

HIGHWAY 400 EMPLOYMENT LANDS NORTHEAST QUADRANT TERTIARY PLAN



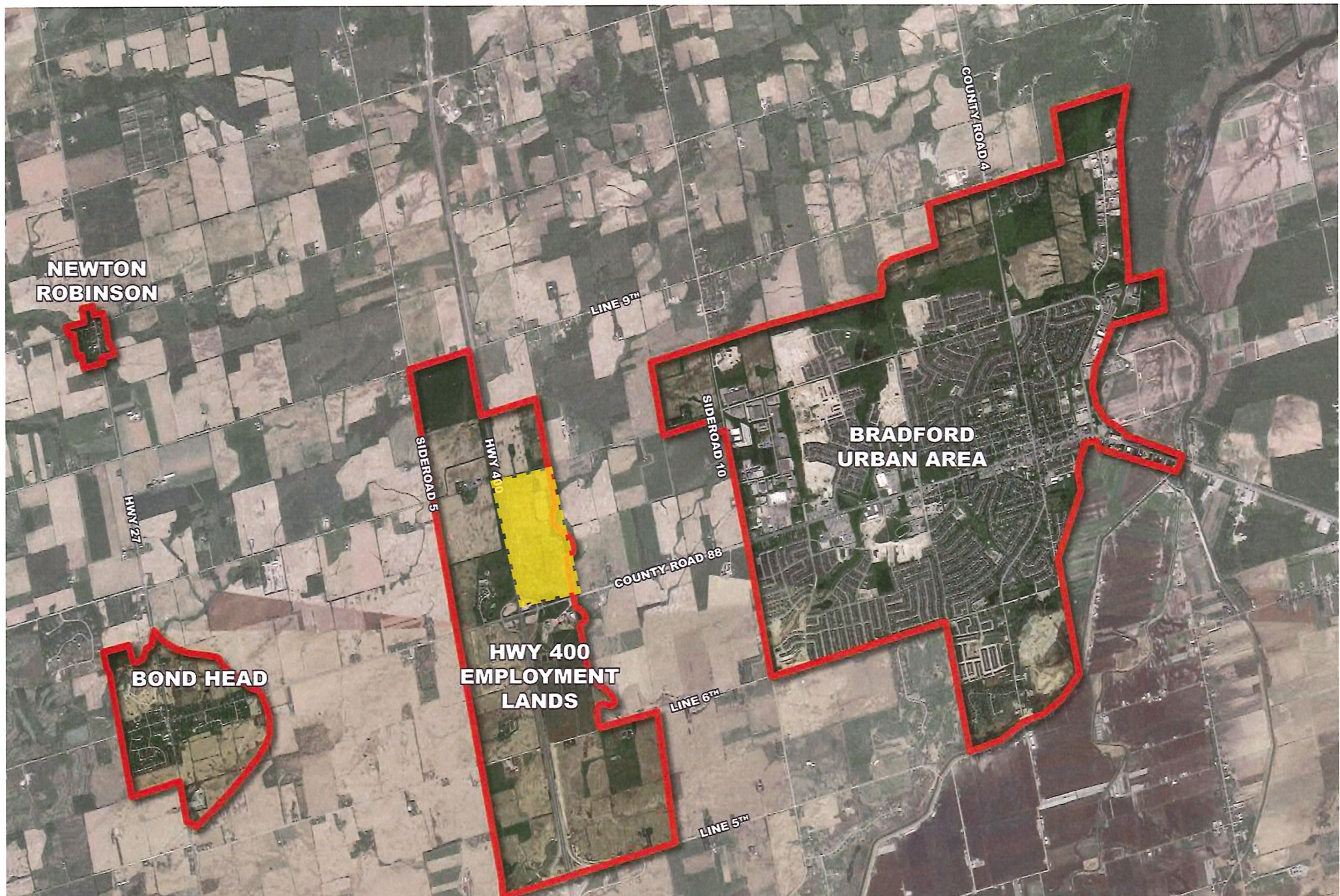
The Planning Partnership | February 2024

**Prepared by The Planning Partnership
February 2024**

table of contents

introduction	1
site context	2 - 3
consultation	4
preliminary options	5
final option	6 - 7

Appendix A:
Town Town-Wide Urban Design Guide-
lines for Highway 400 Employment
Gateway Area



1.0

introduction

The Town of Bradford West Gwillimbury is the southern-most municipality in Simcoe County. The Town, situated generally between the Hwy. 400 and Yonge Street corridors, is located at the midpoint between the City of Barrie and the heart of the Greater Toronto Area ("GTA").

Within the landscape dominated by agricultural activity including most notably, the Holland Marsh, the community of Bradford is an emerging urban centre. Due to its proximity to the GTA, small-town attributes and relative affordability, the Town has experienced significant residential and commercial development over the past several years, as evidenced by a population growth rate that is the second-highest in Ontario.

The employment forecast for 2031 is a minimum of 18,000 jobs. This employment growth is primarily directed to the Bradford Urban Area and the Highway 400 Employment Lands (OP 3.2.1.e).

The Highway 400 Employment Lands are not considered to be a "Settlement Area" but nevertheless have unique status in the Official Plan as an area that is expected to accommodate significant employment growth.

The Highway 400 Employment Lands (delineated in OP Schedule B-2) encompasses approximately 725 hectares of land between Line 5 and Line 9 and is planned to support the largest cluster of traditional employment and employment-supportive uses that require large lots

of land and depend upon efficient movement of goods and access to Highway 400.

The Northeast Quadrant, as identified in the Figure on the facing page, comprises approximately 65 hectares of land that are located east of Highway 400 between County Road 88 and Line 8.

Within this quadrant, the Ministry of Transportation (MTO) is working on interchange realignment and improvements at County Road 88 and Highway 400. These works will impact McKinstry Road which, in its currently alignment, connects with CR88 at the south and turns into Line 8 at the north.

