
PLANNING JUSTIFICATION REPORT

APPLICATION FOR ZONING BY-LAW AMENDMENT

7072 Sixth Line

Town of Milton

100377643 Ontario Inc.

December 2025

GSAI File No. 1573-001



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**Planning Justification Report
Zoning By-law Amendment
7072 Sixth Line, Town of Milton, ON**

1.0 Introduction

Glen Schnarr & Associates Inc. ('GSAI') has been retained by 100377643 Ontario Inc. (the "Owner") to assist in obtaining the necessary planning approvals to facilitate an industrial development (the 'proposed development') on the land municipally addressed as 7072 Sixth Line in the Town of Milton (the 'Subject Lands' or "Site") and legally referred to as:

PT LT 11, CON 6 TRAFALGAR, NEW SURVEY, PT 1 ON 20R11806;
MILTON/TRAFalGAR.

The Subject Lands is located north of Derry Road and west of Sixth Line. The Subject Lands currently consist of a two-storey single detached dwelling with ancillary structure. A segment of natural heritage area is also located along the northeast of the Site, connecting with a tributary of Sixteen Mile Creek further east. The surrounding area predominantly consists of agricultural and industrial uses, as well as rural residential dwellings and planned industrial developments. Section 2.0 of this Report outlines the area context and surrounding land uses.

The proposed development of the site will accommodate a small-scale industrial warehousing/logistics use consisting of one industrial building, loading areas, and vehicle and trailer parking for trailers and associated vehicles. A detailed description of the Development Concept Plan is provided in Section 3.0 of this Report.

An application has been submitted to the Town of Milton for a Zoning By-law Amendment to facilitate the proposed development. The Application is supported by this Report and supporting materials, as described in Section 4.0 of this Report. These materials are submitted in accordance with communications received from Planning Staff at the Town of Milton and are intended to satisfy the requirements for a complete application as described in the *Planning Act*.

This Report provides an analysis of the policy and regulatory context of the Subject Lands, in accordance with good planning principles. This analysis is detailed in Section 5.0 of this Report and involves a review of the Provincial Planning Statement, the Region of Halton Official Plan, the Town of Milton Official Plan, the Derry Green Corporate Business Park Secondary Plan, and the Town of Milton Zoning By-law 016-2014.

The merit of the proposed development is evaluated through consistency with the Provincial Planning Statement and conformity with the goals, objectives and policies of the Region of Halton Official Plan, the Town of Milton Official Plan, and the Derry Green Corporate Business Park Secondary Plan. This Report provides analysis and justification for the proposed development and provides the basis for the advancement of the development applications through the planning process.

2.0 Site Description and Surrounding Land Use

The Subject Lands is located north of Derry Road and west of Sixth Line, in the Town of Milton (see *Figure 1 – Aerial Context Plan*). The Subject Lands are generally rectangular in shape and have an area of 1.07 hectares (2.65 acres), with a frontage of approximately 96 metres (315 feet) on Sixth Line. The Subject Lands currently consist of a two-storey single detached dwelling with an ancillary structure. A natural heritage system (NHS) feature is located on the northeast of the site, consisting of a minor water feature and wooded area. The water feature generally runs northwest-southeast through the Subject Lands, connecting with a tributary of Sixteen Mile Creek to the east. The Subject Lands are serviced by a water supply well located west of the existing dwelling, and a private septic tank located east of the existing dwelling.

The surrounding land uses are illustrated on *Figure 2 (Surrounding Context Plan)* of this Report and are as follows:

- North: The area north of the Subject Lands generally consists of agricultural uses, rural residential dwellings, and NHS features (including Sixteen Mile Creek). A CPKC rail line runs east-west approximately 1,000 metres (3,280.8 feet) north. Further north is Highway 401.
- East: The lands east of the Site contain agricultural uses, rural residential dwellings, and NHS features (including Sixteen Mile Creek).
- South: Immediately south is a planned industrial development (Milton Gates Business Park [Town Files: 24T-24001/M, Z-02/24 and LOPA-01/24]). South of Derry Road is the Trafalgar Golf & Country Club and agricultural or residential uses.
- West: Immediately west is a portion of the planned industrial development (Milton Gates Business Park). Further west, the area consists of agricultural uses, NHS features, and existing and planned industrial uses, including large warehousing developments approximately 800 metres (2,625 feet) west along Fifth Line. Lands to the west are within the Derry Green Corporate Business Park Secondary Plan.

2.1 Transportation Context

The Subject Lands are located on the west side of Sixth Line, which consists of two lanes and is classified as a Collector Road. Derry Road is located to the south, consisting of four lanes and classified as a Major Arterial Road. The Site is approximately 270 metres (885.8 feet) from the Sixth Line & Derry Road intersection that serves as a major arterial road connection. Trafalgar Road is located approximately 1,500 metres (4,921.3 feet) to the east and is classified as a Major Regional Arterial and a higher order transit corridor. Fifth Line is located approximately 1,250 metres (4,101 feet) to the west and is classified as a Minor Arterial.

As the Subject Lands are located in a developing area, there are currently no routine Milton Transit or GO Transit connecting routes within 1,000 metres (3,280.8 feet). The Subject Lands are otherwise within 1,000 metres (3,280.8 feet) of transit connection via the Derry Green Zone of

Milton Transit OnDemand, which is the Town's flexible shared-ride service that connects passengers through a booking service.

3.0 Proposed Development

The Owner is proposing an industrial development on the Subject Lands to accommodate small-scale warehousing with accessory office/logistics use. The proposed development includes areas for loading, personal vehicle parking, and trailer parking spaces to facilitate site operations. A copy of the Development Concept Plan is provided in *Appendix A* of this Report.

The proposed development will consist of one single storey industrial building, located at the south of the site with a gross floor area (GFA) of approximately 720 square metres (7,750 square feet). The industrial building will generally be oriented towards Sixth Line, with primary entrance facing east toward the Sixth Line frontage. A total of 24 personal vehicle parking spaces are proposed at the site entrance between the industrial building and the Sixth Line frontage, including two (2) accessible spaces. A 10 metre site access width is proposed to accommodate industrial traffic and a pedestrian walkway is planned to connect to future pedestrian infrastructure along Sixth Line. A 0.05 hectare (0.12 acre) road widening is proposed along the Sixth Line frontage, to accommodate a future road widening and multi-use path.

To the rear of the proposed development are three (3) loading spaces, generally screened from view of Sixth Line via the proposed massing of the industrial building, and a waste collection area. At the west border and adjacent to the NHS buffer limit are 13 total trailer parking spaces to support industrial operations on site. A 3 metre-wide landscape is proposed at the south and west property lines. The landscape buffer will mitigate the appearance of parking areas, define site boundaries, and contribute to an appropriate transition to the existing adjacent uses. The landscape buffer consist of a total area of 0.11 hectares (0.27 acres).

A large NHS feature is located in the northeast of the proposed, including along the north property line and much of the east property line. The NHS feature is proposed to be protected by a 15 metre development buffer, as measured from the approximate top of slope of the feature. The NHS and buffer area provide for approximately 0.29 hectares (0.79 acres), with no development or site alteration proposed within.

A conceptual second site access is identified on the Development Concept Plan for the purposes of discussion and future review. The second access is located at the southwest of the site, near the loading docks at the rear of the industrial building. The intent of this access is to potentially facilitate an alternative access/circulation option for future site operations. It is understood that future discussions are required with the south landowner and Town to facilitate this conceptual access. Those discussions have not yet happened and the identified access remains only conceptual. However, the Proposed Development can function successfully with only a single site access to Sixth Line. If the second access is not feasible, or no longer desired, the proposed second access can be removed and the design, function, and circulation of the Development Concept will not be impacted.

Table 1 below provides an overview of development statistics.

Table 1: Summary of Proposed Development Statistics

Total Proposed Development		
Industrial GFA	720 square metres (7,750 square feet)	
Personal Vehicle Spaces	24 (including 2 accessible)	
Bicycle Spaces	4	
Loading Spaces	3	
Trailer Spaces	13	
Height	1 Storey (15 metres)	
Site Area and Coverage		
Industrial Building Area	0.072 hectares (0.18 acres)	6.7%
NHS Area (+15 metre buffer)	0.29 hectares (0.72 acres)	27.1%
Road Widening	0.05 hectares (0.12 acres)	4.6%
Landscaped Area	0.11 hectares (0.27 acres)	10.2%
Parking/Maneuver Area	0.55 hectares (1.34 acres)	51.4%
Total Site Area	1.07 hectares (2.64 acres)	100%
Employment		
Jobs	29 (non-retail: 270 square foot per employee ¹)	
Employment Density	27 employees per gross hectare 37 employees per net hectare (excluding NHS area)	

3.1 Zoning By-law Amendment

The Subject Lands are currently zoned “Future Development (D)” per the Town of Milton Zoning By-law 016-2014. The FD zone does not permit development, and as such, a Zoning By-law Amendment is required to facilitate the proposed development.

The draft Zoning By-law Amendment submitted with this application proposes to rezone the Subject Lands to “**General Industrial – Site-specific (M2*XXX)**” and revise the limits of the existing “**Natural Heritage System (NHS)**” zone. Discussion on the draft Zoning By-law Amendment is provided below in Section 5.6 of this Report.

A copy of the draft Zoning By-law Amendment is provided as *Appendix B* to this Report.

¹ Town of Milton Development Charges Background Study (Watson & Associates, March 2021)

3.3 Public Consultation Strategy

A Pre-Consultation meeting was held (virtually) with Town of Milton staff on November 7, 2023 (PRE-2023-0120) to present a preliminary concept of the proposed development and to determine the materials required to satisfy a complete application submission. The proposed strategy for consulting with the public will follow the requirement of the Planning Act for a statutory meeting as well as the requirements for a Zoning By-law Amendment.

An effective and meaningful engagement program is a key component of the planning process. Providing the correct information, obtaining feedback, and promoting and engaging in discussion are essential components to an effective public consultation strategy – and to meet responsibilities of the public interest. Encouraging the participation of those interested and ensuring information is accessible to all concerned are critical components of informing and gathering public input. Transparency will be emphasized throughout the public consultation process to ensure all public information is available and accessible to those concerned.

In conjunction with Town Staff, we anticipate implementing the following public engagement and consultation strategies to develop informed opinions and input from those interested in the proposed development:

1. Discussions with City Staff notifying them of the proposed development application to obtain feedback prior to submitting the development application;
2. Public Notice Sign with information pertaining to the application will be posted on the property by the Owner;
3. Statutory Public Meeting, as organized by the Town of Milton or as part of Council meetings;
4. Additional notice of the application and public meeting will be provided by way of mailed notice to all property owners within Council's identified radius around the Subject Lands; and,
5. Other measures as discussed with the Town of Milton.

Our goal is to ensure that all interested parties in the surrounding area are engaged and informed and that any comments are conveyed to Town staff responsible for the management of the application. The proposed method of engagement acknowledges both virtual and in-person participation methods, as adopted by the Town of Milton, and will continue to engage with residents and stakeholders through the appropriate medium.

To ensure comments are accurately interpreted, weighted, and evaluated, the following proposed methodology will be implemented:

- The Owner and the consultant team will ensure diligent and accurate notes are taken during all stakeholder consultations;

- Stakeholder comments will be reviewed among the consultant team and with stakeholders should clarification of comments be needed; and,
- The proposed application will be revised and enhanced based on stakeholder comments, if warranted.

Stakeholders may include landowners and/or tenants of nearby residential, agricultural, and employment lands; local interest groups and associations; Halton Region; Conservation Halton; Town Council; and Town planning staff and municipal agencies/organizations involved in the review process.

During public consultation, the proposed role of the applicant will be to listen to comments and questions from various stakeholders and respond accordingly. This could be in the form of providing additional information regarding the proposed development or revising the proposed development itself, if warranted. The role of Town Staff and the local Councillor will be to assist in the facilitation of active public engagement and to assist with interpreting comments received from stakeholders.

We anticipate the above strategy will be implemented in conjunction with Town Staff and acknowledge that this strategy may or may not include all elements of public consultation. We believe this effectively summarizes the Public Engagement Strategy

4.0 Summary of Supporting Technical Reports

The following provides a summary of the findings and recommendations of the technical studies completed in support of the proposed development.

4.1 Subwatershed Impact Study Addendum

A Subwatershed Impact Study Addendum (SIS Addendum) (Crozier, December 2025) was prepared in support of the Application and to expand the scope of existing Subwatershed Studies in the area. The Subject Lands are located within Subwatershed 7 of the Sixteen Mile Creek Subwatershed but were omitted from previous existing studies of the Subwatershed.

The SIS Addendum identifies an existing drainage feature at the north of the Subject Lands (approximately 65 metres in length). No continuous flow was observed and the drainage feature likely only has seasonal water level from rain and snow melt. Per the Addendum, the drainage feature is unlikely to support species habitat. The drainage feature supports one wetland (identified as Forb Mineral Marsh). A Wetland Risk Assessment was completed and the wetland is classified as low risk. Long-term monitoring is not required and no significant impact is expected from the Proposed Development.

Per the Addendum, no woodlands, significant valleylands, areas of natural and scientific significance, or significant wildlife habitat was identified on the Subject Lands. One Butternut species was observed on the Subject Lands, however it was determined to not be a Category 1 tree and no setbacks or protection measures are required. One Barn Swallow was observed north of a Breeding Bird station, although potential habitat is not exclusive to the Subject Lands and

surrounding area. This indicates that it is unlikely for the Proposed Development to negatively impact Barn Swallow species, provided mitigation measures are considered, including entry and exit surveys prior to building demolitions. Per the Addendum, no wildlife species are expected to be negatively impacted from the Proposed Development with the implementation of standard construction mitigation measures during and post-construction.

