PLANNING JUSTIFICATION REPORT

8995 BOSTON CHURCH ROAD
TOWN OF MILTON
HALTON REGION

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1.0 INTRODUCTION

King Consultants has been retained by BCSL Inc. to prepare the necessary Planning Act applications affecting the lands municipally known as 8995 Boston Church Road in the Town of Milton. The current application package consists of a Draft Plan of Subdivision, an Official Plan Amendment including a Secondary Plan Amendment, and a Zoning By-law Amendment to facilitate the development of the Subject Property for employment purposes.

The subject lands were the subject of pre-consultation with Town of Milton, Halton Region, and Conservation Halton staff. The formal pre-consultation meeting took place on February 18, 2025, and the Record of Pre-Consultation was finalized by Town staff on March 3, 2025. That Record confirmed that an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision are required, together with a comprehensive supporting submission package including draft implementing instruments, environmental and servicing materials, compatibility studies, and supporting plans. The Record also identified that the CESS Addendum, which may incorporate the Environmental Impact Assessment, would be a central submission requirement, together with the Tree Inventory, Analysis and Preservation Study, Land Use Compatibility Study, Stormwater Management Report, Functional Servicing Report, and related technical materials.

Following pre-consultation and consultant coordination, the development concept was revised from the original condominium-based small-bay industrial proposal to the current employment campus form. The current proposal consists of a three-building warehouse and distribution development with a total gross floor area of approximately 40,485.38 m^2. The proposal is now being advanced through a block-based subdivision, Official Plan Amendment, and Zoning By-law Amendment framework rather than through the earlier condominium concept that formed the basis of the initial pre-consultation description.

This Planning Justification Report has been prepared to support the revised development proposal and the *associated Planning Act* applications. The Report has also been updated to respond to the matters identified through pre-consultation and the subsequent incomplete application notice, including the submission of the CESS Addendum, Environmental Impact Assessment content, Tree Inventory, Analysis and Preservation Study, updated landscape and civil materials, Land Use Compatibility analysis, and the separate Word versions of the draft Official Plan Amendment and draft Zoning By-law Amendment for filing purposes.

The purpose of this Report is to provide a planning analysis and justification in support of the requested applications. The Report outlines the site and surrounding context, describes the current proposal, identifies the required Planning Act approvals, reviews the applicable Provincial, Regional, and local policy framework, and summarizes the technical studies and plans prepared in support of the proposal. It is intended to demonstrate that the requested

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applications represent good land use planning, are technically supportable, and are in the public interest.

The following materials form part of the submission package in support of the current applications:

Documents
- Complete Planning Application Form(s)
- Fees for processing of the Planning Application(s)
- Cover Letter
- Draft Official Plan Amendment (text and schedules)
- Draft Zoning By-law Amendment (text and schedules)
- Draft Plan of Subdivision
- Reference Plan for Land Dedication
- Survey / Legal Plan
- Topographical Survey Plan
- Concept Plan
- Aerial Photograph / Context Plan
- 2D / 3D Concept Plan (Colour) with street labels
- Site Screening Questionnaire

Reports
- Planning Justification Report
- Archaeological Assessment
- Environmental Site Assessment (Phase I and Phase II)
- Land Use Compatibility Study (enclosed within this report)
- Comprehensive Environmental, Servicing and Stormwater Study Addendum
- Environmental Impact Assessment
- Tree Inventory, Analysis and Preservation Study
- Stormwater Management Report
- Functional Servicing Report
- Transportation Impact Study
- Noise and Impact Assessment
- Urban Design Brief
- Sun Shadow Analysis
- Hydrogeological Investigation
- Geotechnical Investigation

Drawings
- Site Plan and Details
- Floor Plans
- Roof Plans

- Architectural Building Elevations
- Landscape Plan and Details
- Garbage Enclosure Details
- Grading Plan, including 100-year ponding limits
- Site Servicing Plan
- Photometric Plan and Exterior Light Fixture Details
- Truck Access and Circulation / Auto-Turn Swept Path Analysis
- Ditch / Channel Realignment Drawings
- Civil Drawings Package

This Planning Justification Report has been prepared with the above noted list of required studies and materials to support the landowner's request for Plan Subdivision, Official Plan and Zoning By-law Amendment from the Town of Milton. This report provides a planning analysis and justification supporting the proposed amendments and development following sound planning principles and efficient use of land. Furthermore, this report will give an overview of the Subject Property's existing standards, an outline of the proposed request, the economic impact of the proposal, and an evaluation of the proposal in the context of the *Matters of Provincial Interest*, *Section 2* and *Section 39* in the *Planning Act*, *Provincial Planning Statement (2024)*, the *Halton Region Official Plan, May 2024 Consolidation*, *Town of Milton Official Plan, December 2025 Consolidation Official Plan*, *We Make Milton Draft Official Plan*, *Milton 401 Industrial/Business Secondary Plan*, and the *Town of Milton Zoning By-law No. 016-2014*.

1.1 Site Context

The Subject Property (Figure 1.0) is located in the north-eastern community of Boston and Maneswood community in Ward 2 of the Town of Milton. More specifically, it is located on the northeast side of Boston Church Road and the southeast side of Regional Road 9 - No. 5 Side Road. The Subject Property is legally described as Part of Lot 5, Concession 4 Esquesing, AS IN 543284 S/T 53610/ ESQUESING description amended 11/09/1999 by J Menard Town of Milton; Assessment Roll Number: 240905000210800 and Parcel Identification Number: 24977-0021 (LT). The Subject Property is generally rectangular in shape, with lot lines running parallel to Boston Church Road and No. 5 Side Road and farm driveway access on Boston Church Road. The Subject Property is 12.027 Ha (29.72 Acres), supported by a frontage of 378.13M, a lot width of 322.63M and a depth of 333.38M. The site is currently vacant and actively farmed by a tenant farmer. The north, east and west boundaries of the site enclosed with metal fencing, except for an unfenced portion located at the southwest corner. The Subject Property is planned to be fully serviced by municipal water and sanitary services located on Boston Church Road.

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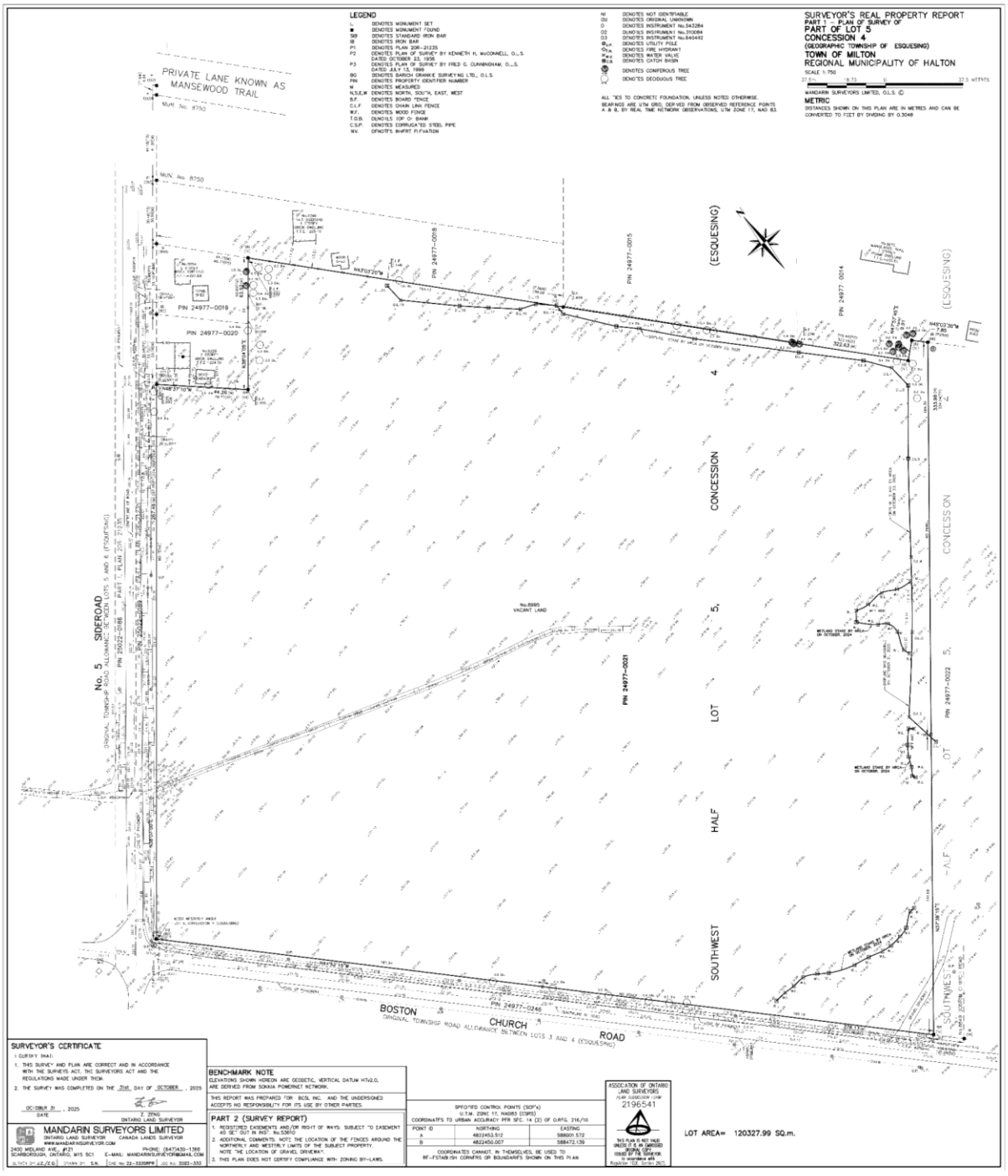

Figure 1.0 Surveyor's Real Property Report Prepared by Mandarin Surveyors Limited.

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1.2 Surrounding Context

North: Immediately north of the Subject Property, along No. 5 Side Road, are rural residential dwellings and agricultural lands within Halton Hills, which we note are designated as “Future Strategic Employment” under the Halton Region Official Plan, and environmental features, Place of Worship and agriculturally related uses along 3 Line.

South: Immediately south of the Subject Property, along Boston Church Road, are rural residential dwellings with natural heritage features within the woodlots. Beyond these three properties, is Orlando Corporation 106.12 hectares West Industrial Plan of Subdivision currently undergoing site preparation work and servicing work to develop warehousing buildings.

East: Immediately east of the Subject Property, is a pre-Greenbelt era rural residential subdivision bounded by Maneswood Trail and Southcott Drive on No. 5 Side Road. There are Greenbelt Natural Heritage System features located within the rural residential subdivision.

West: Immediately west of the Subject Property, along Boston Church Road and No. 5 Side Road, the Orlando Corporation 30.76 hectares East Industrial Plan of Subdivision currently undergoing earthworks to develop warehousing buildings. Beyond the Orlando site, is a CN Railway line, a hydro corridor, and existing industrial development along No. 5 Side Rd to Regional Road Highway 25.