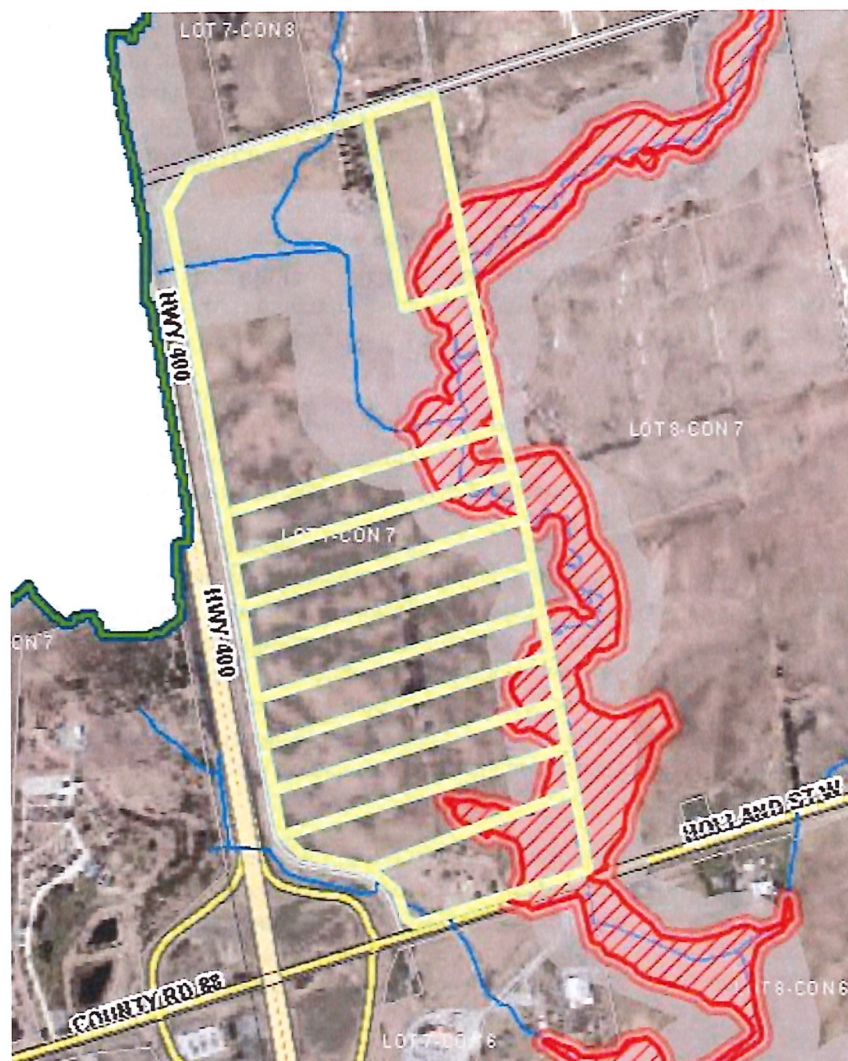
1.1 Purpose of the Tertiary Plan

The purpose of the Northeast Quadrant Tertiary Plan is to provide a conceptual framework for the future development of these lands and to ensure the north-east quadrant develops in an efficient and coordinated manner, including accommodation of the interchange realignment and improvements.

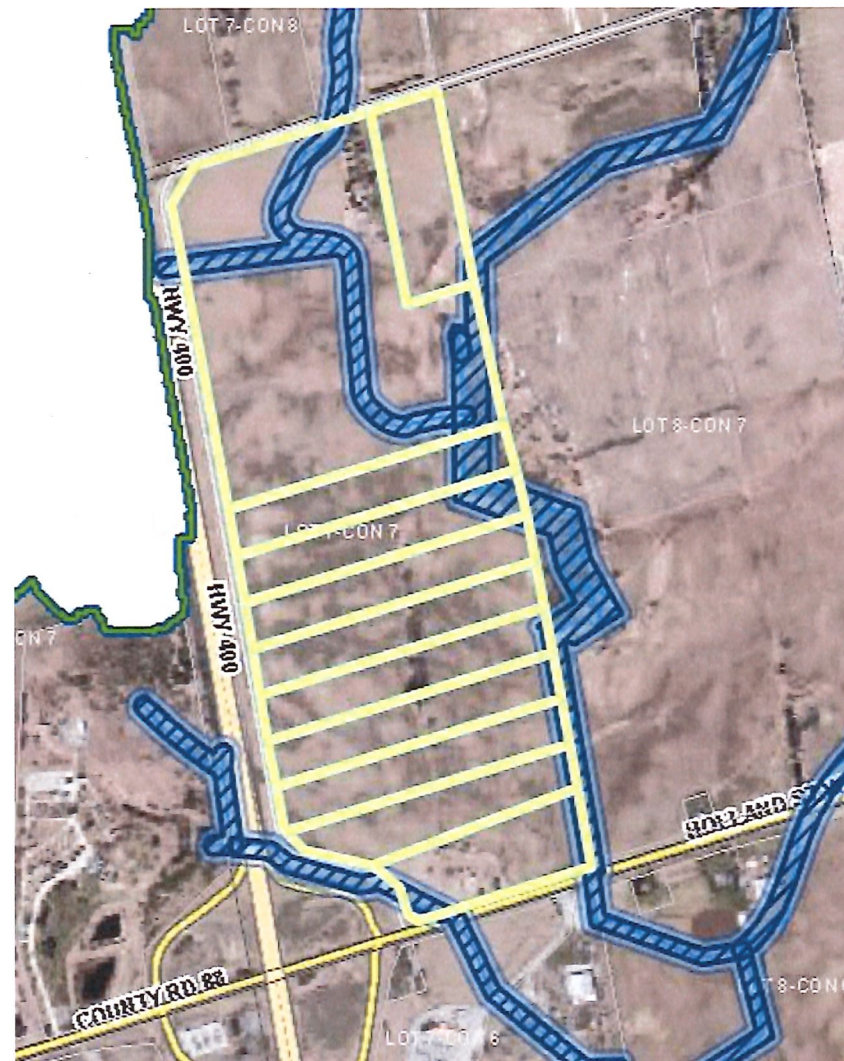
1.2 Guiding Principles

Development of the Highway 400 Employment Lands are to be guided by the policies of the Official Plan including 'to achieve a high standard of physical design and architectural quality in pursuit of a sustainable, innovative community.'

