extending Clark Boulevard to Fifth Line;
- Building heights, including privacy and sightlines to adjacent residential subdivisions;
- Noise from increased car and truck traffic;
- The amount of greenspace proposed; and
- Impact to Wildlife

## Agency Circulation

The applications were circulated to internal/external agencies and their comments are summarized below. The majority of agencies had no significant concerns with the applications.

The following agencies and internal departments had more significant comments through the circulation process. All do not object to the Town issuing approval for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision approval subject to the inclusion of recommended Draft Plan Conditions.

### Region of Halton

Regional staff is of the opinion that these Plan of Subdivision, Zoning By-law Amendment, and Local Official Plan Amendment applications are consistent with and conform to the relevant planning documents and represent good planning from a regional perspective. Halton Region has no objection to the Town of Milton granting draft plan approval to the development proposal or presenting a Zoning By-law amendment and Official Plan amendment to Town Council, subject to the Regional comments and the Region's required conditions of draft approval.

Regional staff notes that the Plan of Subdivision is to be consistent with the recommendations and direction provided in the Subwatershed Impact Study (SIS). The Region identified that while the proposed subdivision application is generally consistent with the proposed SIS, the subdivision may need to be updated to reflect any changes to the SIS once finalized.

The Region noted that the applicant submitted a Stationary Noise Feasibility Assessment that concluded that the development is not anticipated to be a significant source of vibration, that Ministry of Environment Conservation and Parks (MECP) D-series minimum setback recommendations are satisfied, and that MECP sound level limits at all sensitive receptors identified in the study are met. It is further recommended that an updated noise assessment should be completed at the detailed design stage through the site plan control process. To ensure that a revised Noise Impact Assessment is provided and reviewed

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through the detailed site design, a Holding provision requiring an updated noise study is recommended to be added to all development blocks.

Regional staff also noted that the Functional Servicing Report submitted with the applications recommends that to service the north half of the site, a local sanitary sewer be constructed within the extension of Clark Boulevard to Fifth Line. Regional staff confirmed that this servicing strategy generally aligns with the Derry Green Business Park Water and Wastewater Servicing, Area Servicing Plan and that a further analysis is not required to demonstrate that the existing sanitary sewer system in the area can accommodate the proposed development. The Region identified however, that the Functional Servicing Report will need to be updated to address regional comments related to stormwater drainage, water servicing and any existing septic systems on the property. A Regional servicing permit will also be required as a condition of site plan approval.

Lastly, Halton Region noted that James Snow Parkway is a Regional Road and a land dedication will be required for the future planned road widening to 6 lanes. The Region requires a plan be completed by an Ontario Land Surveyor to confirm the exact dedication requirements for the right-of-way as the widening may not have a consistent width along the entire James Snow Parkway frontage. The Region also identified that the two proposed right-in right-out only accesses to James Snow Parkway are permitted in principle subject to an updated Transportation Impact Study. It was noted that concrete centre median islands, dedicated right turn lanes (deceleration) and potentially acceleration lanes will need to be considered in the access design.

### Conservation Halton

Conservation Halton staff reviewed the applications and noted that while staff typically recommends deferral of Draft Plan approval until the Subwatershed Impact Study (Derry Green Oxford 1 & 2) has been approved and finalized, should the Town proceed with the approval of this application, Conservation Halton staff recommends that the approval include required draft plan conditions. It is also noted that final technical documents and engineering drawings associated with the subdivision will need to be reviewed to ensure conformity with the final approved SIS.

### Community Services

Community Services staff has noted that cash-in-lieu of parkland dedication will be required. The amount payable will be determined on the basis of the Town's by-laws and policies in effect at the time of collection of the cash-in-lieu payment, which is prior to issuance of building permit. In the case of development or redevelopment for commercial or industrial purposes, 2 percent of the value of the lands is the applicable rate for cash-in-lieu. No parkland is required to be dedicated from this plan and conditions of draft plan approval have been provided.

### Development Engineering



## Discussion

Development Engineering staff notes that Phases 1 and 2 of the Derry Green Corporate Business Park Subwatershed Impact Study (SIS) for this development area is still under review and that reports may need to be revised or expanded upon, subject to final approval of the SIS.

### Milton Fire

Milton Fire staff noted that they have no comments or concerns regarding the overall subdivision design or with the Official Plan and Zoning By-law Amendments. Additional comments regarding site access, building locations, fire hydrants, and fire department connections will be provided and reviewed through the future detailed site plan design.

## Issues of Concern

### Size of the Buildings Proposed and Truck Bays

The applicant has proposed a Plan of Subdivision to facilitate the development of a prestige business park with light industrial warehouses and office uses in accordance with the Derry Green Corporate Business Park Secondary Plan. Staff has reviewed the proposed subdivision design and proposed uses and has confirmed that they are consistent with the permitted uses and policies of the Secondary Plan.

The Draft Plan of Subdivision (Appendix 1) and Concept Plan (Figure 2) identify that proposed development consists of 11 development blocks with 14 buildings for employment uses. Buildings of various sizes are proposed with the largest buildings being located in the centre of the development and along Fifth Line, and with the smallest of the buildings abutting James Snow Parkway. The majority of these buildings require truck bays to support the proposed uses however, the buildings have been configured to ensure that the truck bays are located the farthest away from James Snow Parkway and can be screened from view.

### Extension of Clark Boulevard and Louis St. Laurent Avenue to Fifth Line

Through the Draft Plan of Subdivision application, extensions to Clark Boulevard and Louis St. Laurent Avenue are proposed from James Snow Parkway to Fifth Line. The extension of these roads was identified in the Milton Derry Green Corporate Business Park Secondary Plan and in the Town's 2018 Transportation Master Plan.

Louis St. Laurent Avenue is identified as a Minor Arterial Road in the Official Plan. The extension of Louis St. Laurent from James Snow Parkway to Fifth Line is planned to be a 4-lane arterial road. The applicant has undertaken Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) planning and design process for the extension of Louis St. Laurent Avenue, which is an approved process under the Ontario Environmental Assessment Act. Phases 1 and 2 of the MCEA were completed through the completion of the Derry Green Corporate Business Park Secondary Plan and the Town's 2018 Transportation Master Plan. The preferred design concept of the extension of Louis St.

## Discussion

Laurent Avenue from James Snow Parkway to Fifth Line has been presented in the final Environmental Study Report (ESR) and has now been completed.

The extension of Clark Boulevard to Fifth Line is also consistent with the Derry Green Secondary Plan. Clark Boulevard is classified as a collector road, which is intended to serve the following functions and purposes:

- Provide access to property and facilitate traffic movement;
- Connects Collector and Local Roads to Arterial Roads;
- Serves local travel demands;
- 2,500 to 8,000 vehicles per day;
- Accommodates local transit service; and
- Typically have truck restrictions in residential areas.

The detailed design of the Clark Boulevard extension will be completed through the Plan of Subdivision application however, staff has noted that the extension will be planned to 50km/h, and that only the extension will permit heavy truck traffic to service the proposed development. Heavy traffic will continue to be prohibited all year on the existing Clark Boulevard.

### Traffic Impacts

Some residents expressed concerns regarding traffic impacts from the proposed development to the existing residential neighbourhoods to the west. Concerns were primarily related to the extensions of Clark Boulevard and Louis St. Laurent Avenue to Fifth Line, as well as the increased traffic along James Snow Parkway.

As identified in the above section, the proposed extensions of Clark Boulevard and Louis St. Laurent Avenue are consistent with the Derry Green Corporate Business Park Secondary Plan and in the Town's 2018 Transportation Master Plan. Transportation staff has confirmed that the Transportation Impact Assessment submitted with the development does not anticipate any significant increases in traffic along Clark Boulevard as a result of the proposed development, and that Clark Boulevard would still be well within the means of functioning as an intended collector roadway. It is also noted that the development would not result in any additional truck traffic along Clark Boulevard. Trucks coming to/from the subject site will generally use the arterial road network to get to/from the provincial freeway system. The Town will also continue to monitor Clark Boulevard to assess if any mitigation measures are required along this roadway, regardless of whether the subject development proceeds.

Furthermore, James Snow Parkway is identified as a Major Arterial Road and a Regional Road in the Secondary Plan. Halton Region has clarified that the need to widen James Snow Parkway from 4 to 6 lanes was identified though the Halton Region 2011-2031 Transportation Master Plan. The Municipal Class Environmental Assessment (MCEA) to

## Discussion

widen James Snow Parkway to six lanes from Britannia Road to Highway 401 has not started yet so the ultimate design has not yet been determined.

Lastly, staff notes that Fifth Line will also be utilized to provide vehicle and truck access to the development, in addition to the access provided from James Snow Parkway, the Clark Boulevard extension and the Louis St. Laurent extension. Fifth Line is currently identified as a Minor Arterial Road and is planned to be widened to four lanes from Main Street to Britannia Road. The Region of Halton is also currently evaluating upgrading Fifth Line to a Regional Road through their 5 ½ Line Study. Should the study conclude that this portion of Fifth Line should become a Regional Road, Town staff has recommended a minimum building setback of 23.5 metres from the centreline of Fifth Line be included in the proposed Zoning By-law Amendment to ensure that the development does not restrict any road improvements in this area. The future improvements along Fifth Line will provide additional transportation connections for trucks and other traffic in the Derry Green Secondary Plan Area.

### Safety and Accesses to James Snow Parkway

The applicant prepared a Transportation Impact Study (TIS) in support of the proposed development. The TIS and concept plans identify that new full moves intersections at Clark Boulevard and Louis St. Laurent Avenue and two right-in right-out only driveway accesses to James Snow Parkway are proposed. As James Snow Parkway is a Regional Road, any road or driveway access to the road require Regional approval.

Halton Region and Town of Milton Transportation staff have reviewed the proposed accesses to James Snow Parkway and have confirmed that they are permitted in principle. The final design of these accesses, including required improvements to traffic signals, the placement of concrete median islands, and dedicated right turn lanes and left turn lanes will continue to be reviewed by the Town of Milton and Region of Halton through the detailed site design and through an update to the Transportation Impact Study. It is also noted that the future designs of these accesses must consider how active transportation will be accommodated in accordance with current transportation guidelines and standards.

### Building Heights & Privacy

To ensure that a high quality of urban design is provided along James Snow Parkway, the Derry Green Corporate Business Park Secondary Plan requires a minimum building height of two storeys in the Prestige Office designation at the corner of James Snow Parkway and Louis St. Laurent, and a minimum building height of 6 metres for lands designated as Business Park with the 'Street Oriented Overlay', which includes the majority of the blocks abutting James Snow Parkway.

Through the Draft Zoning By-law Amendment, site specific provisions are proposed to require minimum building heights along James Snow Parkway in accordance with the Secondary Plan. Although the ultimate building heights will be reviewed through the detailed site plan submissions, in the proposed concept plans and urban design brief, the

## Discussion

applicant has proposed buildings along James Snow Parkway that would be consistent with the policies of the Secondary Plan and the Draft Zoning By-law Amendment.

The remainder of the employment lands within the subject subdivision are designated as Business Park Area within the Secondary Plan. These areas are proposed to be rezoned to the M1 zone which would permit a maximum building height of 15 metres in accordance with the current zone standards. An increase in the maximum permitted building height to 27.5 metres would only be permitted for the lands zoned as M1\*293-H51. The majority of these blocks are located interior to the subdivision, with the exception of Block 5 which fronts onto James Snow Parkway at the southern most point of the site. Staff notes that no residential uses are located on the western side of James Snow Parkway across from Block 5. The increase in the maximum building height in the M1 zone is required to accommodate the full range of employment uses proposed by the applicant and contemplated in the Derry Green Corporate Business Park Secondary Plan.