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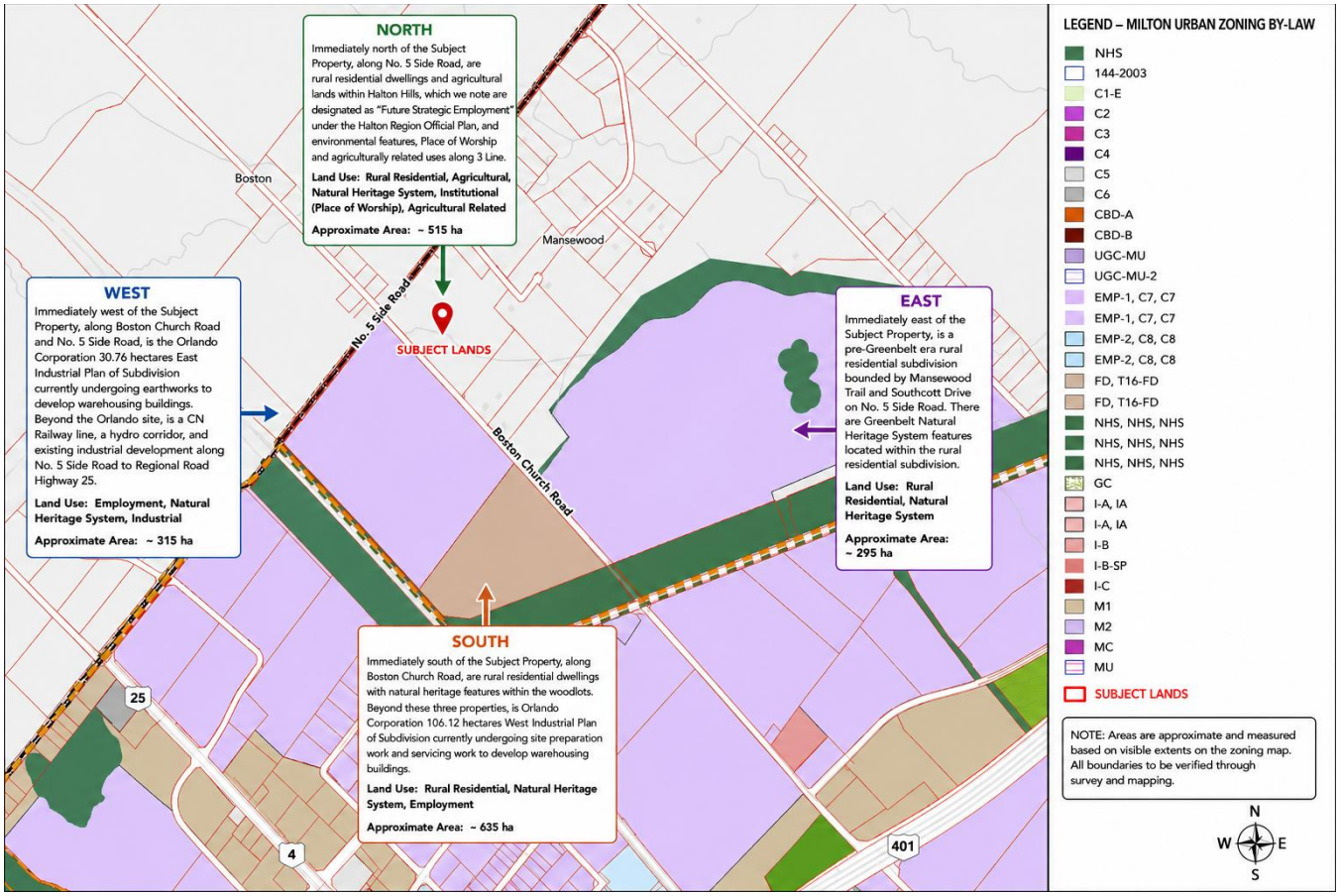

Figure 2.0 Surrounding Area Land Uses Within 800m of the Subject Site (Source: Town of Milton Urban Zoning By-law GIS).

1.3 Environmental Features Context

The Subject Property is located within the Sixteen Mile Creek Watershed and adjacent to a Natural Heritage System within the adjacent Greenbelt properties designated Protected Countryside (east and south lot lines). At the time of pre-consultation, Conservation Halton regulatory mapping recognized that a drainage feature bisected the Subject Property which flowed from the northwesterly lot line (south-side of No. 5 Side Road) through to the southerly lot line. Figure 3.0 is an excerpt from the Comprehensive Environmental, Servicing and Stormwater Study Addendum illustrating the existing evaluated features present on-site and within the surrounding properties. Wetland hazards are identified at the southerly lot line and proceed further into the adjacent properties to the south. A Comprehensive Environmental, Servicing and Stormwater Study Addendum Terms of Reference was submitted to the Town and Conservation Halton to provide an assessment of the regulated feature. An email communication (dated December 11 2025) provided by Conservation Halton staff to the Project Engineer that the mapping will be updated to reflect the feature as non-regulated and

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reclassified as a headwater drainage feature. A proposed channel realignment accompanies the proposal to address stormwater and overland flow concerns.

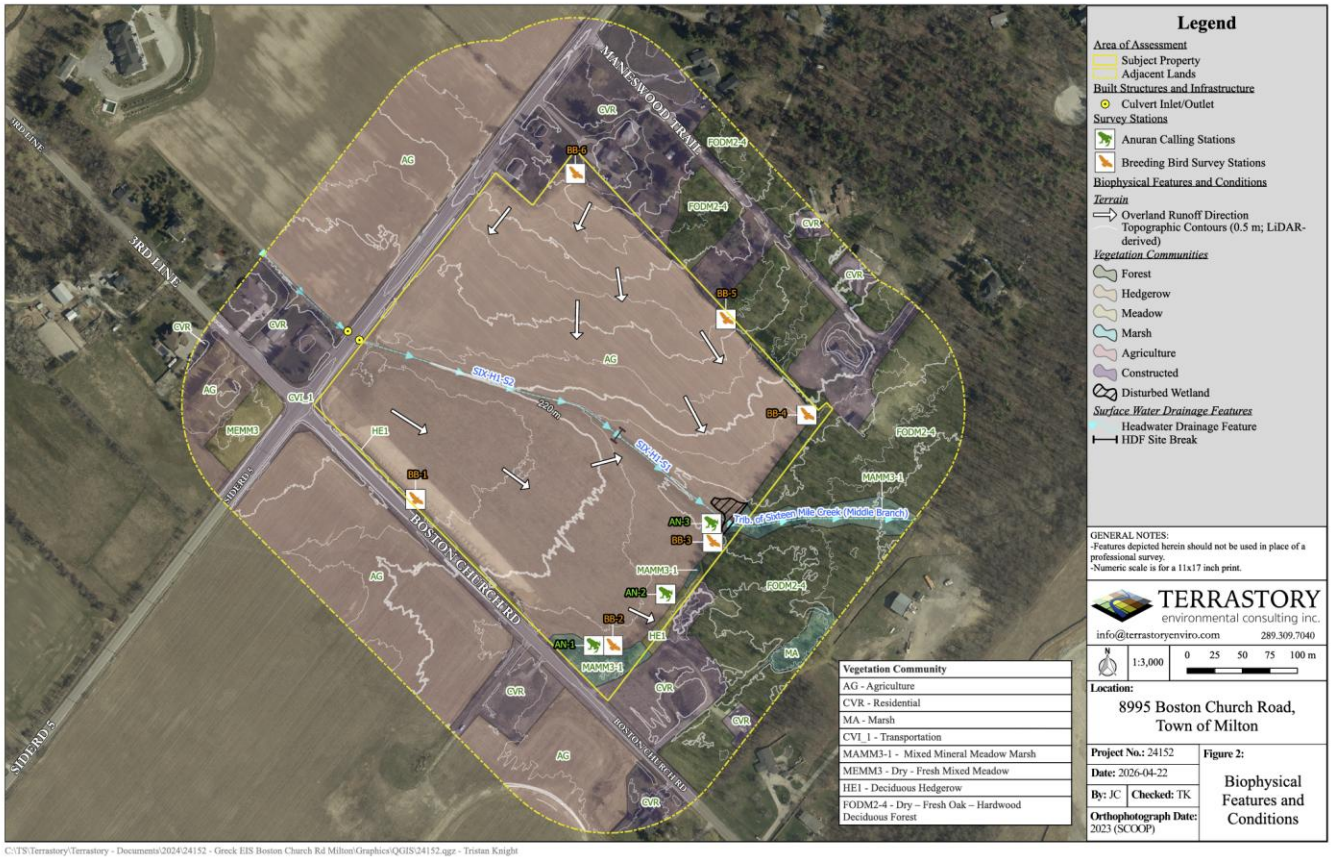

Figure 3.0 Biophysical Features and Conditions on the Subject Property Prepared by Terrastory.

1.4 Surrounding Development Applications

There are several active development applications currently located in Ward 2, however, only two applications are immediately adjacent to the Subject Property. File# 24T-21007M and File# 24T-21008M comprises of the Orlando North Porta East and Orlando North Porta West Lands industrial subdivision developments. Both files involved Regional and Local Official Plan accompanied by zoning by-law amendments.

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1.5 Site Performance Standards

The Subject Property is currently zoned *Agricultural (A1)* and *Greenlands A (GA)* under the *Town of Milton Comprehensive Rural Zoning By-law 144-2003*, as amended. The existing zoning framework reflects the historical rural and environmental condition of the lands and does not provide an appropriate regulatory basis for the proposed employment development.

The A1 Zone applies the principal performance standards to the developable portion of the site, while the GA Zone applies to lands intended to remain in a protected or constrained condition. In practical terms, the current zoning treats the property as a rural parcel rather than as an urban employment site. That distinction is important because the current applications are not seeking minor adjustments to an already urban zoning framework; they are seeking to move the lands from a rural/agricultural and environmental zoning regime into a new urban employment planning and zoning structure.

Table 1: Existing Lot Performance Standards – Rural Zoning By-law 144-2003

Standard	**Agricultural (A1) Zone**		**Greenlands A (GA) Zone**
Minimum Lot Area	0.4 ha for residential uses; 2.0 ha for agricultural operation; 2.0 ha for cannabis production and processing facility; 10.0 ha for equestrian centres; 20.0 ha for on-farm production, conditioning, processing and storing of produce	12.027Ha	As existing
Minimum Lot Frontage	150.0 m for lots of 40 ha or more; 60.0 m for other lots	378.13m	As existing
Minimum Lot Depth	45.0 m	333.38m	Not specified in Table 11B
Maximum Lot Coverage	25%	n/a vacant lands	As existing
Minimum Front Yard Setback	15.0 m	n/a vacant lands	As existing
Minimum Rear Yard Setback	15.0 m	n/a vacant lands	As existing
Minimum Interior Side Yard Setback	3.0 m	n/a vacant lands	As existing
Minimum Exterior Side Yard Setback	15.0 m	n/a vacant lands	As existing

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Maximum Building Height	11.0 m for residential uses; no maximum for agricultural buildings	n/a vacant lands	As existing for detached dwellings, recreational uses, and other permitted uses

The existing A1 and GA standards underscore why the current zoning cannot implement the proposed development. The A1 Zone is structured around agricultural, rural residential, and related uses, with performance standards that assume a rural parcel pattern and a low-intensity built form. The GA Zone, by contrast, is fundamentally protective in nature and is intended to maintain lands in their existing condition rather than support active development. Neither zone contemplates a modern employment campus consisting of warehouse and distribution buildings, integrated loading areas, internal circulation, employee parking, and associated site infrastructure.

The current zoning also does not provide the appropriate regulatory distinction between the portions of the property intended for active development and the portions intended to remain in natural heritage, drainage, or open space functions. While the existing zoning recognizes that environmental constraints are present on the lands, it does not establish a tailored urban zoning framework that corresponds to the current concept plan, the refined environmental limits, or the proposed subdivision block structure.

Accordingly, the existing A1 and GA zoning serves as the baseline condition from which the current applications must depart. The proposed Zoning By-law Amendment is therefore an appropriate tool to implement the planned employment function of the Subject Property, apply the appropriate performance standards to the industrial development block, and secure the long-term protection of the drainage, open space, and natural heritage lands through an updated and site-specific zoning framework.

1.6 Description of Proposal

The Subject Property is proposed to be developed as an employment-oriented industrial campus consisting of three warehouse and distribution buildings with a combined gross floor area of approximately 40,485.38 m². While the gross parcel area is approximately 12.03 hectares, the most recent Site Plan identifies a net site area of approximately 11.72 hectares (117,245.32 m²) following the required road widening. The proposed development is organized within this net site area as a coordinated industrial campus with associated loading, parking, circulation, grading, servicing, and environmental interface treatments.

The proposal has been designed as a three-building employment development rather than a single large-format industrial structure. Building A, located in the south-west portion of the site, has a building area of approximately 8,695.72 m². Building B, located in the north-west portion of the site, also has a building area of approximately 8,695.72 m². Building C, located in the

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eastern portion of the site, is the largest building and has a building area of approximately 23,305.11 m². Together, these three buildings form a unified industrial campus organized around a continuous internal circulation system.