As detailed in the Addendum, existing water and wastewater servicing is via site well and site septic. In the proposed condition, the existing servicing will be decommissioned and a new water supply well and new septic tank are proposed at the rear of the site. Due to low permeability soils on site, no negative hydrogeological impacts to supply wells are anticipated. Long-term supply and connection to the municipal water system is ultimately recommended, should it become available through development of the Study Area. Mitigation efforts are proposed in the Addendum to mitigate erosion and sediment risks during earthworks, including silt fencing, mud mats, flow check dams, dust suppression.

4.2 Arborist Report

An Arborist Report (Envision, July 2025) was prepared in support of the Application and identified 224 trees with diameter at breast height of 10 centimetres or larger on the Subject Lands, including 216 in good or good to fair condition, 5 in fair to poor condition, and 3 dead. The vast majority of inventoried trees are located along the site borders and within the NHS feature.

Twelve (12) trees are impacted by the Proposed Development and proposed to be removed, including nine (9) along the Sixth Line right of way, which may otherwise be impacted by the future Sixth Line road widening. This represents 5% of the total trees on site. The 212 remaining trees can be retained and protected using general and specific preservation methods.

4.4 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report (Crozier, November 2025) was prepared in support of the Application and outlines the planned grading and existing and proposed water, sanitary, and stormwater conditions. Per the Report, site grading will be influenced by the existing and proposed drainage system, tie into the existing elevations along the property limits, match the predevelopment overland stormwater flow patterns where possible, and provide sufficient cover for proposed servicing and groundwater separation. Grading of the parking area by site access is designed to ensure no flooding of private property or depths greater than 0.30 metres during storm events.

The Report identifies that existing water servicing is via a supply well located southwest of the existing structure on site. The Proposed Development conceptually locates the industrial structure, parking area, and SWM facility over the location of the existing well, and as such the well is proposed to be decommissioned and relocated. In the ultimate condition, proposed water servicing is from a new well installed at the rear of the site. The new location will be more accessible, without conflict to the proposed industrial facility or SWM facility. While the Sustainable Halton Water & Wastewater Master Plan shows an existing watermain at the Sixth Line frontage, review of Town and Region records could not confirm the existence or details of any watermain in this location.

Should the Region watermain be identified, a water service connection to Sixth Line is otherwise recommended.

The Report identifies that existing sanitary servicing is via septic tank located north of the existing building and there is no existing municipal sanitary sewer on Sixth Line. The septic tank has a capacity of 1250 gallons. Per the Report, the existing septic tank is planned to be uncovered and removed during future construction. The proposed servicing is via new septic system installed at a more accessible location at the rear of the site without conflict to the proposed industrial facility. The design of the septic system to be confirmed in the subsequent Site Plan Approval planning process.

The Report identifies that existing stormwater conditions include the majority of the Subject Lands draining to the existing drainage feature north of the Subject Lands, and ultimately draining east to Sixteen Mile Creek via culvert at Sixth Line. An additional minor catchment area drains overland to the neighbouring property to the south. The proposed stormwater conditions include a private underground stormwater management (SWM) facility located at the southeast of the Subject Lands under the proposed parking area. The majority of site flows will be conveyed to this feature, with ultimate conveyance to the existing drainage feature north of the Subject Lands. An additional minor catchment area will drain uncontrolled to the property to the south, and a minor third catchment area will drain uncontrolled to the existing drainage feature north of the Subject Lands.

The proposed SWM facility will provide adequate water quantity and quality control for the Proposed Development, with opportunity to review further capacity through the subsequent Site Plan Approval planning process.

4.5 Geotechnical Investigation

A Geotechnical Investigation (Envision, July 2025) was prepared in support of the Application and identified that subsurface conditions generally consist of surficial fill materials comprising sand and gravel, and clayey silt underlain by silty clay/clayey silt till. Groundwater levels were measured and ranged from 0.9 metres to 4.7 metres below ground surface. The Proposed Development floor slab can be supported on grade provided all existing fill material and surficially softened/disturbed native soil are removed and replaced with appropriate fill as recommended in the Investigation. The excavated soil could then be used as engineered backfill in areas where free draining materials are not needed.

4.6 Hydrogeological Investigation

A Hydrogeological Investigation (Envision, July 2025) was prepared in support of the Application and identified that the Subject Lands are not located within any sensitive wellhead protection areas, intake protection zones, or issue contributing areas. A section of a tributary of Middle Sixteen Mile Creek is present within the northeast portion of the Subject Lands, but through observation it is likely only seasonal flows exist within the system after rain and melting events. Four monitoring wells were installed on site, with annual monitoring scheduled to continue through to Spring 2026.

No exceedances or contaminants of concern were identified in site groundwater other than elevated concentrations of iron.

Groundwater levels across the Subject Lands range from depths of 1.0 to 3.1 metres below ground surface, as observed in April 2025. Excavations are likely to require only temporary handling, not permanent dewatering, and subject to further study once architectural design is known. LID measures are recommended, including rooftop disconnections, swales, storage tanks, or other features. Increase in post-development runoff is anticipated to be managed by the stormwater management system for the Proposed Development.

4.8 Noise Feasibility Study

A Noise Feasibility Study (HGC, June 2025) was prepared in support of the Application and identifies that the Proposed Development is feasible with the inclusion of a 2 metre noise barrier mitigation measure north of the three trailer parking spaces at the north of the Proposed Development.

The primary source of noise will be truck and warehousing operations, including arriving/departing, loading/unloading, and coupling/uncoupling trucks and trailers. Rooftop air conditioning equipment is also noted. The Proposed Development is considered a Class II industrial use, which has a minimum setback distance of 70 metres and a potential zone of influence of 300 metres. There is approximately 90 metres between the nearest existing residence (southeast) and the Subject Lands, which meets the minimum Class II separation distance. Background sound is considered a semi-urban Class 2 acoustical environment, characterized by road traffic and human activity during the daytime hours. No additional mitigation measures are recommended beyond the 2 metre noise barrier.

4.9 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared for the Subject Lands in September 2022 (A&A Environmental Consultants Inc.). Given the date of the document, a Letter of Reliance has also been prepared and submitted in support of the Application by the document author.

The ESA identified the site as historically agricultural and residential and did not identify any Potentially Contaminating Activities (PCAs) creating Areas of Potential Environmental Concern (APEC) on the subject site or within the study area. No additional investigation was recommended by the ESA.

4.10 Transportation Brief

The Transportation Brief (Crozier, October 2025) prepared in support of the Application states that trip generation forecasts are minimal from a traffic operations perspective, with minimal impact expected in the boundary road network and no operational concerns. The Brief further confirms that the proposed parking, accessible parking, bicycle parking, and loading space supply

is satisfactory per the Town's Zoning By-law 016-2014. Minimum sight distance requirements are additionally satisfied.

The Brief includes a Pavement Marking and Signage Plan and Vehicle Turning Diagrams and confirms that vehicle circulation is satisfactory. A number of Transportation Demand Measures are proposed for consideration, including information packages for on-site employees, secure bicycle parking, a bicycle repair station, and priority carpool spaces.

4.11 Urban Design Brief

An Urban Design Brief (MBTW, March 2025) was prepared in support of the Proposed Development to provide guidance on the design and function of the Proposed Development, and adherence to relevant Town of Milton urban design guidelines and policy. The Brief also includes a conceptual Landscape Plan. The Brief is supportive of the principles and guidelines as set out in the Town of Milton Urban Design Strategy, Town of Milton Official Plan, Town of Milton Zoning By-law 016-2014, Derry Green Corporate Business Park Secondary Plan, and Derry Green Corporate Business Park Urban Design Guidelines.

5.0 Policy and Regulatory Context

The following sections provide a review and analysis of the applicable Provincial, Regional, and Municipal policies and regulations. The following statutory documents have been reviewed:

- Provincial Planning Statement (2024);
- Region of Halton Official Plan (Office Consolidation 2024);
- Town of Milton Official Plan (Office Consolidation 2024);
- Derry Green Corporate Business Park Secondary Plan (Office Consolidation 2024); and,
- Town of Milton Zoning By-law 016-2014.

5.1 Provincial Planning Statement (2024)

The Provincial Planning Statement ('PPS') is in force and effect as of October 20, 2024. Per the *Planning Act*, all planning decisions are to be consistent with the policy statements issued under the Act, including the PPS.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS does not take precedence over other Provincial Plans in the instance of a conflict and acknowledges that Municipal Official Plans are the most important vehicle for implementing PPS policy direction.

Employment

Section 2.8 of the PPS outlines policy regarding employment land in the Province and encourages economic development and competitiveness through provision of an appropriate range of employment uses and sites while ensuring land use compatibility where adjacent to sensitive land uses. The Subject Lands are located in a designated employment area that is accessible to major

goods movement corridors, including Derry Road, Highway 401, and the planned Highway 413. As such, they are suitably located for employment use, including industrial warehousing. The Subject Lands are adjacent to existing employment uses located on Fifth Line to the west and a planned employment use immediately south and west (see *Figure 2* of this Report).

The surrounding area is predominantly a mix of employment, agricultural, and NHS land uses, with minor rural residential dwellings along Sixth Line and Derry Road. The Subject Lands are located 90 metres from the nearest residential dwelling (southeast on Sixth Line) and are adequately separated from other existing and planned sensitive uses along Sixth Line. The NHS feature on site provides moderate visual buffering to the northeast and the Proposed Development will be compatible with the future planned employment use immediately south and west.

Per the Noise Feasibility Study (HGC, June 2025), the Proposed Development meets applicable noise criteria and will not have a significant impact on the nearest residential uses – provided a recommended noise barrier is installed at the north of the site, adjacent to the trailer parking spaces.

The proposed development anticipates employment uses consistent with Section 2.8.2.3 of the PPS, is compatible with surrounding uses, and is appropriate for the existing employment area.

Infrastructure and Facilities

Chapter 3 of the PPS generally encourages infrastructure to be provided in an efficient manner, to be integrated with land use planning and growth management, and states that the use of existing infrastructure and public service facilities should be optimized prior to developing new infrastructure. Section 3.5 of the PPS (Land Use Compatibility) states:

3.5.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The Proposed Development does not necessarily represent a *major facility*, as defined by the PPS, but is an industrial development with potential to impact the surrounding environment through truck movement and noise. As discussed above, the Noise Feasibility Study determined that the Proposed Development meets all applicable noise criteria with the installation of a noise barrier. Further, the Transportation Brief (Crozier, October 2025) states that minimal traffic impact is expected in the boundary road network. The surrounding area, within the Derry Green Corporate Business Park, is planned to be developed with employment uses and significant interaction with existing or future sensitive uses is not anticipated.

Section 3.6 of the PPS outlines policy regarding the planning of sewage and water services. There is no Regional servicing infrastructure adjacent to the Subject Lands along Sixth Line. The Subject Lands have existing private water supply and private septic servicing and the Proposed Development will maintain the private servicing strategy and reconfigure the site infrastructure.

3.6.4 Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual onsite sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

As discussed in the Functional Servicing and Stormwater Management Report (FSR) (Crozier, November 2025), the existing water supply well is proposed to be decommissioned as it conflicts with the ideal location of the planned industrial building, private parking area, and planned underground SWM facility. A new supply well is proposed to be installed at the rear of the site. This configuration will provide for a more efficient site design without impact to the site area and water or stormwater services. As discussed in the Hydrogeological Report (Envision, July 2025), the Subject Lands are not located within any sensitive wellhead protection areas, intake protection zones, or issue contributing areas, and significant impact to the existing groundwater is not anticipated. The proposed water servicing is sufficient, does not impact human or environmental health, and does not require an extension of municipal services to facilitate the Proposed Development. As noted in the FSR, should a Regional watermain be identified or extended to the Subject Lands², service connection is otherwise recommended.

The FSR also proposes to decommission the existing private septic tank, located east of the existing structure, and a new private septic tank is proposed at the rear of the site. This removal and new installation will provide for a more efficient site design, does not impact human or environmental health, and the proposed waste servicing strategy is sufficient to facilitate the Proposed Development. The design of the future septic system will be confirmed in the subsequent Site Plan Approval planning process for the Proposed Development, to the satisfaction of the Town.

Section 3.6.8 of the PPS outlines policy regarding stormwater management (SWM). Existing stormwater conditions include the majority of the Subject Lands draining to the drainage feature north of the Subject Lands, and ultimately draining east to Sixteen Mile Creek via culvert at Sixth Line. Per the FSR, the proposed SWM strategy will match post-development flows to pre-development levels and includes a private underground SWM facility to collect the majority of site flows, with ultimate conveyance continued to the existing drainage feature north of the Subject Lands. No increase in drainage is anticipated to neighbouring parcels and no negative impact to the existing drainage feature is anticipated through implementation of the SWM strategy. There is an increase in imperviousness through the Proposed Development, however it is proposed that this potential impact can be mitigated through the SWM strategy and other LID design measures.

Per Section 3.7 of the PPS, the Proposed Development will be serviced by private waste collection. The proposed waste collection area is located at the rear of the industrial building, screened from public view and accessible to waste collection trucks.

Wise Use and Management of Resources

Chapter 4 of the PPS provides policy direction related to NHS and states that natural resources shall be protected, including from development adjacent to those resources. NHS features

² Per the Sustainable Halton Water & Wastewater Master Plan, as discussed in the Functional Servicing and Stormwater Management Report (Crozier, October 2025)

identified within the site include a tributary of Middle Sixteen Mile Creek, associated fish habitat and a riparian wetland. Proposed development limits include a 15 metre top of bank and wetland setback, as identified on the Development Concept Plan (see *Appendix A*). These development limits are anticipated to be sufficient to protect the identified features and the Proposed Development will not encroach the limit. The SIS Addendum (Crozier, December 2025) states that the Proposed Development is not anticipated to have negative impact on the NHS features or functions – provided appropriate mitigation measures are implemented as recommended.

