



## **BUSINESS PARK II SECONDARY PLAN**

Information Package  
for  
Open House/Public Information Centre #1  
Relating to the Draft Background Report  
for the Business Park II area.

*Note: This package contains the Executive Summary, Study Location Map, and the Opportunities and Constraints Plan from the DRAFT Background Report (dated January 2008) for the Business Park II Secondary Plan area. The full report can be downloaded and viewed from the Town's website at [www.milton.ca](http://www.milton.ca) under "Projects" then "Business Park II. It is also available for viewing at the Planning & Development counter at 555 Industrial Drive and at the Milton Public Library.*

January 24, 2008

## ***Executive Summary***

### ***1. PURPOSE***

The purpose of this report is to summarize the findings of the background analysis and their implications for the development of the study area, as part of the basis for the Business Park II Secondary Plan in the Town of Milton. The report summarizes:

- i) the policy framework; and,
- ii) opportunities and constraints based on the background analysis.

The technical analyses on which the conclusions are based are attached as Appendices A through D to the report.

**The Background Report is intended to provide background information as a basis for discussion by Town Council, residents, landowners, agencies and other stakeholders, which will lead to the formulation of an approach to the future planning of the Business Park II Secondary Plan Area. It is an initial step in the development of the Plan.**

### ***2. STUDY AREA***

The Business Park II Study Area is located in the Milton Urban Expansion Area, east of the Bristol Survey, as shown on Map 1 to the report. The area is approximately 800 hectares (2,000 acres) in size and is bounded by:

- i) North: Highway 401 and the Middle Branch of Sixteen Mile Creek (west edge of floodplain)
- ii) East: Sixth Line
- iii) South: Centre Tributary of the Middle Branch of Sixteen Mile Creek (north edge of floodplain)
- iv) West: James Snow Parkway (Regional Road 4).

### ***3. CONTEXT***

The Town of Milton Official Plan includes a policy requirement that 75% of the 401 Industrial/Business Park Secondary Plan Area, must be built out prior to the release of the Business Park II lands. The Town has established that this “trigger point” has now been achieved.

In accordance with the Official Plan, a detailed planning framework must be established before development of the Business Park II can proceed. To provide the requisite framework, the Town of Milton has authorized the preparation of the following studies:

- i) Business Park II Secondary Plan;
- ii) Sixteen Mile Creek Area 2 and 7 Subwatershed Update Study;

- iii) Functional Stormwater and Environmental Management Strategy;
- iv) Conceptual Fisheries Compensation Plan;
- v) Servicing and Transportation/Transit Strategy;
- vi) Urban Design Guidelines/Zoning; and,
- vii) Financial Impact Study.

This Background Report forms part of the basis for the preparation of the Secondary Plan. Separate reports will be prepared as required for the other related studies.

This initial work summarized in this report will result, in the next phase of the study, in the selection of a land use and transportation option on which to base the preparation of the Business Park II Secondary Plan. The final stages of the study process involve the preparation and review of the Secondary Plan and related studies, prior to their adoption/approval by Town Council.

#### **4. REPORT FRAMEWORK**

The report is organized as follows:

- i) Section 2: Policy Framework
- ii) Section 3: Opportunities and Constraints
- iii) Section 4: Conclusions.

#### **5. GENERAL POLICY CONTEXT**

The 2005 Provincial Policy Statement (PPS), the Provincial Greenbelt Plan, the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Halton Region Official Plan provide broad policy direction with respect to development in Milton. However, for the detailed planning required at the secondary plan level for the Business Park II Secondary Plan, the Town's Official Plan provides the key policy directions, within the context of the Strategic Plan, Destiny Milton II.

The Secondary Plan Study Area is located entirely within the urban boundary. As such it is not subject to the policies of the Greenbelt Plan, although the Middle Branch of the Sixteen Mile Creek which forms part of the Greenbelt Plan is located immediately to the east of the Study Area.

With respect to the Provincial Policy Statement, the Growth Plan and the Regional Plan, key directions with respect to development are as follows:

- i) phased, occur adjacent to the existing built-up area and have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;

- ii) be based on a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus; and,
- iii) provide for a full range and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, open space areas, trails and, where practical, water-based resources.