The current Site Plan identifies a total of 81 loading dock doors across the development and a total of 399 parking spaces, including 16 barrier-free spaces. The parking calculation shown on the plan identifies a minimum requirement of 256 spaces, which confirms that the proposal provides parking in excess of the calculated requirement. Two site access points are proposed. One access is specifically intended to accommodate truck movements, while the second access is intended for passenger vehicles and emergency access. This separation of access functions is a significant aspect of the site organization, as it improves internal circulation efficiency and reduces potential operational conflict between heavy vehicles and employee / visitor traffic.

The proposal also includes coordinated site infrastructure and edge management components, including internal fire routes, grading and retaining wall treatments, site servicing, a proposed channel / drainage framework, landscape treatment, and setbacks from the wetland and dripline limits. The Site Plan continues to identify the retained wetland condition at the eastern portion of the site, the proposed channel alignment, and setback relationships between the building envelope and the environmental edge. In this regard, the proposed industrial block has been planned together with the natural heritage, drainage, and open space functions affecting the property, rather than independently of them.

From a planning perspective, the revised proposal represents a defined and implementable employment development concept rather than a speculative request for industrial permissions in principle. The most recent Site Plan demonstrates a specific building program, a quantifiable parking and loading supply, a clear access hierarchy, and a site organization that responds directly to the physical and environmental conditions of the property. The proposal is therefore appropriately understood as a coordinated redevelopment of the Subject Property from its existing rural and agricultural condition to an urban employment use supported by a comprehensive planning and technical framework

Figure 4.0 Concept Site Plan of the Proposed Industrial Development Prepared by Inspire Architects.

1.7 Public Consultation Strategy

A Public Consultation Strategy has been prepared in support of the subject applications in accordance with the requirements of the Planning Act and the Town of Milton's development application review process. Public consultation will be undertaken through the statutory notice and public meeting process administered by the Town, together with direct contact information for the applicant's agent should members of the public wish to raise questions or concerns regarding the proposal. The intent of this strategy is to ensure that the public is provided with a clear opportunity to review the applications, understand the purpose and effect of the proposed amendments and draft plan, and provide input through the Town's formal review process.

In accordance with the Town's standard development application practice, a public notice sign will be posted on the Subject Property in a location visible from the public road. The sign will identify the subject lands, the nature of the applications, the Town file number(s), and the applicant/agent contact information for further inquiries. The sign content and posting will be

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coordinated with the Town's notice requirements and will remain in place in accordance with Town direction. This approach is consistent with the format used in recent Milton planning application materials, where on-site signs identify the proposed amendments, development information, and applicant contact information.

The applicant's agent will be identified as a contact for public inquiries and will provide a name, phone number, and email address on the notice sign and in the application materials so that interested members of the public may submit questions or comments directly. This is also consistent with Milton's application framework, which identifies the applicant/agent and a primary contact for correspondence and review. For the purposes of this application, the contact should be noted as follows:

Applicant's Agent / Primary Contact:
[Name of Agent / Firm]
[Phone Number]
[Email Address]

Any comments received by the applicant's agent will be documented and, where appropriate, addressed through the ongoing review of the applications and the refinement of the supporting materials.

A statutory public meeting will be held by the Town of Milton in accordance with the requirements of the *Planning Act*. The public meeting will provide members of the public with an opportunity to review the proposal and make oral or written submissions as part of the formal municipal review process. Notice of the public meeting will be provided by the Town in accordance with the applicable legislative and municipal requirements, and the Town will determine the date, time, format, and circulation of that notice. Recent Milton notices confirm that the Town's practice is to identify the meeting details, invite public input, and provide directions for in-person or electronic participation, as applicable.

Should there be a significant level of community interest during the application review process, the applicant may also consider supplementary, non-statutory consultation with interested area residents or stakeholders to explain the proposal in greater detail, answer questions, and receive feedback. Any such consultation would be in addition to, and not in place of, the formal notice and public meeting requirements under the Planning Act. This approach is consistent with the public consultation language used in prior Milton PJRs, which provide for statutory consultation as the core requirement while allowing for additional informal engagement where warranted.

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2.0 PLANNING APPLICATION & PLANNING ACT AMENDMENTS

2.1 PROPOSED PLAN OF SUBDIVISION

A Draft Plan of Subdivision is proposed to implement the development framework for the Subject Property and to establish the block structure required to support the proposed employment development. The Draft Plan is not intended to create a conventional subdivision of public streets and individual development lots. Rather, it is intended to establish a block-based framework that clearly distinguishes between the lands to be developed for employment purposes and the lands to be protected, conveyed, or otherwise managed for drainage, environmental, and road-related purposes.

The proposed Draft Plan identifies a principal industrial development block having an area of approximately 9.24 hectares. This block is intended to accommodate the proposed three-building warehouse and distribution campus together with the associated internal circulation system, loading areas, employee parking, fire access, grading, servicing, and landscape treatment. In addition to the development block, the Draft Plan identifies separate blocks for road widening, daylight triangle / reserve functions, and the channel / drainage / natural heritage framework required to support the site's environmental and servicing structure. The block pattern therefore reflects the actual physical and regulatory functions of the lands rather than imposing an artificial lot fabric on a site that is intended to operate as a unified employment campus.

The proposed subdivision structure is also directly informed by the environmental and servicing record. The retained drainage and environmental lands are not left within the development block as residual or undefined areas. Instead, they are recognized as distinct parts of the overall land use framework and are to be carried forward through the implementing open space and natural heritage zoning. This is an important land use planning outcome because it ensures that the limits of development, the drainage framework, and the environmental protection areas are all secured through the same statutory approval process as the development block itself.

Accordingly, the Draft Plan of Subdivision is the appropriate implementation tool for the proposal. It provides the legal and spatial framework necessary to carry the Official Plan Amendment, Secondary Plan Amendment, and Zoning By-law Amendment into effect and establishes an orderly development pattern for the Subject Property. In this regard, the proposed Draft Plan of Subdivision represents good planning and forms a necessary component of the overall approvals package.

A copy of the Draft Plan of Subdivision drawing is provided in this report's Appendix.

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2.2 OFFICIAL PLAN AMENDMENT

An Official Plan Amendment (OPA), including an amendment to the Milton 401 Industrial/Business Park Secondary Plan, is requested to implement mapping refinements and to align the local policy framework with the proposed employment function of the subject lands. The OPA seeks to ensure the subject property is accurately included within the urban boundary and applicable employment planning framework and to update mapping where a previously assumed watercourse feature is to be removed based on the findings of the CESS Addendum and confirmation from Conservation Halton staff.

The OPA requests mapping changes on Schedule 3, Schedule 4, Schedule 6, Schedule 7A, Schedule 8, Schedule 12, Appendix A, Schedule C.2.A and C.2.B to reflect the verified environmental and servicing conditions and to ensure the property is properly captured within the urban boundary. The associated Secondary Plan Amendment brings the subject property within the Secondary Plan area, applies the Industrial designation, refines the NHS, and confirms that site development will proceed in accordance with the Secondary Plan policies and the Milton 401 Business Park Urban Design Guidelines, as implemented through zoning and site plan control.

A copy of the Draft Official Plan Amendment is provided in this report's Appendix.

2.3 ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment is requested to implement the proposed development concept and the refined environmental/open space limits through site-specific zoning. The ZBA rezones the subject lands from the existing Agricultural (A1) Zone to a General Industrial - Special Zone (M2-YY) for the industrial development block, an Open Space - Special Zone (OS-ZZ) for the realigned channel and greatest limits of development area, and a Natural Heritage System (NHS) Zone for lands intended to be protected and managed as part of the natural heritage framework.

The M2-YY Zone establishes site-specific lot and performance standards to regulate building placement, height, lot coverage, landscaped open space, buffering, and fencing, and to ensure that the proposed industrial built form is compatible with the surrounding employment area context and the Highway 401 Business Park design objectives. The OS ZZ Zone is intended to recognize the realigned channel and greatest limits of development and permits conservation and related minor works associated with drainage conveyance, erosion protection, stormwater management, and maintenance access, subject to applicable agency approvals. The NHS Zone implements the environmental protection intent for the identified natural heritage lands and buffers.

A copy of the Draft Zoning By-law Amendment is provided in this report's Appendix.

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2.4 SITE PLAN CONTROL

A Site Plan Control application will be required at a later stage to implement the detailed site design for the proposed industrial campus, including building siting and orientation, access and circulation, loading and service area configuration, parking layout, landscaping and buffering, lighting, grading, servicing and stormwater management facilities, and the detailed design and implementation of the realigned channel and associated environmental protection measures. Site Plan Control will also be the primary mechanism to ensure conformity with the Milton 401 Business Park Urban Design Guidelines and to address agency conditions related to natural heritage, tree protection, and functional servicing.

3.0 PLANNING POLICY FRAMEWORK

The proposed development has been evaluated in the context of the applicable Provincial, Regional, and local policy framework. As outlined in Sections 1.0 and 2.0 of this Report, the current applications include a Draft Plan of Subdivision, an Official Plan Amendment including a Secondary Plan Amendment, and a Zoning By-law Amendment to facilitate the development of the Subject Property for employment purposes.

The policy framework applicable to the Subject Property supports the protection and advancement of employment lands, the accommodation of industrial and warehousing uses in appropriate locations, the efficient use of land and planned infrastructure, and the management of environmental, drainage, and compatibility matters through coordinated study and implementation. The current applications respond directly to that framework. They do not seek a broad or speculative change in land use direction. Rather, they establish the necessary policy, subdivision, and zoning structure to implement a defined employment development concept on lands that are intended to form part of Milton's broader employment area structure.

The requested Official Plan Amendment and Secondary Plan Amendment will establish the Subject Property within the Town's employment planning framework and refine the applicable environmental and drainage mapping based on the current technical record. The Draft Plan of Subdivision will create the block structure needed to distinguish between the developable industrial lands and the lands intended for natural heritage, drainage, open space, and road-related purposes. The Zoning By-law Amendment will then implement that structure through a coordinated industrial, open space, and natural heritage zoning framework.

From a land use planning perspective, the proposal is supported by the broader policy direction to protect employment lands, accommodate industrial and warehousing uses in appropriate locations, ensure efficient use of infrastructure, and address compatibility with adjacent uses and environmental features through study-based mitigation and implementation controls.

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3.1 PLANNING ACT

The *Planning Act* establishes the legislative framework for land use planning in Ontario and provides the statutory basis for Official Plans, Zoning By-laws, and Draft Plan of Subdivision approvals. It also requires that approval authorities have regard to matters of provincial interest and that decisions be consistent with policy statements issued under the Act.

Table 2: Applicable *Planning Act* Sections and Policies

Section	Purpose
Section 2(a)	Requires regard for the protection of ecological systems, including natural areas, features, and functions.
Section 2(b)	Requires regard for the protection of the agricultural resources of the Province.
Section 2(c)	Requires regard for the conservation and management of natural resources and the mineral resource base.
Section 2(d)	Requires regard for the conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest.
Section 2(f)	Requires regard for the adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems.
Section 2(h)	Requires regard for the orderly development of safe and healthy communities.
Section 2(j)	Requires regard for the adequate provision of a full range of housing, including affordable housing.
Section 2(k)	Requires regard for the adequate provision of employment opportunities.
Section 2(l)	Requires regard for the protection of public health and safety.
Section 2(m)	Requires regard for the adequate provision and distribution of educational, health, social, cultural, and recreational facilities.
Section 2(n)	Requires regard for the resolution of planning conflicts involving public and private interests.
Section 2(p)	Requires regard for the appropriate location of growth and development.
Section 2(q)	Requires regard for the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.
Section 2(r)	Requires regard for the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.
Section 3	Requires decisions under the Act to be consistent with policy statements issued under the Act, including the Provincial Planning Statement, 2024.
Section 17	Establishes the statutory framework for Official Plan Amendments and Secondary Plan Amendments.

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Section 34	Establishes the statutory basis for Zoning By-law Amendments as the principal implementing land use control tool.
Section 51	Establishes the statutory framework for Draft Plan of Subdivision approval, including block structure, access, servicing, dedications, and conditions of approval.