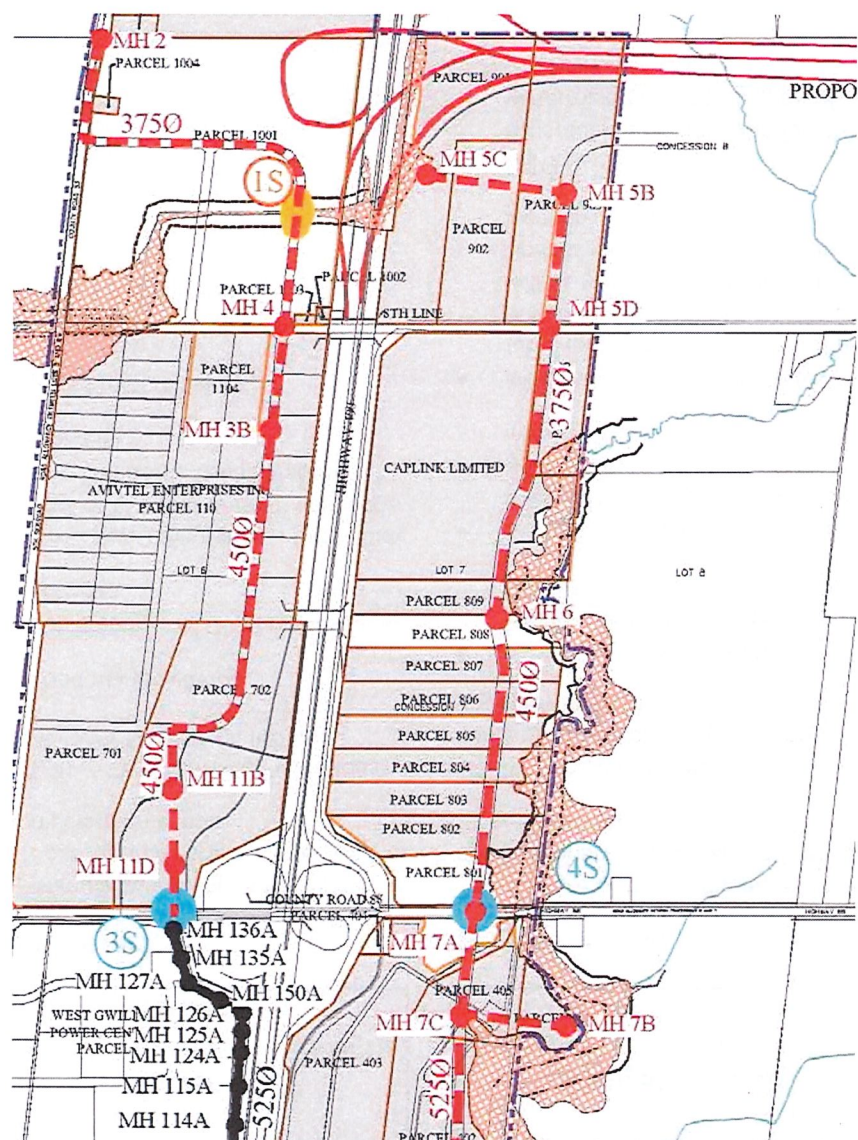
2.0 site context



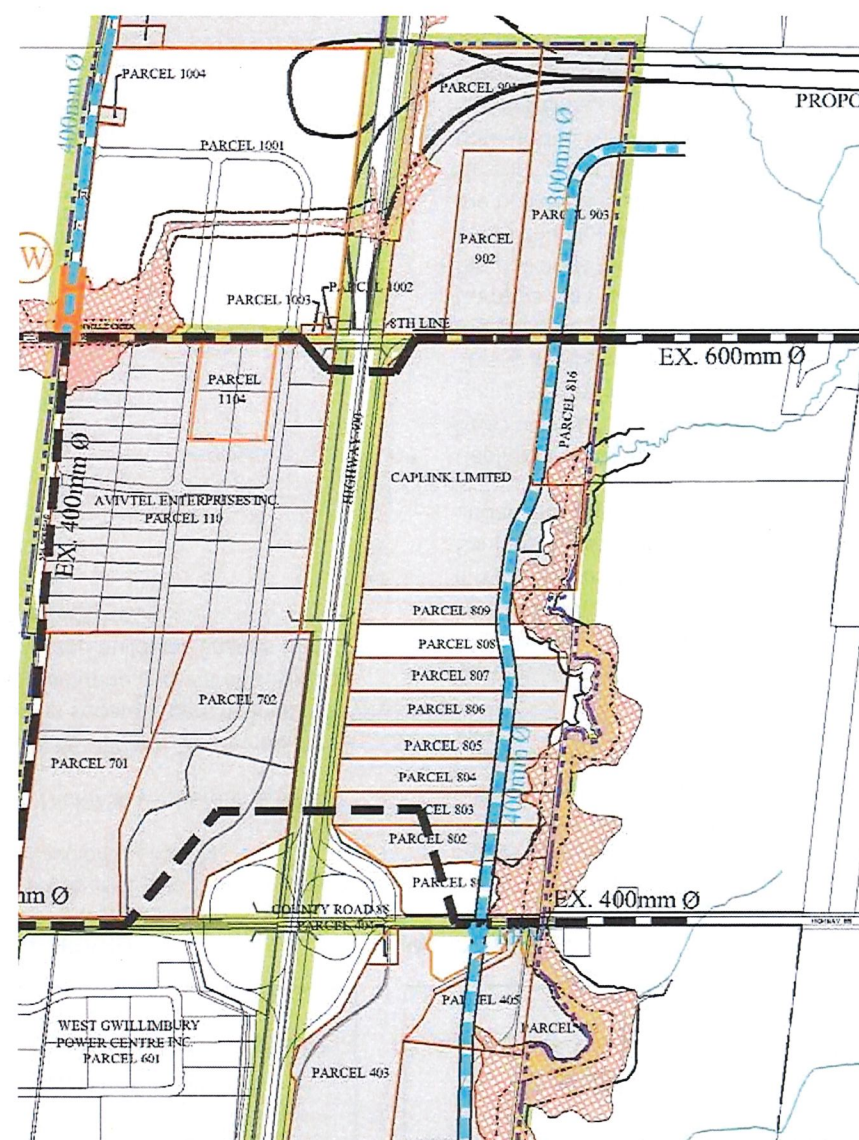
Lake Simcoe Region Conservation Authority Mapping indicating the Floodplain and Floodplain Setback along the east side of the study area.