Staff notes that the increased building heights are unlikely to have any impact on the existing residential uses on the west side of James Snow Parkway. The applicant is proposing to locate the smaller buildings fronting directly onto James Snow Parkway with the larger industrial buildings behind. Furthermore, the ultimate James Snow Parkway right-of-way is planned to be a minimum of 47 metres wide. This separation will help to further mitigate any visual impacts from the proposed development to the existing low density residential uses. Lastly, staff have proposed a holding provision in the draft Zoning By-law that would ensure that the applicant provides a high quality or urban design and landscaping along James Snow Parkway.

### Noise from Car and Truck Traffic

A Noise Feasibility Study prepared by Dillon Consulting (dated January 2020) was submitted with the applications to assess the potential noise impacts associated with the proposed development on nearby sensitive residential receptors. This includes the entire residential subdivision to the west side of James Snow Parkway as well as existing single-detached dwellings along Fifth Line. The primary noise sources of concern related to the proposed development operations include HVAC units, truck movements within the development boundaries, and related loading and unloading activities. The Noise Study was prepared in accordance with the Ministry of Environment, Conservation and Parks (MECP) noise publication NPC-300 and land-use compatibility guidelines (D-6).

The analysis concludes that the locations of the industrial and office buildings meets the minimum setback recommendations from sensitive receptors (residential uses), in accordance with the D-6 Guidelines. The study also concludes that the proposed development operations meet the sound level limits at all sensitive receptors identified in the study. An updated Noise Feasibility Study will be required as part of the site plan approval process to confirm compliance with Provincial noise guidelines once the detailed uses, grading, building heights, and HVAC equipment have been determined.

## Discussion

Furthermore, the individual industries which occupy the buildings will need to be evaluated for potential noise impacts as part of their provincial approvals.

Should the applications be approved, Planning staff will ensure the recommended noise mitigation controls are implemented through the site plan process. Furthermore, in order to ensure noise control measures are sufficient, prior to the issuance of any building permits, a further assessment from a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario shall be undertaken to review the plans and specific equipment that shall be used within the development.

### Amount of Greenspace

The locations of new parks and trails is determined through the development of the Secondary Plan. On Schedule C-9-A of the Derry Green Corporate Business Park Secondary Plan, trails are contemplated close to this development, along the Clark Boulevard Extension, along the Louis St. Laurent Ave extension, and along Fifth Line. Trails along roadways are proposed to include a bike path and a sidewalk however, the ultimate design of these road right-of-ways will be reviewed through the detailed engineering design.

In addition to the trails proposed along the roadways in the Secondary Plan, the applicant has proposed additional pedestrian connections throughout the proposed development, including a potential trail connection from Clark Boulevard to the potential trail in the Union Gas corridor (See Figure 3- Concept Landscape Plan). The feasibility and ultimate configuration of any internal trail connections will be reviewed through the detailed site design in consultation with Community Services staff and Union Gas.

The Urban Design Brief and concept plans submitted with the applications also propose to provide outdoor amenity areas and gathering places throughout the subdivision in order to provide a high level of comfort for pedestrians and employees. This includes providing outdoor amenity areas within the Prestige Office blocks at the corner of Louis St. Laurent Avenue and James Snow Parkway. These amenity areas are also strategically located adjacent to water features and such as proposed stormwater management ponds, existing wetlands, and environmental linkages. Potential locations for public art are also proposed throughout the subdivision, and the final locations and design of public art will be reviewed by staff through the future site plan applications.

Through the Zoning By-law Amendment application, the applicant has proposed reducing the minimum required landscaped open space from 10% to 7.5% for the Business Park (M1) zoned blocks. Staff notes that for the majority of lots zoned Business Park (M1) in the Town of Milton, the minimum amount of landscaped open space is accommodated adjacent to properties lot lines, which ensures that sufficient landscaping can be provided in more visible locations between properties and along the street. Staff notes however, that the subject development includes very large development blocks, large buildings, and an efficient site layout that results in reduced opportunities to provided landscaped open space. Despite the large blocks, the proposed site design continues to accommodate



## Discussion

landscaping surrounding each development block and along street lines that is consistent with what is seen in other M1 zone properties in the Town of Milton. Furthermore, the subdivision includes various other green features including 3 storm water management ponds, existing wetlands, and environmental linkages that comprise of approximately 22% of the total subdivision area. These areas will further contribute to the amount of greenspace in the development. For these reasons staff is of the opinion that the reduced landscaped open space is appropriate for the subject development.

Through the subject applications, the applicant has proposed an Official Plan Amendment to permit surface parking between the buildings and the street along James Snow Parkway. Section C.9.4.6.7 of the Derry Green Secondary Plan speaks to enhanced streetscape design along James Snow Parkway and Derry Road as they are major access routes into and through the community. 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 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.
- e) The use of native and non-invasive species for landscaping and street tree planting will be promoted.

Section C.9.2.2 of the Derry Green Corporate Business Park Secondary Plan outlines key design elements to create a visually and physically well-connected Business Park incorporating high quality streetscape and design which is supportive of transit and active transportation. In addition, to build upon these policies, is a set of urban design guidelines that have been established to provide design direction for both the public and private realm and ensure quality development within the Business Park.

The applicant has proposed an Official Plan Amendment to permit parking between the buildings and the street along James Snow Parkway provided adequate berming or landscape screening are implemented. While the Town encourages building placement close to the street edge as the dominant and consistent element within the Street Oriented Site Area designation, in this instance it is not feasible or desirable as the buildings proposed are larger industrial buildings that demand large rectangular shaped buildings and by their function require extensive loading bays/service areas. Further, orientation of the buildings in this manner would result in an inefficient site design. As such, the buildings may require parking to be provided between the buildings and the street to ensure that the loading doors and service areas are located in the rear and flankage yards and screened from James Snow Parkway.

## Discussion

The buildings have been designed to address James Snow Parkway wherever feasible by ensuring the main building entrances are located along the portions of the buildings facing the street. In addition, an urban design brief has been prepared by the applicant to demonstrate that a high quality of urban design can be provided between the proposed buildings and James Snow Parkway. Enhanced building facades and high quality landscaping are proposed to be incorporated in order to effectively screen parking and loading areas from the residential development west of James Snow Parkway. The pedestrian realm will also be enhanced by the development of a 3.0 metre multi-use trail along James Snow Parkway in future. (See Figure 2-Concept Plan and Figure 3-Concept Landscape Plan).

The Town is also recommending placing a holding provision (H50) along the Business Park Street Oriented Site designation and Prestige Office designation to ensure the enhanced level of urban design is achieved as illustrated in the concept plans provided.

Staff will work with the applicant through the site plan process to ensure a high quality of urban design is achieved for the site, particularly for the development blocks fronting onto James Snow Parkway. Through the site plan process, Planning staff is seeking to ensure that a visually strong street edge along James Snow Parkway frontage is achieved. Overall, staff is satisfied that the proposal can achieve a high quality of urban design and any issues surrounding lighting, traffic and adequate landscaping treatments can be addressed through the site plan approval process.

### Air Pollution

The Province of Ontario has multiple land use compatibility policies and guidelines that help municipalities develop planning policy and evaluate new developments and land uses. Through the development of the Derry Green Corporate Business Park Secondary Plan, Town of Milton and Region of Halton staff ensured compatibility between the employment uses and the existing residential uses to satisfy these Provincial guidelines.

At this time, there are no federal or provincial requirements related to transportation pollution that could be used to evaluate new development proposals. Through the Town's Official Plan however, there are policies that support the reduction of transportation pollution such as promoting intensification and a compact urban form, optimizing the use of existing and new infrastructure, encouraging transit-supportive development, extending active infrastructure (such as walking and biking trails), and maintaining natural features. Staff have confirmed that the proposed development is consistent with the Town's Official Plan policies including the policies found in the Derry Green Corporate Business Park Secondary Plan.

The Region of Halton has identified that Air Quality is typically reviewed through the Region's Road related Municipal Class Environmental Assessment (MCEA) projects, and it will be a consideration of the future James Snow Parkway Municipal Class Environmental Assessment to widen the road to six lanes. The Halton Region Transportation Master Plan (2031), incorporates discussion on air quality that builds on

## Discussion

the Air Quality Management Strategy that was part of the 2004 Transportation Master Plan. The key recommendations of the 2004 strategy include the following:

- Promote use of transit and Transportation Demand Management (TDM) measures (i.e., carpooling to reduce vehicle kilometres travelled and minimize road traffic congestion);
- Increase fuel efficiency in regional fleet management (e.g., alternative fuels, hybrid engines);
- Implement street sweeping and flushing near construction and industrial activities to minimize dirt trackout and subsequent suspension in the atmosphere;
- Maintain posted driving speeds (e.g., 50 - 80 km/h) to reduce tailpipe emissions, where possible;
- Promote on-street and off-street bicycle and walking trail networks, especially where public transit services are spatially or temporally inadequate;
- Develop design and roadway maintenance guidelines that improve air quality, such as wider paved shoulders and appropriate street and shoulder flushing to reduce dust emissions;
- Increase tree planting across the Region as an effective means of removing airborne contaminants;
- Develop a corporate model, to lead by example, in the reduction of vehicle travel/emissions and the reduction of air quality impacts from transportation sources; and
- Develop an education campaign to promote air quality. Programmes such as commuter challenges, tree planting events and walk/cycle days to work have successfully been implemented in other municipalities.

### Impacts to Wildlife

Through the review of the Derry Green Corporate Business Park Secondary Plan and the proposed development applications, various environmental studies have been completed, that include the review of potential impacts to wildlife in the area.

In 2007 the Town retained a consultant to conduct a Subwatershed Update Study (SUS) for Secondary Plan growth areas, including the Derry Green Business Park Secondary Plan Area. This multi-disciplinary work included among others, comprehensive surveys and characterization of vegetation and wildlife based on seasonal studies, using study protocols accepted by agencies having jurisdiction for such studies. Detailed environmental management strategies (documented in Functional Servicing and Environmental Management Strategy or FSEMS, and Conceptual Fisheries Compensation Plan or CFCP) were prepared for the proposed Secondary Plan areas. In these documents, information on natural resources was summarized based on the

## Discussion

characterization work plus background data, and a recommended Natural Heritage System was specified to be protected and restored. The subwatershed study included liaison with Conservation Halton and the Ministry of Natural Resources and Forestry, and Department of Fisheries and Oceans. Natural resources were examined in accordance with legislation, policies (federal, provincial, Region of Halton and Town of Milton) in effect at the time of the study (up to November 2015 when reports were finalized).

The SUS also provided Terms of Reference for future local studies referred to as Subwatershed Impact Studies (SIS) to be completed by individual landowners in each Secondary Plan area as part of the next stages of planning and design for their respective properties. Developers have subsequently submitted SISs for individual development areas in accordance with the SUS and FSEMS specifications. Where required by the Town and its study partners (Conservation Halton, and Halton Region) as well as other permitting and approval agencies (MNRF) these SISs included updated field studies of natural resources and refinement of species information. The SISs also include the requirement for local monitoring plans for up to 10 years after development, including natural resource monitoring. The Town of Milton, Region of Halton, Conservation Halton, MNRF and in some cases DFO participate in peer reviews of the SISs and in permit applications for site alteration and development approvals. The Town of Milton is also undertaking separate holistic subwatershed monitoring to ascertain long term trends for natural resources and water resources within the Derry Green Secondary Plan areas and from this establish the need for adaptive management long-term.