As discussed in the SIS Addendum, the northeast NHS tributary is likely only activated with seasonal flows after rain and melting events and not anticipated to support significant fish habitat. Further, review of available background data indicates that most species with potential to be located on the Subject Lands are common and there is low potential to find Species At Risk. The NHS tributary was initially identified for potential Silver Shiner habitat, however following site investigation and consultation with the Ministry of Environment and Conservation of Parks and the Department of Fisheries and Oceans, the tributary is not considered suitable habitat for Silver Shiner.

As detailed in the SIS Addendum (Crozier, December 2025) and Arborist Report (Envision, July 2025), a single Butternut tree was identified during site investigation. However, a Butternut Health Assessment was undertaken and the Butternut was determined to not be a Category 1 tree. As such, no setbacks or protection measures are required. The Butternut is located within the NHS feature, is not proposed to be removed in the Proposed Development, and is not anticipated to be negatively impacted.

Conclusion

The above analysis demonstrates that the Proposed Development protects for employment uses in a planned employment area, provides sufficient site servicing without extending municipal resources or risking environmental health, and protects NHS features on site.

Based on the above review, the proposed Zoning By-law Amendment required to facilitate the development of the Subject Lands is consistent with the policies of the Provincial Planning Statement.

5.2 Region of Halton Official Plan (Office Consolidation 2024)

The Region of Halton Official Plan (ROP) was adopted by Regional Council on June 15, 2022, and was adopted with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022. The Official Plan observes a planning horizon of 2051 and is intended to provide a long-range strategic land use policy document to provide a policy framework for guiding growth and development and to meet the needs of communities within Halton Region.

Through Provincial Bill 23 (which identified the Region as an “upper-tier municipality without planning responsibilities”) and Bill 185 (which identified a date of July 1, 2024 for the Region’s transition out of land use planning authority), the Region is no longer a planning authority and the ROP is no longer a Regional Plan. The ROP is now in force as a Local Plan of the local municipalities, including the City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville. Applicable policy from the ROP is thus included and responded to below.

The Subject Lands are identified within the ‘Urban System’ and ‘Regional Natural Heritage System’ of the ROP, per Map 1 – Regional Structure, and are identified as ‘Employment Area’ per Map 1H – Regional Urban Structure (see *Figure 3* of this Report). Employment Areas are considered vital to the regional economy and intended to accommodate a broad range of uses including manufacturing, warehousing, offices, and associated retail and ancillary facilities. The Region plans for an increase in jobs from 279,220 in 2021 to 507,240 by 2051. This total includes a planned employment increase of 44,390 in 2021 to 136,270 in 2051 in the Town of Milton.

The ROP further identifies an employment density of 26 jobs per hectare in Regional employment areas, including a local target of 19 jobs per hectare in Milton employment areas. The Proposed Development achieves a projected employment density of 27 jobs per hectare³, or 37 per net hectare (excluding NHS) which meets and exceeds the Regional target.

Urban Area and the Regional Urban Structure

Part III of the ROP outlines land stewardship policies. Section 58 states:

58 *Uses are permitted as specified for each land use designation provided that:*

- (1) the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;*
- (1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and*
- (2) development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws, and municipal by-laws.*

As detailed in the supporting studies provided with this Application, there is no observed soil contamination, nor natural hazards including unstable ground and flooding. The Subject Lands are

³ A total of 29 jobs is projected for the Proposed Development (per the non-retail assumption of 270 square feet of GFA per employee observed in the March 2021 Town of Milton Development Charges Background Study [Watson & Associates])

suitable for development and have a functional servicing plan for the proposed use regarding water, wastewater, and stormwater. As detailed throughout this Report, the Proposed Development meets all applicable policy goals and requirements, including of the ROP, and is supportable.

Part III of the ROP further outlines policy regarding the Urban Area and Regional Urban Structure. Section 72 states that the general objectives for the “Urban System” designation include accommodating growth, creating healthy communities, promoting economic prosperity, protecting the natural environment, and fostering a high quality of living and community identity. The Urban system is also planned to provide a diverse range and balance of employment opportunities such as industrial, office and retail and institutional uses to meet long-term regional needs. The Proposed Development meets the goal and objectives of the ROP in that it facilitates local industry and employment while improving the Subject Lands and protecting the natural environment. The Proposed Development is planned to integrate into the existing land use context, including compatible adjacent uses, transportation infrastructure, and NHS.

Employment Areas

Section 78.1 of the ROP outlines the objectives of the Regional Urban Structure mapping, which includes identified Employment Areas. Population and employment growth is directed primarily within the mapped Urban Area and Employment Areas. Employment Areas are identified for long-term protection.

Section 83 of the ROP further details the objectives of Employment Areas, which include protecting employment land to secure forecasted employment growth and economic prosperity of the Region, and recognizing the importance of transportation infrastructure connectivity. Section 83.2 states that a range of employment uses are permitted in Employment Areas, including industrial, manufacturing, warehousing, office uses, and a range of ancillary uses supportive of the overall Employment Area. The Proposed Development represents a suitable industrial and warehousing land use that supports goods movement through the Region and is located in an area accessible to Highway 401, Highway 407, and Major Arterials (James Snow Parkway, Derry Road, Trafalgar Road, Steeles Avenue). The Proposed Development meets the objectives of the Employment Area overlay.

Section 83.2(3) requires that the necessary infrastructure is provided to support the development of Employment Areas. As discussed in the Transportation Brief (Crozier, October 2025), minimal traffic impact is expected and the boundary road network is satisfactory to support the Proposed Development.

As further discussed in the Functional Servicing Report (Crozier, November 2025), the Proposed Development and proposed employment density can be adequately serviced through private on-site servicing, including water supply well and septic tank. Per the Report, Crozier notes that Town Standards and the Ministry of Environment, Conservation and Parks (MECP) Design Guidelines apply a standard industrial density of 125 people per hectare for water and wastewater design. The proposed private servicing strategy can adequately meet this demand. Should future municipal systems become available through future development of the surrounding area, the Proposed Development could otherwise be transitioned to long-term supply and connection to the municipal

system. As noted, the Sustainable Halton Water & Wastewater Master Plan does show an existing watermain at the Sixth Line frontage of the Subject Lands, which may indicate Regional planning or interest to service the area.

Section 83.2(5) requires development in Employment Areas to support the Regional density target of 26 jobs per hectare in Regional employment areas, and the local Milton target of 19 jobs per hectare. As noted, the Proposed Development achieves a projected employment density of 27 jobs per hectare, or 37 per net hectare (excluding NHS) which meets and exceeds the Regional target.

Natural Heritage System

Part III of the ROP outlines policy regarding NHS in Halton Region, with the goal of increasing certainty that biological diversity and ecological functions within Halton will be preserved and enhanced for future generations. ROP objectives include maintaining and enhancing NHS features, supporting agriculture, directing development away from hazard lands, protecting NHS connectivity, and preserving species.

The Proposed Development includes approximately 0.29 hectares (0.72 acres) of protected NHS area, or 27.1% of the Subject Lands. This area includes a 15 metre protective buffer from the limit of the NHS feature and no development or site alteration is proposed within the NHS area or buffer. Connectivity is maintained between surrounding NHS features, including forested canopy and tributaries of Sixteen Mile Creek. While the surrounding area is evolving to be planned as more industrial, it presently consists of multiple existing agricultural uses and supportive agricultural businesses. The Proposed Development does not impede existing agricultural uses in the area.

A portion of a Key Feature within the Regional Natural Heritage Systems extends on to the Subject Lands, as represented by the northeast NHS area on the Proposed Development. The purpose of the Key Feature designation is to require site-specific study for development impact and to provide protection through ROP policy. A SIS Addendum (Crozier, December 2025) has been prepared in support of the Application and reviews potential impact on the site and environmentally sensitive areas. As discussed within the SIS Addendum, the NHS area identified on site represents an existing drainage feature and wetland. No continuous flow was observed in the drainage feature and it is expected to only contain seasonal flows from rain or snow melt. The drainage feature is unlikely to support species habitat, and indeed the SIS Addendum did not observe significant wildlife habitat on the Subject Lands. Further, no woodlands, significant valleylands, nor areas of natural and scientific significance were observed. The SIS Addendum identifies a recommended development limit synthesized from NHS and natural hazard (floodplain) constraints, and this limit is identified on the Proposed Development. The area identified as NHS on the Development Concept Plan is proposed to be zoned “NHS” and restrict development to protect the NHS area.

As discussed through Section 143 of the ROP, the Proposed Development is compatible with surrounding uses and does negatively impact the surrounding area with noise, odour, or other emissions. As detailed in the Noise Feasibility Study (HGC, June 2025), the primary source of noise will be trucking and warehousing operations, but this can be effectively mitigated through a 2 metre noise barrier implemented at the north of the site. The Subject Lands are adequately separated from the nearest sensitive uses.

Section 144 of the ROP outlines policy regarding water, including protecting water quality and maintaining fish habitat. The Subject Lands are not located within areas of concern, nor pose potential impact to groundwater sources. Per the Functional Servicing Report (Crozier, November 2025), all site runoff will be managed internally through the stormwater management strategy and will meet pre-development quantity and quality.

Section 147 of the ROP outlines policy regarding land protection and forest protection. The vast majority of trees on the Subject Lands will be preserved and protected through the Proposed Development. Per the Arborist Report (Envision, July 2025), only twelve of 224 applicable trees are required to be removed to facilitate the Proposed Development, representing 5% of the total trees on site. The canopy on site is primarily retained and facilitates connectivity to the major NHS feature to the east.

Section 171 of the ROP outlines policy regarding transportation infrastructure. The Subject Lands are located in an appropriate location for an industrial use. Per Table 3 of the ROP (Function of Major Transportation Facilities), Provincial Freeways and Major Arterials are intended to serve inter-regional travel demands, accommodate all truck traffic and higher order transit, and carry high volumes of traffic. No negative impact is anticipated to the Regional transportation network through the operations of the Proposed Development. Per the Transportation Brief (Crozier, October 2025), trip generation forecasts are minimal and there are no operational concerns on the area network.

Conclusion

The Proposed Development and corresponding Zoning By-law Amendment provide for an appropriate employment use that will support the overarching goals and policy objectives of the designated Employment Area. The Proposed Development is supported by or does not impede surrounding municipal infrastructure and protects local NHS and connectivity between features. The Proposed Development contributes to the growth objectives of Halton Region and is compatible with the surrounding area.

Based on the above review, the proposed Zoning By-law Amendment required to facilitate the development of the Subject Lands is in conformity with the Region of Halton Official Plan.

5.3 In-Effect Town of Milton Official Plan (Office Consolidation 2024)

The in-effect Town of Milton Official Plan (“Official Plan”) was adopted by Town Council in August 1996, subsequently approved by the Ontario Municipal Board (OMB) in December 1997, and further subsequently amended by the Town and OMB through multiple Official Plan Amendments to the date of this Report. The Official Plan provides a strategic and comprehensive approach to guiding growth and development in the Town, and contains objectives and policies used to guide decisions on land use, built form, transportation, and the environment. The Official Plan identifies a targeted mixed use complete community population projection of 22,000 people and jobs by 2051.

The Subject Lands are located within the Town’s ‘Urban Area’ and ‘Employment Area’ and located outside of the ‘Built Boundary’ on Schedule 1 – Town Structure Plan. ‘Urban Area’ encompasses a range of uses, including industrial/employment, and is intended to be the focus of urban development. ‘Employment Areas’ are intended to accommodate a range of office, manufacturing, logistics, and other employment uses and are located along the Highway 401 corridor. The ‘Built Boundary’ represents the limit of developed urban area as identified in the former ‘Growth Plan for the Greater Golden Horseshoe’ Provincial policy document.

The Subject Lands are designated “Industrial Area” and “Natural Heritage System” on Schedule B – Urban Area Land Use Plan (*Figure 4* of this Report). As discussed further below, “Industrial Area” permits a range of light and general industrial uses, including accessory uses. The “Natural Heritage System” is intended to protect biological diversity and ecological functions and does not permit significant development.

The Official Plan maps the surrounding road network and identifies Sixth Line as a Collector, Derry Road as a Major Arterial, Fifth Line as a Minor Arterial, Highway 401 as a Provincial Highway, and the intersection of Trafalgar Road and Highway 401 as a Future Potential Transit Station (*Figure 5* of this Report).

The Subject Lands are further subject to the Derry Green Corporate Business Park Secondary Plan and designated “Industrial Area” and “Natural Heritage System” (*Figure 7* of this Report). The Secondary Plan will be discussed in further detail below through Section 5.5 below of this Report.

Growth Management

The Official Plan identifies an employment forecast of 114,000 by 2031, including a density of 58 residents and jobs combined per gross hectare in the designated greenfield area (defined as ‘Urban Area’ lands outside of the ‘Built Boundary’). Secondary Plans are intended to refine development densities for their specific areas and the Derry Green Corporate Business Park Secondary Plan identifies an area-specific employment density target of approximately 48 jobs per net hectare (see Section 5.5 below).

Environment

Section 2.2 of the Official Plan outlines policy regarding environmental management, with objectives in part to identify, preserve, and enhance natural areas and ecosystems; and to reduce the impact of urban drainage on the natural environment and to preserve and enhance the quality and quantity of groundwater. Section 2.2.3.4 states:

2.2.3.4 *Development will be limited to lands that are environmentally suited for the proposed use, considering the safety and health of the user, and negative effects on the natural environment. When required by this Plan, by Council, or by the Region, an environmental impact assessment will be conducted as part of a development application. These studies will satisfy the Region's and Conservation Authority's Environmental Impact Assessment requirements.*

A SIS Addendum was prepared in support of the environmental evaluation of this Application (Crozier, December 2025) and identifies the limit of developable land and development constraints, as well as mitigation efforts for the post-development condition. An existing drainage feature is identified on the Subject Lands and adequate buffers are proposed to accommodate floodline and NHS protection. The limit of NHS and buffer is identified in the Development Concept Plan and recognized as a separate zoning block in the draft implementing zoning by-law. Approximately 27.1% of the Proposed Development consists of protected NHS area.