In addition, municipalities may permit conversion of lands within employment areas to non-employment uses only through a municipal comprehensive review. Such a process must meet a number of criteria. As set out in Section 2.2.6.5 of the Growth Plan, it must be demonstrated, among other criteria, that the land is not required for employment purposes over the long term and that there is a need for the conversion. The secondary plan process has not been designed to constitute a comprehensive review.

Further, with respect to the Halton Region Official Plan, changes introduced through ROPA 25 which may affect the Business Park II Secondary Plan include the following:

- i) Sections 77(5), 78, 80, and 81 - Policies have been added to include corridors as areas to be identified and designated in local Official Plans and more detailed policies for nodes and corridors.
- ii) Section 115 - Permits the utilization of a systems approach in identifying the Greenlands System in a Secondary Plan area subject to a number of criteria, otherwise, Section 118 requires that the Regional Greenlands System has to be identified in local Official Plans. This would include woodlands 0.5 hectares and over (Section 132).

The Town of Milton Official Plan establishes a strong “vision” and policy framework for the detailed secondary planning which is required for the Urban Expansion Area, including Business Park II. The land use options for the Business Park II, and the Secondary Plan itself, must reflect the vision and policy direction provided by the Official Plan. However, given the recent adoption by the Town of a revised Strategic Plan, *Destiny Milton II*, the Secondary Plan must also reflect the updated “vision” in that document which is intended ultimately to form the basis for an update to the Official Plan.

- i) “Vision

The Official Plan establishes clearly in the Plan Theme “**Community Rediscovered**”, that the focus of any new development is the reinforcement of the strong sense of community and the environment already evident in Milton today. This theme is reflected in the Plan’s detailed goals and objectives. A comparison with the proposed new “vision” indicates that, while the approach in the updated Strategic Plan is modified, and the vision is described as “**Milton: engaging, balanced, connected**”, the key directions are similar.

ii) Policy Framework

The Official Plan directs that Business Park II will be an employment area and identifies it as a separate planning district on Schedule “D”. Schedule “D” also identifies the Highway 401/James Snow Parkway (Regional Road 4) interchange as a “Major Gateway”. Schedule “B”, Urban Area Land Use Plan, establishes the general land use pattern (See Map 3 to the report). The Plan also establishes the basic transportation system which recognizes the existing road and rail facilities.

iii) Potential New Policy Directions

The Background Report for the Official Plan Review has identified a number of specific, potential policy enhancements which have implications for the Business Park II. These include the creation of a new “Prestige Office” designation designed for corporate campus developments, and the elimination of permitted uses in the Employment Area and Business Park Area designations which are non “Area of Employment” in nature as defined in the Planning Act. These would include commercial uses such as theatres, auto sales, and retail uses not associated with employment uses.

iv) Financial Agreements

Although the Town's Official Plan does not specifically set out financial policies for employment lands, Council has directed that as part of the preparation of the Business Park II Secondary Plan, a financial impact analysis of the overall cost of development within the secondary plan area be undertaken. Once land use and transportation options and stormwater management servicing options are prepared, they will be analyzed to determine their financial impacts on the Town's capital and operating budgets and the existing tax base. As with development in the Bristol Survey and Sherwood Survey Secondary Plans, a financial agreement between the Town and developing landowners will be required to address the financial impacts to the Town of providing servicing and transportation infrastructure, parkland and other matters, as determined through the financial impact analysis. As well, the Town will also require that developing landowners enter into agreements among themselves in order to address issues of private cost-sharing.

**6. OPPORTUNITIES AND CONSTRAINTS**

Looking forward, in terms of its location and the competitive employment land supply situation, the Business Park II is ideally positioned for employment development. The Park should develop rapidly. It is expected that, at historic rates of land absorption, Business Park II would be built out in 20 to 25 years. This should be considered a conservative estimate though, given the locational advantages of the Business Park II lands and the constrained supply of employment land in competing communities.

Most of the demand is anticipated to be for modern, high value industrial buildings, with the potential for a small amount of major office development. It is increasingly the design of buildings in employment areas that determines “prestige”, as opposed to the regulation of specific uses. Planning approaches structured around urban design, as opposed to the regulation of specific types of uses, are therefore much more effective in achieving a desired quality of development.

