

January 22, 2024



Development Planning
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attn: Ms. Rachel Suffern, MPA, M.Sc

Re: Official Plan Amendment and Zoning By-Law Amendment Application for Proposed Business Park Development, Milton Gates Business Park
File: Z-02/24
Location: 11801 Derry Road, Milton

Mainline Planning Services Inc. ('Mainline') is retained by Takol CMCC Derry Limited Partnership ('owner') to act as their authorized agent concerning the development of the above referenced property. To facilitate a business park development at 11801 Derry Road in Milton ('subject property', 'subject site') we are directed to respectfully submit an Official Plan Amendment and Zoning By-law Amendment application ('OPA/ ZBA application').

As outlined in the pre-consultation meeting held on October 21, 2021, and from the *Record of Comment Letter – Proposed Planning Act Application* dated August 31st, 2023, the following materials are provided in support of this application to satisfy the Town's requirement for a 'complete application'.

- 1 'pdf' copy of the completed Official Plan and Zoning By-Law Amendment Application Form.
- 1 'pdf' copy of this Planning Justification Report, prepared by Mainline Planning Services Inc.
- 1 'pdf' copy of the Comment Response Letter dated January 22, 2024, prepared by Mainline Planning Services Inc.
- 1 'pdf' copy of the draft Zoning By-law Amendment, prepared by Mainline Planning Services Inc.
- 1 'pdf' copy of the draft Official Plan Amendment, prepared by Mainline Planning Services Inc.
- 1 'pdf' copy of the Topographical Survey dated September 20, 2021, prepared by J.D. Barnes.
- 1 'pdf' copy of the Concept Site Plan, prepared by Mainline Planning Services Inc.
- 1 'AutoCAD', 'georeferenced' copy of the Concept Site Plan, prepared by Mainline Planning Services Inc.
- 1 'pdf' copy of the Stormwater Management Report dated June 2023, prepared by TYLin.
- 1 'pdf' copy of the Functional Servicing Report (FSR) dated June 2023, prepared by TYLin.
- 1 'pdf' and 'AutoCAD' copy of the Grading Plans (G1-G3) dated November 20, 2023, prepared by TYLin.
- 1 'pdf' copy of the Transportation Impact Study (TIS) including the Pavement Marking and Signage Plan (PMSP) and Truck Access and Circulation Plans dated January 2024, prepared by TYLin.
- 1 'pdf' copy of the Geotechnical Report dated January 13, 2023, prepared by Palmer.
- 1 'pdf' copy of the Arborist and Tree Preservation Plan dated December 12, 2022, prepared by Palmer.
- 1 'pdf' copy of the Hydrogeological Assessment dated January 22, 2024, prepared by Palmer.
- 1 'pdf' copy of the Constraint Mapping, prepared by Palmer et al.
- 1 'pdf' copy of the Noise Impact Assessment dated October 2023, prepared by dba Services Inc.
- 1 'pdf' copy of the Stage 1 Archaeological Assessment dated May 19, 2022, prepared by ASI attached to the Ministry letter dated June 24, 2022.
- 1 'pdf' copy of the Stage 2 Archaeological Assessment dated June 30, 2022, prepared by ASI attached to the Ministry letter dated October 3, 2022.
- 1 'pdf' copy of the Stage 3 Archaeological Assessment dated July 28, 2022, prepared by ASI attached to the Ministry letter dated November 18, 2022.
- 1 'pdf' copy of the Phase I Environmental Site Assessment (ESA) dated December 22, 2021, prepared by Premier Environmental Services.
- 1 'pdf' copy of the Phase II Environmental Site Assessment (ESA) dated December 22, 2021, prepared by Premier Environmental Services.
- 1 'pdf' copy of the ESA Site Condition Summary Letter dated January 10, 2024, prepared by Premier Environmental Services.

- 1 'pdf' copy of the Photometric Plan dated January 12, 2024, prepared by Inviro Engineering.
- 1 'pdf' copy of the Architectural Package, prepared by Ware Malcomb.
- 1 'pdf' copy of the Urban Design Brief dated January 12, 2023, prepared by Ware Malcomb.
- 1 'pdf' copy of the Record of Pre-consultation.