Section 2.3.3 of the Official Plan outlines policy regarding environmental control and forestry, with objective in part to maximize retention and enhancement of existing urban forest; maintain and enhance surface water quality; and reduce the level of soil erosion.

As detailed in the Arborist Report (Envision, July 2025), 224 trees were identified on the Subject Lands. Twelve (12) trees, or 5% of the total, are identified for removal. Three of the trees proposed for removal are located internal to the site, and nine are located within the Sixth Line right-of-way – where conflicting with the proposed site access. It is assumed that the nine right-of-way trees would ultimately need to be removed by the Town in order to facilitate the Town's future widening of Sixth Line

As detailed in the SIS Addendum, the stormwater management strategy includes quality control and erosion control measures to be implemented through construction and post-development phases. The SIS Addendum proposes 80% removal of total suspended solids to manage water quality, consistent with MECP standards. Erosion mitigation is addressed through onsite retention and infiltration, and Low Impact Development (LID) strategies. The SIS Addendum identifies no stormwater quality of runoff concerns, and the Subject Lands are not located in any wellhead protection areas, or other areas of sensitive ecological features.

Section 2.3.3.21 states that “*The Town shall require proposed industrial, utility and commercial development which could potentially be a source of noise, to the extent practical, to be designed and constructed so that the noise generated by it does not exceed the existing combined sound resulting from industrial activity and road traffic as provided for in the current Ministry of Environment guidelines.*” As discussed in the Noise Report (HGC, June 2025), the Proposed Development is feasible with the inclusion of a 2 metre noise barrier adjacent to truck parking

spaces located at the north of the site. With the recommended noise barrier mitigation measure, the Proposed Development does not exceed Ministry of Environment guidelines.

Functional Community Services

Section 2.6 of the Official Plan outlines policy regarding transportation, wastewater and water systems, stormwater management, and waste management.

The Subject Lands are located on a Local Road (Sixth Line), and north of a Major Arterial (Derry Road). Per Table 2 (Function of Transportation Facilities) of the Official Plan, Local Roads are intended to serve employment area travel demands and Major Arterials are intended to serve mainly inter-regional and regional travel demands and accommodate all truck traffic. The Subject Lands are also located near a Provincial Freeway (Highway 401) to the north and accessed from Trafalgar Road and James Snow Parkway. The Proposed Development meets the planned intention and does not interfere with the function of the surrounding transportation infrastructure.

As discussed in the Transportation Brief (Crozier, October 2025), trip generation forecasts from the Proposed Development are minimal from a traffic operations perspective and no operational concerns are noted on the surrounding network. Multiple Transportation Demand Measures are proposed for consideration in order to reduce potential automobile usage. The proposed parking supply is satisfactory. The Proposed Development conforms to Official Plan transportation policy.

Regarding water and wastewater infrastructure, the Official Plan states that *“All development and redevelopment in the Urban Area shall be connected to the municipal wastewater and water systems, provided that adequate capacity at the water and wastewater treatment plants is available* (2.6.3.33). As detailed in the Functional Servicing and Stormwater Management Report (Crozier, November 2025), there is currently no existing municipal water or wastewater servicing accessible to the Subject Lands. In order to facilitate the Proposed Development, the servicing strategy proposes upgrading and continuing the existing use of private services on site, including water supply well and septic tank, until such time that municipal services are available to connect to. The Report recommends connecting to municipal services in the ultimate condition, and states that the proposed private strategy can be adequately designed to service the proposed use of the Subject Lands.

Further, per Official Plan direction, and as requested by staff through pre-consultation, a SIS Addendum has been prepared for this application (Crozier, December 2025). The Subject Lands are located within Subwatershed 7 of the Sixteen Mile Creek Subwatershed but were not included in the existing study area. As such, an Addendum was considered an appropriate requirement for this Application. The SIS reviews existing and proposed conditions, including development constraints, and proposes multiple mitigation measures to ensure no net negative impact to the surrounding subwatershed area.

As informed by the SIS Addendum, a stormwater management plan is also proposed within the Functional Servicing and Stormwater Management Report (Crozier, November 2025). The majority of post-development flows are proposed to be collected in a private underground stormwater management facility under the proposed personal vehicle parking area. The private

facility will include water quality and quantity control and ultimate conveyance will be to the existing drainage feature at the north of the site. Per site grading context and existing stormwater conditions, additional minor catchment areas will drain uncontrolled to the south property and the existing drainage feature at the north. All post-development drainage will match or improve on existing observed conditions.

Urban Design

Section 2.8 of the Official Plan outlines policy regarding urban design, with objectives of respecting natural areas, maintaining compatibility, and applying human scale design principles. An Urban Design Brief (MBTW, March 2025) was prepared in support of this Application and in response to the design objectives outlined in the Official Plan. Per the Official Plan:

2.8.3.5 *Ease of human understanding of buildings and spaces shall be promoted through design measures such as:*

- a) *the placement of continuous horizontal projections from the building facade within the first few storeys adjacent to street level;*
- b) *the visible exterior expression of building components such as floors, columns, and windows and the avoidance of continuous reflective curtain walls; and,*
- c) *the use of plant materials to enclose streets and other open spaces so that scale may be more easily understood.*

The proposed industrial building is one storey in height. The entrance to the Proposed Development will be partially enclosed by the existing NHS area to the north, and a suitable landscaping area is proposed at the southeast street line to help frame the site entrance. As discussed in the Urban Design Brief, the building façade can include a variety of consistent and distinctive design elements, particularly where visible from Sixth Line. Setbacks, landscape buffers, and façade treatment will support site appearance, minimize the visual appearance of parking areas, and contribute to a defined streetscape along Sixth Line.

2.8.3.10 *The preservation of the existing pattern of setbacks in the Established Urban Area shall be supported so that new buildings, additions and alterations to existing buildings do not substantially alter the existing character of the neighbourhood or district.*

2.8.3.13 *Except in the industrial designations building functions which do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.*

The proposed industrial building is set back approximately 34 metres from the ultimate Sixth Line right of way, in part to facilitate site circulation, in part to reduce the impact of massing along the Sixth Line frontage, and in part to reduce impact to the existing NHS area. The site massing is focused along the south property line, adjacent to lands planned for future industrial development. Other surrounding lands are planned for future urban and industrial development, but the existing context is generally agricultural and rural residential. As such, the proposed development is designed to respect the existing context, including the sensitive NHS features, and ultimately contribute the future planned context of a more developed industrial area. The front of the site consists of a well-designed building façade and private parking area, which is screened through

NHS or softened through site landscaping. The rear of the site consolidates the loading spaces, waste collection area, and trailer parking spaces out of view from Sixth Line and screened by the proposed building and NHS.

Section 2.8.3.50 of the Official Plan requests submission of a tree inventory and encourages the retention of trees and naturalized areas through development, or the compensation of any such lost features. An Arborist Report was prepared for this Application and identified the removal of only 5% of the total trees identified on site. 212 trees are proposed to be retained and protected through development, and . The NHS area the north will also be protected and the net natural area on site will be expanded through the implementation a 15 metre development buffer.

As further discussed in the Urban Design Brief, the Proposed Development will adhere to Crime Prevention through Environmental Design (CPTED) principles and is designed to ensure sufficient site access, sight lines, and lighting.

Industrial Area

Section 3.7 of the Official Plan outlines permissions for Employment Areas within the Town of Milton. Per the Official Plan:

3.7.1.4 *Development within the employment designations within the established urban area on Schedule “B” or within an approved secondary plan, shall be permitted subject to:*

- a) the provisions of the applicable Secondary Plan in Part C of this Plan,;*
- b) the submission of a development plan which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the employment designation;*
- c) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan;*
- d) applicants can demonstrate that there is adequate water and wastewater treatment capacity to accommodate the proposed use;*
- e) a high quality of landscaped site development, particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial or Multi-Purpose Arterial roads; and,*
- f) the provision of any other study that the Town may require*

The provisions of the applicable Derry Green Business Park Secondary Plan are discussed further through Section 5.5 of this Report below. The Proposed Development, as discussed through this Report, can be physically integrated to both the existing agricultural context and the future planned industrial context. The community-wide policies of Section 2.0 of the Official Plan are discussed further above in this Report. Per the submitted Functional Servicing and Stormwater Management Report (Crozier, November 2025), there is adequate wastewater and water treatment capacity provided through the planned private servicing strategy. Future connection to municipal systems is recommended once available. Per the Urban Design Brief, a high quality of landscaped site development is proposed – and bolstered by the retention of significant existing NHS area on the Subject Lands. As summarized in Section 4.0 of this Report, the supporting studies requested by the Town have been provided in support of this Application.

Section 3.9 of the Official Plan outlines policy for lands within the Industrial Area designation. Per the Official Plan, the “Industrial Area” designation permits a full range of light and general industrial uses, including accessory uses, provided they are located in suitable areas where they are unlikely to cause negative impacts on adjacent lands or natural environment. Outdoor storage may be permitted subject to appropriate screening and containment. The Proposed Development is a permitted use that does not represent a hazard to the residents of Milton nor the natural environment. The Proposed Development conforms to Official Plan policy regarding the Industrial Area designation.

Section 3.9.3.1 of the Official Plan states that development within Industrial Areas shall be permitted to the following criteria:

- 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 Industrial Area designation;*
- c) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,*
- d) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.*

These criteria are generally reiterated from section 3.7.1.4 above and the same justification provided above is applied to 3.9.3.1. The Proposed Development is considered a permitted use and appropriate within the Industrial Area designation.

Natural Heritage System

The Natural Heritage System designation applies to natural features and areas, such as valleylands and watercourse corridors, wetlands, woodlands, fish habitat, wildlife habitat, areas of natural and scientific interest, environmentally sensitive/significant areas, and natural linkages between natural features and areas. The SIS Addendum (Crozier, December 2025) identifies an existing drainage feature at the north of the Subject Lands that is likely supportive of only seasonal water levels and unlikely to support species habitat. This feature supports one wetland that is classified as low risk and unlikely to be impacted by the Proposed Development. No significant woodlands, valleylands, areas of natural and scientific significant, or significant wildlife habitat were identified on the Subject Lands. One Butternut species was observed but determined to be a Category 1 tree without protection measures required.

No development is proposed within the Natural Heritage System designation and the existing drainage feature is protected in the Proposed Development through a 15 metre development buffer. Total protected NHS area on the Subject Lands, including buffer, is 0.29 hectares (0.72 acres) or 27.1% of lot coverage. Providing a prominent area of protected NHS on site meets the goal of the Official Plan to ensure that biological diversity and ecological functions will be preserved and enhanced. An additional 0.11 hectares (0.27 acres) of landscaping is proposed, providing a total of 37.3% greenspace lot coverage. Protection of the NHS features and supportive landscape increases the compatibility of the Proposed Development within an existing agricultural area and area with a significant NHS feature (Sixteen Mile Creek). Recommendations from the SIS Addendum are

implemented through the Proposed Development, and native landscaped plantings are discussed in the Urban Design Brief (MBTW, March 2025).

Per the Functional Servicing and Stormwater Management Report (Crozier, November 2025), site stormwater is collected and subject to quantity and quality control before ultimate conveyance to the drainage feature. Low Impact Development measures are incorporated to address any infiltration deficit as calculated through the site water balance. A minor catchment area of 0.02 hectares (0.04 acres) will continue to flow uncontrolled to the north drainage feature, as observed in existing site conditions.

Conclusion

The above analysis demonstrates that the proposed industrial use and warehouse development will contribute greater employment opportunities within an area planned for employment growth, without negatively impacting existing NHS features or existing agricultural/residential uses. The Proposed Development identifies sufficient mitigation efforts to increase compatibility with NHS features and adjacent uses.

Based on the above review, the proposed Zoning By-law Amendment required to facilitate the development of the Subject Lands are in conformity with the Official Plan.

5.4 Draft Town of Milton Official Plan (December 2025)

As of the December 8, 2025 Town of Milton Council meeting, a comprehensive draft of the Town's new Official Plan has been prepared and released for consultation. Based on our initial review and interpretation of the draft Town of Milton Official Plan ("Draft Official Plan"), available at the time of authoring this Report, we submit that the development application remains generally consistent with the spirit and intent of applicable policies found in the Draft Official Plan and generally consistent with the future planning vision of the Town. A general discussion on Draft Official Plan policies is provided below. We note that this review is for information only as these policies have not yet been tested against public engagement and are not yet final or in force and effect.

Per Schedule 4 (Urban Structure), the Subject Lands are identified with the 'Economic Growth Area' and the 'Employment Area'. The Economic Growth Area consists of designated Employment Areas, as well as other lands in proximity that provide supportive commercial/service/office uses. Employment Areas are intended to permit a cluster of uses including manufacturing, research and development, and warehousing and goods movement. Employment Areas provide for compatible development in appropriate locations with a variety of forms, scales, and intensities of development – and are protected for long-term employment uses.

Per Schedule 12 (Urban Area Land Use Plan), the Subject Lands are designated as 'Industrial Area' and partially designated as 'Green System'. The Industrial Area permits general industrial uses, including the full range of manufacturing, warehousing, and uses related to the movement of goods and outside storage. The Industrial Area also permits ancillary retail and office uses directly related to the general industrial use within an industrial building. The Green System designation

consists of ‘Local Natural Heritage System’ and other features including parkland and Greenbelt. The Local Natural Heritage System permits limited uses, does not permit industrial use, and will be protected through development applications.