The proposed applications have appropriate regard for the applicable matters of provincial interest set out in *Section 2* of the *Planning Act*. In particular, the proposal addresses Section 2(a) through the identification, protection, and management of the site's natural heritage, drainage, and environmental features; Section 2(f) through the coordinated transportation, stormwater, grading, sanitary, and water servicing framework; Section 2(h), 2(l), and 2(n) through the orderly planning of an employment development that has been tested for compatibility, safety, and environmental performance; and Sections 2(k), 2(p), 2(q), and 2(r) through the advancement of employment growth in an appropriate location with a defined site design, circulation system, landscaped edges, and built form response.

While some *Section 2* interests, such as housing and community facilities, are not primary drivers of the current applications, the proposal does not conflict with them. The subject lands are not being advanced for residential or institutional purposes, but rather as part of Milton's planned employment land structure. In that context, the most relevant provincial interests are those related to ecological protection, orderly development, infrastructure efficiency, employment, health and safety, appropriate growth management, and well-designed built form. The current application package responds directly to those interests through a coordinated policy, technical, and implementation framework.

The proposed Official Plan Amendment and Secondary Plan Amendment remain the appropriate tools under *Section 17* because the current policy structure does not yet fully reflect the intended employment role of the Subject Property or the refined environmental and drainage framework established through the technical record. The proposed Zoning By-law Amendment is also required under *Section 34* because the existing rural zoning does not permit the proposed warehouse and distribution use and does not establish the appropriate distinction between the industrial block and the lands intended for environmental, drainage, and open space purposes. The Draft Plan of Subdivision is equally appropriate under *Section 51* because it provides the block structure necessary to implement the proposed development and secure the protected and road-related lands in an orderly and legally precise manner.

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Based on the aforementioned, the proposed Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment is indicative of efficient and orderly development, consistent with the policies and directions provided by the Planning Act.

3.2 PROVINCIAL PLANNING STATEMENT, 2024

The *Provincial Planning Statement, 2024* provides the Province's land use policy direction under Section 3 of the *Planning Act* and requires that all decisions affecting planning matters be consistent with its policies. In the case of the Subject Property, the most relevant policy themes relate to settlement area planning, employment area protection, economic development, infrastructure and servicing, transportation and goods movement, land use compatibility, natural heritage, water resource protection, and public health and safety.

Table 3: Applicable *Provincial Planning Statement, 2024* Sections and Policies

Policy	Purpose
2.3.1.1	Directs settlement areas to be the focus of growth and development.
2.3.1.2	Requires land use patterns within settlement areas to efficiently use land and resources, optimize infrastructure, and be freight-supportive.
2.8.1.1	Supports economic development and competitiveness through an appropriate range of employment uses and suitable employment sites.
2.8.2.1	Requires planning authorities to plan for, protect, and preserve employment areas for current and future uses.
2.8.2.2	Requires planning authorities to protect employment areas located in proximity to major goods movement facilities and corridors for employment uses requiring those locations.
2.8.2.3	Requires employment areas to be designated, protected, and planned for long-term employment uses, including warehousing and goods movement.
2.8.2.4	Requires compatibility between employment areas and nearby sensitive land uses in accordance with Policy 3.5.
3.1.1	Requires infrastructure and public service facilities to be provided efficiently and coordinated with land use planning.
3.2.1	Requires transportation systems to be safe, facilitate the movement of people and goods, and address projected needs.
3.2.2	Requires efficient use of existing and planned transportation infrastructure.
3.5.1	Requires major facilities and sensitive land uses to be planned and designed to ensure compatibility and prevent or mitigate adverse effects.
3.6.1	Establishes municipal sewage services and municipal water services as the preferred form of servicing in settlement areas.
3.6.4	Requires stormwater management systems to minimize risks to human health and safety, property, and water quality and quantity.

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4.1	Requires no negative impacts on significant natural heritage features or their ecological functions.
4.2.1	Requires planning authorities to protect, improve, or restore water quality and quantity.
4.2.2	Requires development and site alteration to be restricted in or near sensitive surface water and groundwater features such that hydrologic functions are protected.
5.1.1	Requires development to be directed away from areas of natural or human-made hazard where there is an unacceptable risk to public health or safety or property damage.

The proposed applications are consistent with the *Provincial Planning Statement, 2024* because they implement an employment use on lands intended to form part of Milton's planned employment structure and do so through a coordinated land use, servicing, environmental, and implementation framework. Policies 2.3.1.1 and 2.3.1.2 are engaged because the proposal advances development within the Town's planned urban employment structure and makes efficient use of land and infrastructure through a defined industrial campus supported by internal circulation, loading, grading, and servicing systems. The proposal is not advancing a fragmented or premature form of development. It is advancing a complete employment development framework tied to planned municipal servicing and transportation infrastructure.

Policies 2.8.1.1 and 2.8.2.1 through 2.8.2.4 are central to the planning rationale for the applications. The proposed development is a warehousing and distribution use that falls squarely within the employment functions contemplated by the PPS. The proposal therefore supports the maintenance of a suitable supply of employment land, reinforces the long-term employment role of the Subject Property, and aligns with the policy direction to protect employment areas for current and future economic use. The site's location within Milton's broader strategic employment context and its relationship to regional goods movement infrastructure further support the appropriateness of the proposed use under Policies 2.8.2.2 and 2.8.2.3. Compatibility, as required by Policy 2.8.2.4, has also been addressed directly through the transportation, noise, lighting, shadow, grading, landscape, and environmental analysis submitted in support of the applications.

The proposal is also consistent with the PPS direction respecting infrastructure, transportation, and servicing. Policies 3.1.1, 3.2.1, and 3.2.2 are satisfied because the development is supported by a coordinated infrastructure framework and does not rely on unresolved assumptions regarding transportation access, municipal servicing, or stormwater management. The Traffic Impact Study confirms that the surrounding road network can accommodate the projected site traffic while maintaining satisfactory operations, and the Site Servicing Plan, civil drawings, and CESS Addendum demonstrate that the site can be supported by a coordinated

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water, sanitary, stormwater, and grading framework. Policy 3.6.1 is also satisfied because the proposal is planned on the basis of municipal water and sanitary servicing. Policy 3.6.4 is particularly relevant given the environmental and drainage conditions affecting the site, and the proposal responds to it through an integrated stormwater, water balance, and drainage strategy that includes the realigned headwater drainage feature, internal storm infrastructure, and infiltration measures.

Policies 4.1, 4.2.1, and 4.2.2 are also directly engaged. The applications do not treat the Subject Property as wholly developable land. Instead, the proposed subdivision, OPA, and zoning structure distinguish between the industrial development block and the lands to remain in natural heritage, drainage, and open space functions. The environmental record, including the CESS Addendum, EIA, hydrogeological investigation, and drainage analysis, supports the conclusion that the proposal can proceed without negative impacts on significant natural heritage features or their ecological functions, provided the recommended setbacks, buffers, mitigation measures, and implementation controls are secured. The finalized hydrogeological work also confirms that hydrologic functions have been assessed with a sufficient level of seasonal detail, including spring groundwater monitoring and wetland monitoring data, and that the site can be managed within an appropriate water balance and drainage framework.

Finally, Policy 5.1.1 is addressed through the way the proposal responds to the site's drainage and environmental conditions. The development has not been positioned within the drainage corridor or environmental areas in a manner that would create or worsen a hazard condition. Rather, the site design, grading framework, ditch realignment, and implementing zoning structure are all directed toward managing those conditions in a controlled and supportable manner.

Based on the aforementioned, the proposal conforms to the PPS 2024 policy framework by implementing employment growth and intensification in an appropriate settlement/employment context, supporting goods movement and economic development, and protecting natural heritage and water resource interests through study-based delineation and implementing zoning.

3.3 HALTON REGION OFFICIAL PLAN, 2024 OFFICE CONSOLIDATION

The Halton Region Official Plan establishes the Regional policy framework for growth management, employment lands, environmental protection, water resources, infrastructure coordination, land suitability, and cultural heritage review. Although the current applications are being advanced through the Town of Milton as the local approval authority, the Regional Official Plan remains an important part of the broader planning context affecting the Subject Property. The pre-consultation record also confirms that the proposal was considered to conform to the Regional Official Plan land use designation framework at the pre-consultation stage.

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Table 4: Applicable *Halton Region Official Plan, 2024 Office Cons.* Sections and Policies

Section / Policy Area	Purpose
Section 51(2) and Section 51(3)	Establish Halton's Regional Structure, including the Agricultural System and the Natural Heritage System.
Section 83.1	Protects Employment Areas for long-term employment uses and economic activity.
Sections 115.3 and 115.4	Identify the components of the Regional Natural Heritage System, including Key Features, buffers, watercourses, wetlands, and regulated flood plains.
Section 116	Clarifies that designation in the Regional Natural Heritage System does not imply public ownership or public access.
Section 116.1	Permits refinement of Regional Natural Heritage System boundaries through additions, deletions, and/or boundary adjustments.
Section 118(2)	Applies a systems-based approach to implementing the Regional Natural Heritage System, including no negative impacts and boundary refinement.
Section 118(3)	Requires an Environmental Impact Assessment where development or site alteration meets the Regional trigger criteria.
Section 118(3.1)	Sets the criteria for when an EIA is required, including development wholly or partially inside or within 120 m of the Regional Natural Heritage System.
Section 118(4)	Requires EIA recommendations to be implemented through official plan amendments, zoning by-laws, site plan control, conditions of approval, or regulations.
Section 139.3.1	Establishes the purpose of the Greenbelt Natural Heritage System overlay.
Section 139.3.3	Confirms that the Greenbelt Natural Heritage System is a systems-based framework equivalent in construct to the Regional Natural Heritage System.
Section 139.3.5	Provides that development within the Greenbelt Natural Heritage System is subject to Greenbelt Plan policies and detailed local implementation policies.

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Section 139.3.6	States that refinements to Greenbelt NHS boundaries are not permitted except through Greenbelt Plan amendment, though Key Feature boundaries may be refined through local implementation work.
Section 139.3.7(1) and (2)	Prohibits development or site alteration within Key Features of the Greenbelt NHS and on adjacent lands unless ecological functions are evaluated through an EIA.
Section 147(17)	Requires applicants to determine whether there is any potential contamination on lands proposed for development and to undertake the steps necessary to make the site suitable for its intended use.
Section 167(6)	Contains policies concerning archaeological potential and the preservation, mitigation, and documentation of archaeological resources.

The proposed applications conform to the Halton Region Official Plan because they implement an employment use on lands intended to function as part of Milton's broader employment area structure, while also responding to the Regional Natural Heritage System, Greenbelt Natural Heritage System interface, and associated environmental constraints through a study-based planning framework. The employment rationale is grounded in Section 83.1, which protects Employment Areas for long-term economic use, and the broader Regional Structure provisions in Section 51, which organize land use within the Agricultural System, Settlement Areas, and Natural Heritage System.

The environmental component of the proposal conforms to Sections 115.3, 115.4, 116, 116.1, and 118 because the site has been evaluated through the CESS Addendum / EIA framework, the natural heritage and drainage features have been identified and assessed, and the resulting development concept separates the industrial block from lands intended to remain in drainage, open space, and natural heritage functions. The policy significance of Sections 118(3), 118(3.1), and 118(4) is particularly important here: the proposal is exactly the type of development that required environmental review, and the recommendations of that review are being implemented through the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.

The Greenbelt interface is also addressed through Sections 139.3.1, 139.3.3, 139.3.5, 139.3.6, and 139.3.7. The proposal does not treat the Greenbelt-related natural heritage context as incidental. Rather, it recognizes that the eastern interface requires ecological review, feature protection, and implementation through the local planning framework. In that regard, the current application structure is consistent with the Halton Region Official Plan because it relies on environmental study and implementing controls rather than assuming that development can proceed independently of the Greenbelt and Regional natural heritage policy structure.