Lake Simcoe Region Conservation Authority Mapping indicating the Meander Belt and Meander Belt Setback along the east side of the study area.



400/88 Developers Group Cost Sharing Figure indicating the existing Sanitary Sewer (black dashed line) and future Sanitary Sewer (red dashed line).



400/88 Developers Group Cost Sharing Figure indicating the future Watermain Network (blue dashed line).

3.0

consultation

October 2022 One-on-One Interviews with Landowners

WHAT WE HEARD:

- Manufacturing, industrial warehousing, industrial commercial, distribution centre.
- Mid to large formation warehousing with flexibility in format.
- Food manufacturing.
- Job creation, 24/7 operations, shift changes.
- Road down the middle of the study area or to either west or east edge, to minimize no useable space (parcels).
- Infrastructure issues.
- Green buildings, sustainable design, EV and cycling.

January 2023 Meeting with MTO and SCS Consulting Group Ltd.

WHAT WE HEARD:

The purpose of the meeting was to discuss McKinstry Road realignment and the watermain under Highway 400.

The Town presented preliminary conceptual plan showing an interim approach to McKinstry Road.

- MTO advised that they had reached an agreement to purchase Block 65.
- MTO advised that they had commenced the process of expropriating lands required for the interchange.
- MTO indicated that the SWM features (pond and swale) are not required for the final design plan and will be removed once McKinstry Road is relocated to its ultimate location.
- MTO to confirm whether it is acceptable to include the Town's watermain relocation as part of this work.

January 2023 Meeting with Landowners

WHAT WE HEARD:

- Move McKinstry as far east as possible (avoiding LRSCA).
- Keep McKinstry where it is today.
- Blocks 66, 67 and 68 may be developed as separate parcels including manufacturing and warehousing in connected buildings spaces that can expand/contract.

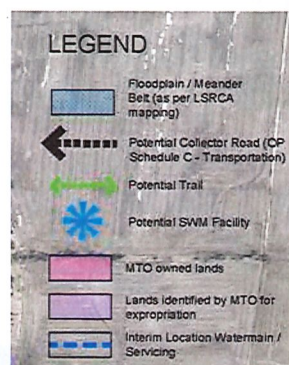
August 2023 Comments from Landowners

WHAT WE HEARD:

- What is the "Potential Collector Road (OP ScheduleC-Transportation)" as depicted with the large black dashed bi-directional arrows? Please provide more information on this.
- On Option B where McKinstry Road is to remain more or less in its current alignment, would it make more sense to have the Sanitary & Watermain to be along/under McKinstry Road (as well)?
- Caplink prefers to have McKinstry Road maintain its current alignment beside Hwy 400 (Option B). This will enhance and showcase the aesthetics of our Business Campus Park with the front of the buildings facing Hwy 400, rather than looking at the rear of the buildings. Caplink will also be triggering a study with LSRCA to potentially divert the meander belt creek drainage that are on our property to more East feeding into the main North South Stream.

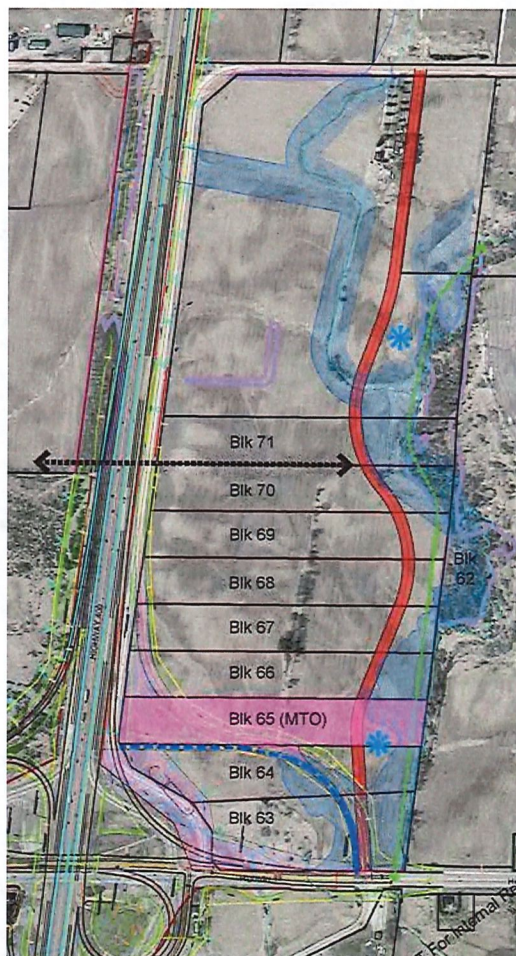
4.0 preliminary options

- Option B, to leave the current road where it is being built, makes the most sense and considering expropriation and construction plans are already underway.
- Considering the sanitary grounds on the east side (Option B) would be underground (understandably unable to build over it); can parking be located over this?
- How much space would be required to expropriate the new area in Option A?
- Prefer the new alignment (Option A) as it limits the impact on the south property owners to the east side of the property, and allows pipes and road to be aligned on the east side abutting the environmental feature. We view Option B as impacting the west side (with the road) and east side (with servicing) of the southern properties and limiting the developability of the lands, which is why it's not preferred.