A cheque in the amount of \$21,419.10 payable to the Town of Milton for the Pre-Submission of the Official Plan Amendment and Zoning By-Law Amendment Application has been delivered to the Town of Milton and the outstanding application fees, in accordance with 2024 rates totaling \$154,710.46, will be arranged by the owner, and delivered to Town Hall, 150 Mary Street.

PLANNING JUSTIFICATION REPORT

On behalf of the owner, we are pleased to submit our Planning Justification Report in support of this application to amend the Official Plan and Zoning By-law ('OPA', 'ZBA') to facilitate the development of the subject property for employment uses.

Executive Summary

As envisioned in the municipality's Official and Secondary Plans ('OP'), this planning justification report supports employment uses on the subject property. The subject amendments to the OP and By-law support a conceptual site plan for employment uses that is supported by Town staff and studies prepared by expert consultants to ensure that the applications are consistent with the *Provincial Policy Statement*, in conformity with the Provincial *Growth Plan*, and Municipal Official Plans.

Based on the following analysis, it is our considered and professional planning opinion that the proposed development of the subject site is good planning and appropriate for the development of this land.

The Subject Property

Property Location:

The subject property, municipally known as 11801 Derry Road, is a corner lot that has frontage on Derry Road and Sixth Line (see Figure 1). The property is within Milton's urban expansion area boundary and is more generally located south of Highway 401, east of 5th Line, and fronting on Sixth Line to the east and Derry Road to the south. The subject property is legally described as *Part of Lot 11, Concession 6, Town of Milton, Regional Municipality of Halton*.

Site Description:

The subject property is vacant, generally flat, and rectangular in shape, with an area of approximately 7.61 hectares (18.81 acres). [see Figure 1: Location Map]

Figure 1: Location Map



Surrounding Uses:

The surrounding lands are identified in the Derry Green Corporate Business Park Secondary Plan. Lands to the north are designated 'Industrial Area' and 'Natural Heritage System', lands east of Sixth Line are designated 'Natural Heritage System', lands south of Derry Road are designated 'Business Park Area' with 'Gateway' and 'Street Oriented Site' overlays, and lands to the west are designated 'Industrial Area', 'Natural Heritage System' and 'Business Park Area' with part having a 'Street Oriented Site' overlay. The existing uses of the surrounding properties are vacant agricultural lands, rural residential parcels, and a golf course. [see Figure 2: Concept Site Plan]

The Proposal

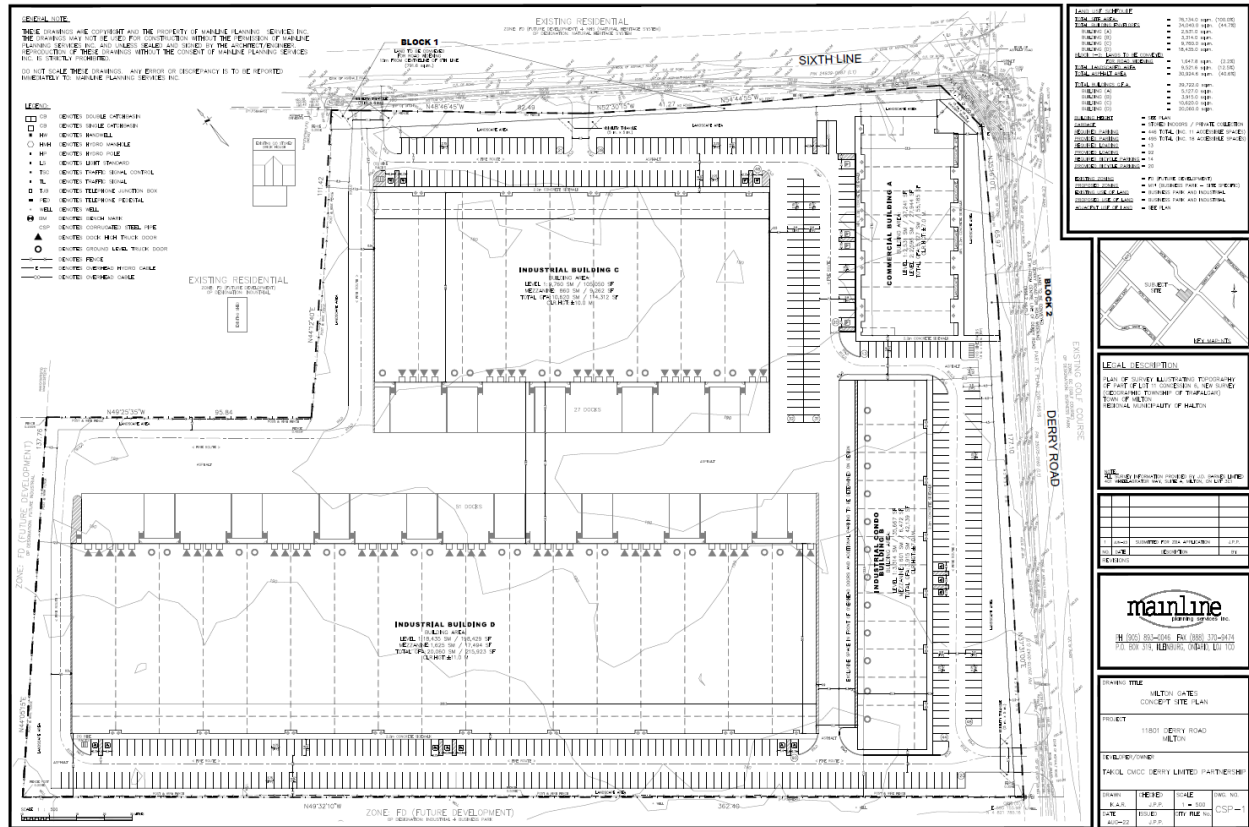
The proposed OPA /ZBA application will support the development of land for employment uses (including industrial and commercial uses).