The landowners are required to ensure protection and enhancement of the Natural Heritage System and its vegetation and wildlife resources as specified in the SISs and in conformity with the SUS and FSEMS documents. Protective precautions such as the avoidance of disturbance during breeding bird nesting, exclusion of small wildlife from development areas, provision of safe wildlife crossings under roadways, and rescue/salvage of amphibians and fish from occupied habitats that will be removed, are planned and addressed in the development approvals and implementation. The developers are primarily responsible to ensure that these measures are carried out as specified in the SIS; the Town of Milton and Conservation Halton are routinely involved in oversight of the active development process.

## Financial Impact

There are no financial implications associated with this report.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO  
Commissioner, Development Services



# The Corporation of the Town of Milton

Report #:  
DS-046-21  
Page 25 of 25

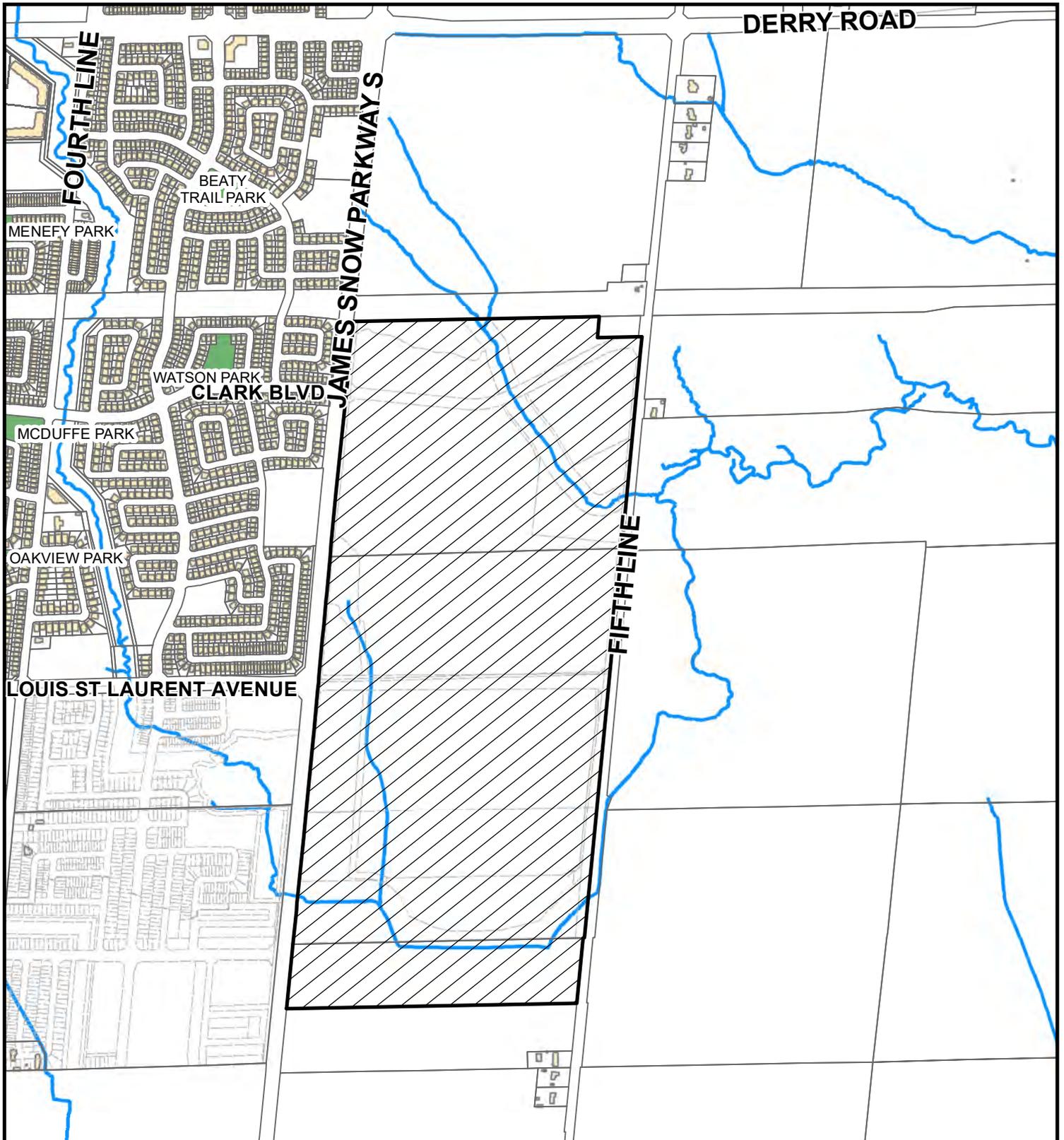
For questions, please contact:    Natalie Stopar, MCIP, RPP            Phone: Ext. 2263

## Attachments

Figure 1- Location Map  
Figure 2- Concept Plan  
Figure 3- Concept Landscape Plan  
Appendix 1- Draft Plan of Subdivision  
Appendix 2- Draft Official Plan Amendment  
Appendix 3- Draft Zoning By-law Amendment  
Appendix 4- Public Comments

CAO Approval  
Andrew M. Siltala  
Chief Administrative Officer

# FIGURE 1 LOCATION MAP

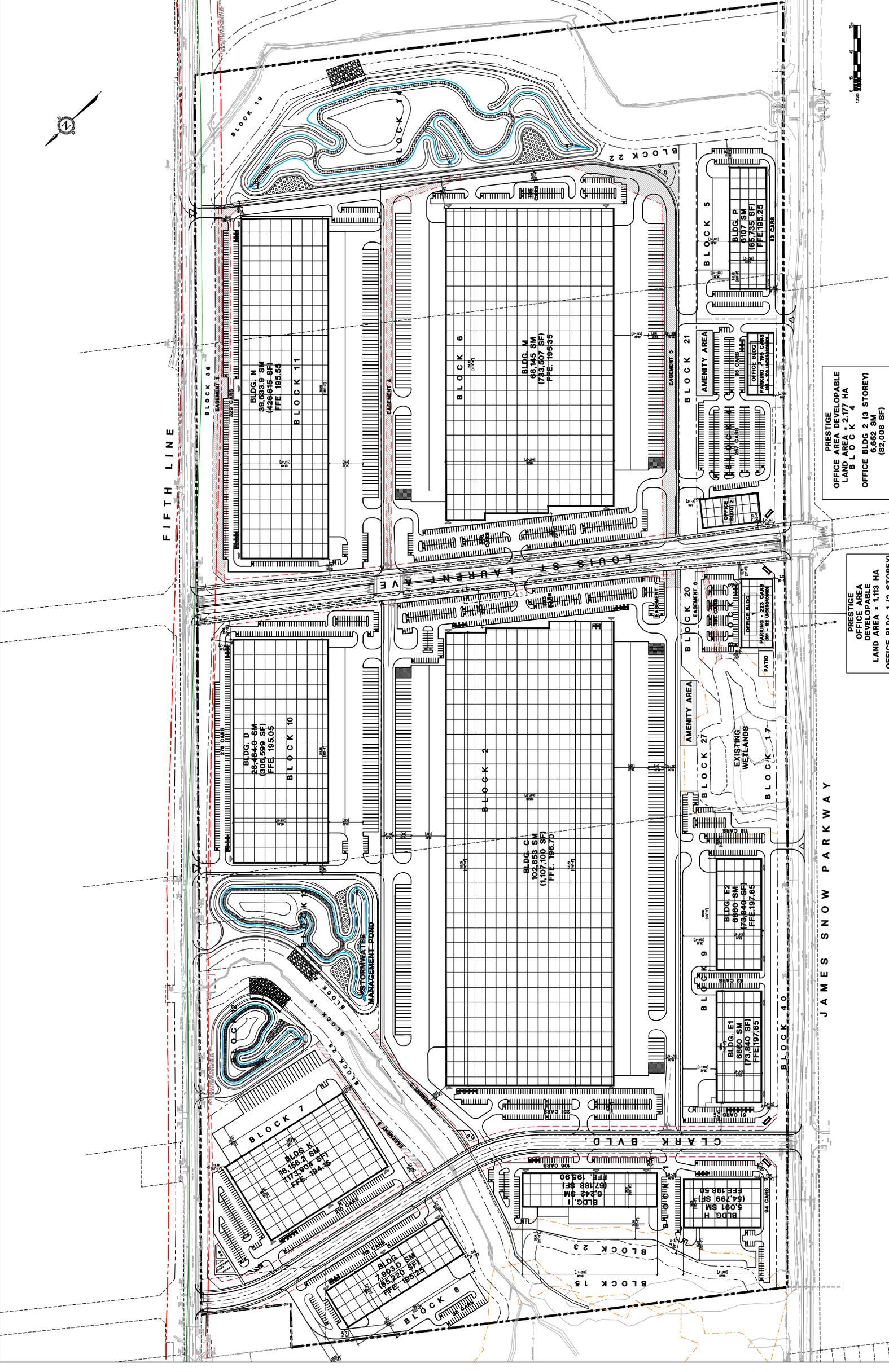


<p>Council Date: June 21, 2021</p>	<p>Scale: 1: 12,500</p>	<p>File: Z-02/20 LOPA-01/20 &amp; 24T-20002/M</p>	<p>Development Services Department</p>
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 Subject Property
 Copyright 2021: Town of Milton, Teranet Inc.

# FIGURE 2 DS-046-21

Client/Project: DERRY GREEN LANDS  
 JAMES SNOW BUSINE  
 MILTON, ONTARIO  
 Title: SITE PLAN  
 Project No.: 1606.22736  
 Drawing No.: SK16A



All Parking Required for Zone 18, M1 & M2 Industrial (R14 and R16.014)  
 600,000 sqm @ 50000 sqm/ha = 12.0000 ha \* 1.0000 = 12.0000 ha  
 12.0000 ha \* 1.0000 = 12.0000 ha  
 12.0000 ha \* 1.0000 = 12.0000 ha

Lotting	Area (sqm)	Area (ha)	Area (ac)	Area (sqm)	Area (ha)	Area (ac)
PHASE 1	28,484.0	2.8484	7.03	28,484.0	2.8484	7.03
BLDG. A	100,000.0	10.0000	24.71	100,000.0	10.0000	24.71
BLDG. B	6,800.0	0.6800	1.70	6,800.0	0.6800	1.70
BLDG. C	8,800.0	0.8800	2.20	8,800.0	0.8800	2.20
PHASE 2	38,000.0	3.8000	9.50	38,000.0	3.8000	9.50
BLDG. D	107,100.0	10.7100	26.75	107,100.0	10.7100	26.75
BLDG. E	1,000.0	0.1000	0.25	1,000.0	0.1000	0.25
PHASE 3	113,895.9	11.3896	28.47	113,895.9	11.3896	28.47
BLDG. F	73,507.0	7.3507	18.32	73,507.0	7.3507	18.32
BLDG. G	40,388.9	4.0389	10.09	40,388.9	4.0389	10.09
BLDG. H	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. I	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. J	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. K	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. L	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. M	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. N	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. O	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. P	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. Q	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. R	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. S	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. T	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. U	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. V	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. W	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. X	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. Y	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27
BLDG. Z	5,091.0	0.5091	1.27	5,091.0	0.5091	1.27