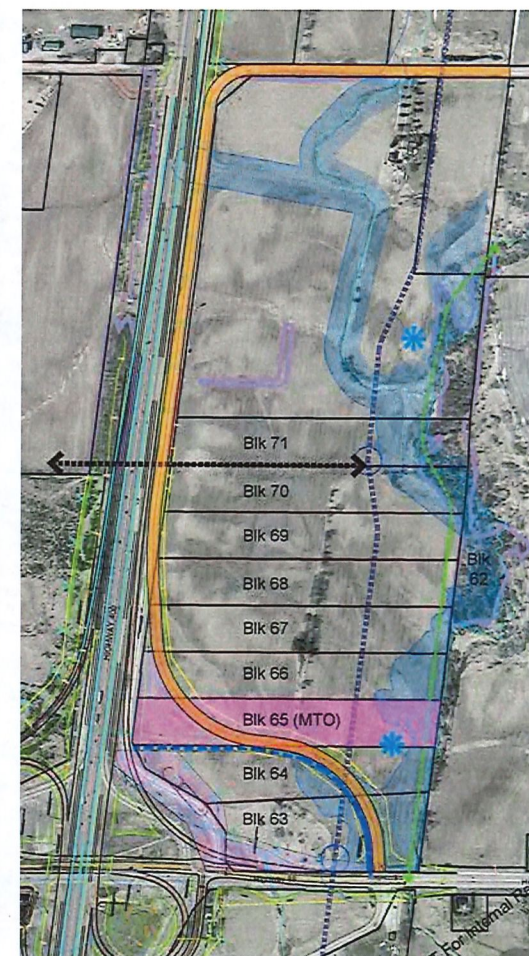
OPTION A

- McKinstry Road in a new location to the east.
- Future Sanitary Sewer and Watermain to be combined with the new McKinstry Road location.



OPTION B

- McKinstry Road remaining in its existing location.
- Future Sanitary Sewer and Watermain to be located to the east, separate from the existing McKinstry Road location.

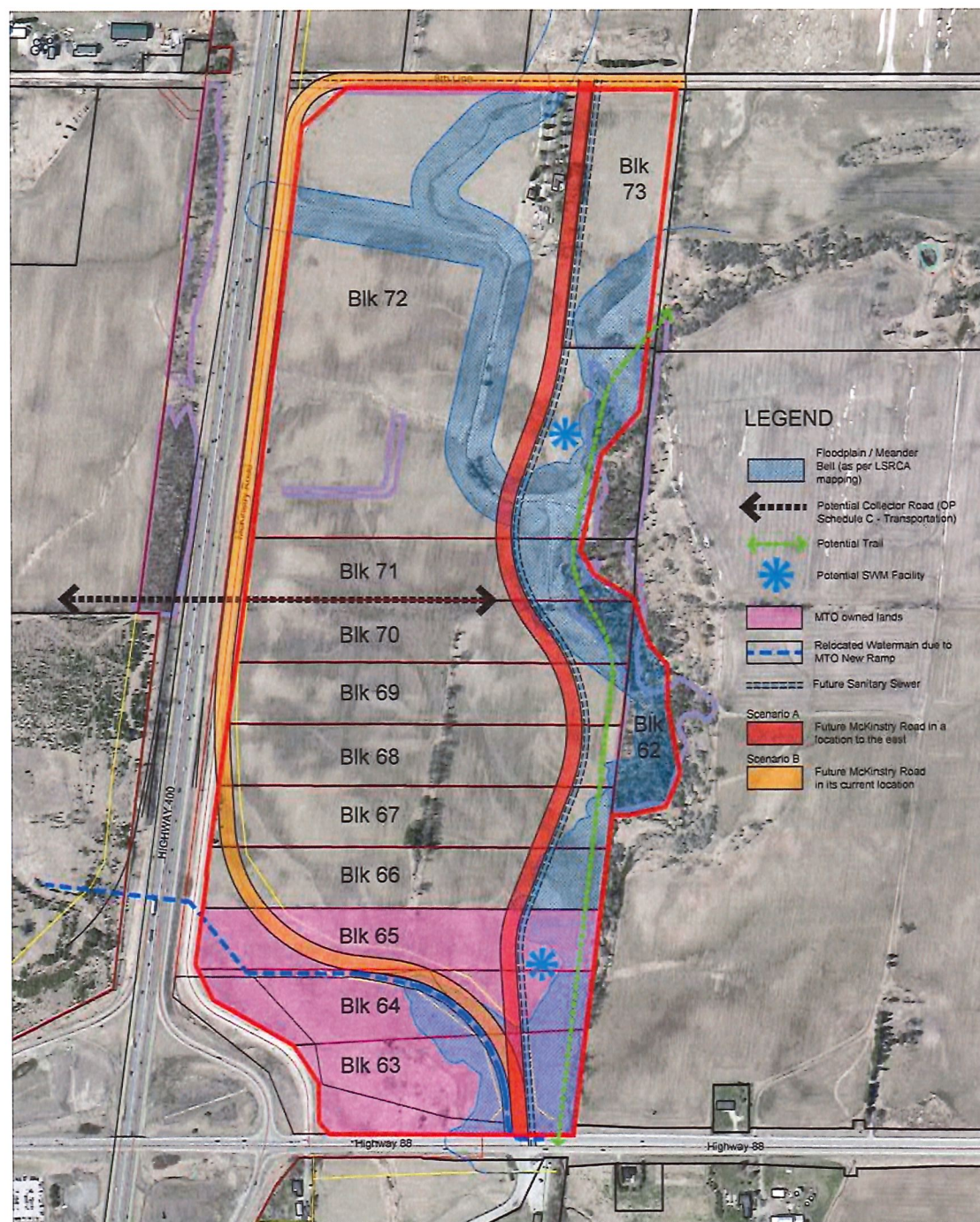


5.0 final option

The final option provides two scenarios for the location of McKinstry Road a) in a location at the east of the site, adjacent to the floodplain and b) in its current location. Watermain services are to be located within the right-of-way for both options.