Official Plan Amendments:

The subject property is presently designated 'Industrial Area' and 'Business Park Area'; however, staff advise that the following minor amendments to the Official Plan are required to support the development:

- Amend Schedule B – Urban Area Land Use Plan to extend the 'Industrial Area' designation further south than what is currently shown to encompass proposed Building 'C' and Build 'D' (see Figure 2).
- Amend Schedule C-9-B – Derry Green Corporate Business Park Land Use Plan to extend the 'Industrial Area' designation further south than what is currently shown to encompass proposed Building C and Build D (see Figure 2).
- Amend C.9.5.1.5 b) to allow parking between the building and the street.

Figure 2: Concept Site Plan



Zoning By-law Amendments:

The subject property is presently zoned 'Future Development (FD)'. The proposal seeks to re-zone the property to a site-specific Business Park Zone (M1*XA and M1*XB) to encompass Building A and Building B and a site-specific General Industrial Zone (M2*XX) to encompass Building C and D. The

proposed site-specific zoning includes the following amendments and additional permissions:

- 'Lot Line, Front' shall be Derry Road whereas the zoning by-law requires Sixth Line to be the 'front' lot line (the shorter lot line abutting a street).
- Add additional permitted uses to the Business Park Zone (M1*XA and M1*XB) and additional permitted uses to the General Industrial Zone (M2*XX).
- Allow as accessory to the permitted uses, service, wholesale and retail associated with an Industrial Use, Warehouse/Distribution Centre or a Wholesale Operation provided that the retail spaces do not exceed 15% or 480sm, whichever is less.
- Allow the minimum off-street parking requirement to be one (1) parking space per 30sm of gross floor area for Building 'A' and Building 'B'.
- Allow the minimum off-street parking requirement to be one (1) parking space per 125sm of gross floor area up to 5,000sm of gross floor area, plus one (1) space per 200sm of gross floor area in excess of 5,000sm for Building 'C' and 'D'.
- Allow accessory retail and showroom uses associated with an Industrial Use, Warehouse/Distribution Centre or a Wholesale Operation shall be included within the above noted parking calculations for Building 'C' and 'D'.
- Allow a reduction in the minimum number of required loading spaces for Building 'B'.
- Allow a minimum landscape buffer of 4.0m.
- Allow a minimum front yard setback of 8.5m.
- Allow a minimum exterior side yard setback of 4.4m.
- Allow a maximum building height of 20m.
- Allow a minimum parking space setback from a street of 4.0m.
- Allow a minimum loading space setback from a street of 4.9m.

Please refer to the Draft Zoning By-law included in this submission.