**PRESTIGE OFFICE AREA DEVELOPABLE LAND BLOCK 4**  
 OFFICE BLDG. 2 (3 STOREY)  
 6,652 SM (82,008 SF)

**PRESTIGE OFFICE AREA DEVELOPABLE LAND BLOCK 1 (2 STOREY)**  
 OFFICE BLDG. 1 (2 STOREY)  
 5,618 SM (63,888 SF)

**BUILDINGS STATISTICS**

PHASE	BLDG. ID	BLDG. AREA (SM)	BLDG. AREA (SF)	NET FLOOR AREA (SF)
PHASE 1	BLDG. A	28,484.0	306,600	306,600
PHASE 1	BLDG. B	6,800.0	1,107,100	1,107,100
PHASE 1	BLDG. C	8,800.0	73,507	73,507
PHASE 2	BLDG. D	107,100.0	1,107,100	1,107,100
PHASE 2	BLDG. E	1,000.0	1,107,100	1,107,100
PHASE 3	BLDG. F	73,507.0	733,607	733,607
PHASE 3	BLDG. G	40,388.9	429,616	429,616
PHASE 3	BLDG. H	5,091.0	54,139	54,139
PHASE 3	BLDG. I	5,091.0	54,139	54,139
PHASE 3	BLDG. J	5,091.0	54,139	54,139
PHASE 3	BLDG. K	5,091.0	54,139	54,139
PHASE 3	BLDG. L	5,091.0	54,139	54,139
PHASE 3	BLDG. M	5,091.0	54,139	54,139
PHASE 3	BLDG. N	5,091.0	54,139	54,139
PHASE 3	BLDG. O	5,091.0	54,139	54,139
PHASE 3	BLDG. P	5,091.0	54,139	54,139
PHASE 3	BLDG. Q	5,091.0	54,139	54,139
PHASE 3	BLDG. R	5,091.0	54,139	54,139
PHASE 3	BLDG. S	5,091.0	54,139	54,139
PHASE 3	BLDG. T	5,091.0	54,139	54,139
PHASE 3	BLDG. U	5,091.0	54,139	54,139
PHASE 3	BLDG. V	5,091.0	54,139	54,139
PHASE 3	BLDG. W	5,091.0	54,139	54,139
PHASE 3	BLDG. X	5,091.0	54,139	54,139
PHASE 3	BLDG. Y	5,091.0	54,139	54,139
PHASE 3	BLDG. Z	5,091.0	54,139	54,139

**PRESTIGE OFFICES**

OFFICE BUILDING	AREA (SM)	AREA (SF)
OFFICE BUILDING 1	6,618	62,472
OFFICE BUILDING 2	4,288	45,134
OFFICE BUILDING 3	4,288	45,134
<b>TOTAL</b>	<b>15,194</b>	<b>152,740</b>



**Legal Description**  
Part of Lots 7, 8, and 9  
Concession 5, New Survey  
Geographic Township of Trafalgar  
Town of Milton  
Regional Municipality of Halton

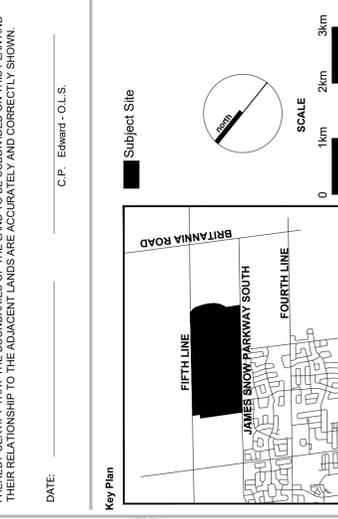
**Owner's Certificate**  
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO  
SUBMIT THIS PLAN FOR APPROVAL.

DATE: \_\_\_\_\_  
PART OF LOT 7.8, CONCESSION 5  
- Derry Green Lands Limited Partnership

DATE: \_\_\_\_\_  
PART OF LOT 7 CONCESSION 5  
- Bramhaven Film Line Inc.

**Surveyor's Certificate**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND  
THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: \_\_\_\_\_ C.P. Edward - O.L.S.



**Additional Information Required Under Section 51(17) of the Planning Act  
R.S.O. 1990, c.P.13 as Amended**

A. As Shown  
B. As Shown  
C. As Shown  
D. Employment, Stormwater Management, Natural Heritage System, Environmental Linkages  
E. As Shown  
F. As Shown  
G. As Shown  
H. Municipal Water Supply  
I. Cohesive Clayey Silt  
J. As Shown  
K. All Services As Required  
L. As Shown

DESCRIPTION	BLOCKS	HECTARES
Employment Lands	1 - 11	71.301
Stormwater Management	12 - 14	7.026
Natural Heritage System	15 - 19	10.489
Environmental Linkages	20, 21	1.193
Drainage Corridor	22	0.183
Environmental Buffer	23 - 30	3.536
0.3m Reserve	31 - 37	0.051
Road Widening	38 - 40	3.511
Stormwater Management Buffer	41 - 43	0.744
Streets		4.437
<b>Total:</b>	<b>43</b>	<b>102.471</b>

No.	Date	Issued / Revision	By
20	May 13, 2021	Effect SWM boundary to interior of SWM ponds; update area codes	RM
19	April 28, 2021	Rev. to site + block boundaries per Surveyor input; added SWM buffers	EL
17	January 20, 2021	Revisions to the Site Boundary and Bearings	EL
16	December 23, 2020	All Area Schedule Calculation	EL
15	December 17, 2020	Georeferenced to Meridian	EL
14	December 17, 2020	Drawing updated with New Base and All Area Schedule Calculation	EL
13	December 10, 2020	Revisions to 0.3 Reserve Block and Area Schedule Calculation	EL
12	November 17, 2020	Revisions to 0.3 Reserve Block and Area Schedule Calculation	EL
11	November 17, 2020	Revisions to 0.3 Reserve Block	EL
10	November 12, 2020	Revisions to Blocklines, Easements and Area Schedule Calculation	EL
9	October 31, 2020	Revisions to Easements, ROW and Adjacent Blocks	EL
8	October 31, 2020	Revisions to Easements, ROW and Adjacent Blocks	EL
7	October 14, 2020	Revisions to Daylight Triangles Along JSP	EL
6	August 13, 2020	Revisions to Daylight Triangles	EL
5	July 24, 2020	Site Easements Revisions to Transverse Accrodingly	EL
4	April 17, 2020	Draft Plan to be georeferenced to Transverse Mercator	EL
		Zone 17 North, North American Datum 1983	

**PLANNING  
URBAN DESIGN  
& LANDSCAPE  
MHBC ARCHITECTURE**

462 BRANT STREET BRANTFORD, ON. N3A 2A1 | P: 519.339.9585 | F: 519.339.5397 | WWW.MHBCPLAN.COM

**Stamp**

Date: May 13, 2020

File No.: 1607 H

Plan Scale: 1:2500 (Arch D)

Drawn By: R.M.

Checked By: G.T.

Other:

Project: DERRY GREEN MILTON, ONTARIO

File Name: DRAFT PLAN OF SUBDIVISION

Dwg No.: 1 of 1

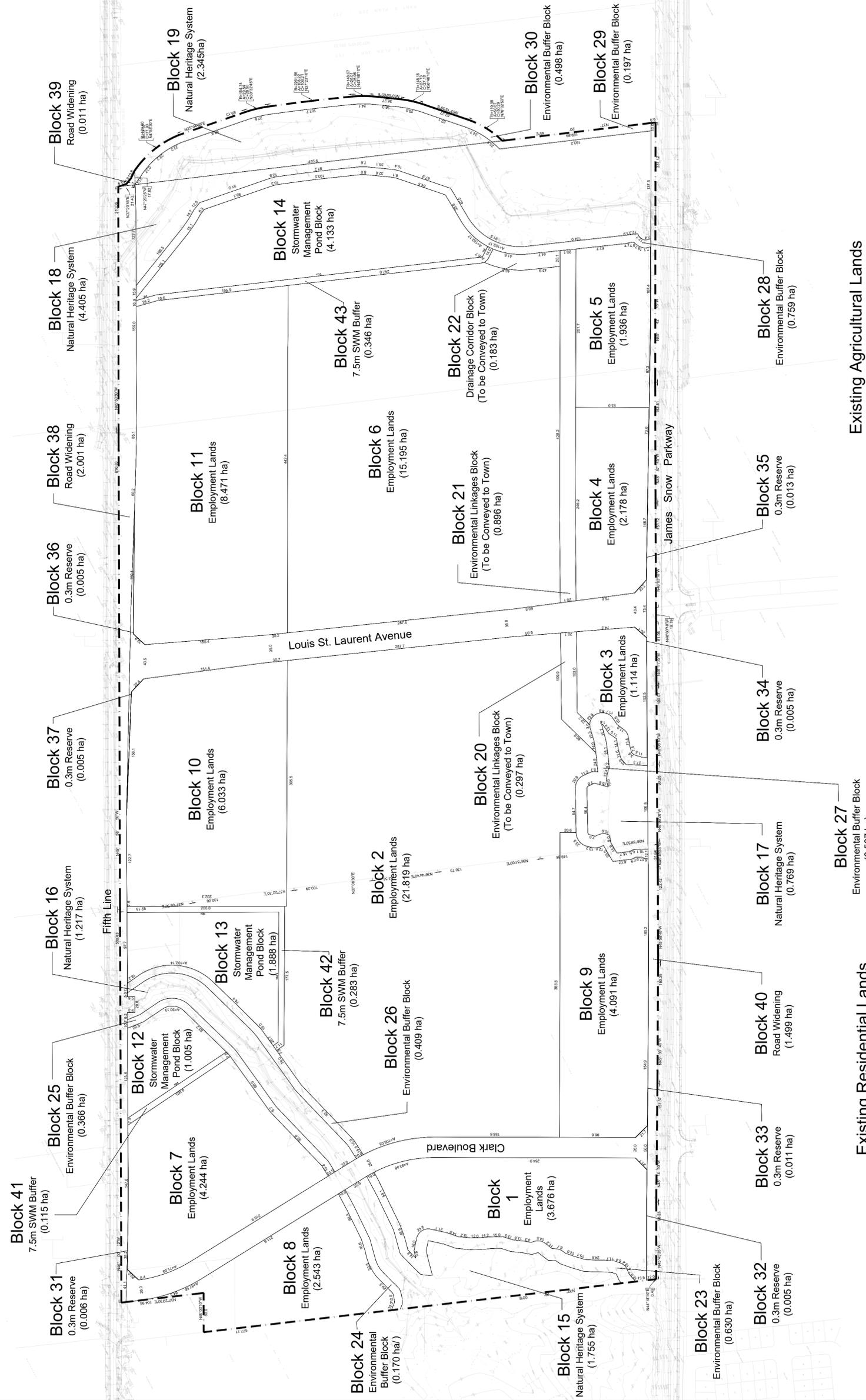
Scale Bar: 0 50 100 200 300

Existing Agricultural Lands

Existing Agricultural Lands

Existing Agricultural Lands

Existing Residential Lands



THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-2021

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT*, IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 0, 6390-6400 AND 6548 FIFTH LINE, AND LEGALLY DESCRIBED AS DESCRIBED AS PART OF LOTS 7, 8, AND 9, CONCESSION 5, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA-01/20)

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

1. **THAT** Amendment No. 66 to the Official Plan of the Town of Milton, to amend Schedule C-9-B of the Derry Green Corporate Business Park Secondary Plan to align the designations boundaries of the Secondary Plan with the Draft Plan of Subdivision, and to amend Policy 4.11 and Schedule I1 of the Town of Milton Official Plan to permit surface parking between the building and the street provided adequate berming or landscape screening are implemented, and to permit light industrial uses within the areas designated as Business Park Areas with Natural Heritage Oriented Area overlay irrespective of the amount of accessory office gross floor area, for the lands legally described as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, Town of Milton, Regional Municipality of Halton consisting of the attached maps and explanatory text, is hereby adopted.
2. **THAT** pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
3. **AND THAT** in the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 66 to the Official Plan of the Town of Milton.