Final Option

- A future Sanitary Sewer is to be located towards the eastern portion of the site to take advantage of the natural fall of the lands, and generally consistent with the location as identified in the 400/88 Landowners Group Cost Sharing figures depicting the same.
- The future Sanitary Sewer is to be located outside of the LSRCA floodplain and meander belt setbacks.
- Potential stormwater management facilities is to be located on the east side of site, again, taking advantage of the lower elevation in the areas adjacent to the floodplain.
- A potential public trail is to be located alongside the LSRCA floodplain and meander belt setbacks, connecting Highway 88 at the south to Line 8 at the north. It is expected that connections to the future trail will be provided to the future pedestrian walkways for the individual site plans.



- Relocation of the portion of existing McKinstry Road and watermain affected by the new ramp, as per MTO design.
- A Potential Collector Road traversing east-west along the south boundary of Block 71, as identified OP Schedule C-Transportation. The Official Plan 5.2.10 d) states the following:

‘Schedule C identifies reserves for potential collector roads which will provide an integrated and linked traffic network within the area. The timing of construction of these roads will be confirmed through the preparation of detailed traffic impact assessments at the time of submission of development.’
- Buildings and landscaping will be arranged and provided to achieve the Town’s urban design objectives for the Highway 400 Employment Lands and as outlined in the Town-wide Urban Design Guidelines, Section 2.5 (refer to Appendix A).

Scenario A

Future McKinstry Road located along the east

Scenario A illustrates McKinstry Road located at the most easterly edge of the study area, and generally outside of the LSRCA meander belt. It has been noted that the landowners generally prefer this scenario as it minimizes any bisecting of their properties.

This scenario combines the new McKinstry Road with watermain and sanitary sewer services within the public right-of-way. This location is generally consistent with the 400/88 Developers Group Cost Sharing proposed Sanitary & Watermain alignments and takes advantage of the natural fall of the land from the west to the east.

In this scenario, existing McKinstry Road would be decommissioned. However, in the interim condition, it would remain as it exists, from Block 68 north to 8th Line, and realigned from Block 68 to Highway 88 to follow the new / future MTO on-ramp.

Scenario B

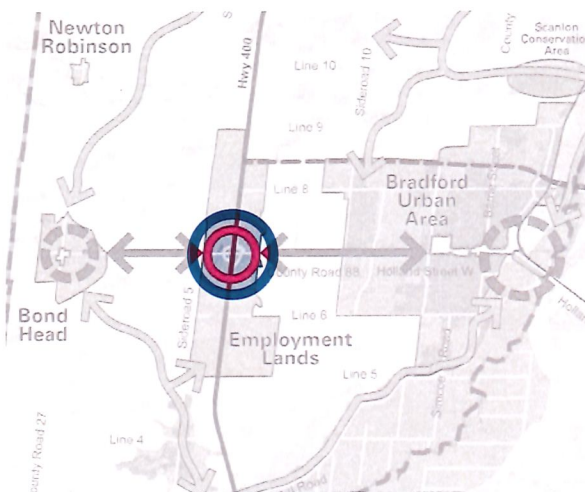
Future McKinstry Road to remain in its current location

Scenario B illustrates McKinstry Road remaining in its existing location.

In this scenario, watermain services would be combined with the road however, sanitary services would be in a separate location. If sanitary services were to be located with the road at this higher elevation, it would work against the natural fall of the site which, as previously stated, is from the west to the east which would likely have significant cost implications on the cost on the infrastructure. Thus, the preferred location for the sanitary services would be to the east of the site, within lands that are privately owned (as shown in Scenario A). In this case, it’s noted that access for the sanitary sewer will need to be secured through agreements/easements between the Town and the private property owners.

Appendix A

Town-Wide Urban Design Guidelines for Highway 400 Employment Gateway Area



2.5 Highway 400 Employment Gateway Area

Public Realm

The Official Plan envisions that the Highway 400 Employment Lands, located at the interchange of Highway 400 and County Road 88, be developed as a 'prestige industrial employment area'. Building upon the Streetscape and Design Strategy outlined in the Plan, and in addition to the guidelines outlined in Section 4.0 - Non-Residential Areas, the following shall be considered:

Highway Interface

- 1 Provide a fully landscaped buffer between these lands and the highway, including large mature canopy trees, coniferous trees and mass plantings of native shrubs such as sumacs, dogwoods and viburnums.
- 2 Provide landscaped berms where parking, loading and storage areas are located along the highway corridor.

County Road 88

- 3 Provide a generous landscaped strip behind the street line to accommodate a double row of trees planted at between 6 - 8 metres.
- 4 Provide tall under storey plantings within the landscape strip. Examples of tall under storey plants include dogwoods, viburnums and serviceberry.

Internal Streets | Pedestrian Network

- 5 Coordinate the design of the boulevard (public zone) and the landscape strip (private zone) to ensure a consistent treatment and design approach.
- 6 Provide pedestrian sidewalks on both sides of all streets and connections to building entrances.

- 7 Coordinate sidewalks and pedestrian connections with future active transportation routes.
- 8 Provide a continuous row of large canopy deciduous trees within the boulevard spaced between 6.0 to 8.0 metres on centre.
- 9 Provide pedestrian scaled street lights.

Stormwater Management Facilities

- 10 Design stormwater management facilities as naturalized open spaces.
- 11 Design stormwater management facilities amenities within the Employment Lands, including pedestrian amenities and trails.
- 12 Enhance viewing opportunities to adjacent natural heritage systems.



Private Realm

The vision for the Employment Gateway includes the promotion of unique and individual buildings that collectively, and in conjunction with public realm design, create a high quality character and prestige image for these lands.