The Proposed Development aligns with the proposed designations for the Subject Lands. A noted objective of the Draft Official Plan is protecting designated employment areas for long-term employment use, especially in the vicinity of major highway interchanges. Other objectives focus on protecting natural heritage and maintaining a high quality of urban design. The proposed development meets the proposed objectives of the draft Official Plan and supports an improvement of the Subject Lands to a higher form of development as envisioned in the draft Official Plan.

5.5 Derry Green Corporate Business Park Secondary Plan (Office Consolidation 2024)

The Derry Green Corporate Business Park Secondary Plan (“Secondary Plan”) was adopted by Town Council in June 2010 and approved by the Region of Halton in March 2014. The primary objective of the Secondary Plan is to establish a policy framework and land use direction to accommodate employment growth and create a business park supportive of a full range of employment uses near a multimodal transportation system. The Secondary Plan Area is generally bounded by Highway 401 to the north, James Snow Parkway to the West, Sixth Line to the East, and a varied border near Louis St. Laurent Avenue to the south. The Secondary Plan is planned to accommodate approximately 17-18,000 employees based on an approximate density of 45 employees per net hectare.

The Proposed Development is estimated to support approximately 29 employees over an industrial GFA of 720 square metres (7,750 square feet)⁴. At a net area of 0.78 hectares (excluding NHS), the Proposed Development achieves an approximate density of 37 employees per net hectare. We consider this density appropriate for the Subject Lands and note that the Secondary Plan identifies an *approximate* density as measured over the *entirety* of the Subject Lands. To otherwise achieve a density of 45 employees per net hectare (approximately 35 employees), would require accommodating an additional 150 square metres (1,620 square feet) of GFA, and an additional five parking spaces. We suggest that the proposed site design is appropriately scaled to site context, achieves a supportable balance between function and protection, and meets the intent of the Secondary Plan for the same.

The Proposed Development meets the purpose and intent of the Secondary Plan (C.9.1.1) as it reduces the impact on existing taxpayers by proposing private site servicing, it is planned to be consistent with the existing Subwatershed Impact Studies completed for the area to date, and it achieves an efficient employment land use.

The Proposed Development does not impact key locations through the Secondary Plan, as identified in section C.9.2.2, including the Highway 401 Landscape Corridor, James Snow Parkway, Derry Road, or gateway locations. The Proposed Development does address relevant

⁴ Per the Town's March 2021 DC Background Study (Watson & Associates) which estimates one non-retail employee per 270 ft² of GFA.

key design elements identified in section C.9.2.2, including protecting the Natural Heritage System and an enhanced streetscape design.

Per C.9.4.5, all new development in the Secondary Plan shall be consistent with the recommendations of the Sixteen Mile Creek Subwatershed Update Study. As reflected in the SIS Addendum prepared in support of this Application (Crozier, December 2025), the functional recommendations are reviewed and applied to the site.

Urban Design

Section C.9.4.6 of the Secondary Plan regards urban design, with intent to support a visually and physically well-connected Secondary Plan that incorporates high quality streetscape and urban design. The natural heritage feature is recognized as a central feature of the Secondary Plan area and is protected in the Proposed Development. The Proposed Development respects the streetscape design along Sixth Line and the site frontage is framed with existing NHS features and supportive landscaping. The industrial facility is located more central and south on the Subject Lands, and loading spaces, waste collection, and truck parking spaces are generally screened behind the facility and the existing NHS. No cultural heritage or gateway features are identified on the Subject Lands.

As discussed in the Urban Design Brief (MBTW, March 2025), the proposed design strategy is structured to build on the Town-wide Design Strategy and the Derry Green Corporate Business Park Urban Design Guidelines to aid in the achievement of a high quality employment area.

Infrastructure

Section C.9.4.8 states that “*The provision of temporary/interim water and wastewater servicing to facilitate development may be considered by the Town and Region, where full services will be provided within a defined period of time and a requirement that connection to full services will be required once available...*”. As discussed in the Functional Servicing and Stormwater Management Report (Crozier, November 2025), the proposed servicing strategy is an upgraded and relocated supply well and septic system, sized to accommodate the intended use. Future connection to municipal infrastructure is encouraged should be extended along Sixth Line and accessible to the Subject Lands.

Industrial Area

Section C.9.5.3 of the Secondary Plan outlines policy regarding the Industrial Area land use designation on the Subject Lands (see *Figure 7 of this Report*). Relevant policy includes:

C.9.5.3.1 *Further to, and in accordance with the policies of Section B.3.9 of this Plan, on lands designated “Industrial Area” on Schedule “C.9.B”, notwithstanding the provisions of Section B.3.9.2.1 which permit the full range of light and general industrial uses, the Zoning By-law may not initially permit the full range of such uses on all sites.*

Section B.3.9 of the Official Plan regards the Industrial Use designation. It is recognized that the Zoning By-law may not initially permit the full range of such uses on all sites. The Subject Lands are currently zoned ‘Future Development (FD)’ and a draft implementing Zoning By-law is proposed herein to facilitate a range of industrial uses, as detailed in Section 5.6 of this Report below.

C.9.5.3.2 *Sites where uses may be restricted shall include sites adjacent to the railway, Fifth and Sixth Lines, and lands adjacent to the Natural Heritage System designations on Schedule "C.9.B".*

C.9.5.3.3 *On sites as identified in Section C.9.5.3.2, or other sites as the Town may determine, the Bylaw may prohibit specific uses including truck terminals, fuel depots, cement batching and asphalt plants and waste management or composting facilities or similar uses which cannot easily be designed to maintain the high quality development required for such areas. Further, through the By-law or site plan control process, the location and extent of open storage areas may be limited and/or specific buffering may be required.*

C.9.5.3.4 *Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a development plan which illustrates how the policies of this Plan and the Urban Design Guidelines will be addressed, including elevations and plans; and may be approved provided that the Town is satisfied that the development can be designed to maintain the high quality required for such areas.*

This policy is acknowledged and the Proposed Development does not propose any of the cited uses. Per Section 5.6 below, these uses are proposed to be prohibited within the implementing Zoning By-law Amendment. The Proposed Development otherwise facilitates a warehousing use that facilitates a high quality of site design – as discussed through the Urban Design Brief (MBTW, March 2025).

Natural Heritage System

Section C.9.5.4 of the Secondary Plan outlines policy regarding the Natural Heritage System land use designation on the Subject Lands. The objective of the designation is to protect areas identified as having environmental significant, based on the functional recommendations of applicable subwatershed studies. Per the Secondary Plan (C.9.5.4.7) the mapped boundaries of the Natural Heritage System designation are conceptual and subject to field verification. As prepared through this Application, the SIS Addendum (Crozier, December 2025) identifies the boundaries of a natural heritage system drainage feature in the north of the Subject Lands. This feature and its development buffer comprise the extent of the Natural Heritage System designation on the Subject Lands. Per the Secondary Plan, only the following uses are permitted:

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

No uses or site alteration is proposed within the Natural Heritage System designation and the existing areas are intended to be protected for the long-term. Per the SIS Addendum, a 15 metre natural vegetation protection buffer zone is recommended from the top of slope of the tributary, as well as from the edge of the associated wetland and fish habitat. This aligns with the 15 metre regulatory allowance requested by Conservation Halton and identified on the Concept Plan.

Per the SIS Addendum, no endangered or threatened species are expected to be impacted by the Proposed Development. Mitigation measures are recommended in the SIS Addendum to ensure that potential habitat is reviewed further prior to development (ex. Barn Swallow and Bat communities roosting in the existing building).

Conclusion

The above analysis demonstrates that the Proposed Development will contribute to the permitted range of employment uses, protect existing natural heritage system features, and contribute to the urban design strategy of the Secondary Plan.

Based on the above review, the proposed Zoning By-law Amendment required to facilitate the development of the Subject Lands is in conformity with the Secondary Plan.

5.6 Town of Milton Zoning By-law (016-2014)

The Town of Milton Zoning By-law 016-2014 zones the Subject Lands as “Future Development Zone (FD) and “Natural Heritage System” (NHS) (refer to Figure 8 of this Report). Neither the FD zone nor the NHS zone permits development and only legally existing uses and structures are permitted.

To facilitate the proposed development, an amendment is required to rezone the Subject Lands to a site-specific “**General Industrial (M2)**” zone and revise the limits of the existing NHS zone to match the limits of observed conditions and development buffer. The Draft Zoning By-law Amendment proposes a minor change to the permitted M2 zone uses to restrict non-compatible uses and to permit site-specific provisions for the Proposed Development, as detailed below:

- Prohibited Uses
 - The following uses shall be prohibited as they are not encouraged within the Official Plan and may not be compatible with surrounding existing and planned land uses:
 - Transportation Terminal; Fuel Depot; Cement Batching and Asphalt Plant; Waste Management and Composting Facility.
- Minimum Lot Coverage: N/A
 - The M2 zone requires a minimum of 25% lot coverage, which would require 0.26 hectares (0.64 acres) of coverage on the Subject Lands. The proposed industrial structure is approximately 0.07 hectares. Providing a minimum of 25% lot coverage for the industrial use would require an area similar in size to the NHS area shown on the Development Concept Plan and is not feasible for the Proposed Development. Such a significant lot coverage would require a significant amount of land for vehicle parking, challenge safe site circulation, potentially impact the NHS area, and represent overdevelopment of the Subject Lands. The currently proposed industrial structure represents approximately 6.7% lot coverage but remains conceptual in design. To provide for flexibility in detailed architectural design through the subsequent site plan approval process, no minimum lot coverage is requested for the Proposed Development. This is consistent with the zone standards for Milton’s EMP1 (Prestige Office), EMP2 (Employment), and M1 (Business Park) zones, and it is understood that the intent of the minimum lot coverage standard is primarily to regulate a transportation terminal use. As the Proposed Development will not be a transportation terminal use,

we propose the minimum lot coverage should not apply. No negative site impacts or compatibility concerns are anticipated in the proposed configuration, and the layout current avoids any negative encroachment on the NHS area. The maximum lot coverage standard (35%) would still apply.

- Landscape Buffer Abutting a Street Line: 3 metres

- The Proposed Development requests a 3.0 metre landscape buffer where abutting a street line, whereas the M2 zone requires a minimum 4.5 metre landscape buffer. As illustrated on the Development Concept Plan, the extent of the required landscape buffer is limited to approximately 30 metres of frontage along Sixth Line where adjacent to the personal vehicle parking area. In the site context, this does not represent a significant deviation of landscape area from the required standard, as the remaining two-thirds of Sixth Line frontage consists of protected NHS area that generally extends the length of the site.
- The proposed 3.0 metre landscape buffer is considered appropriate for the site context as it provides sufficient width for plantings, is supported by wider traffic islands in the parking area, and adequately separates the parking area from the municipal right of way. The protected NHS area on the remainder of the site frontage provides a natural vegetative buffer to the proposed development, and truck parking/loading areas will be screened at the rear of the site behind the NHS area and industrial building. The planned Sixth Line widening and installation of a future multi-use path could also potentially add municipal landscaping and pedestrian infrastructure to enhance the site frontage (as identified in the standard Town cross-section for a 30.0 metre arterial road). Assuming the NHS area remains protected with no alterations, the proposed site-specific standard for landscape buffer would functionally represent a difference of 45 square metres of landscaping⁵. As designed, the Proposed Development otherwise achieves approximately 1,100 square metres of landscaping and 2,900 square metres of NHS area.

The proposed development is appropriate and justified from a planning perspective. Accordingly, the proposed draft Implementing Zoning By-Law is appropriate. The requested site-specific zoning standards being sought through this proposal reflect the characteristics of the Subject Lands and intent of the Proposed Development. Further, the requested uses and restrictions are similar to recently approved industrial development applications in the immediate surrounding area and are consistent with the built form and use context. The proposed M2*XXX zone will allow for a more efficient use of the Subject Lands and the modified NHS zone will protect the NHS features on site from development.

⁵ (30 metres x 4.5 metres) – (30 metres x 3.0 metres) = 45 square metres

6.0 Summary and Conclusion

As outlined in this Report, together with the supporting technical reports, the Proposed Development and corresponding Zoning By-law Amendment represent an industrial development located in a suitable area for employment uses that will protect and enhance natural heritage features on site.

The proposed development will introduce one industrial building and integrate approximately 0.29 hectares (0.72 acres) of protected NHS area. The supporting studies include recommendations to mitigate any further impact from development on the surrounding features. The proposed uses and built form are compatible with surrounding uses and the Sixth Line streetscape.

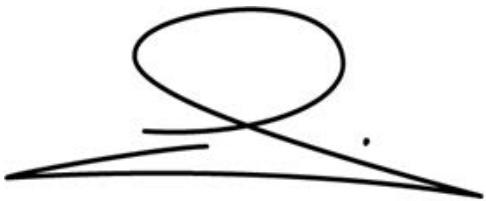
Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports, it is our opinion that the proposed development and corresponding Zoning By-law Amendment are justified and represent good planning for the following reasons:

- it is consistent with the Provincial Planning Statement (2024) by protecting employment uses, protecting natural heritage systems, and makes efficient use of underutilized employment land;
- it conforms to the Region of Halton Official plan by contributing to the employment growth target, providing an appropriate use within a protected Employment Area, and ensuring compatibility with the surrounding area and ecosystem;
- it conforms with the Town of Milton Official Plan with respect to the City's urban structure, development in an Employment Area, protection of NHS areas, and supporting economic development;
- it can be adequately serviced with private infrastructure without need for significant municipal investment, until such time that services are extended along Sixth Line;
- it will not negatively impact traffic in the surrounding area network;
- it provides for effective site circulation with consolidated vehicular access and loading facilities accommodated internally to the site;
- it provides for an appropriate parking ratio that ensures that parking demand generated can generally be accommodated on-site;
- it is compatible with surrounding land uses in relation to built form, site activity, and noise;
- it protects and enhances the existing natural heritage system feature on site; and,
- it represents good planning and is in the public interest.