**PASSED IN OPEN COUNCIL ON JUNE 21, 2021**

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

\_\_\_\_\_  
Meaghen Reid Town Clerk

**AMENDMENT NUMBER 66  
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. 66 to the Official Plan of the Town of Milton**

## **PART 1: THE PREAMBLE**

### **THE TITLE**

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

Amendment No. 66  
To the Official Plan of the Town of Milton  
0, 6390-6400 and 6548 Fifth Line  
Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of  
Trafalgar, Town of Milton  
(LOPA-01/20)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to Section C.9 'Derry Green Corporate Business Park Secondary Plan' of the Official Plan that are necessary to:

- Modify the designations of the Secondary Plan in Schedule C-9-B to align with the blocks in the proposed Draft Plan of Subdivision;
- Modify Section 4.11 to create "Specific Policy Area No. 41" to:
  - Permit limited surface parking located between the building and the street along the east side of James Snow Parkway, provided adequate berming or landscaping is implemented.
  - Permit light industrial uses within the areas designated Business Park Areas with Natural Heritage Oriented Area overlay. Office components associated with such uses shall be implemented in accordance with Section C.9.5.1.7 of the Derry Green Corporate Business Park Secondary Plan.

### **LOCATION OF THE AMENDMENT**

The subject lands are bound by James Snow Parking to the west, and Fifth Line to the east. The lands are municipally identified as 0, 6390-6400 and 6548 Fifth Line and are legally described as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, Town of Milton.

### **BASIS OF THE AMENDMENT**

The effect of the amendment will be to amend the mapping of land use designations within the Derry Green Secondary Plan in order to better align the designation boundaries with the proposed Draft Plan of Subdivision and constraints refined through the Subwatershed Impact Study. The amendment will also designate the property as a Specific Policy Area in order to remove the restrictions on the location of parking between the proposed buildings and James Snow Parkway where adequate berming or landscaping screening is provided and to permit light industrial uses within areas designated Business Park Area with Natural Heritage Oriented Area overlay irrespective of the amount of accessory office gross floor area, provided that such uses are implemented in accordance with the existing policies for Natural Heritage Oriented Areas found in Section C.9.5.1.7.

## **PART 2: THE AMENDMENT**

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. 66 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. 66, pursuant to Sections 17 and 21 of the Planning Act, as amended, as follows:

#### **1.0 Map Change**

- 1.1 Amending Schedule C-9-B “Derry Green Corporate Business Park Land Use Plan” to modify the designation boundaries to align with the blocks in the proposed Draft Plan of Subdivision.
- 1.2 Amending Schedule I1 - “Urban Area Specific Policy Areas” by adding Special Policy Area No. 41 to the lands legally described as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, Town of Milton, Regional Municipality of Halton.

#### **2.0 Text Change**

- 2.1 Adding the following text to Section 4.11 “Specific Policy Area No. 41”:

4.11.3.41 That notwithstanding Section C.9.5.1.5 b) and C.9.5.2.3 d) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 41 on Schedule I1 of this Plan, being part of the lands legally known as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, may permit limited surface parking between the building and the street, provided adequate berming or landscape screening are implemented.

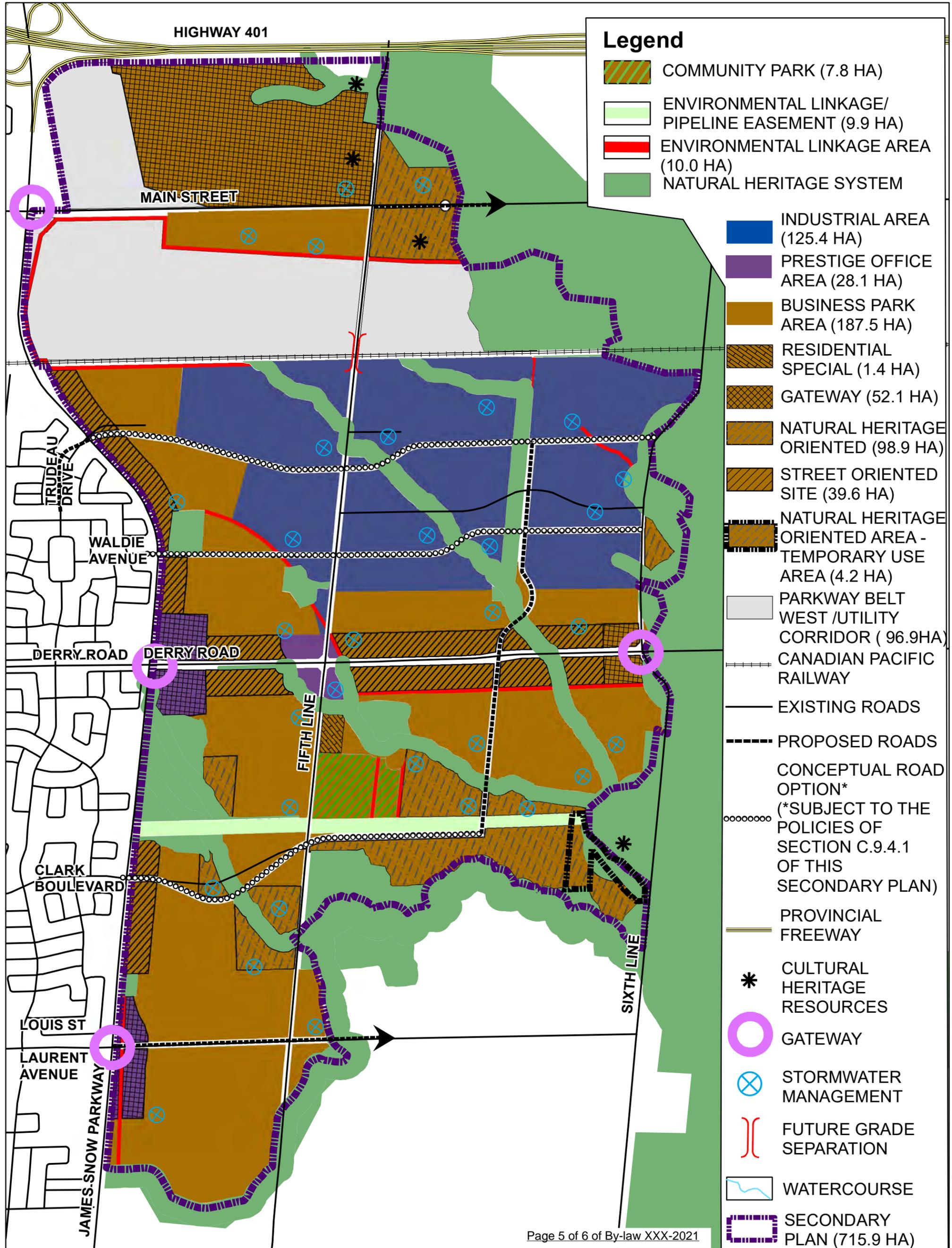
Notwithstanding Section C.9.5.1.2 b) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 41 on Schedule I1 and designated Business Park Area with a Natural Heritage Oriented Area overlay on Schedule C-9-B of this Plan, being part of the lands legally known as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, light industrial uses shall be permitted irrespective of the amount of accessory office gross floor area provided and such uses shall be implemented in accordance with Section C.9.5.1.7 of this Plan.



# TOWN OF MILTON OFFICIAL PLAN Schedule C-9-B



## DERRY GREEN CORPORATE BUSINESS PARK LAND USE PLAN



# TOWN OF MILTON OFFICIAL PLAN

## Schedule I1

URBAN AREA  
SPECIFIC POLICY AREAS  
(Refer to sections 4.11 & 3.8.3.2)

Files: LOPA 01/20 & Z 02/20

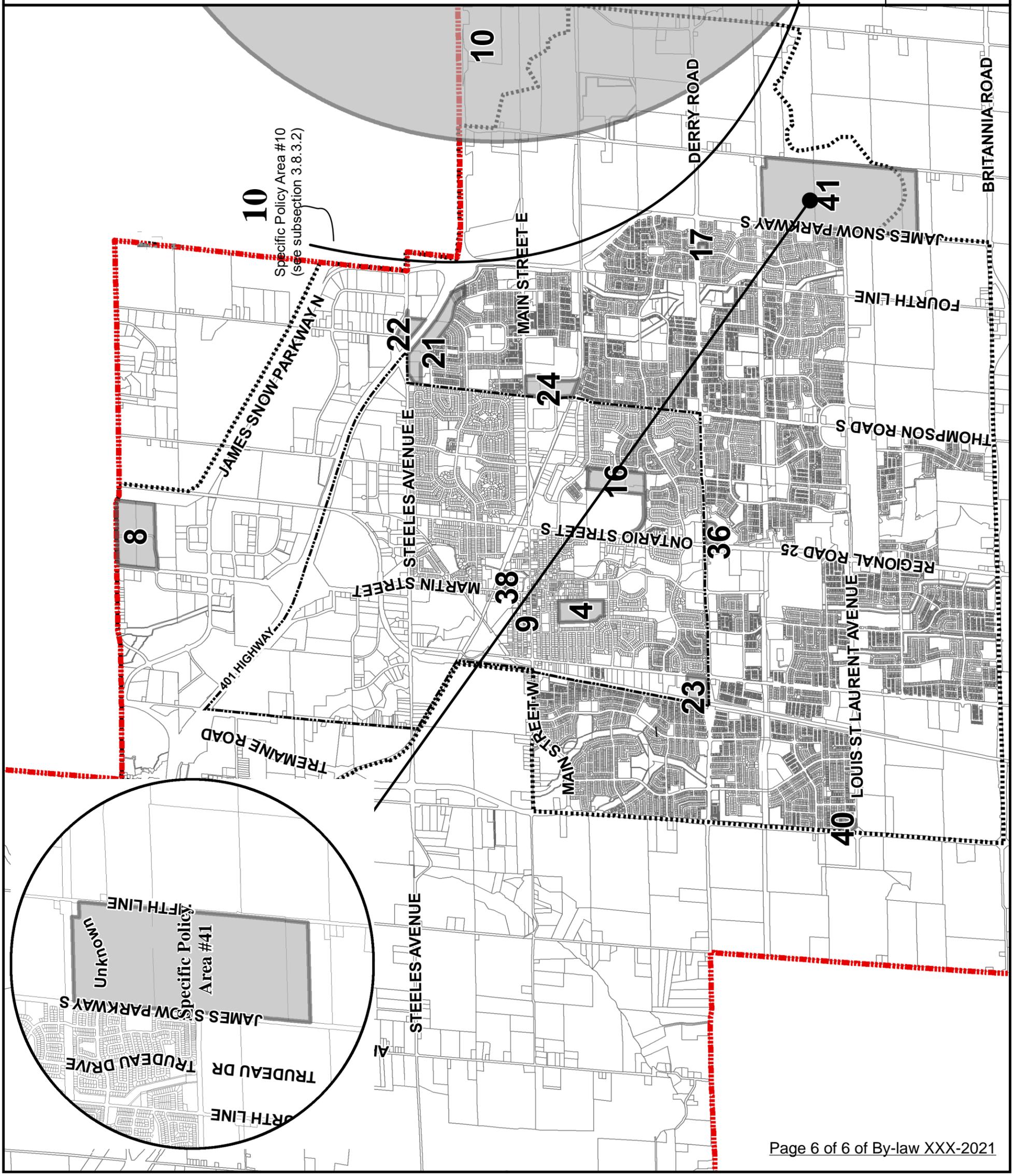
-  TOWN OF MILTON BOUNDARY
-  URBAN EXPANSION AREA BOUNDARY
-  EXISTING URBAN AREA BOUNDARY
-  RAILWAY
-  SPECIFIC POLICY AREA
- XX SPECIFIC POLICY NUMBER



This Schedule Forms Part Of The  
Official Plan And Should Be Read  
Together With The Text.