The Development

The proposed development includes four industrial/commercial buildings ranging from 3,915 square metres to 20,060 metres ('proposed development'). The proposed development includes a 'gateway' building (see figure 2, Building 'A') at the corner of Derry Road and Sixth Line which is designed and sited to accommodate and promote pedestrian traffic. The remaining three 'small bay', multi-tenanted industrial buildings will consist of light-industrial and business park uses (Building 'B') and general industrial uses (Build 'C' & 'D') consistent with the 'Business Park Area' and 'Industrial Area' designations.

Access to the Proposed Development:

Access to the subject property will be provided by one right-in-right-out driveway from Derry Road and two full-move driveways from Sixth Line as shown in Figure 2.

Legislation and Policy Review

It is our considered and professional planning opinion that the proposal conforms with all relevant provincial planning legislation including, but not necessarily limited to, the *Planning Act*, the Provincial Policy Statement, 2020, and A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2019 (Amended 2020).

We reviewed the relevant legislation and policies and offer the following commentary to justify our opinion.

Planning Act:

Relevant to this application, Section 2 of the *Planning Act* requires... "*The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:*

- (h) *the orderly development of safe and healthy communities;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (k) *the adequate provision of employment opportunities;*

- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (p) the appropriate location of growth and development”*

It is our considered and professional planning opinion that the provincial interest is served by Council's decision to approve this OPA/ZBA application as the amendment has regard for the previously mentioned Section 2 policies for the following reasons.

- ✓ Consistent with *Planning Act* policy 2(h), the proposal is site-specific to the concept site plan presented in Figure 2 of this report and submitted with this application, on a lot within a business park that is supported by land use designation in the Town's Official Plan.
- ✓ Consistent with *Planning Act* policy 2(h.1), the proposal is site-specific to the concept site plan submitted with this application which we have reviewed and determined compliant with the Town's by-law for accessibility provisions to provide access for persons with disabilities.
- ✓ Consistent with *Planning Act* policy 2(k), the proposal supports the development of land designated for employment use.
- ✓ Consistent with *Planning Act* policy 2(l) and 2(p), the proposal supports development within Milton's urban expansion area where growth is expected, and there will be no financial impact on the Province or the Town.

Provincial Policy Statement, 2020:

The Provincial Policy Statement, 2020 ('PPS') came into effect on May 1, 2020. Issued under the authority of Section 3 of the *Planning Act*, the PPS... *“provides policy direction on matters of provincial interest related to land use planning and development.”* The PPS *“provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.”* All municipal Official Plans are required to be consistent with the PPS and the Town is directed to support land use plans and the management of supporting infrastructure that contribute to a more effective land use planning system. The PPS encourages the development of strong communities through the promotion of efficient and sustainable land use and development patterns in locations where full municipal services are or can be made available. The PPS advocates land use densities in locations that result in sustainable development. Sustainable development is defined as economically supportive of infrastructure and public service facilities.

It is our considered opinion that the proposal is good planning for the following reasons.

- ✓ Consistent with PPS policies 1.1.1 a), b), c), e) and g), the proposed development promotes *“efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term”* through increased employment tax base and jobs. The proposed development offers a mix of employment opportunities (including industrial and commercial) to meet long-term needs. The proposal avoids *“development and land use patterns which may cause environmental or public health and safety concerns”* and promotes *“the integration of land use planning, growth management...and standards to minimize land consumption and servicing costs.”* Expert studies and reports conclude that the *“necessary infrastructure and public service facilities are or will be available to meet current and projected needs.”*
- ✓ Consistent with PPS policy 1.3.1, the proposed development promotes... *“economic development and competitiveness by...providing for an appropriate mix and range of employment [uses]...”* and provides *“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.”*
- ✓ Consistent with PPS policy 1.3.2.1, the proposed development protects and preserves employment, and ensures that the necessary infrastructure is provided to support it.
- ✓ Consistent with PPS policy 1.3.2.6, the proposed development is located in close proximity to Highway 401 and Highway 407. The development ensures the protection of *“employment areas in proximity to major goods movement facilities and corridors for employment uses that require*

those locations.”

It is our considered and professional planning opinion that Council’s approval of the proposed development is appropriate as the application will simply regulate the orderly development of a lot in the Derry Green Corporate Business Park Secondary Plan, which upon Council’s approval was determined to be consistent with the PPS.