Glen Schnarr & Associates Inc.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink, appearing to read "Colin Chung". It consists of a large, stylized oval at the top, a horizontal line with a small dot below it, and a diagonal line extending from the bottom left.

Colin Chung, MCIP, RPP
Managing Partner

A handwritten signature in black ink, appearing to read "Zechariah Bouchard". It features a series of fluid, overlapping loops and curves.

Zechariah Bouchard
Planner

FIGURES

- Figure 1: Aerial Context Plan**
- Figure 2: Community Context Plan**
- Figure 3: Region of Halton Official Plan: Regional Urban Structure: Map 1H**
- Figure 4: Town of Milton Official Plan: Schedule B – Urban Area Land Use Plan**
- Figure 5: Town of Milton Official Plan: Schedule E: Transportation Plan**
- Figure 6: Derry Green Corporate Business Park Secondary Plan: Schedule C-9-A: Structure Plan**
- Figure 7: Derry Green Corporate Business Park Secondary Plan: Schedule C-9-B: Land Use Plan**
- Figure 8: Town of Milton Zoning By-law (016-2014)**



1
FIGURE

AERIAL CONTEXT PLAN

LEGEND

Subject Lands

PART LOT 11, CONCESSION 6
TRAFALGAR, NEW SURVEY
PART 1 ON 20R11806
TOWN OF MILTON
REGION OF HALTON



SCALE NTS
OCTOBER 15, 2025

GSAI
Glen Schnarr & Associates Inc.

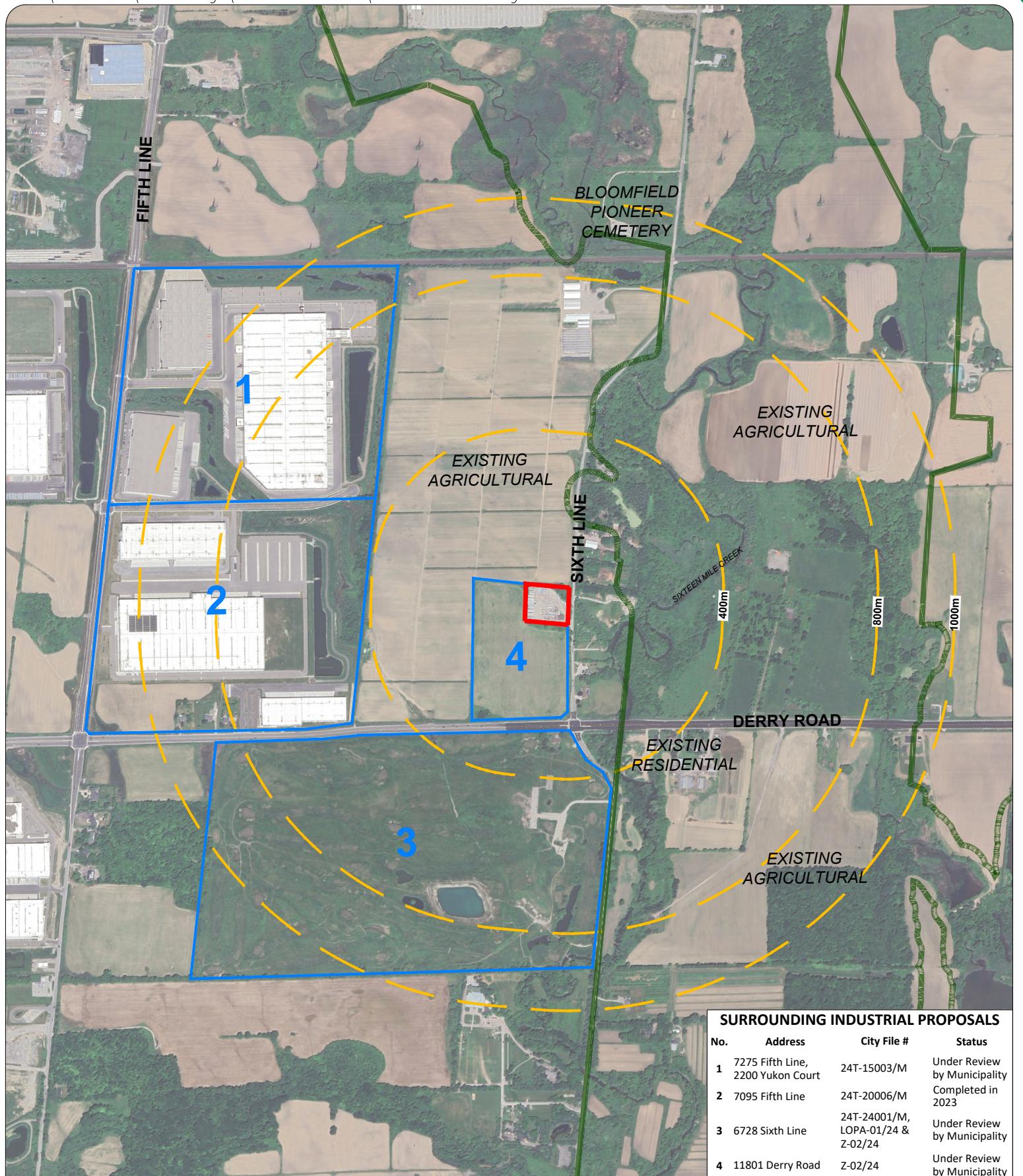


FIGURE
2

SURROUNDING CONTEXT PLAN

LEGEND

Subject Lands

Natural Heritage System

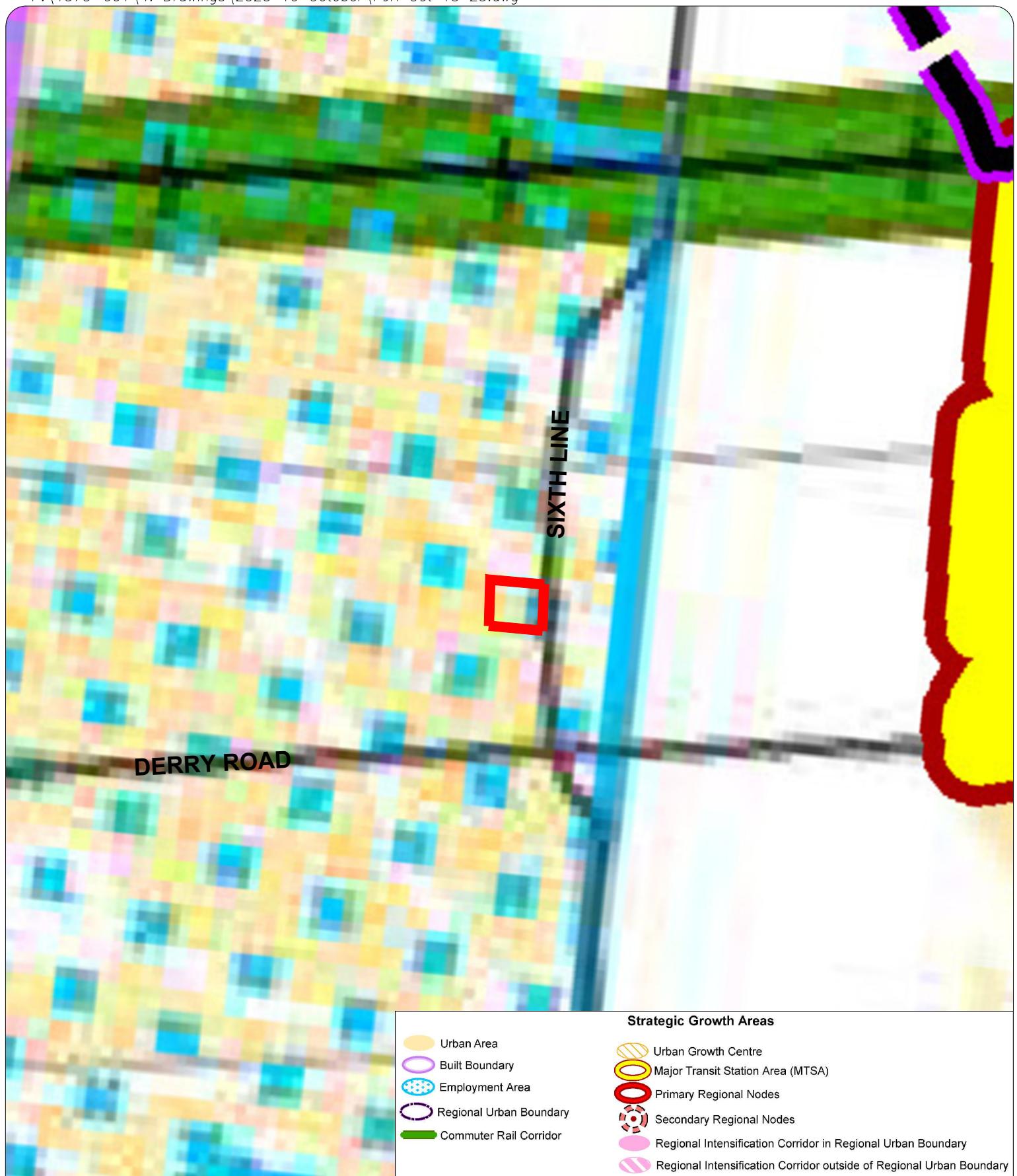
Buffer

PART LOT 11, CONCESSION 6
TRAFalgar, NEW SURVEY
PART 1 ON 20R1806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025



GSAI
Glen Schnarr & Associates Inc.



**FIGURE
3**

HALTON REGION OFFICIAL PLAN MAP '1H' - REGIONAL URBAN STRUCTURE

LEGEND

Subject Lands

PART LOT 11, CONCESSION 6
TRAFalGAR, NEW SURVEY
PART 1 ON 20R1806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025

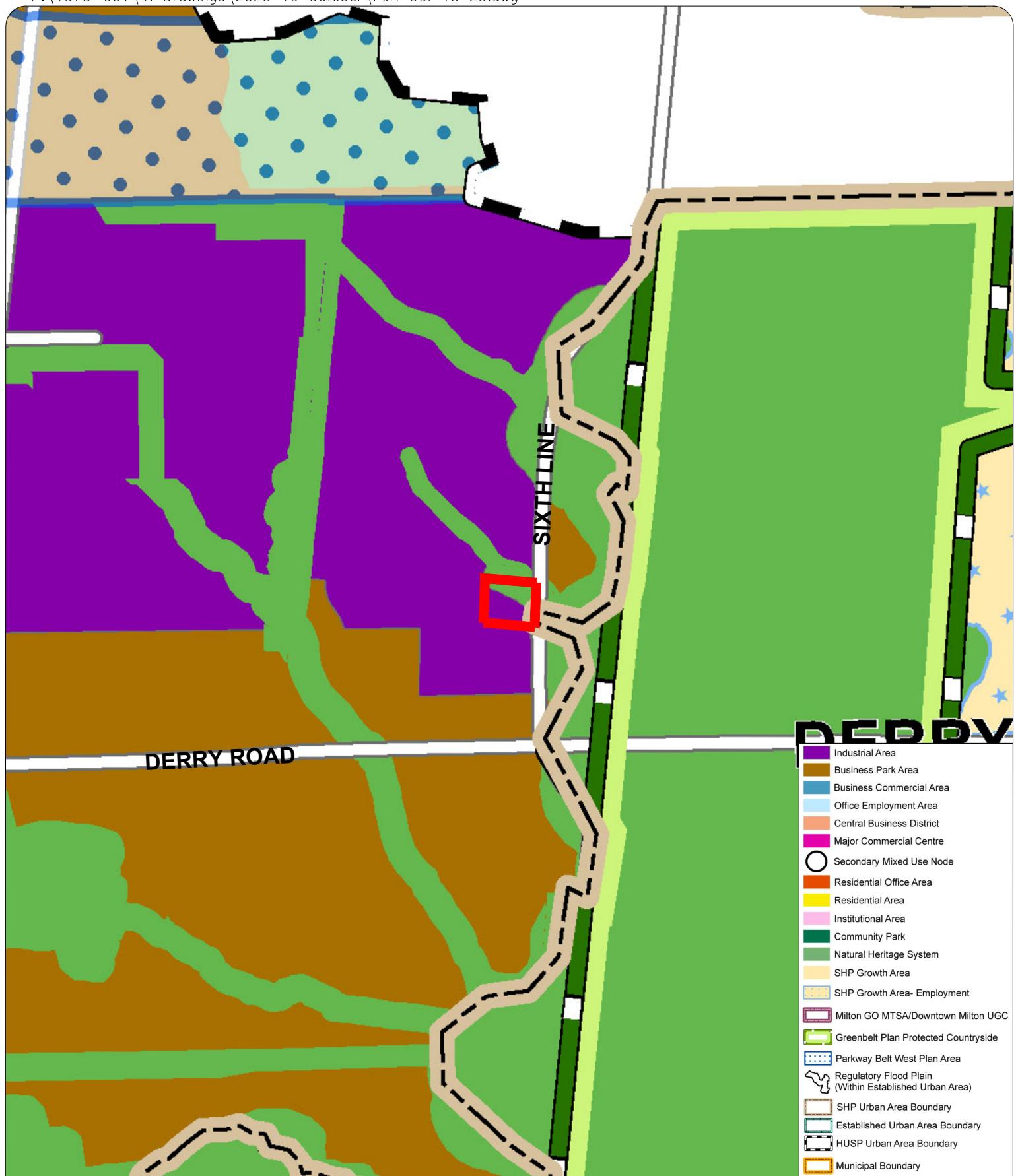


FIGURE
4

TOWN OF MILTON OFFICIAL PLAN

SCHEDULE 'B' - URBAN AREA LAND USE PLAN

LEGEND

■ Subject Lands

PART LOT 11, CONCESSION 6
TRAFalgar, NEW SURVEY
PART 1 ON 20R11806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025