Finally, the proposal conforms to the Regional site suitability and archaeological policy framework through Section 147(17) and Section 167(6). The Phase One and Phase Two

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Environmental Site Assessments address the contamination review requirements, and the archaeological assessment addresses the site's archaeological potential. Together, these studies confirm that the lands are suitable for the proposed employment use and that no unresolved contamination or archaeological issue undermines the applications.

Based on the aforementioned, the proposal conforms to the Halton Region Official Plan by implementing and protecting an employment land use pattern within the Region's planned urban structure and by addressing natural heritage and water resource considerations using appropriate study-based methods and Conservation Authority coordination. The requested Secondary Plan Boundary inclusion and employment/industrial designation support the Region's objectives to plan for, protect, and preserve employment areas and to direct compatible land uses to appropriate locations supported by municipal services and infrastructure. The Draft Plan of Subdivision implements a logical Regional growth management approach by separating the developable employment block from the NHS buffer and related environmental lands, enabling clear implementation through dedication/easements and restriction of development within constraint areas. The Region's natural heritage and water resource policies are addressed through the technical verification of feature limits and the establishment of implementing zoning that protects the NHS and open space/channel lands, with detailed stormwater, grading, and conveyance refinements to be secured through subdivision conditions and subsequent approvals. Road widenings and sightline protections also support the Region's transportation and safety objectives. Therefore, the proposal aligns with Regional policy intent and represents good planning at the Regional scale.

3.4 TOWN OF MILTON OFFICIAL PLAN & WE MAKE MILTON

The Town of Milton Official Plan provides the in-force local statutory planning framework applicable to the current applications. In addition, the Town's ongoing *We Make Milton* Official Plan review provides relevant policy direction regarding the long-range urban structure, employment land strategy, environmental mapping framework, and corridor design expectations applicable to the Subject Property. Read together, these documents confirm that the lands are intended to transition from their current rural condition into Milton's urban employment structure, subject to the appropriate Planning Act amendments, technical review, and implementing approvals.

3.4.1 CURRENT IN-EFFECT TOWN OF MILTON OFFICIAL PLAN

The current Official Plan provides the local policy basis for schedule interpretation, environmental review, Secondary Planning, industrial area development, and the processing of privately initiated planning applications.

Table 5: Applicable Current in-Effect *Town of Milton Official Plan* Sections and Policies

Policy	Purpose
2.2.3.4	Requires development to be directed to lands that are environmentally suited for the proposed use and supported, where required, by appropriate environmental evaluation.
2.2.3.7	Recognizes that Natural Heritage System limits may be refined based on the applicable framework and best available information.
3.1.1.2	Provides that lands intended for future urban development are to be brought into the appropriate Secondary Plan structure.
3.1.2	Establishes that development within future urban areas is to proceed only when supported by a completed Secondary Plan and the necessary servicing / phasing framework.
3.9.1.1	Identifies Industrial Areas as employment lands intended to accommodate a range of industrial uses.
3.9.1.2	Confirms that industrial development is to proceed within a Secondary Plan framework.
3.9.2.1	Supports the use of Industrial Areas for light and general industrial uses.
3.9.2.3	Requires evaluation of industrial uses and their potential impacts.
3.9.3.1	Establishes the Town's industrial development criteria, including conformity with the applicable Secondary Plan, a development plan demonstrating compatibility, conformity with broader Town policies, and adequate servicing capacity.
5.3.3.8	Provides the implementation basis for privately initiated Official Plan Amendment applications.
5.3.4.1 – 5.3.4.2	Establish the complete application / agency consultation framework for development applications.
5.9.3.8	Identifies the applicable industrial / employment parkland dedication framework.
5.9.3.10	Confirms that stormwater management lands are not acceptable as parkland dedication.
5.10.1	Recognizes that schedule boundaries are generally approximate and subject to interpretation.
5.10.2.1	Permits the interpretation and refinement of schedule boundaries where the general intent of the Plan is maintained.
5.10.3	Provides the framework for schedule interpretation and related mapping refinement.

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The current Official Plan provides the policy framework for environmental protection, schedule interpretation, Secondary Planning, industrial development, and the review of development applications. Of particular relevance to this proposal are the policies that recognize that mapping and schedule boundaries may be refined where the general intent of the Plan is maintained, that environmental limits may be determined through the appropriate technical studies, and that industrial development is to proceed within a Secondary Plan framework supported by servicing and environmental analysis. The proposed Official Plan Amendment responds directly to that framework. It will refine the applicable mapping for the Subject Property based on the technical record, including the refined understanding of the drainage and environmental conditions affecting the lands, while also establishing the policy basis for the Subject Property to function as part of the Town's employment structure. The proposed Secondary Plan Amendment is similarly appropriate, as it will place the lands within the applicable Secondary Plan context and apply the Industrial Area framework necessary to support the proposed development.

The current Official Plan also requires that industrial development demonstrate compatibility with surrounding lands, be supported by a development plan, and confirm the availability of appropriate servicing infrastructure. These matters are addressed through the development concept and the supporting technical studies summarized in Section 5.0 of this report. The proposal has been designed to establish a clear industrial development block, to internalize loading and circulation functions, to provide setbacks and landscape buffering, and to address compatibility through urban design, lighting, noise, and other mitigation measures. The proposed Official Plan Amendment implements a mapping correction and schedule refinement to ensure the Subject Property is properly captured within the intended urban land use framework and to remove the previously assumed watercourse feature based on the CESS addendum and Conservation Halton confirmation, consistent with the current OP's direction that schedule boundaries and limits are generally approximate and may be interpreted/refined where the general intent is maintained (5.10.1, 5.10.2.1) and that development is to be directed to lands that are environmentally suited, supported where required by appropriate environmental evaluation satisfying Conservation Authority/Regional requirements (2.2.3.4), with Natural Heritage System limits subject to refinement based on the applicable framework and the best available information (2.2.3.7). The amendment is advanced through the Town's established implementation pathway for privately initiated applications (5.3.3.8) and is supported by the complete application/pre consultation approach with relevant agencies, including Conservation Halton (5.3.4.1 5.3.4.2), while recognizing the inclusion of the Subject Property's in the Town's urban boundary.

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The proposed Secondary Plan Amendment brings the Subject Property into the applicable Secondary Plan area (3.1.1.2) and applies the Industrial Area designation in a manner that is consistent with the Plan's intent that Industrial Areas function as employment lands for a range of light and general industrial uses (3.9.1.1, 3.9.2.1), and that new development in identified future urban areas proceeds only where a Secondary Plan has been completed/approved and servicing and phasing expectations are addressed (3.9.1.2; 3.1.2). The industrial permissions and potential impacts are to be evaluated in accordance with the current OP's industrial screening direction (3.9.2.3) and the Industrial Area development criteria, which include the following tests: (i) conformity with the applicable Secondary Plan; (ii) submission of a development plan demonstrating integration/compatibility with adjacent lands; (iii) compliance with community-wide policies; and (iv) demonstration of adequate wastewater and water treatment capacity (3.9.3.1). Parkland and servicing block considerations are to be addressed in parallel, recognizing the 2% parkland dedication standard for industrial/employment uses (5.9.3.8) and that lands used for stormwater management functions are not acceptable as parkland dedication (5.9.3.10).

In our opinion, the requested Official Plan Amendment and Secondary Plan Amendment are supportable within the policy intent of the current Town of Milton Official Plan. They provide the appropriate mechanism to refine the mapping framework for the Subject Property and to establish the local employment planning context required to implement the proposed development.

Therefore, on the basis of the above, the proposed OP and Secondary Plan amendments are consistent with the current OP's policy intent for evidence-based schedule interpretation and refinement (5.10.1–5.10.3), environmentally appropriate land use decisions supported through Conservation Authority/Regional coordination (2.2.3.4; 5.3.4.1–5.3.4.2), and the establishment of employment/industrial lands through Secondary Planning and servicing/phasing alignment (3.1.1.2; 3.1.2; 3.9.1.2; 3.9.3.1), and inclusion within the urban boundary.

3.4.2 WE MAKE MILTON

The Town's "We Make Milton" Official Plan review provides additional support for the proposed applications by identifying a broader policy direction that places the Subject Property within the Town's urban and employment structure. While the draft policy framework is not being relied

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upon as the sole basis for approval, it is a relevant indicator of the Town's intended long-range planning direction for the lands.

Table 6: Applicable *We Make Milton Milton Official Plan* Sections and Policies

Policy	Purpose
3.1.3.1 – 3.1.3.4	Require an Environmental Impact Assessment or equivalent technical study for development within or adjacent to the Local Natural Heritage System and require that the study identify features and determine their exact limits.
3.2.2.13 – 3.2.2.16	Confirm that policy direction prevails over schedule mapping and that approved refinements, additions, deletions, and boundary adjustments are to be implemented through the Planning Act process based on appropriate technical study.
5.7.5.12 – 5.7.5.14	Provide the policy direction for the siting of stormwater facilities, interface buffers, and the relationship between drainage infrastructure and adjacent development.
6.2.6.1	Directs general industrial uses to the Industrial Area designation.
6.2.6.2	Requires evaluation and mitigation where industrial uses may present a significant health or safety concern.
6.3.7.6	Establishes the Town's evaluation framework for employment area applications, including conformity with the applicable Secondary Plan, development plan submission, municipal servicing capacity, and the submission of required studies and materials.
6.3.7.11	Establishes landscaped corridor and frontage expectations for employment areas.
6.3.7.13	Requires attractive façades and the screening / placement of parking, loading, service, and open storage areas.
7.10.1.1	Confirms that boundaries are generally approximate except where tied to fixed physical features.
7.10.1.4	Provides that natural feature and Local Natural Heritage System boundaries are to be refined in accordance with the Plan, with the adjacent land use designation applying where boundaries are modified.

The draft framework recognizes that natural feature boundaries and environmental limits are to be confirmed and refined through technical study and that land use schedules are to be interpreted and updated through the *Planning Act* process where warranted by the evidence. It

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also directs industrial development to the Industrial Area designation, requires that employment proposals be supported by a development plan and the necessary technical materials, and emphasizes the importance of corridor design, landscape treatment, servicing, and compatibility with adjacent uses.

The Plan's interpretation framework in Policy 7.10.1.1 establishes that boundaries are generally approximate except where bounded by defined physical features and Settlement Areas, and Policy 7.10.1.4 provides that refinements to natural feature and Local Natural Heritage System boundaries must be made in accordance with the Plan, with the adjacent land use designation applying where boundaries are modified. The environmental basis for removing the previously mapped watercourse is supported by Policies 3.1.3.1–3.1.3.4, which require an Environmental Impact Assessment (or equivalent, in this case, the CESS addendum) for development within 120 metres of the Local Natural Heritage System and require that the study identify system components (including unmapped features) and determine their exact limits. In addition, Policies 3.2.2.13–3.2.2.16 confirm that the Plan's policies prevail over Schedule 6 mapping and that approved refinements/additions/deletions and boundary adjustments are to be supported by appropriate study recommendations and implemented through a Planning Act process once the Town is satisfied the designation can be altered, which provides the policy foundation to correct the mapped watercourse feature where the technical evidence confirms it is not present.

The proposed Secondary Plan Amendment will incorporate the Subject Property within the applicable Secondary Plan area, apply the Industrial designation, and implement the relevant design and servicing framework through the Secondary Plan and subsequent development approvals. Policy 6.2.6.1 directs general industrial uses to the Industrial Area designation (and specified Business Park lands north of Highway 401 on Schedule 12, subject to criteria), and Policy 6.2.6.2 establishes the Town's prohibition on industrial uses posing a significant health or safety hazard, with an evaluation report and mitigation where warranted. Employment-area applications are to be evaluated pursuant to Policy 6.3.7.6, including conformity with applicable Secondary Plan policies, submission of a development plan demonstrating integration with adjacent lands (including lands outside the employment area) and how applicable urban design guidelines will be addressed, confirmation of municipal water and wastewater capacity, and submission of required studies/materials. The applicable corridor design expectations for Highway 401 and identified major roads are set out in Policies 6.3.7.11 and 6.3.7.13, including landscaped corridor objectives, attractive façades, and screening and placement restrictions for parking, service/loading, and open storage. The stormwater servicing "block" approach and

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buffers are supported by Policies 5.7.5.12–5.7.5.14, including restrictions on siting stormwater facilities within significant features or hazard lands, locational direction respecting valley/stream corridors, and the requirement for a minimum 7.5 metre buffer block between stormwater pond blocks and adjacent development.