A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2019 (Amended 2020):

Prepared under the *Places to Grow Act – 2005*, the Growth Plan for the Greater Golden Horseshoe (‘Growth Plan’) is the policy document that implements the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. Pursuant to Section 3(5)(b) of the *Planning Act*, a decision by an approval authority respecting a planning matter, “*shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.*”

It is our considered and professional planning opinion that the site plan application both conforms and does not conflict with the Growth Plan and its objectives for the following reasons.

- ✓ Consistent with Growth Plan policy 2.2.6.1, this proposal promotes “*a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.*”
- ✓ future residents;
- ✓ Consistent with policy 2.2.1.4, the proposal supports a diverse mix of employment uses.
- ✓ Consistent with policies 2.2.5.1 and 2.2.5.5, the proposal efficiently uses the land within a planned employment area.

Schedule 3 of the Growth Plan provides population and employment forecasts up to the year 2051, where the Region of Halton’s employment forecast is 500,000 jobs. Section 2.1 of the Growth Plan provides that “*it is also critical that we understand the importance of provincially significant employment zones and consider opportunities to better co-ordinate our collective efforts across municipalities to support their contribution to economic growth...*”

The subject property is located within a provincially significant employment zone and the proposed development will bring significant employment to the Region which is the primary objective of the Growth Plan and the Province.

It is our considered and professional planning opinion that approval of this OPA/ ZBA application conforms and will not conflict with the Growth Plan as it affects the development of a lot within the urban expansion area of Milton.

Halton Region Official Plan:

The Halton Region Official Plan (‘HROP’) designates the subject property ‘Urban Area’ on Map 1 – Regional Structure. Map 1C – Future Strategic Employment Areas and Map 1h – Regional Urban Structure identify the subject property as being within an ‘Employment Area’. On Map 5 – Regional Phasing, the subject property is identified as ‘Urban Area with Regional Phasing to 2021’.

The proposed development will utilize vacant but appropriately designated lands to create significant employment opportunities. The proposed development contributes to the Region’s employment growth objective.

The following HROP policies are helpful in forming our planning opinion and support for the development proposal.

- ✓ In conformity with HROP policies 72.1(10) & 72.1(10.1), the proposed development will provide a range of industrial and commercial uses in a provincially and municipally significant employment area to meet long term growth objectives including the creation of jobs.
- ✓ In conformity with HROP policy 169(1.4), Regional objectives are met as lands are protected to

“support Halton’s and its Local Municipalities’ economic competitiveness and to serve long term employment land needs in Halton, especially at strategic locations along major transportation corridors.” This property is near major highways, major collector and fronts on a regional arterial road.

It is our considered and professional planning opinion that the proposed development conforms with the Halton Region Official Plan.

Town of Milton Official Plan:

The Town of Milton Official Plan (‘OP’) has a primary purpose *“to build and maintain a diverse and vital economy [and] to build and maintain a safe, livable and healthy community.”* The OP designates the subject property ‘Industrial Area’ and ‘Business Park Area’. In conformity with the OP, the proposed development implements the specific intent of the policy which is to develop the subject property for employment purposes.

It is our considered and professional planning opinion that the proposed development conforms with the following OP policy ‘goals’ and ‘objectives’.

- ✓ As noted in policy 2.1.2.6, the Town will *“encourage development which is sustainable, i.e. development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”*
- ✓ As noted in policy 2.1.2.7, the Town will *“encourage community design at all levels of development which is people-oriented, reflecting a human scale and pedestrian orientation, particularly in the Urban Area.”*
- ✓ The ‘Plan Objective’ noted in 2.1.3.13 states, *“To identify and enhance the gateway areas which form perceptual entry points into the Town or the Urban Area.”*
- ✓ As noted in policy 2.4.1, one of the goals is to *“maintain and enhance the Town’s economic base through significant economic development.”*
- ✓ Consistent with policy 2.8.2.16 in the urban design objectives section of the OP, the development proposes a ‘gateway’ entrance *“both from a vehicular and pedestrian point of view.”*
- ✓ The proposed development conforms to urban design guideline policies including 2.8.3.12 and 2.8.3.13 which encourage street facades to be publicly accessible through the use of building and store front entrances, and to ensure building functions such as loading bays and blank walls are not placed directly along the street.
- ✓ The proposed development conforms to the ‘Business Park Area’ policies in section 3.8 of the OP, including policy 3.8.1.1 *“is an employment designation [that] applies to areas where the full range of light industrial and office uses will be permitted, subject to a high standard of design.”*
- ✓ The proposed development conforms to the ‘Industrial Area’ policies in section 3.9 of the OP, including policy 3.9.1.1 which *“is an employment designation [that] applies to areas where the full range of light and general industrial uses will be permitted.”*
- ✓ Consistent with the Derry Green Corporate Business Park Secondary Plan (‘Secondary Plan’), the proposed development provides employment uses as planned by the policies in C.9.5.1 ‘Business Park Area’ and the policies in C.9.5.3 ‘Industrial Area’ designations.
 - The proposed development is consistent with the policies of the ‘Gateway Area’ overlay by proposing a *“significant, high-profile building with strong architectural elements”* at the intersection of Derry Road and Sixth Line.
 - The proposed development is consistent with the policies of the ‘Street Oriented Area’ overlay by proposing continuous building frontage designed to promote urban character and pedestrian scale.
 - The proposed development is consistent with the policies of the ‘Industrial’ overlay by proposing buildings which are *“designed to maintain the high-quality development required”* of the area.