Guidelines outlined in the 'Site Plan' section will ensure that the location/orientation of buildings, servicing/loading areas, parking areas and landscaping reinforce the public realm objectives related to street-scape and open space design. Guidelines outlined in the 'Built Form' section are meant to ensure consistency in the quality of building designs and to ensure prominent designs in priority locations.

Site Plan

Low Impact Development (LID)

Low Impact Development (LID) techniques are to be integrated into the design of each lot within the proposed development to address storm water quality, quantity control and infiltration objectives. The principal considerations for the implementation of LID techniques include:

- 13 Achieve water balance targets by the application of LID technologies that promote infiltration.
- 14 Integrate LID technologies into the site.
- 15 Consider permeable pavement, bioretention cells, biofilters and infiltration galleries in the process of exploring site specific SWM solutions.
- 16 Deploy LID technologies by using a 'Treatment Train' approach to maximize effectiveness.
- 17 Design LID solutions to incorporate elements that will facilitate maintenance and monitoring.

- 18 At the site plan stage, ensure that the location, configuration and design of LID elements complement the architectural design of the buildings within the site and address practical functional requirements including vehicular and pedestrian circulation.

Driveway Access

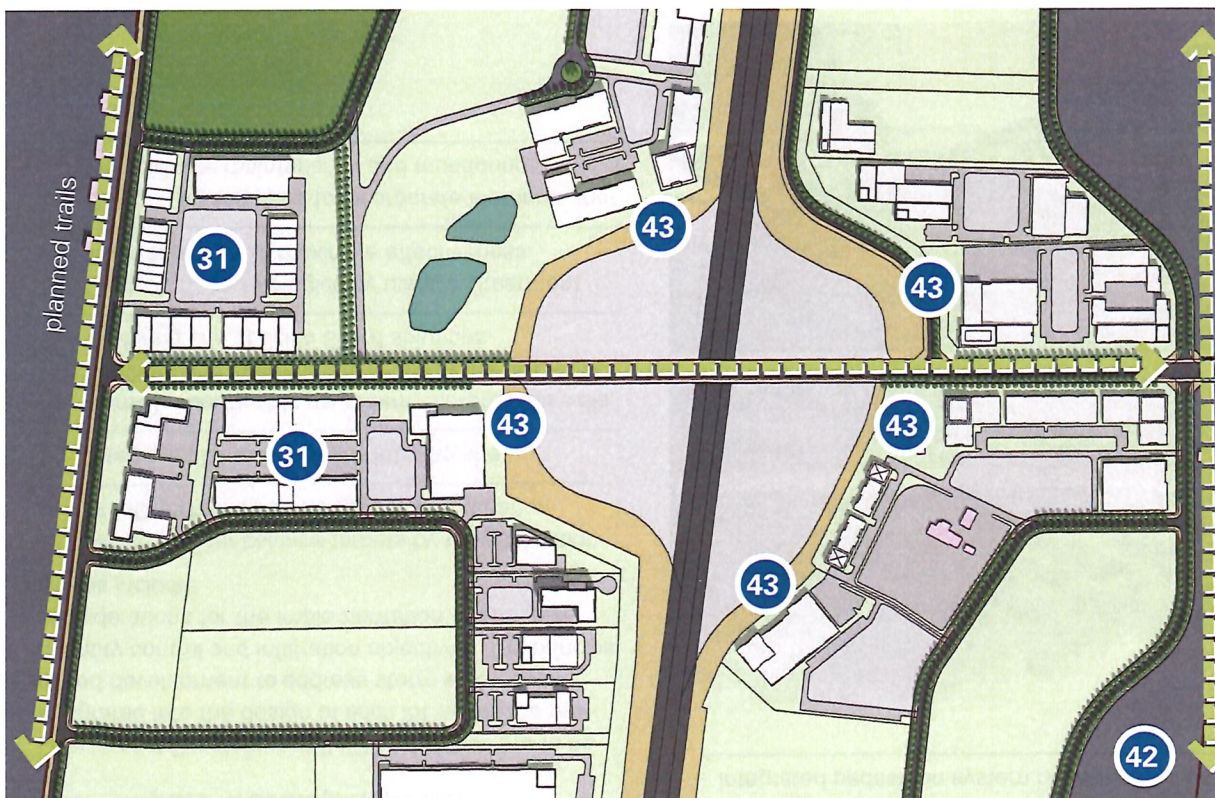
- 19 Facilitate the safe and efficient circulation of vehicles.
- 20 Minimize interruptions to the sidewalk and potential conflict with cyclists and pedestrians.
- 21 Pair or share driveways where possible.
- 22 Create a coordinated program of wayfinding/directional signage for the Employment Lands.
- 23 Encourage the development of a coordinated and integrated pedestrian system between facilities.