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Consolidated August 2008, Edited May, 2021



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

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, AS AMENDED, IN RESPECT TO THE LANDS MUNICIPALLY IDENTIFIED AS 0, 6390-6400 AND 6548 FIFTH LINE, AND LEGALLY DESCRIBED AS DESCRIBED AS PART OF LOTS 7, 8, AND 9, CONCESSION 5, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (TOWN FILE: Z-02/20)

**WHEREAS** the Council of the Corporation of the Town of Milton deems it appropriate to amend the Comprehensive Zoning By-law 016-2014, as amended;

**AND WHEREAS** the Town of Milton Official Plan and the Derry Green Corporate Business Park Secondary Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

**AND WHEREAS** the Town of Milton Official Plan, as amended by Official Plan Amendment No. 66, provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

**1.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Future Development (FD) and Natural Heritage System (NHS) Zone Symbols to a special provision Prestige Office (EMP-1\*292-H50) Zone Symbol, special provision Business Park (M1\*293-H51), (M1\*294-H50) and (M1\*295-H51) Zone Symbols, a Natural Heritage (NHS) Zone Symbol, and an Open Space- Storm Water Management (OS-2) Zone Symbol on the Lands shown on Schedule A attached hereto.

**2.0 THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection section 13.1.1.292 to read as follows:

Notwithstanding any provisions of the By-law to the contrary, for the lands zoned site-specific Prestige Office \*292 (EMP1\*292), the following standards and provisions shall apply:

A. Notwithstanding Section 8.1 – Table 8A Permitted Uses, the following additional uses shall be permitted:

- 1) *Banquet Facility*
- 2) *Convention Centre*
- 3) *Hotel*
- 4) *Place of Assembly*
- 5) *Place of Entertainment*

- 6) *Speciality Food Store*, in the first storey of an *Office Building*
  - 7) *Theatre*
- B. Notwithstanding Section 8.1 – Table 8A Permitted Uses, the following additional uses shall not be permitted:
- 1) *Day Care Centre*
- C. Special Site Provisions
- 1) For the lands zoned Prestige Office \*292 (EMP1\*292) the following additional special site provisions shall apply:
    - a) Notwithstanding Section 8.1 –Table 8A Footnote (\*8), a *Research & Technology Use* shall only be permitted where such use does not produce biomedical waste.
    - b) Notwithstanding Footnote (\*10) of Table 8A, Section 8.1, a maximum of two standalone restaurants are permitted at the intersection of James Snow Parkway and Louis St. Laurent provided each *Restaurant* has a minimum *Gross Floor Area* of 500 square metres.
    - c) Notwithstanding Section 8.2, Table 8B, the minimum *Gross Floor Index* shall be 0.5.
    - d) Notwithstanding Section 8.2, Table 8B, the minimum *Building Height* shall be two *Storeys*.
    - e) Parking shall not be permitted between the *Building* and the *Street*.
    - f) Notwithstanding Section 8.2, Table 8B, the maximum *Front Yard Setback* shall be 16.0 metres.
    - g) Notwithstanding Section 8.2, Table 8B, the maximum *Exterior Side Yard Setback* shall be 15.0 metres.
    - h) Notwithstanding Sections 4.19.1 ii) b), 5.1 iii) and 5.6.1 i), connection to a street may be provided by *Private Streets* and driveways located on adjacent lots.

**3.0 THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection Section 13.1.1.293 to read as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Business Park \*293 (M1\*293), the following standards and provisions shall apply:

- A. Notwithstanding Section 8.1 – Table 8A Permitted Uses, only the following uses shall be permitted:
- 1) *Industrial Use*
  - 2) *Medical Clinic*

- 3) *Office Building*
- 4) *Office Use*
- 5) *Research & Technology Use*, excluding uses which produce biomedical waste
- 6) *Restaurant*
- 7) *School, Adult Education*
- 8) *Warehouse/Distribution Centre*
- 9) *Wholesale Operation*

C. Special Site Provisions

- 1) For the lands zoned Business Park (M1\*293) the following additional special site provisions shall apply:
  - a) Notwithstanding section 13.1.1.293.A above, a *Restaurant* shall only be permitted as part of an *Industrial Use*, *Warehouse/Distribution Centre*, or *Wholesale Operation*, and shall not be permitted as part of an *Industrial Mall*.
  - b) Notwithstanding Section 5.12, Table 5L, *Parking Areas* can be setback 0.0 metres from the property line when located adjacent to shared access private driveway.
  - c) Notwithstanding anything to the contrary, accessory service, wholesale and retail associated with an *Industrial Use*, *Warehouse/Distribution Centre* or a *Wholesale Operation* shall be permitted provided that the retail area does not exceed 15% or 480 square metres of the *Gross Floor Area* of the premises, which ever is less.
  - d) Notwithstanding Section 5.8.2, Table 5G, the minimum off-street parking requirements for an *Industrial Use* shall be provided as follows:
    - i. Parking is calculated for each individual industrial and warehouse/distribution premises, including accessory office space, as follows:
      - a) For the first 5,000 m<sup>2</sup> of gross floor area, 1 parking space per 100 m<sup>2</sup> of gross floor area shall be provided; and
      - b) Gross floor areas greater than 5000 m<sup>2</sup> shall provide 1 parking space per 200 m<sup>2</sup> of gross floor area.
    - ii. Notwithstanding any provisions of the By-law to the contrary, accessory retail and showroom uses associated with an *Industrial Use*, *Warehouse/Distribution Centre* or a *Wholesale Operation* shall be included within the above noted calculations.

- e) Notwithstanding Section 8.2, Table 8B, a maximum *Building Height* of 27.5 metres shall be permitted.
- f) Notwithstanding Section 8.2, Table 8B, the minimum *Landscaped Open Space* shall be 7.5%.
- g) Notwithstanding Section 8.2, Table 8B, all *Buildings* must be *Setback* a minimum 23.5 metre from the centreline of Fifth Line.

**4.0** **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection section 13.1.1.294 to read as follows:

Notwithstanding any provisions to the By-law to the contrary, for the lands zoned site-specific Business Park \*294 (M1\*294), the following standards and provisions shall apply:

- A. Notwithstanding Section 8.1 – Table 8A Permitted Uses, the following shall be the only uses permitted:
  - 1) *Fitness Centre*
  - 2) *Industrial Uses*
  - 3) *Medical Clinic*
  - 4) *Office Building*
  - 5) *Office Use*
  - 6) *Recreation and Athletic Facility*
  - 7) *Research and Technology Use*, excluding uses which produce biomedical waste
  - 8) *U-Brew Establishment*
  - 9) *Warehouse/ Distribution Centre*
  - 10) *Wholesale Operation*
- B. Notwithstanding Section 8.1 – Table 8A Permitted Uses, the following uses shall be permitted if located in an office, light industrial or mixed use building including an *Industrial Mall*:
  - 1) *Bank*
  - 2) *Commercial School – Skill*
  - 3) *Commercial School – Trade*
  - 4) *Dry Cleaning Depot*
  - 5) *Dry Cleaning Establishment*
  - 6) *Motor Vehicle Rental Agency*
  - 7) *Personal Service Shop*

- 8) *Restaurant*
- 9) *School – Adult Education*
- 10) *Service and Repair Shop*
- 11) *Specialty Food Store*

C. Special Site Provisions

- 1) For the lands zoned Business Park (M1\*294) the following additional special site provisions shall apply:
  - a) The lot line abutting James Snow Parkway is considered the *Front Lot Line*.
  - b) The minimum *Building Height* shall be 6 metres.
  - c) Notwithstanding Section 5.12, Table 5L, *Parking Areas* can be setback 0.0 metres from the property line located within the shared access driveway.
  - d) For an *Industrial Use, Warehouse / Distribution Centre and Wholesale Operation*, a minimum of fifteen percent (15%) or 929 square metres of *Gross Floor Area*, which ever is greater, shall be dedicated to the *Office* component for such use.
  - e) Notwithstanding the forgoing, for an *Industrial Use, Warehouse / Distribution Centre and Wholesale Operation* located in a building where the total building *gross floor area* is greater than 6,967 square metres, a minimum of ten percent (10%) of the *gross floor area* or 696 square metres, which ever is greater, shall be dedicated to the office component for such use.
  - f) Notwithstanding anything to the contrary, accessory service, wholesale and retail associated with an *Industrial Use, Warehouse/Distribution Centre* or a *Wholesale Operation* shall be permitted provided that the retail area does not exceed 15% or 480 square metres of the *Gross Floor Area* of the premises, which ever is less.
  - g) Notwithstanding Section 8.2, Table 8B, the minimum *Landscaped Open Space* shall be 7.5%.
  - h) Notwithstanding Section 5.8.2, Table 5G, the minimum off-street parking requirements for an *Industrial Use* shall be provided as follows:
    - i. Parking is calculated for each individual industrial and warehouse/distribution premises, including accessory office space, as follows:
      - a) For the first 5,000 m<sup>2</sup> of gross floor area, 1 parking space per 100 m<sup>2</sup> of gross floor area shall be provided; and

- b) Gross floor areas greater than 5000 m<sup>2</sup> shall provide 1 parking space per 200 m<sup>2</sup> of gross floor area.
- ii. Notwithstanding any provisions of the By-law to the contrary, accessory retail and showroom uses associated with the *Industrial Use, Warehouse/Distribution Centre* or a *Wholesale Operation* shall be included within the above noted calculations.
- iii. Notwithstanding Sections 4.19.1 ii) b), 5.1 iii) and 5.6.1 i), connection to a street may be provided by private streets and driveways located on adjacent lots.