Milton Zoning By-Law 016-2014:

The property is currently zoned 'FD – Future Development' in Milton's Zoning By-law. The proposed amendment will re-zone the subject property to a site-specific Business Park M1 zone for Buildings 'A' and 'B' respectively (M1*XA and M1*XB) with a site-specific General Industrial Zone for Buildings 'C' and 'D' (M2*XX) with modifications to support development of the land as illustrated in Figure 2.

The proposed amendment includes specific uses requested for Building 'A' (M1*XA) that are permitted or otherwise in general conformity with the Derry Green Secondary Plan policies 9.5.3.2. The proposed uses are consistent with 'service commercial uses' where such uses are otherwise permitted in a light industrial, office or mixed-use building.

The proposed amendment includes specific uses requested for Building 'B' (M1*XB) that are permitted or otherwise in general conformity with the Derry Green Secondary Plan policies under C.9.5.1.2 as light industrial uses and service commercial uses. These uses are permitted in light industrial, mixed use or industrial mall buildings. It is important to note that the proposed M1*XB uses do not permit outdoor display or storage. Please refer to the Draft Zoning By-law included in this submission.

Please refer to *Appendix A* for supporting tables which provide an analysis of the zoning requirements, loading and parking requirements. Table 1 provides a comparison of the Town's M1 performance standards against the proposed development and identifies the modifications requested. Table 2 provides an analysis of the Loading Space requirements. Table 3 provides an analysis of the off-street parking requirements.

It is our considered and professional planning opinion that the modified M1 zoning and parking/loading standards noted in Table 1, 2, and 3 (please refer to Appendix A), and provided in the draft Zoning By-law submitted with this application, are supported by the Official Plan, will not create an adverse impact that is not otherwise contemplated in the Zoning By-law and is therefore appropriate for the orderly development of land.

Conclusion

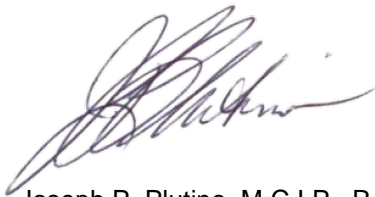
It is our considered and professional planning opinion that sound planning principles support Council's approval of the Official Plan and Zoning By-law Amendment Application. The proposal conforms to County Official Plan policies, the *Planning Act*, and the Provincial Growth Plan. In addition, the application has due regard for matters of provincial interest and is consistent with the Provincial Policy Statement.

We trust that our comments are well received by staff and trust that our application is considered 'complete' and deserving of a favorable planning recommendation to expedite Council's approval.

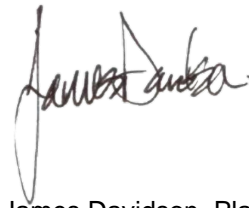
Should you require anything further, please do not hesitate to contact the undersigned at 905-893-0046 or by email at jplutino@mainlineplanning.com and jdavidson@mainlineplanning.com.

Sincerely,

mainline planning services inc.



Joseph P. Plutino, M.C.I.P., R.P.P.