GSAI
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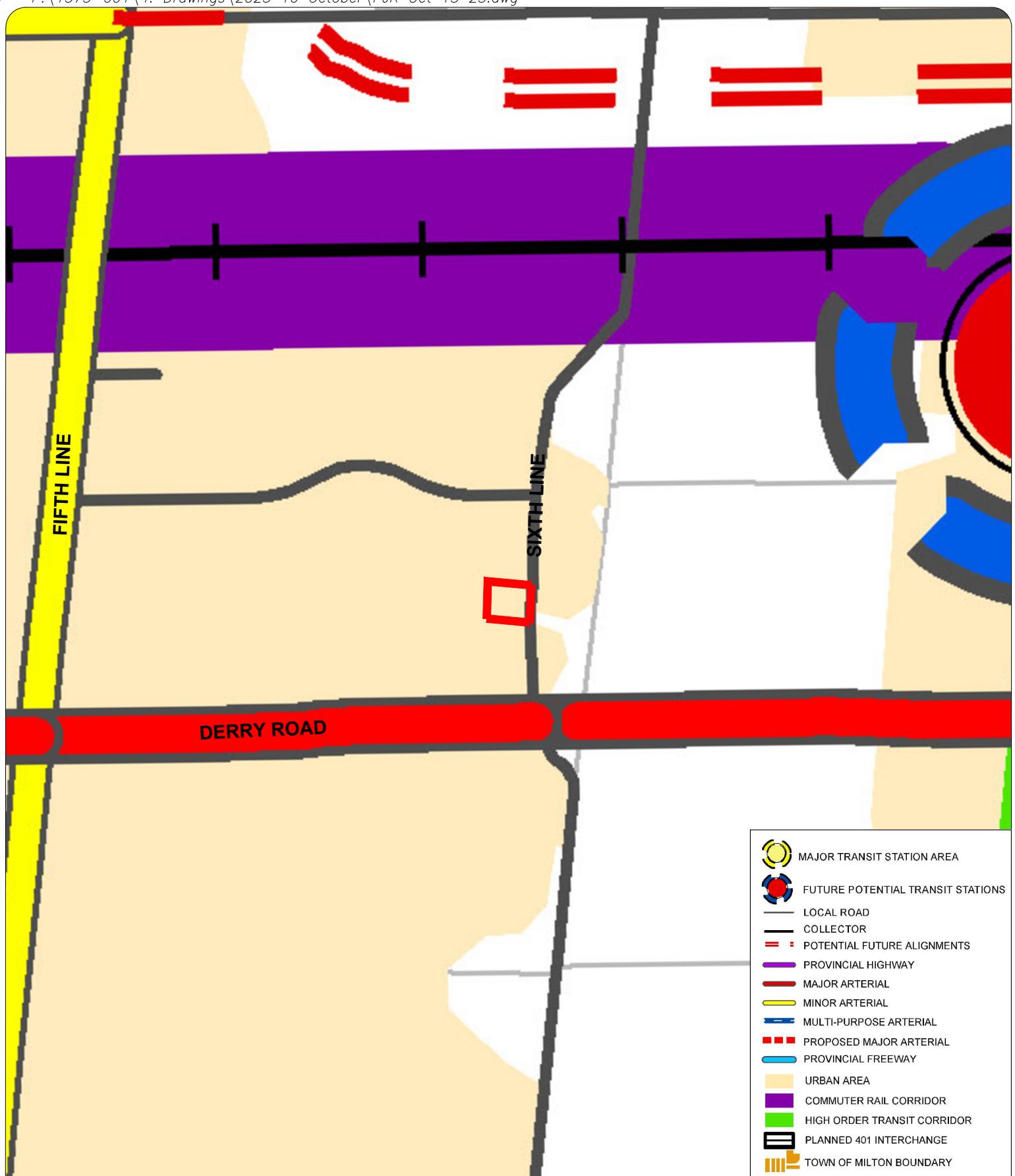


FIGURE
5

TOWN OF MILTON OFFICIAL PLAN SCHEDULE 'E' - TRANSPORTATION PLAN

LEGEND

Subject Lands

PART LOT 11, CONCESSION 6
TRAFLAGAR, NEW SURVEY
PART 1 ON 20R11806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025



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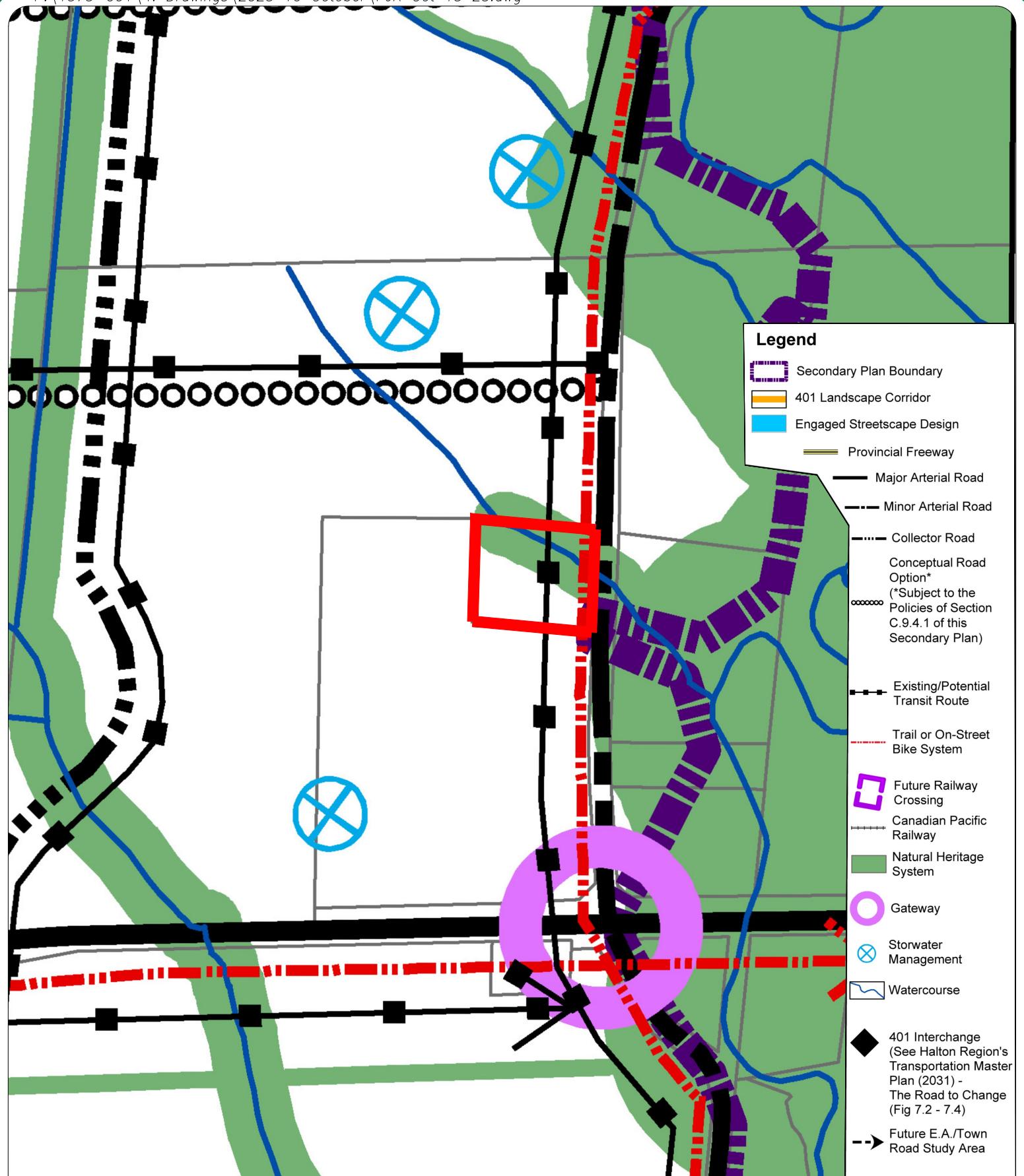


FIGURE
6

**DERRY GREEN CORPORATE BUSINESS PARK
SECONDARY PLAN**

SCHEDULE 'C-9-A' - STRUCTURE PLAN

LEGEND

■ Subject Lands

PART LOT 11, CONCESSION 6
TRAFALGAR, NEW SURVEY
PART 1 ON 20R1806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025



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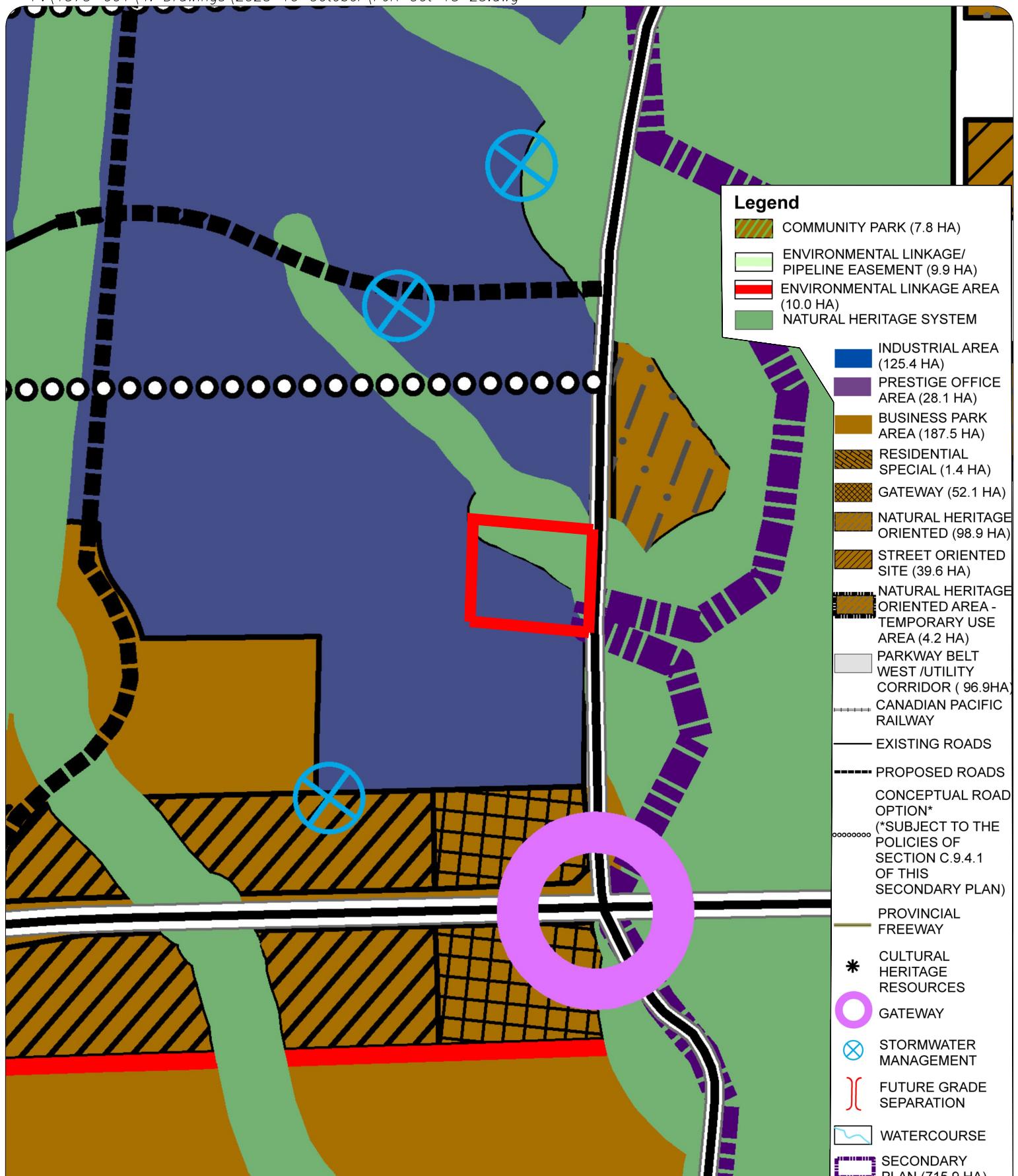


FIGURE
7

DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN

SCHEDULE 'C-9-B' - STRUCTURE PLAN

LEGEND

Subject Lands

PART LOT 11,CONCESSION 6
TRAFALGAR, NEW SURVEY
PART 1 ON 20R11806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025



GSAI
Glen Schnarr & Associates Inc.