**5.0 THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection section 13.1.1.295 to read as follows:

Notwithstanding any provisions to the By-law to the contrary, for the lands zoned site-specific Business Park \*295 (M1\*295), the following standards and provisions shall apply:

- A. Notwithstanding Section 8.1 – Table 8A Permitted Uses, the following shall be the only uses permitted:
  - 1) *Fitness Centre*
  - 2) *Industrial Uses*
  - 3) *Medical Clinic*
  - 4) *Office Building*
  - 5) *Office Use*
  - 6) *Recreation and Athletic Facility*
  - 7) *Research & Technology Use*, excluding uses which produce biomedical waste
  - 8) *U-Brew Establishment*
  - 9) *Warehouse/ Distribution Centre*
  - 10) *Wholesale Operation*
- B. Notwithstanding Section 8.1 – Table 8A Permitted Uses, the following uses shall be permitted if located in an office, light industrial or mixed use building including an industrial mall:
  - 1) *Bank*
  - 2) *Commercial School – Skill*
  - 3) *Commercial School – Trade*
  - 4) *Dry Cleaning Depot*
  - 5) *Dry Cleaning Establishment*

- 6) *Motor Vehicle Rental Agency*
- 7) *Personal Service Shop*
- 8) *Restaurant*
- 9) *School – Adult Education*
- 10) *Service and Repair Shop*
- 11) *Specialty Food Store*

C. Special Site Provisions

1. For the lands zoned Business Park (M1\*295) the following additional special site provisions shall apply:
  - a. A *Research & Technology Use* shall only be permitted where such use does not produce biomedical waste.
  - b. For an *Industrial Use, Warehouse / Distribution Centre and Wholesale Operation*, a minimum of fifteen percent (15%) or 929 square metres of *Gross Floor Area*, which ever is greater, shall be dedicated to the *Office* component for such use.
  - c. Notwithstanding the forgoing, for an *Industrial Use, Warehouse / Distribution Centre and Wholesale Operation* located in a building where the total building *gross floor area* is greater than 6,967 square metres, a minimum of ten percent (10%) of the *gross floor area* or 696 square metres, which ever is greater, shall be dedicated to the office component for such use.
  - d. Notwithstanding anything to the contrary, accessory service, wholesale and retail associated with an *Industrial Use, Warehouse/Distribution Centre* or a *Wholesale Operation* shall be permitted provided that the retail area does not exceed 15% or 480 square metres of the *Gross Floor Area* of the premises, which ever is less.
  - e. Notwithstanding Section 5.8.2, Table 5G, the minimum off-street parking requirements for an Industrial use shall be provided as follows:
    - i. Parking is calculated for each individual industrial and warehouse/distribution premises, including accessory office space, as follows:
      - a) For the first 5,000 m<sup>2</sup> of *Gross Floor Area*, 1 parking space per 100 m<sup>2</sup> of *Gross Floor Area* shall be provided; and
      - b) *Gross Floor Areas* greater than 5000 m<sup>2</sup> shall provide 1 parking space per 200 m<sup>2</sup> of *Gross Floor Area*.
    - ii. Notwithstanding any provisions of the By-law to the contrary, accessory retail and showroom uses associated

with the *Industrial Use Warehouse/Distribution Centre* or *Wholesale Operation* use shall be included within the above noted calculations.

- f. Notwithstanding Section 8.2, Table 8B, the minimum *Landscaped Open Space* shall be 7.5%.
- g. Notwithstanding Section 8.2, Table 8B, all *Buildings* must be setback a minimum 23.5 metre from the centreline of Fifth Line.
- h. Notwithstanding Sections 4.19.1 ii) b), 5.1 iii) and 5.6.1 i), connection to a street may be provided by private streets and driveways located on adjacent lots.

**6.0** **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a new definition for the use “Industrial Mall” as follows:

“Means a multi-unit industrial building with a minimum of five (5) separate units, which are managed by a single owner, tenant, or through a condominium corporation.”

**7.0** **THAT** Section 13.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of the ‘H50’ Holding Provision and “H51’ Holding Provision:

“H50” shall not be removed until:

- a) a site plan or other development plan has been provided to the satisfaction of the Town, which demonstrates that an enhanced level of berming and/or landscaping and urban design along James Snow Parkway can be provided; and
- b) a Noise Study is submitted to the satisfaction of the Town of Milton and Region of Halton

“H51” shall not be removed until:

- a) a Noise Study is submitted to the satisfaction of the Town of Milton and Region of Halton.

**8.0** **THAT** if no appeal is filed pursuant to Section 34 (19) of the Planning Act, RSO 1990, c. P13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this By-law shall come into force upon the day which the Ontario Land 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 of the Tribunal’s Order is issued directing the amendment or amendments.

**PASSED IN OPEN COUNCIL ON JUNE 21, 2021**

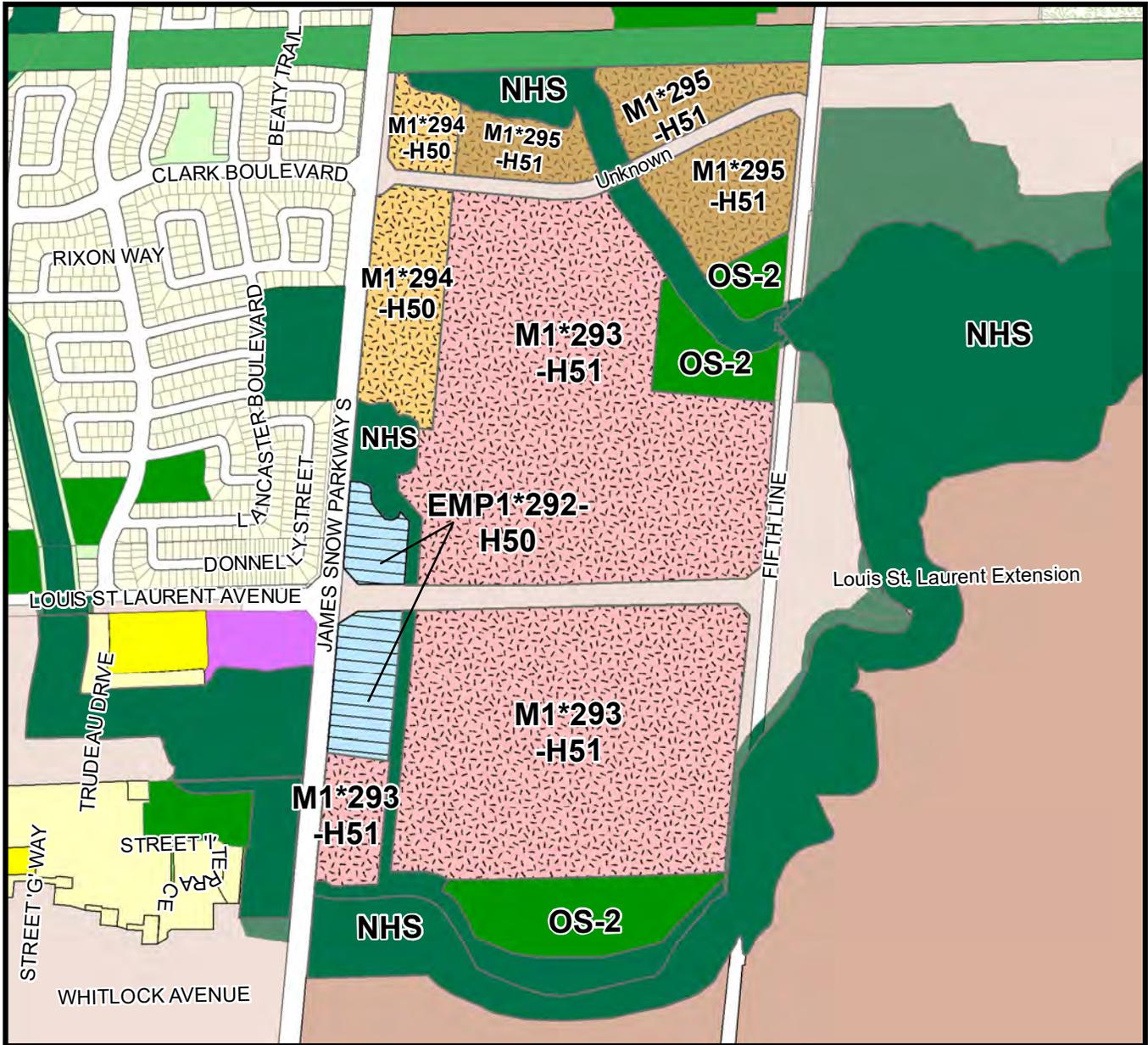
\_\_\_\_\_ Mayor  
Gordon A. Krantz

\_\_\_\_\_ Town Clerk  
Meaghen Reid

**SCHEDULE A  
TO BY-LAW No. -2021  
TOWN OF MILTON**

Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar

*Town of Milton*



THIS IS SCHEDULE A  
TO BY-LAW NO. \_\_\_\_\_ PASSED  
THIS \_\_ DAY OF \_\_\_\_\_, 2021.

\_\_\_\_\_  
MAYOR - Gordon A. Krantz

\_\_\_\_\_  
CLERK- Meaghan Reid

-  M1\*293-H51 - Business Park Zone 293 with Holding Provision H51
-  M1\*294-H50 - Business Park Zone 294 with Holding Provision H50
-  M1\*295-H51 - Business Park Zone 295 with Holding Provision H51
-  EMP1\*292-H50 - Prestige Office Zone 292 with Holding Provision H51
-  NHS - Natural Heritage System Zone
-  OS-2 - Open Space 2 Zone



24T-20002/M,  
LOPA-01/20, Z-02/20

**Debbie Johnson**

---

**Subject:** FW: Conversation re Application & Study Commencement 6390-6400 & 6548 Fifth Line

**From:** <>

**Sent:** Wednesday, March 25, 2020 3:17 PM

**To:** [Adam.vanKoeverden@parl.gc.ca](mailto:Adam.vanKoeverden@parl.gc.ca)

**Cc:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** FW: Conversation re Application & Study Commencement 6390-6400 & 6548 Fifth Line

Adam,

I am one of your constituents and I tried to copy you on the appended request to Milton's Town Planner. I did not have your email correct below, but this time I copied it from your website.

I have asked how to access information on the development of a large parcel of land between James Snow and 5<sup>th</sup> Line stretching from Clarke past Louis St. Laurent almost to Britannia. I wanted you to be aware given your recent letter to constituents noting the CN Intermodal site.

Regards,

Carolyn

**Carolyn Bradley-Hall**, Hons. BES, MBAI, ABCP, PMP®

---

**From:** <>

**Sent:** Wednesday, March 25, 2020 2:25 PM

**To:** [natalie.stopar@milton.ca](mailto:natalie.stopar@milton.ca)

**Cc:** [Adam.canKoeverden@parl.gc.ca](mailto:Adam.canKoeverden@parl.gc.ca)

**Subject:** Conversation re Application & Study Commencement 6390-6400 & 6548 Fifth Line

Natalie,

It was good talking to you today regarding the Application for the development of Milton land parcels #6390-6400 & 6548, described on pages 20-21 of the Milton Canadian Champion (March 12, 2020). The building footprints are overly large and appear to have very large truck bays. This looks to be beyond the Office Park/ Light Industrial/ high tech development that most home owners understood was the intent. Hours of operation will likely be 7 days x 24 hours in lieu of 6 days x 8 hours.

Given the large size of the scheme, it is likely expected to feed the controversial CN facility increasing truck traffic along Clark and Louis St. Laurent past the schools, as well as James Snow, Derry, Britannia and other streets. Milton commuters are already feeling the pain if they have to drive to work.

Also, as noted, given the recent letter sent by Adam van Koeverden, our MP, I have copied him too. In his letter, he says there is no single issue that he has heard more about than constituent's unified opposition to the CN's proposed Intermodal Facility in Milton. Given this, I assume he'll want to be aware of the size of this recent proposal. Again, many of us pictured an area that would be more like the light industrial/office parks along Cornwall Road or Bristol Circle in Oakville with buildings set back and more green space with trees. This is clearly not the intent. Lately I've noticed a lot of these larger warehouse type buildings along the highways with lease and sale signs. Do we need more?