James Davidson, Planner

cc. Client

APPENDIX A

Table 1: Zoning Analysis of By-law 016-2014			
Table 8B Zone Standards – M1 Business Park	Requirement	Provided on Site Plan	Zoning Compliance
Lot Frontage (Minimum)	40.0m	258.4m	Yes
Lot Area (Minimum)	0.8 ha	7.6	Yes
Setbacks (Minimum) - Front Yard	9.0m	8.5m	No
Setbacks (Minimum) - Interior Side Yard	3.0m	17.3m	Yes
Setbacks (Minimum) - Exterior Side Yard	9.0m	4.4m	No
Setbacks (Minimum) - Rear Yard	12.0m	12.0m	Yes
Building Height (Maximum)	15.0m	20.0m	No
Landscape Open Space - % of Lot Area (Minimum)	10%	12.5%	Yes
Landscape Buffer (Minimum) - Abutting a street line	4.5m	4.0m	No
Loading Space Setback from a Street Line	20m	5.0m	No
Parking Space Setback from a Street Line	4.5m	4.0m	No

Table 2: Loading Space Requirements, Section 5.11 By-law 016-2014					
Building	Gross Floor Area (sq.m.) Requirement	Gross Floor Area (sq.m.)	Minimum Number of Loading Spaces Required	Required Number of Loading Spaces	Provided Number of Loading Spaces
BLDG. A	2326m2 to 7440m2	5,070.00	2	2	2
BLDG. B	2326m2 to 7440m2	3,838.00	2	2	0
BLDG. C	7,441m2 or greater	10,476.00	3 (*1)	4	27
BLDG. D	7,441m2 or greater	19,026.00	3 (*1)	5	49
Total				13	90
(*1) PLUS 1 additional loading space for each additional 9,300m2 or fraction thereof in excess of 7441m2.					

Table 3: Parking Requirements, Section 5.82 By-law 016-2014

Building #	Parking Rate	GFA of BLDG. (sq.m.)	GFA (sq.m.) Minus 10%	Required Number of Parking Spaces		Provided on Site Plan	
BLDG. A	1 parking space per 30 m ² of gross floor area	5,127.00	4,614.30	153			
BLDG. B (GFA incl. Mezzanine)	Industrial: For the first 1000 m ² , 1 parking space per 30m ² of gross floor area shall be provided. Any additional gross floor area shall be calculated in addition to the above provision and provided in accordance with the following rates: For gross floor areas between 1001m ² to 5000m ² shall provide 1 parking space per 100m ² of gross floor area. Gross floor areas greater than 5000m ² shall provide 1 parking space per 200m ² of gross floor area.	3,915.00	3,523.50	1,000m ² at 1/30	33.33		
				2,523.5m ² at 1/100	25.24		
		Total:					59
BLDG. C (GFA incl. Mezzanine)	Industrial: For the first 1000 m ² , 1 parking space per 30m ² of gross floor area shall be provided. Any additional gross floor area shall be calculated in addition to the above provision and provided in accordance with the following rates: For gross floor areas between 1001m ² to 5000m ² shall provide 1 parking space per 100m ² of gross floor area. Gross floor areas greater than 5000m ² shall provide 1 parking space per 200m ² of gross floor area.	10,476.00	9,428.40	1,000m ² at 1/30	33.33		
				4,000m ² at 1/100	40.00		
				4,558.0m ² at 1/200	22.79		
		Total:					97
BLDG. D (GFA incl. Mezzanine)	Industrial: For the first 1000 m ² , 1 parking space per 30m ² of gross floor area shall be provided. Any additional gross floor area shall be calculated in addition to the above provision and provided in accordance with the following rates: For gross floor areas between 1001m ² to 5000m ² shall provide 1 parking space per 100m ² of gross floor area. Gross floor areas greater than 5000m ² shall provide 1 parking space per 200m ² of gross floor area.	20,060.00	18,054.00	1,000m ² at 1/30	33.33		
				4,000m ² at 1/100	40.00		
				13,054m ² at 1/200	65.27		
		Total:					139
Grand Total:						449	495
Accessible Parking Requirements	201 to 1000: 2 accessible spaces plus 2%					11	18
Bicycle Parking	All other Commercial, Employment and Institutional Uses: 3% of the required parking spaces for the use or lot. AND The following uses shall only be required to provide 5 Bicycle Parking Spaces: Warehouse/Distribution Centre					17	20