The proposed applications are consistent with this emerging policy direction. The requested amendments will refine the mapping applicable to the Subject Property, incorporate the lands within the intended employment policy structure, and implement an industrial development concept that has regard for access, servicing, design quality, environmental protection, and compatibility.

From a planning perspective, the "We Make Milton" framework reinforces the appropriateness of the proposed applications and confirms that the requested approvals are aligned with the Town's broader long-range intent for these lands. Therefore, the proposed development applications are appropriate and proposed use conform to the intent and policies of the We Make Milton Official Plan.

3.5 401 INDUSTRIAL BUSINESS PARK SECONDARY PLAN

The Secondary Plan is fundamentally employment-oriented. It contemplates industrial and business park development supported by municipal servicing, coordinated access and circulation, urban design control, and the protection of environmental features through study-based refinement and implementation. The proposed development is consistent with that intent. The concept plan establishes a three-building industrial development with internal circulation, truck and passenger access management, loading functions, landscaping, and a clear separation between the developable industrial lands and the environmental and drainage-related lands.

The Secondary Plan also requires that development proceed with regard to compatibility, servicing, and design quality. In this case, those matters are addressed through the technical studies and plans accompanying the application, including the Urban Design Brief, Landscape Plan, Sun/Shadow Analysis, Photometric Plan, Noise Study, Transportation Study and environmental studies. The proposed subdivision and zoning framework will implement those directions by distinguishing between the industrial development block and lands intended for natural heritage, open space, channel, and related functions.

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Based on the architectural concept, the proposal comprises three industrial buildings (A, B and C) with a combined gross floor area of 40,485.38 m^2 and a site circulation system that separates truck access from passenger/emergency access. The built form provides substantial glazing and façade articulation and is capable of implementing the 401 corridor and enhanced streetscape objectives through screening, buffering and high-quality materials, to be secured through detailed site plan control.

The following Secondary Plan criteria are addressed by the proposal and will be further implemented through site plan control:

C.2.4.5.7 and C.2.4.5.8: Corridor and enhanced streetscape design objectives implemented through articulated facades, glazing at office entries, and landscape buffering/screening of parking and service/loading areas.

C.2.5.3.1 to C.2.5.3.4: Development plan and compatibility considerations to be addressed through coordinated access, internal circulation and functional servicing, and through mitigation measures as required.

C.2.5.5 and C.2.5.11.1: Natural heritage verification/refinement and stormwater/servicing implementation to be addressed through supporting studies and agency conditions, with dedication/protection mechanisms secured through draft plan and zoning. In my professional opinion, the proposed Secondary Plan Amendment and implementing approvals conform to the Secondary Plan policy intent by delivering an employment oriented industrial development form, providing appropriate access and servicing pathways, and protecting natural heritage and open space/channel functions through a clear block and zoning structure.

3.5.1 401 INDUSTRIAL BUSINESS PARK SECONDARY PLAN URBAN DESIGN GUIDELINES

Architectural Character and Façade Design

The Urban Design Guidelines require high-quality architectural design, including attention to entrances, windows, and building projections across front/side/rear yards, with particular emphasis for buildings that function as visual addresses from public roads. The proposed buildings implement a façade system that avoids uninterrupted blank or single-material walls by using repeated glazed bay modules, strong vertical articulation, and material variation (glass + contrasting metal panel colours + accent cladding), consistent with the guideline

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direction that large façades be subdivided through changes in materials, windows, and projections/recessions to create rhythm and identify individual businesses.

Window Treatment and Transparency

The Guidelines encourage windows on façades overlooking public activity areas and specify that windows on street-facing elevations should be large (minimum 30% of the street elevation between grade floor and ceiling). The proposed elevation intent, including substantial curtain-wall-style vision glass at the tenant office “pods” (with coordinated spandrel and tempered glazing), is consistent with this objective and supports a more transparent and employment-oriented streetscape than a typical warehouse elevation.

Wall-facing Materials and Treatment of Flanking Façades

The Guidelines require a high standard of design and a balanced street presence, including integrated wall detailing and comparable treatment for flanking façades visible from the street, with material transitions coordinated at setbacks/projections and along base/middle/top where appropriate. The proposed palette—coordinated metal panel systems (multiple tones) combined with extensive glazing and accent cladding— implements the intended material variety and articulation strategy and is appropriate for large-format employment buildings in the 401 Business Park context.

Rooflines and Mechanical Screening

The Guidelines direct that rooftop mechanical equipment be incorporated as an integral part of the building design and screened using complementary materials, including use of parapets where appropriate. The proposed elevations establish a clear parapet datum (top of parapet at +39'-6") consistent with this screening approach and supportive of a clean roofline presentation.

Building Entrances and Multi-tenant Legibility

The Guidelines require prominent, visible entrances coordinated with pedestrian walkways and encourage multiple pedestrian entrances at street level in multi-tenant development, supported by entrance canopies and related architectural elements. The floor plans for Buildings A and B demonstrate a consistent entry sequence into an office/administrative suite (vestibule/reception and associated staff facilities) that functions as a clear public facing “address” for each unit, while the 3D elevation composition reads as a series of repeated tenant-oriented bays, reinforcing multi-tenant identity and wayfinding.

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Loading/Service Visibility and Screening

The Guidelines emphasize that loading and service areas should be screened from public view and, where relevant, not be visible from No. 5 Side Road, using architectural screening and landscape buffering. The site plan information indicates a significant loading program across the buildings (including dock doors identified for the overall development), reinforcing the importance of implementing these screening and siting expectations at detailed design/site plan stage to ensure that dock operations remain visually subordinate to the articulated principal façades.

Therefore, the proposed Secondary Plan amendment to bring the subject lands into the 401 Industrial/Business Park Secondary Plan area, apply the Industrial designation, and update associated mapping to reflect verified natural feature conditions, represents good planning, in the public interest and conforms.

3.6 TOWN OF MILTON ZONING BY-LAW

The Town of Milton Zoning By-law is the principal implementing tool through which the proposed development will be regulated. The requested Zoning By-law Amendment is necessary because the current rural zoning framework does not permit the proposed employment use and does not establish the appropriate distinction between the active industrial development area and the lands intended to remain in natural heritage, drainage, and open space functions.

The Subject Property is currently zoned *Agricultural* (A1) and *Greenlands A* (GA) under the *Town's Rural Zoning By-law 144-2003*. That zoning reflects the historical rural and environmental condition of the lands and is not capable of implementing the current development concept. The proposal is no longer a rural or agricultural use in form or function. It is a defined urban employment development consisting of three warehouse and distribution buildings having a total gross floor area of approximately 40,485.38 m² on a net site area of approximately 11.72 hectares, supported by 399 parking spaces, 16 barrier-free spaces, 81 loading dock doors, internal fire routes, truck and passenger access separation, and a coordinated grading, servicing, and environmental edge framework. The current rural zoning does not regulate or permit that form of development.

The proposed Zoning By-law Amendment is intended to rezone the Subject Property from the existing *Agricultural* (A1) Zone to a coordinated three-zone structure consisting of:

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(i) M2-YY General Industrial – Special for the developable industrial block;

(ii) OS-ZZ Open Space – Special for the realigned channel, drainage function, and greatest limits of development lands; and,

(iii) NHS Natural Heritage System for the lands intended to be protected and managed as part of the natural heritage framework.

This zoning structure is appropriate because it does not treat the Subject Property as a single undifferentiated parcel. Rather, it recognizes the distinct planning functions that exist across the lands and applies an implementing zone to each component consistent with the approved development framework. In doing so, the proposed Zoning By-law Amendment will establish the industrial permissions and performance standards needed to facilitate the proposed warehouse/distribution campus while also protecting the lands intended to remain in open space, drainage, or natural heritage functions.

3.6.1 M2-YY GENERAL INDUSTRIAL – SPECIAL ZONE

The proposed M2-YY Zone will apply to the principal industrial development block and will implement the employment function established through the proposed Official Plan Amendment and Secondary Plan Amendment. The proposed use, namely a three-building warehouse and distribution campus, is appropriately accommodated within a General Industrial zoning framework. The use of a site-specific special zone is also appropriate because the site requires tailored performance standards that reflect the actual concept plan, the relationship to adjacent environmental lands, and the operational needs of the proposed development.

The most recent Site Plan demonstrates that the industrial block can support the proposed built form and site organization within an industrial zoning framework. The site contains three buildings: Building A at approximately 8,695.72 m², Building B at approximately 8,695.72 m², and Building C at approximately 23,305.11 m², for a total of 40,485.38 m². The plan identifies 399 parking spaces, including 16 barrier-free spaces, against a calculated minimum parking requirement of 256 spaces. The current proposal also includes 81 loading dock doors, substantial internal manoeuvring space, two site accesses, defined fire routes, and extensive landscaped and buffered edges. This is not a case where the zoning is being asked to support an overdeveloped or compressed site plan. The plan demonstrates that the industrial use can

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be accommodated comfortably within the development block while maintaining appropriate setbacks, circulation space, and edge treatment.

The current concept also provides the basis for the key site-specific standards to be carried through the M2-YY zone. Based on the most recent Site Plan, the proposal provides a lot frontage of approximately 265.00 metres after road widening, a front yard setback of approximately 54.84 metres, an interior side yard setback of approximately 29.74 metres, an exterior side yard setback of approximately 30.30 metres, a rear yard setback of approximately 74.12 metres, and a maximum building height of approximately 13.0 metres. The current plan also identifies an overall lot coverage of approximately 34.71 percent across the net site area. Those figures demonstrate that the proposed industrial form is not reliant on reduced setbacks, excessive coverage, or an atypically high building height in order to function. On the contrary, the site plan shows a generous and flexible development pattern capable of being regulated through a clear site-specific industrial zone.

From a land use planning perspective, the proposed M2-YY zoning is appropriate and desirable. It provides the necessary flexibility to accommodate a contemporary industrial/employment built form while maintaining clear performance standards respecting building placement, height, parking, landscaping, and buffering. It also ensures that the development of the industrial block will occur in a manner that is compatible with the broader Milton 401 Industrial/Business Park context and consistent with the Town's urban design and employment area objectives.

3.6.2 OS-ZZ OPEN SPACE – SPECIAL ZONE

The proposed OS-ZZ Zone is intended to apply to the realigned channel and related open space lands associated with the drainage and environmental interface of the site. This is an appropriate zoning response, as these lands are not intended to form part of the active industrial development block and instead serve a separate physical and functional role within the overall development framework.

The OS-ZZ zoning will recognize the realigned channel, greatest limits of development, and associated drainage/open space functions, provide one access point, while restricting the lands to conservation related and minor infrastructure works such as drainage conveyance, erosion protection, stormwater management functions, and maintenance access, all subject to applicable approvals. In planning terms, this is important because it ensures that these lands

are not inadvertently available for industrial building expansion, parking, or other forms of active site development inconsistent with their intended purpose.

3.6.3 NHS NATURAL HERITAGE SYSTEM – SPECIAL ZONE

The proposed NHS Zone is intended to apply to those lands that are to remain protected as part of the Subject Property's natural heritage framework. The NHS zoning will implement the environmental protection intent established through the Official Plan Amendment, Secondary Plan Amendment, supporting technical studies, and agency review process.

The NHS Zone will ensure that the identified natural heritage lands and associated protection areas are not available for buildings, parking, site alteration, or other urban development except in accordance with the By-law and any applicable agency requirements. In this way, the zoning framework provides a clear distinction between lands intended for active employment development and lands intended for environmental protection and buffering purposes.

3.6.4 SITE-SPECIFIC PERFROMANCE STANDARDS

The proposed industrial development can be assessed against the principal site-specific performance standards identified on the most recent Site Plan. Those standards demonstrate that the proposal is capable of functioning within a coherent industrial zoning framework and that the current concept does not depend on an over-intensified or abnormal development pattern.