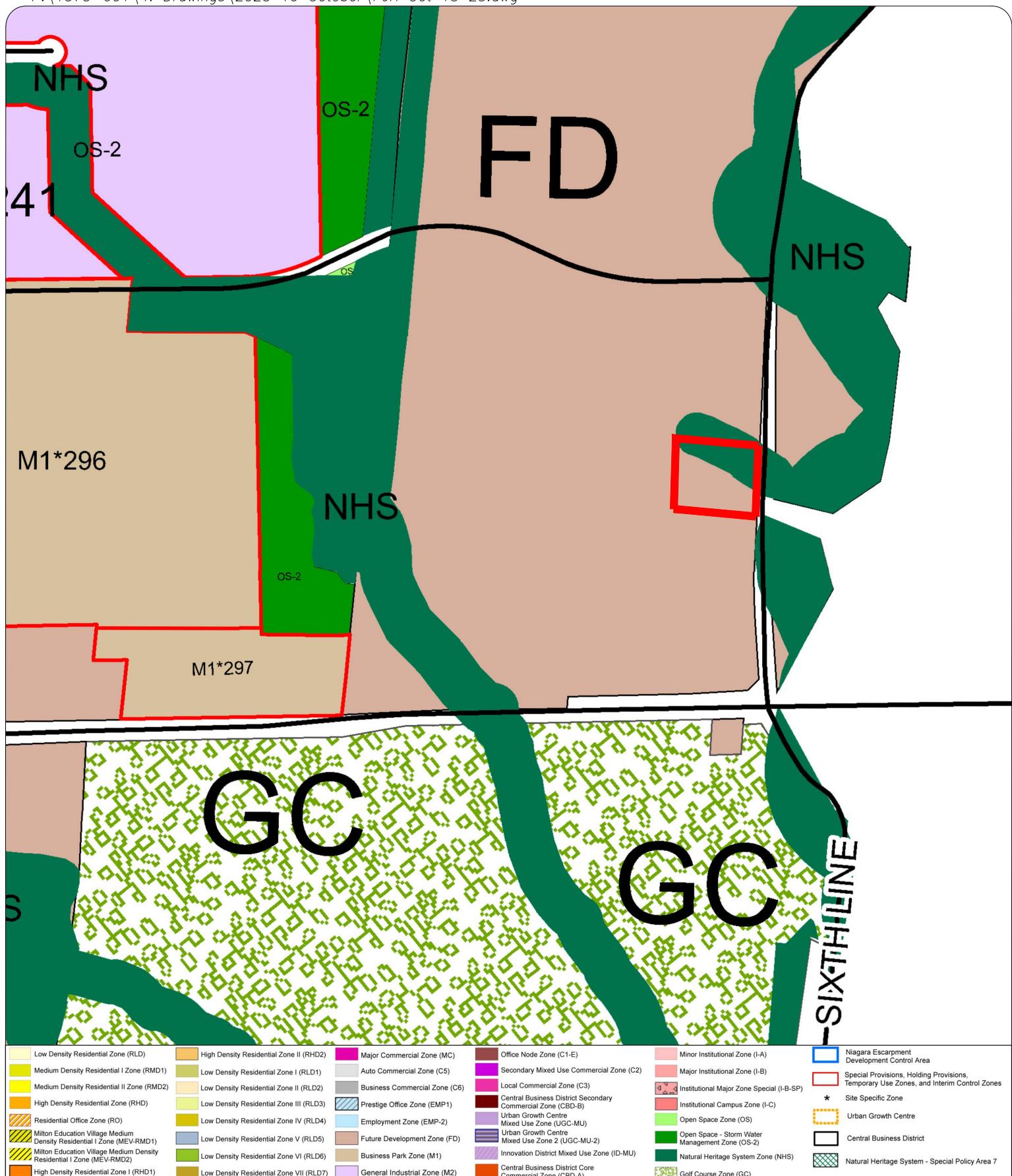


FIGURE
8

TOWN OF MILTON
ZONING BY-LAW (016-2014)

LEGEND

■ Subject Lands

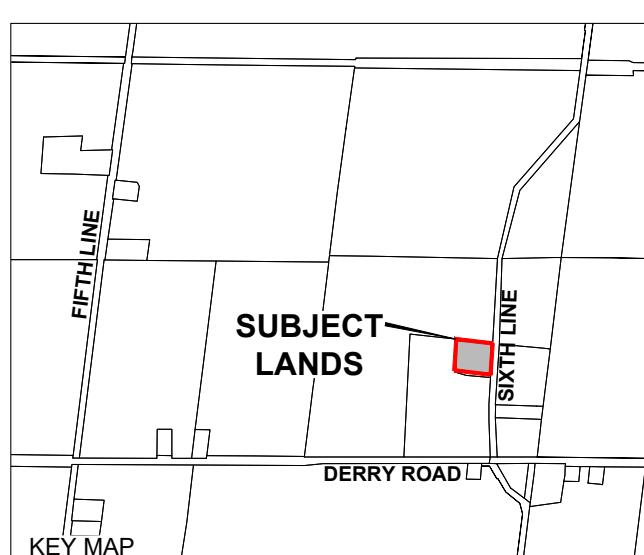
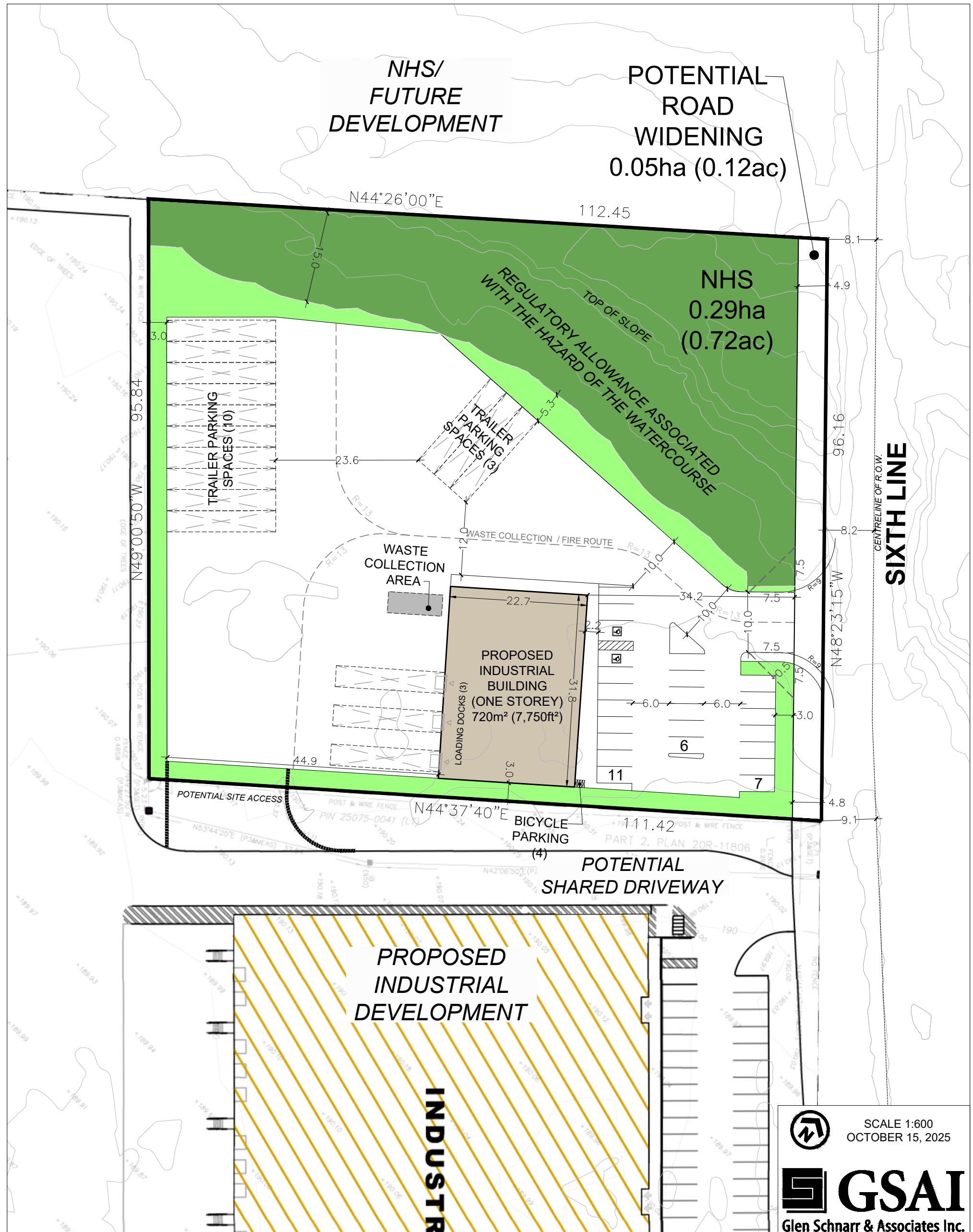
PART LOT 11, CONCESSION 6
TRAFalgar, NEW SURVEY
PART 1 ON 20R1806
TOWN OF MILTON
REGION OF HALTON

SCALE NTS
OCTOBER 15, 2025



GSAI
Glen Schnarr & Associates Inc.

APPENDIX A
DEVELOPMENT CONCEPT PLAN



DEVELOPMENT CONCEPT PLAN

7072 SIXTH LINE

PART LOT 11,CONCESSION 6
TRAFalgar, NEW SURVEY
PART 1 ON 20R11806
TOWN OF MILTON
REGION OF HALTON

DEVELOPMENT STATISTICS

TOTAL AREA:	1.07ha (2.64ac)	100%
POTENTIAL ROAD WIDENING:	0.05ha (0.12ac)	4.6%
NHS (+15m BUFFER) AREA:	0.29ha (0.72ac)	27.1%
LANDSCAPED AREA:	0.11ha (0.27ac)	10.2%
BUILDING LOT COVERAGE :	0.072ha (0.17ac)	6.7%
PARKING/MANEUVER AREA:	0.55ha (0.27ac)	51.4%
BUILDING HEIGHT:	15m	

PARKING CALCULATIONS

INDUSTRIAL* - 720m² (1/30m²)

INDUSTRIAL - 720M² (7300 SF)
TOTAL SPACES PROVIDED

*PARKING RATE AS PER TOWN OF MILTON M2 ZONE STANDARDS

TOTAL TRAILER SPACES PROVIDED: **13 SPACES**

TYPICAL PARKING SPACE: 2.75m x 5.80m

TYPICAL TYPE 'A' ACCESSIBLE SPACE: 3.40m x 5.80m

TYPICAL TYPE 'B' ACCESSIBLE SPACE: 2.75m x 5.80m
TYPICAL TRAILER SPACE: 3.50m x 18.00m

TYPICAL TRAILER SPACE: 3.50m x 18.00m

NOTES

-WITHIN CONSERVATION HALTON REGULATED AREA, GRAVE AND FILL TO BE REMOVED AND GRADES TO BE RESTORED TO

**AND FILE TO BE REMOVED AND GRADES TO BE RESTORED TO
PRE-DISTURBANCE CONDITIONS**

-TYPICAL ACCESS AISLE = 1.5m x 5.8m

*Preliminary Development Concept Plan

*Preliminary Development Concept Plan

*Preliminary Development Concept Plan
for discussion purposes only*

APPENDIX B
DRAFT ZONING BY-LAW AMENDMENT AND
SCHEDULE

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 0XX-2025

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PT LT 11, CON 6 TRAFALGAR, NEW SURVEY, PT 1 ON 20R11806; MILTON/TRAFalgar.

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

AND WHEREAS the Town of Milton Official Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

- 1.0 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) to General Industrial – site-specific (M2*XXX), and Natural Heritage System (NHS) zone symbols on the land shown on Schedule A attached hereto.
- 2.0 THAT** Section 13.1 (Special Provisions) of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1. to read as follows:

General Industrial – Special Section XXX (M2*XXX) Zone

- a) Notwithstanding the requirements of Section 8.2 – Table 8B (Employment Zone Standards), the following site-specific provisions shall apply:
 - i. Minimum Lot Coverage: N/A
 - ii. Landscape Buffer Abutting a Street Line: 3m
- b) The following uses shall be prohibited:
 - i. Transportation Terminal; Fuel Depot; Cement Batching and Asphalt Plant; Waste Management and Composting Facility
- c) All lands shall be deemed to be one Lot for Zoning purposes, notwithstanding the two proposed zones on the Subject Lands.

READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this

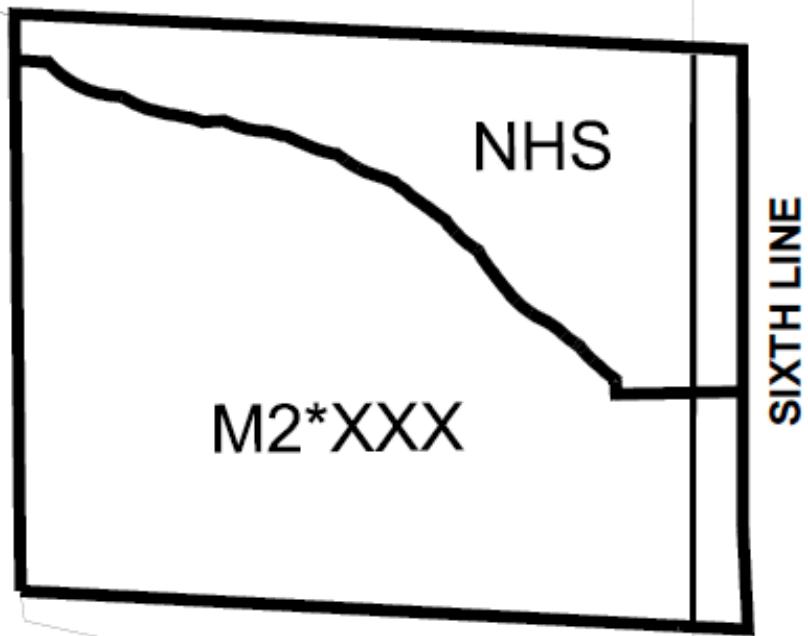
day of , 2025.

Mayor G.A. Krantz

Town Clerk Meaghan Reid

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

Part of Lots 11, Concession 6, New Survey
Town of Milton, Regional Municipality of Halton



THIS IS SCHEDULE A
TO BY-LAW No. 2025.

TO BE REZONED FROM "FD" (FUTURE DEVELOPMENT ZONE) AND "NHS"
(NATURAL HERITAGE SYSTEM) TO:

"M2*XXX" (GENERAL INDUSTRIAL - EXEMPTION)
"NHS" (NATURAL HERITAGE SYSTEM)

MAYOR

CLERK



Scale: N.T.S.
OCTOBER 14, 2025