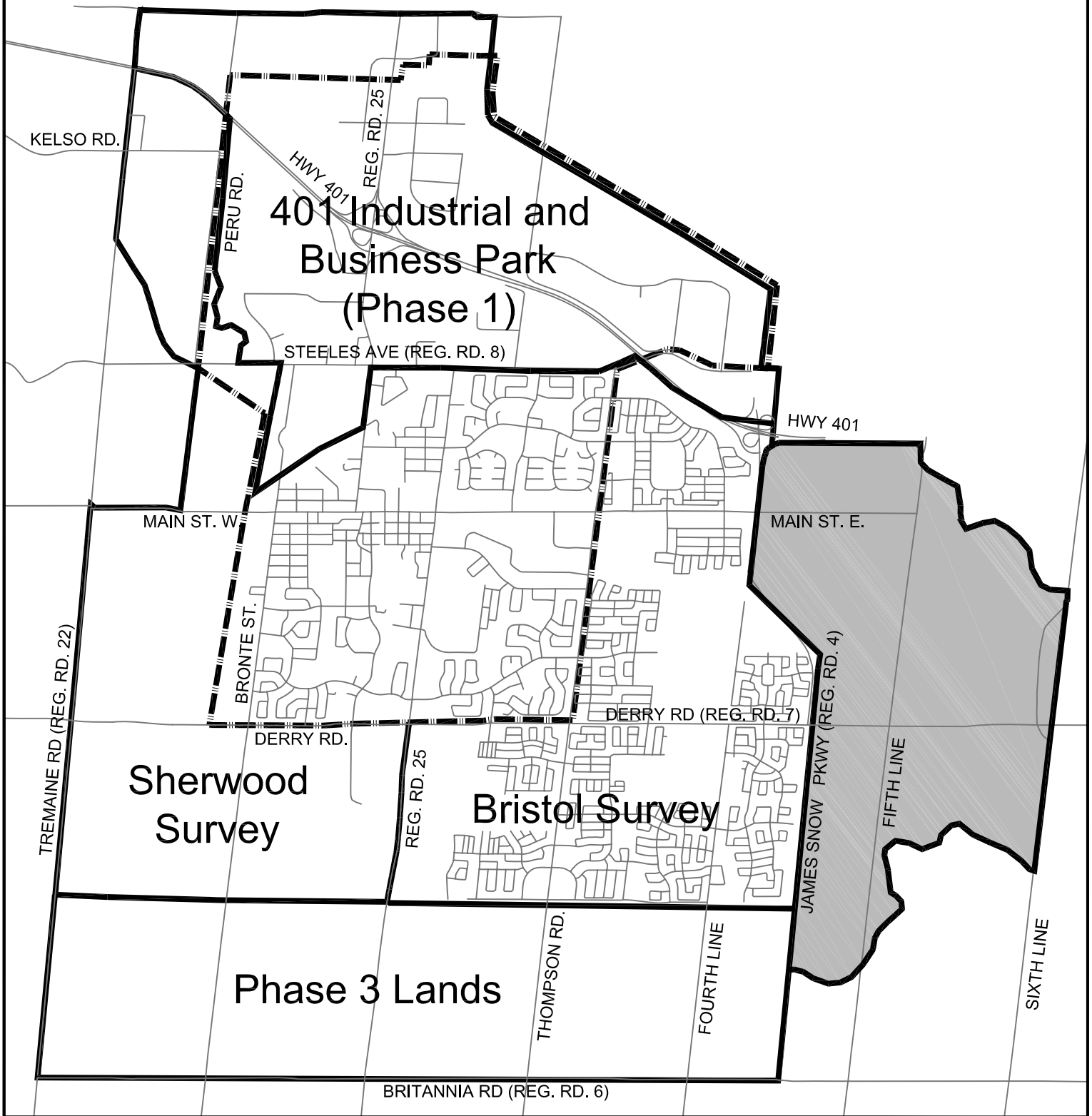
To maximize the potential of Business Park, the Town should seek to maintain the currently designated amount of employment land. Commercial uses should be restricted to those which provide a service to the employment areas and employees (e.g. restaurants, convenience stores, service stations and business services). In order to achieve a higher quality or more “prestige” environment, the Town should focus on the design of future facilities. The most highly visible sites should be subject to the highest standards, while other interior sites would have less control on development. In particular, the Secondary Plan should protect key intersections or gateway sites for high-profile employment uses, including a limited amount of major offices.