Walkways

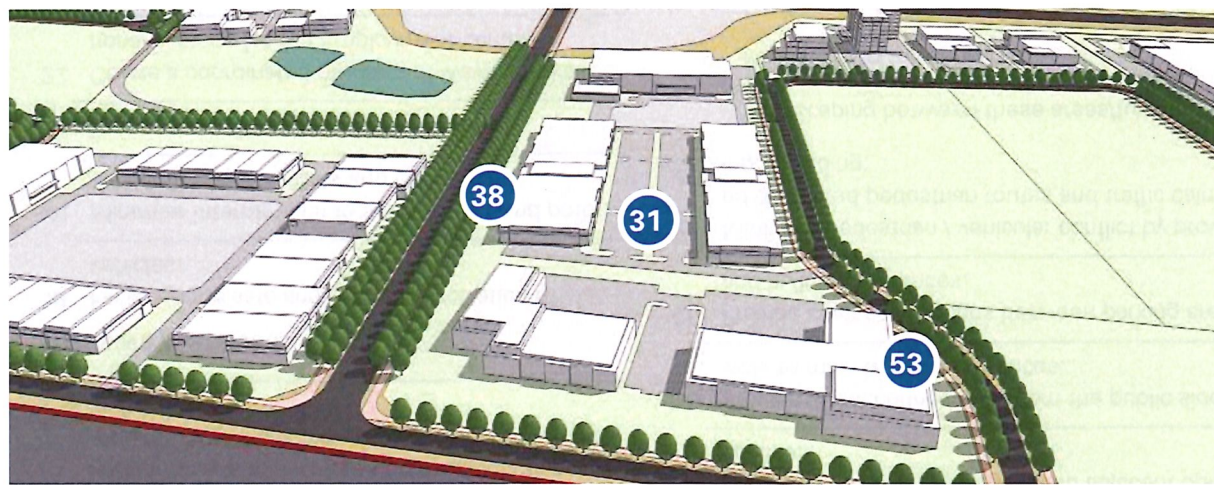
- 24 Provide an on site walkway network that is connected to the public sidewalk and adjacent open spaces.
- 25 Provide direct connections from the public sidewalk to main building entrances.
- 26 Provide clear connections between parking areas and building entrances.
- 27 Minimize pedestrian / vehicular conflict by provided dedicated pedestrian routes and traffic calming, including:
 - Landscaping between these areas/functions;
 - Pedestrian level lighting;
 - Signage; and,
 - Special paving and/or pavement markings.
- 28 Ensure conformity with Ontario Building Code (OBC) accessibility requirements.
- 29 Where dedicated pedestrian walkways are not feasible, ensure pedestrian routes are clearly marked/signed.





Parking

- 30 Avoid large, expansive areas of parking.
- 31 Locate the bulk of parking areas at the sides and rear of buildings, and/or generally away from the most publicly visible street frontage.
- 32 Avoid locating parking areas between the street/sidewalk and the building; minimize parking in these locations to a maximum of 50% of the street frontage.
- 33 Incorporate landscaped areas and LIDs in parking areas.
- 34 Provide pedestrian-scaled lighting to enhance safety/security.
- 35 It is strongly encouraged to include electric vehicle parking spaces and charging areas.



Loading, Service and Storage Areas

- 36 Locate loading, service and storage areas away from public view, preferably at the sides and/or rear of the building, in a contained, courtyard configuration.
- 37 Provide separate and/or clearly marked service access points and driveways.

Building Arrangement | Location

- 38 Locate buildings close to the street edge to create a consistent street presence and activated streetscape.
- 39 Locate buildings to frame important views and vistas.
- 40 Ensure buildings occupy a minimum of 50% of the lot frontage (i.e. no parking).
- 41 Locate buildings to take enhance of priority locations within the Employment Lands.

Priority Building Locations

Priority Building Locations are those locations within the Employment Area that have two or more publicly visible frontages, or terminate view vistas. These locations include: corner lots, lots at T-intersection, lots located at street 'elbows', lots along County Road 88 and lots along the Highway 400. In these locations, building designs should consider the following:

- 42 Treat the Highway 400 and County Road 88 interchange as a 'Gateway'.
- 43 Prioritize the location of the tallest and greatest massed buildings at the Gateway, with primary building elevations oriented to the intersection.

- 44 Orient the primary building elevation(s) to the most visible public frontage and incorporate the highest degree of articulation to these facades. Buildings adjacent to Highway 400 and County Road 88 frontages shall extend these design elements to their side and rear facades, where visible from the public roadway or highway.
- 45 Provide prominent building massing / landmark buildings at the corners.
- 46 Locate main building entries along the primary building elevations.

Built Form

A diversity of building designs are anticipated for the Employment Lands. Varying degrees of elevation treatments and building articulation is expected to respond to the various uses and locations within the area. In general, a high degree of design articulation on all publicly visible building elevations will be important to creating the envisioned high-quality environment. As such, the following should be considered:

- 47 Mitigate the visual impact of large and long facades with the use of, for example, different materials, enhanced fenestration, generous windows openings, or recesses/projections in the building wall.
- 48 Treat building elevations visible from Highway 400 with the same degree, quality of design and articulation as the front elevation.
- 49 For buildings within a complex of buildings, encourage designs that are varied yet incorporate complementary and unifying elements such as architectural details and materials.
- 50 Avoid large blank walls along any publicly exposed elevation; when present, they should be highly articulated and incorporate materials similar to those on the main elevation(s).

Building Massing

- 51 Relate building massing to adjacent buildings and the scale of the adjacent public street.
- 52 Arrange buildings along the street to allow views into and from the site.
- 53 Provide greater massing at the ends of buildings and where office components are located.





Buildings Facades

- 54 Incorporate designs that distinguish between office and warehouse portions of buildings.
- 55 Incorporate windows, articulation, and clearly defined entrances adjacent to the street.
- 56 Include the highest degree of elevation treatments along the public street frontage.

Windows /Glazing

- 57 Incorporated windows / glazing on any elevation that overlooks areas of public activity, including streets, the SWM facility and other open space features.
- 58 Ensure a minimum of 30% of the office portion of building is located along the public street, including entrances, windows, or upper level glazing for office areas; where this is not feasible, other enhanced/upgraded design measures shall be required, including for example, upgraded building materials and articulated facades.

Building Entrances

- 59 Locate building entrances along the primary building façade and oriented towards the public street frontage.
- 60 Design building entrances to be clearly visible and prominent elements of the building façade.
- 61 Coordinate building entrances with the provision of pedestrian walkways.
- 62 Provide landscaping (hard and soft elements) at building entrances.

Materials

- 63 Use high quality building materials.
- 64 Coordinate building materials within a site and along the street to ensure consistency and complementary variety.
- 65 Incorporate a high standard of design detailing and materials on front facades.
- 66 Incorporating any sloping topography within parking and landscaped areas;
- 67 Incorporating a high degree of glazing on primary facade, and building elevations where main entries are located. Generally, minimum of 30% to 40% of each primary façade should contain glazing, including entrances, windows, or upper level glazing;

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