The current plan identifies the following key metrics for the industrial development concept:

- gross parcel area of approximately 12.03 hectares
- net site area after road widening of approximately 11.72 hectares
- lot frontage of approximately 265.00 metres after road widening
- total gross floor area of approximately 40,485.38 m²
- lot coverage of approximately 34.71 percent
- front yard setback of approximately 54.84 metres
- interior side yard setback of approximately 29.74 metres
- exterior side yard setback of approximately 30.30 metres
- rear yard setback of approximately 74.12 metres
- maximum building height of approximately 13.0 metres
- required parking of 256 spaces
- provided parking of 399 spaces, including 16 barrier-free spaces

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First, the proposed zoning conforms to the planned policy function of the lands as refined through the requested Official Plan and Secondary Plan amendments. Second, the zoning establishes a clear distinction between the active industrial development area and the lands intended for drainage, open space, and natural heritage protection. Third, the proposed M2-YY standards demonstrate that the site can accommodate the proposed development form while maintaining appropriate setbacks, building height, parking, and buffering relationships. Finally, the proposed zoning framework supports the orderly implementation of the development through subsequent site plan approval and subdivision conditions.

Based on the aforementioned, the proposed M2-YY / OS-ZZ / NHS zoning structure is appropriate, represents good planning, and is in the public interest. , the proposed Zoning By-law Amendment represents appropriate implementing zoning, is consistent with provincial policy direction, conforms to the applicable regional and local official plan frameworks, and establishes a clear and enforceable set of standards to guide the proposed industrial development and the protection of natural heritage/open space/channel lands.

4.0 SUPPORTING STUDIES

The proposed applications are supported by a coordinated package of technical studies, plans, and drawings prepared to evaluate the suitability of the Subject Property for the proposed employment development and to establish the basis for the requested Official Plan Amendment, Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.

The purpose of this section is to demonstrate how the supporting materials collectively inform and support the planning rationale for the proposal. The studies address built form, site organization, urban design, lighting, shadow, environmental conditions, grading, servicing, hydrogeology, drainage, transportation, noise, landscape treatment, tree preservation, archaeology, and land use compatibility.

4.1 ARCHITECTURAL DRAWINGS

4.1.1 SITE PLAN AND SITE PLAN DETAILS

The submitted concept and architectural plans prepared by Inspire Architects Group illustrate a three-building warehouse and distribution development on a net site area of approximately 11.72 hectares (117,245.32 m²) following the required road widening. The full legal parcel has an area of approximately 12.03 hectares, and the development provides a combined gross floor area of approximately 40,485.38 m². The current Site Plan identifies an overall lot coverage of approximately 34.71% and organizes the proposal around an internal circulation system, loading areas, landscaped setbacks, and environmental interface areas.

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Building A is located in the south-west portion of the site and has a building area of approximately 8,695.72 m². Building B is located in the north-west portion of the site and is also approximately 8,695.72 m². Building C is located in the eastern portion of the site and is the largest building, with a building area of approximately 23,305.11 m². Collectively, the three buildings establish a campus-style industrial format that clearly separates the principal building frontages from the loading and service functions.

The proposal is organized around a consolidated internal private driveway and servicing loop with designated fire routes and pedestrian pathways. Two site access points are shown, with one entrance specifically designated for truck access and the second intended for passenger vehicles and emergency access. The development includes a total of 81 loading dock doors across the site. Vehicular parking is distributed throughout the site, and the current Site Plan identifies 399 parking spaces, including 16 barrier-free spaces, whereas the site-specific parking calculation identifies a minimum requirement of 256 spaces. Parking areas are arranged to function in conjunction with the internal driveway loop and to separate employee and visitor parking from primary loading and heavy vehicle operations.

The Site Plan demonstrates that the proposal has been designed as an integrated employment campus rather than as a conventional single-building industrial site. The circulation pattern, separation of truck and passenger movements, loading configuration, and internal fire route support the efficient functioning of the proposed employment use and establish a coherent implementation framework for future zoning, subdivision, and site plan approval.

Floor Plan Configuration and Functional Organization
The architectural set indicates a multi-building industrial campus comprising Buildings A, B, and C, each designed to function as a multi-tenant warehouse and distribution format with integrated office components and future internal flexibility. Buildings A and B are organized as smaller-format industrial buildings with clearly defined office frontage conditions and warehouse areas behind. This arrangement supports a functional separation between employee and visitor-facing spaces and the principal warehousing operations.

Building C is configured as the dominant building on the site and is intended to function as the primary larger-format warehouse and distribution component of the proposal. Its scale and position on the eastern portion of the site reinforce the internal hierarchy of the overall campus, while the site design ensures that loading, circulation, and service areas remain internal to the development block rather than exposed to the surrounding public realm or environmental edge.

The floor plan organization supports the conclusion that the proposal is capable of accommodating a modern employment use in a flexible and operationally efficient manner. The building configuration allows for multi-tenant occupancy over time while maintaining a

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coherent campus structure and a clear distinction between office, employee, and warehousing functions.

4.1.2 ELEVATIONS COMPOSITION, HEUGHT AND MATERIAL PALETTE

The elevation drawings establish a contemporary industrial architectural expression with a consistent parapet line, articulated façade composition, and coordinated material palette. The current Site Plan identifies a maximum building height of approximately **13.0 metres**, which remains within an appropriate industrial built form range for the site and the surrounding employment context.

The elevations incorporate repeated vertical bay patterns, glazing at office and entry conditions, and coordinated cladding treatments that break down the visual mass of the buildings. The parapet treatment provides a defined roofline and allows rooftop equipment to be screened in a manner consistent with the expectations of a business park employment area. The façade composition therefore avoids the appearance of uninterrupted industrial wall planes and contributes to a more refined built form outcome.

The elevation package demonstrates that the proposal is capable of achieving a building form that is appropriate for the evolving Milton 401 Industrial/Business Park context. The architectural treatment supports the Town's objectives for a higher-quality employment area and reinforces the conclusion that the proposal can be implemented in a manner that is visually organized and compatible with the surrounding context.

4.2 3D RENDERINGS

The 3D renderings prepared by Inspire Archtiectural Group illustrate a highly articulated industrial campus condition with clearly defined building frontages, repeated glazed modules at office entry areas, and a coordinated relationship between the buildings, internal drive aisles, and perimeter landscaping. The renderings confirm that the three-building arrangement reduces the appearance of a single monolithic industrial form and instead presents the development as a campus-style employment project.

The rendered site composition also reinforces the distinction between public-facing and operational areas. The principal façades and office conditions are oriented toward the public realm and landscaped areas, while loading and service functions are contained within the internal development block. This is particularly important in the context of Boston Church Road and No. 5 Side Road, where the proposal is expected to contribute to the emerging employment character of the area while still respecting the existing interface conditions at the site edges.

The renderings support the conclusion that the proposal can be implemented in a built form that is appropriate for a modern employment area. They provide a visual confirmation of the

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architectural and site planning rationale set out in the drawings and support the broader planning conclusion that the project can achieve the level of built form quality expected within the Town's business park context.

4.3 URBAN DESIGN BRIEF

An Urban Design Brief prepared by KishoriBhattarai & Associates Inc. outlines the design rationale for the proposed employment development and to demonstrate how the proposal responds to the Town's urban design objectives for the Milton 401 Industrial/Business Park area.

The Urban Design Brief identifies a number of key design elements, including the use of a three-building campus layout, enhanced front and flankage yard conditions, articulated façades, office-oriented building entries, perimeter landscaping, pedestrian walkways, and a central outdoor amenity area as noted in Section 3.5.1 of this report. The Brief also emphasizes the importance of reducing the visual impact of large-format industrial buildings through façade articulation, landscaping, and a more deliberate relationship to the public realm. These objectives are reflected in the current Site Plan, which includes structured frontage planting, internal pathways, and an amenity area integrated into the campus layout.

The Urban Design Brief supports the conclusion that the proposal has been designed in a manner that is consistent with the Town's employment area urban design objectives. The Brief demonstrates that the proposal is not simply functional from an industrial operations perspective, but has also been arranged to provide an enhanced streetscape condition along Boston Church Road and No. 5 Side Road, improved pedestrian legibility, and a more attractive built form. In this regard, the Urban Design Brief supports conformity with the Town of Milton Official Plan, the Milton 401 Industrial/Business Park Secondary Plan, and the associated Urban Design Guidelines respecting building articulation, screening, landscaping, and the design quality expected within gateway and major corridor employment lands.

4.4 Sun and Shadow Analysis

A Sun/Shadow Analysis prepared by KishoriBhattarai & Associates Inc. assess the proposed developments shadow effects associated with the massing and placement of the proposed buildings on the Subject Property. The study provides diagrammatic shadow testing for the representative dates of April 21, June 21, September 21, and December 21 at multiple times throughout the day. The analysis reviews shadows at 9:00 a.m., 11:00 a.m., 1:00 p.m., 3:00 p.m., and 5:00 p.m. for the spring, summer, and fall dates, and at 10:00 a.m., 12:00 p.m., 2:00 p.m., and 4:00 p.m. for the winter condition.

The shadow study confirms the expected seasonal and daily movement of shadows across the site. The longest shadows occur during the earliest and latest test periods, particularly in the winter condition, while the shortest shadow conditions occur around midday when the sun

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angle is highest. The diagrams show that the shadowing generated by the proposed buildings is concentrated primarily within the Subject Property and along its immediate edges during the principal daytime periods, with more elongated conditions occurring only during the lower sun-angle periods early and late in the day. Notably, no shadowing elongates onto the neighbouring properties or the road and are contained within the site itself.

The shadow analysis supports the conclusion that the proposed massing is appropriate for the Subject Property. The study does not identify a condition of severe or prolonged shadowing on adjacent lands during the main daytime periods. Rather, it demonstrates a typical shadow pattern associated with a low-rise industrial form with substantial setbacks and a dispersed site layout. This supports the broader conclusion that the proposal can be developed in a manner that is respectful of the surrounding context, including adjacent open space and environmental lands.

4.5 PHOTOMETRIC PLAN & EXTERIOR LIGHT FIXTURE

A Photometric Plan prepared by Magh Engineering Inc. to evaluate the distribution of exterior light across the site and to identify the proposed lighting fixture types, fixture quantities, mounting heights, and illumination levels associated with the parking areas, loading courts, circulation routes, building perimeters, and site access areas. The purpose of the plan is to confirm that the site can be appropriately illuminated for safety, security, circulation, and operational purposes while also minimizing light spill and glare at the property edges and adjacent lands.

The lighting schedule identifies a total of 55 exterior luminaires distributed across the site, consisting of 40 WP1 fixtures, 3 P fixtures, and 12 WP fixtures. The dominant fixture type is the WP1 wall / pole-mounted luminaire, rated at 12,300 lumens and 100 watts, mounted at 18 feet. The P fixture is rated at 9,167 lumens and 115 watts, mounted at 20 feet, while the WP fixture is rated at 7,416 lumens and 60 watts, also mounted at 20 feet. All fixtures are shown with a light loss factor of 0.900 and a 3000K colour temperature. The plan's calculation summary identifies an overall average site illumination of 5.06 lux, a maximum of 150.5 lux, and a minimum of 0.0 lux.

The photometric mapping demonstrates that the highest illumination levels are concentrated within the internal loading aprons, drive aisles, and building-edge operational zones, particularly around Building C and the loading faces of Buildings A and B. By contrast, light levels reduce materially toward the perimeter of the site. Along the eastern property boundary adjacent to the retained wetland, the plan shows that illumination levels are overwhelmingly at or near 0.0 lux, with similarly low levels across much of the northern and western edge conditions except in localized areas near access points and building corners. This confirms that the proposed lighting is focused on the operational core of the site and not the property perimeter.

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The Photometric Plan demonstrates that the proposed development can achieve the illumination necessary for safe industrial operations while minimizing light spill and glare at the site edges. This is particularly relevant given the presence of nearby rural residential uses, public road frontages, and environmental lands. The lighting strategy therefore supports the conclusion that the proposal can be implemented in a manner that is operationally sound and compatible with the surrounding context.