With respect to opportunities and constraints to development the following should be noted:

- i) Topography - Appears to be relatively flat which will require some engineered fill in certain areas to provide an adequate urban outlet;
- ii) Watercourses - There are a significant number of streams, with associated floodplain, which must remain open, although realignment is permitted for “blue” streams which appear to be the majority of streams in areas where development would be considered.
- iii) Terrestrial Resources - Key matters include the protection and enhancement of the remaining natural heritage features, creation of additional habitat to supplement the natural heritage system and the creation and enhancement of terrestrial linkages.
- iv) Sensitive Hydrologic Areas - Opportunities exist in the Study Area for infiltration stormwater management facilities.
- v) Gas Pipeline Corridor - The pipeline corridor is a constraint to development because of the need for a development setback and for minimizing north-south crossings.
- vi) Railway Line - The CPR line creates a barrier between different parts of the Secondary Plan. To enhance connectivity over/under passes will likely be required to replace existing at-grade crossings. In addition, pedestrian over/under passes will be required.

- vii) Transit - One of the challenges for the Business Park II is the provision of transit. This includes establishing land uses that support local transit (TOD), and the development of a transit service that will attract potential future riders.
- viii) Road System - With respect to the road network, connectivity, alternative roadway design and property access must be taken into consideration.
- ix) Hydro Corridor - Location of Hydro Corridors and related facilities north of the railway limits development options adjacent to Highway 401.
- x) Existing Residential Development - Existing residential development will require special policy consideration.
- xi) Gateways - Gateway areas should be carefully designed to reflect the character of the community.
- xii) Heritage Buildings - Heritage buildings identified by Heritage Milton should be considered for preservation or reuse.
- xiii) Connectivity - Connectivity to surrounding areas is limited. Connections must be protected and their use maximized.
- xiv) Archaeological Resources - In view of the archaeological site potential, all development must be preceded by a Stage 2 archaeological assessment.
- xv) Parks - The specific need for parkland is still being determined. However, any park would likely be a Community Park.

# BUSINESS PARK PHASE II SECONDARY PLAN AREA
















-  Existing Urban Area
-  Business Park Phase II Secondary Plan

Map 1 to Background  
Report



**LEGEND**

- ■ ■ ■ SECONDARY PLAN AREA BOUNDARY
- ++++ CANADIAN PACIFIC RAILWAY
- HYDRO LINES
-  GO TRANIT YARD
-  UNION GAS PIPELINE
-  HYDRO CORRIDOR & RELATED FACILITIES
-  EXISTING RURAL RESIDENCES
- > POTENTIAL PEDESTRIAN TRAIL EXTENSION
- > POTENTIAL NEW CONNECTION TO EXISTING ROAD NETWORK

-  GATEWAY INTERSECTION
-  FLOODPLAIN
-  TERRESTRIAL FEATURES - HIGH CONSTRAINT
-  TERRESTRIAL FEATURES - MEDIUM CONSTRAINT
-  GREENBELT BOUNDARY
-  STORMWATER MANAGEMENT FACILITY (POTENTIAL)
-  STREAM REHABILITATION OPPORTUNITIES
-  WATERCOURSE TO BE PROTECTED/ENHANCED IN CURRENT FORM AND LOCATION
-  WATERCOURSE TO REMAIN OPEN REALIGNMENT MAY BE ACCEPTABLE

Note: The information on terrestrial and hydrological features and stormwater management facilities is based on the Sixteen Mile Creek Area 2 and 7 Subwatershed Study. The study is currently being updated and this map will be modified, as required, when new information becomes available from the Update Study.



**Town of Milton**

Business Park II Secondary Plan  
Background Study

**MAP 5**  
**Opportunities & Constraints Plan**