As I have another job, are the documents all labelled so that they're easy to find/review?

Thank you,

Carolyn

**Carolyn Bradley-Hall, Hons. BES, MBAI, ABCP, PMP®**

## Debbie Johnson

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**Subject:** FW: Derry Green Secondary Plan

**From:** Jennifer Geier < >

**Sent:** Wednesday, November 18, 2020 11:12 AM

**To:** Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; [rick@dilorenzo.com](mailto:rick@dilorenzo.com); [MB-townclerk@milton.ca](mailto:MB-townclerk@milton.ca) <[Townclerk@milton.ca](mailto:Townclerk@milton.ca)>

**Subject:** Derry Green Secondary Plan

Hello.

After viewing the statutory public meeting held November 16, 2020 and being residents of the area, we have some specific questions and concerns that we would appreciate being addressed;

- 1). With regard to the portion of the plan that includes light industrial and large distribution centres, what will be the ingress and egress to the site specifically as relates to truck traffic. Will trucks be using the Clark and Louis St. Laurent extensions for access or will the access to the site be off of/from 5th line? Obviously if truck traffic comes in off of Clark and Louis St. Laurent, this would be of significant concern to home owners in the area due to noise, pollution, and significant traffic concerns.
- 2). One of the questions that was asked and not answered during the meeting was the hours of operation of the site. Again this is of some significant concern to area residents due primarily to issues related to noise.
- 3). Several months ago when construction activity was initiated, I inquired as to what the overall plan was for the site. Although I feel that I never received a fulsome response, one of my specific questions related to the widening of James Snow Parkway. At that time, I was informed that there was no plan to widen James Snow Parkway as it is a regional road and not under the purview of the City of Milton. This is different than what we heard during the meeting where it was specifically stated that James Snow Parkway would be widened to accommodate the anticipated increased traffic. Is James Snow being widened or not?
- 4) Finally, it appears that council is more concerned with increasing the assessment base rather than the impact of these kinds of large developments on homeowners in the area.

Carl and Jennifer Geier

## Debbie Johnson

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**Subject:** FW: MCEA 6390 - 6400 & 6538 Fifth Line

**From:** Jennifer Pannunzio <j>

**Sent:** Monday, March 23, 2020 3:46 PM

**To:** Diana Jiona <[diana.jiona@milton.ca](mailto:diana.jiona@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Cc:**

**Subject:** MCEA 6390 - 6400 & 6538 Fifth Line

Hello,

I received a letter in the mail regarding the above mentioned application. I live directly West of this new development with my backyard facing James Snow Parkway between Clark and Louis St Laurent. I've reviewed the plan and I'm not facing the "Prestige or Greenspace areas) and have some concerns and questions:

Concerns:

1. The plans indicate the building directly behind me (Building E) will be 32" high. I have concerns about privacy and sightline.
2. Noise and environmental impact of construction and additional traffic right behind my house
3. Lack of greenspace behind my home (between my fence and road)
4. Lack of greenspace between the road and the new buildings

Questions

1. Will you have plans to plant more trees on fence lines for all residents to minimize noise, environmental impact of additional traffic?
2. Will you be setting height limits on the buildings considering homes that are directly facing the new buildings?
3. How will construction be managed to limit impact to residents? When will this be taking place (timelines, hours etc)?
4. Can you consider putting the buildings farther back and adding trees/greenspace in between road and new buildings?

Thank you for your consideration.

**Jennifer Pannunzio**

## Debbie Johnson

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**Subject:** FW: 6390-6400 & 6548 Fifth Line Proposal Comments

**Importance:** High

**From:** Rod M <>

**Sent:** Tuesday, March 17, 2020 1:36 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Cc:** Diana Jiona <[diana.jiona@milton.ca](mailto:diana.jiona@milton.ca)>; Rick DiLorenzo <[rick@dilorenzo.com](mailto:rick@dilorenzo.com)>

**Subject:** 6390-6400 & 6548 Fifth Line Proposal Comments

**Importance:** High

To whom it may concern:

- 1) Could I please be added to the project mailing list?
- 2) I would like to request additional information regarding the extension of Clark Blvd. I am a resident on Clark Blvd.
- 3) Initial Comments:

I've been waiting to comment on this proposal for 10 years. While I have seen on planning documents for some time now the Town's intent is to extend Clark Blvd. east to Fifth Line, we have considerable concerns about this particular plan.

First, let me be very clear: I am in favour of the development of commercial and industrial business options for the subject lands.

However, I don't think full consideration has been given as to how the extension of Clark Blvd in particular will impact the current and future residents who live west of James Snow Pkwy on Clark Blvd.

Can you confirm that Clark Blvd. will not be extended further east to the proposed 5 ½ Line or even Sixth Line in future years?

In the last 10 years we have seen James Snow extended south to Britannia, and Louis St. Laurent extended east to JSP. This has led to a significant amount of increased traffic on Clark Blvd., especially during morning and evening rush hour periods.

Our concern is that by extending Clark Blvd. fully to Fifth Line or even beyond, this will encourage those who are sitting in traffic on a jammed Derry Rd. to bypass Derry by taking Clark Blvd. We already see this when there is a major accident on the 401, and re-routed traffic jams Derry even more than normal, forcing people onto Clark Blvd. What you need to understand is that Clark Blvd. is used not just by residents in this immediate subdivision, but also by residents who are travelling east-west between Milton and Mississauga/Brampton/Toronto. It is being used as a short-cut and a bypass of Derry Rd. This is happening on a consistent and regular basis. There is no doubt that apps like Waze are redirecting drivers off of Derry and onto Clark Blvd during rush hour, and during the course of accidents.

Furthermore, I don't see any stop signs or traffic lights within the Clark Blvd extension. Is this correct? If that is the case, when the signal at James Snow and Clark Blvd. is green for those travelling east-west, there will be nothing to stop or

slow traffic from 5th Line all the way to the four-way stop at Clark and Trudeau. That is a particularly long distance... almost a full "concession".

What is the proposed speed limit for the Clark extension?

Although I have asked for speed and traffic studies twice in the last 10 years on Clark Blvd, we have seen no measures at all implemented other than the installation of traffic lights at Clark Blvd. and JSP. While the installation of traffic lights improved safety for those turning, I now have people gunning it in front of my house while heading east on Clark, in order to "make" the green light and turn North on JSP.

Particularly I am already concerned about the intersection of Lancaster and Clark because 1) Watson Park is difficult to access for children and adults during rush hour when crossing Clark Blvd. (vehicles do not stop or slow for pedestrians crossing Clark at rush hour), 2) local school buses pick up and drop off students on Clark in front of Watson Park and some of those students must cross back and forth on Clark with no crosswalk or stop signs between JSP and Trudeau on Clark (now you want almost a concession of distance with one signal that could be green half the time to stop people on Clark?), 3) the gas line trail has a spur path that enters and exits into Watson Park at Clark Blvd., creating further foot traffic at Clark.

While I acknowledge and understand that the scope of this project does not apply to the West of JSP, I strongly believe that measures and considerations should be made for those residents on Clark Blvd.

Will an advanced green left signal be implemented for those travelling East on Clark Blvd and turning North on JSP? Already we see traffic backing up to Watson Park on most mornings. If you extend Clark Blvd to the east, traffic heading West on the Clark extension will impede the dozens and dozens of morning vehicles that head north on JSP to access the 401. It is already so bad that we cannot regularly back out of our driveway in the morning. We must back into our driveways in order to safely turn onto Clark.

As the situation stands now, before this proposal is even being built, we'd like to see a longer green signal for those travelling East on Clark on weekday mornings that are turning left onto JSP to head North toward the 401. We don't need additional pollution and noise. The idling cars each morning in front of my home coat my garage door, front door, windows and porch pillars with black scum that I have to regularly wash off.

Another matter I want to raise is truck traffic. We continue to see unauthorized heavy vehicles heading east and west on Clark Blvd to presumably bypass traffic during rush hour on Derry Rd. We've also seen transport trucks driving down our street, as well as dump trucks shuttling dirt. The regularity of dump truck traffic at one point a few years ago caused me to call the Town and ask that the offending company be advised not to use Clark Blvd., as they were breaking Town bylaws. I believe they were shuttling dirt to a large pile near 4<sup>th</sup> Line and Louis St. Laurent and using Clark as a bypass for Derry Rd.

Due to the business / industrial nature of this particular proposal, what ADDITIONAL measures will be taken to restrict and forbid heavy trucks from Clark Blvd., and what sorts of enforcement will be put in place?

Noise and light pollution is also a serious concern. At the development at Trudeau and JSP, we see that large earthen berms have been installed to block noise and light pollution. I see this project does not have that. Why not? That project also appears to have a dead end on the Trudeau extension so that traffic cannot flow all the way to Fifth Line. Why is the project different?

Overall, my opinion and suggestion is that you do not extend Clark Blvd to the East, and if you do, that you only permit north/south turns for those heading West on the Clark extension, similar to what is in place at 4th Line and Derry Road. There is a precedent here for this solution to be installed. Or a roundabout. You're also implementing no left turns at LSL and Freeman Trail, and at LSL and Diefenbaker St. Some sort of compromise could be reached that would allow traffic to access JSP from Clark and vice versa, but still restrict east-west traffic on Clark between the existing section and the extension.

If you do proceed as is, please, please implement some traffic calming measures on Clark Blvd. While average speeds might fall within your studies, the outliers are dangerous and could be deadly.

I have five year old and three year old children who play in our front yard on Clark Blvd. I watch them very carefully as it is extremely dangerous due to current traffic volumes and speeds.

Here are just some examples that I have witnessed:

- 1) This year a boy was struck at Bennett and Clark while trying to get to school, necessitating the need for an additional crossing guard by HDCSB
- 2) Several years ago I witnessed one of several accidents at Clark and JSP. I called and sent in a photo of the collision and traffic lights were finally installed.
- 3) Several years ago I witnessed my neighbour's cat struck and killed in front of my house. The driver did not remain on the scene. I had to pick the cat up (it was still alive) and bring it to my neighbour and his kids.
- 4) This winter I witnessed a teenager speeding and "drifting" at midnight from Lancaster Blvd, turning right on Clark Blvd to head to JSP. I spoke to him at JSP where he stopped, and he admitted it was stupid what he had done.
- 5) We continue to see countless near misses at the intersection of Beaty Trail and Clark Blvd. Vehicles turning left on Clark from Beaty Trail are often nearly hit by cars travelling West on Clark. The posted speed limit on JSP is 70 km/h and many vehicles are traveling 100 km/h and then turning onto Clark, into our subdivision, and traveling and accelerating at a high rate of speed. I hear the cars honking in front of my house every time there is a near miss at Clark and Beaty.
- 6) Dump trucks idling at 6:30 am in front of my home

This is not a case of NIMBY-ism. I am actually in favour of this proposal. We need diversity in the tax base, and more jobs per resident. We are completely unbalanced on the resident to job ratio within the Town limits. However, I would like to see strong consideration and ACTION to mitigate the impacts on the residents of Clark Blvd, which already sees poor traffic etiquette, speeding, high traffic volumes, pollution, noise and gridlock during rush hour, particularly in the mornings.

Many thanks,  
Rod McLachlan  
Clark Blvd. resident