4.6 LEGAL SURVEY WITH TOPOGRAPHIC DETAILS & DRAFT 43R PLAN

A legal survey and draft 43R reference plan prepared by Mandarin Surveyor's Limited in support of the application confirms the legal limits of the Subject Property, the current topographic grades and to identify the lands required for road widening, daylight triangles, and future conveyances as noted in the pre-consultation comments. The Draft Plan of Subdivision drawing has been prepared with the Surveyor to ensure accuracy and the approximate sizes of each block.

These materials support the orderly implementation of the applications and ensure that the requested Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment are grounded in an accurate legal and survey framework. This is important to the precision and defensibility of the approvals process, particularly where road widenings, reserves, and environmental or open space blocks are to be conveyed or secured through conditions of approval.

4.7 PHASE ONE & TWO ENVIRONMENTAL SITE ASSESSMENT

A Phase One Environmental Site Assessment prepared by PNJ Engineering Inc. was completed to identify any actual or potential areas of environmental concern associated with the Subject Property. That review identified one potentially contaminating activity associated with the historical agricultural use of the lands, specifically pesticide-related activity, and one corresponding Area of Potential Environmental Concern requiring further investigation. A Phase Two Environmental Site Assessment was subsequently completed and included intrusive borehole investigation, soil sampling, and analytical testing against the applicable standards.

The Phase Two Environmental Site Assessment concluded that the analytical results were below the applicable standards and did not identify a contamination condition that would preclude the proposed employment use. The significance of this result is that the proposal is not being advanced on lands with an unresolved contamination issue or on the basis of a preliminary assumption of site suitability. Rather, the potential concern identified through the Phase One ESA was directly tested and resolved through the Phase Two ESA.

The ESA work supports the conclusion that the Subject Property is suitable for the proposed warehouse and distribution development from an environmental site condition standpoint. This is an important component of the overall planning rationale because it confirms that there is no identified contamination constraint that would undermine the appropriateness of the requested land use approvals.

4.8 SITE GRADING PLAN

The Site Grading Plan prepared by Greck & Associates Ltd. is provided in two parts and establishes the proposed finished floor elevations, grade transitions, overland drainage routes, retaining wall locations, and the relationship between the industrial development block and the adjacent environmental and drainage lands. The drawings identify finished floor elevations of approximately 224.55 m for Building A, 225.14 m for Building B, and 225.18 m for Building C. The plans also confirm the internal grading relationship between the building pads, loading courts, drive aisles, landscaped areas, and the proposed drainage corridor.

The Functional Servicing and Stormwater Management Report confirms that, given the existing topography and the proposed development plan, a net fill quantity of approximately 282,800 m^3 is anticipated to support the site grading and development form. The report also confirms that two major retaining wall conditions are required near Building C: one along the northeast limit of the property of approximately 140 m in length and one along the southeast limit of approximately 205 m in length. These retaining walls are required to accommodate the difference between the proposed finished floor elevations, the dock court elevations, and the need to match into existing grades while respecting the ecological development limit.

The grading strategy is organized around a conventional municipal design approach. The report states that the grading plan has been prepared to provide positive drainage away from all above-ground structures, match external grades, achieve municipal lot grading criteria, provide safe overland flow relief, ensure adequate cover for underground infrastructure, and minimize unnecessary grading where possible. Surface runoff from the site is directed overland to catchbasins and then into the proposed storm sewer system, which ultimately discharges to the realigned drainage feature through three storm outlets.

The grading material demonstrates that the site is physically capable of accommodating the proposed industrial development without relying on unresolved or conceptual earthworks assumptions. The finished floor elevations, retaining wall strategy, and overland drainage

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design show that the development block has been engineered in a manner that responds directly to the site's topography, the environmental edge, and the municipal design requirements. This supports the conclusion that the proposal is physically implementable and that the limits of development identified through the planning and environmental framework can be achieved on the ground through a workable grading solution.

4.9 SITE SERVICING PLAN

The Site Servicing Plan prepared by Greck & Associates Ltd. is provided in two parts and establishes the preliminary water, sanitary, and storm servicing framework for the proposed industrial campus. The drawings show the internal watermain layout, sanitary sewer network, storm sewer system, catchbasins, catchbasin manholes, manholes, hydrants, and the proposed servicing connections for the three industrial buildings. The servicing framework is integrated directly with the site layout, internal road pattern, fire routes, loading areas, and environmental setbacks.

The Functional Servicing and Stormwater Management Report confirms that water servicing is to be provided from a future 300 mm PVC watermain on Boston Church Road, via a new 200 mm PVC watermain entering the site at the southwest limit. That 200 mm watermain will extend through the property and tee into 150 mm services to the three proposed buildings. The report further confirms that the buildings will be fully sprinklered and that additional private hydrants are proposed throughout the site because the nearest existing hydrants exceed the allowable servicing distances. Hydrants are to be located within a 90 m radius of the portions of the building perimeter that require street-facing fire protection access.

The water demand analysis is specific and supportive. Based on the Halton Region design criteria used in the report, the proposed industrial development has an estimated Average Daily Demand of 3.28 L/s, Maximum Day Demand of 7.25 L/s, and Peak Hour Demand of 11.45 L/s. The recommended fire flow for each of Buildings A, B, and C is 250.00 L/s, and the combined fire flow plus maximum day demand is calculated at 257.25 L/s. The report notes that the future 300 mm watermain on Boston Church Road is currently being constructed as part of the Milton North Business Park works and references the Orlando CESS as confirming that there are no servicing capacity constraints to support the subject development from that main.

The sanitary servicing analysis is also defined. The report confirms that there is currently no existing sanitary sewer adjacent to the subject property, but that a future 250 mm PVC sanitary sewer is being constructed on Boston Church Road as part of the regional development charges project. The subject development will connect to that future sewer through a new on-site sanitary network and a new 200 mm sanitary connection. Using the Halton Region design criteria, the report calculates a total sanitary design flow of 14.29 L/s, based on an industrial population density of 125 persons/ha, a development area of 11.72 ha, a unit sewage flow of 185 L/ha/day, and an infiltration allowance of 0.286 L/s/ha. The report also confirms that a trunk sanitary capacity assessment is not required in this instance because the development is connecting directly to the new future municipal trunk sewer, and the Orlando CESS confirms that there are no capacity constraints.

the Site Servicing Plan and FSR demonstrate that the proposed development is fully serviceable through a coherent municipal and on-site infrastructure framework. The analyses do not merely indicate that water and sanitary services may become available in the future; they identify the actual pipe sizes, demand rates, fire flow requirements, servicing connections, and internal distribution structure necessary to support the development. This materially supports the proposal because it confirms that the industrial campus can function within an orderly municipal servicing framework and that servicing is not an unresolved constraint to the requested approvals.

4.10 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management Report prepared by Greck & Associates Limited provides the principal engineering basis for the site grading, water servicing, sanitary servicing, storm drainage, stormwater management, erosion and sediment control, and ditch realignment strategy. The report concludes, in summary, that the proposed development can be serviced with existing and proposed infrastructure in accordance with the policies and guidelines of the Town of Milton, Conservation Halton, and the MECP.

The report identifies the subject property as approximately 12 ha, currently agricultural, and confirms that the development consists of three single-storey industrial warehouse buildings, 399 parking spaces, loading docks, and internal roadways. The development area assessed in the report is approximately 97,700 m² or 9.8 ha, and the equivalent design population is identified as 1,465 persons based on Halton Region’s industrial population density

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assumptions. The report therefore provides an engineering servicing framework that corresponds directly to the current scale and function of the proposed development.

The FSR consolidates the core servicing, grading, drainage, and stormwater results into a single engineering narrative. It demonstrates that the proposal is not being advanced in the absence of infrastructure logic or on the assumption that servicing can be deferred to a future stage without consequence. Rather, the FSR confirms that the development can be supported by a defined water, sanitary, grading, and stormwater framework and that those systems have already informed the overall development concept.

4.11 STORMWATER MANAGEMENT REPORT/STORMWATER MANAGEMENT ANALYSIS

The stormwater management analysis is provided through the Functional Servicing and Stormwater Management Report and forms a key part of the proposal's technical justification. The report establishes the existing drainage condition, the post-development drainage and storm servicing strategy, the quantity and quality control framework, the erosion control approach, and the water balance response required to address the site's hydrologic change.

The report identifies three existing drainage areas affecting the site: Area 101 (9.8 ha), Area 102 (1.9 ha), and EXT-1 (0.8 ha). Area 101 drains overland to the existing ditch through the middle of the site; Area 102 drains to the existing wetland at the south corner of the property; and Area EXT-1 represents external drainage from the north and east, including rural residential and associated hardscape / landscape areas, which drains south toward Area 101. Existing drainage is therefore not uniform across the site and has been explicitly assessed in relation to the wetland and ditch features.

For the ditch realignment and quantity control analysis, the report completed a hydrologic assessment using PCSWMM. The upstream catchment conveyed through the existing ditch was delineated as approximately 23.43 ha. The report then modeled the 2-year to 100-year storm events and the Regional storm. The modeled peak flows were identified as 0.92 m^3/s for the 2-year, 1.49 m^3/s for the 5-year, 1.90 m^3/s for the 10-year, 2.55 m^3/s for the 25-year, 3.21 m^3/s for the 50-year, 3.81 m^3/s for the 100-year, and 3.06 m^3/s for the Regional storm. The analysis concludes that the 100-year event produces the greatest peak flow, and the proposed ditch has therefore been sized to accommodate the 100-year peak flow.

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The hydraulic analysis of the proposed ditch is equally specific. The report states that the ditch is to be realigned and accommodated within a 20 m wide block and is designed with 3:1 side slopes, an 8.5 m bottom width, a 0.5 m minimum depth, and a slope ranging from 0.2% to 1%. Using Manning's equation, the report calculates a conveyance capacity of 3.97 m^3/s, which exceeds the required 100-year peak flow of 3.81 m^3/s. This is an important result because it demonstrates that the ditch realignment is not simply geometrically possible, but hydraulically sufficient for the controlling design event.

The water quality and maintenance framework is also identified. The report references the need for an oil grit separator (OGS) and associated maintenance of catchbasins, catchbasin manholes, storm manholes, and the OGS unit. The report recommends inspections every six months during the first year and annual inspections thereafter, with sumps to be cleaned using a vacuum truck annually as required. This demonstrates that the stormwater treatment strategy is paired with a defined operations and maintenance approach rather than limited to initial installation only.

The water balance analysis is one of the most important supporting results. The report's annual water balance summary shows total infiltration of 74,614.5 m^3/year under pre-development conditions, decreasing to 35,243.2 m^3/year under post-development conditions without mitigation, and improving to 48,447.2 m^3/year under post-development conditions with mitigation and 56,961.6 m^3/year under post-development conditions with mitigation using a safety factor of 1.5. Total runoff correspondingly changes from 15,133.1 m^3/year pre-development to 44,189.5 m^3/year post-development without mitigation and 13,985.7 m^3/year post-development with mitigation. These results are significant because they demonstrate that the proposed mitigation measures materially reduce the hydrologic change created by the development and form a quantified basis for the infiltration and drainage design.

The stormwater management analysis provides strong technical support for the proposal. It shows that the site's runoff, ditch conveyance, erosion sensitivity, water quality treatment, and water balance have all been assessed using quantified engineering methods and that the development has been designed in response to those findings. The proposal is therefore not dependent on a generalized promise of future stormwater resolution. It is supported by a defined and measurable stormwater management strategy that has already shaped the site design and the broader planning framework.

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4.12 EROSION AND SEDIMENT CONTROL PLAN

An Erosion and Sediment Control Plan has been prepared as Drawings C106, C107, and C108 and forms part of the civil submission package. The ESC plans illustrate the temporary measures required during construction to manage sediment-laden runoff, protect the drainage system, and minimize erosion while earthworks, grading, servicing, and pavement works are underway. The ESC package is specifically coordinated with the current site layout and grading / servicing design.

The Functional Servicing and Stormwater Management Report identifies the key ESC measures that are to be implemented for all construction activities, including topsoil stripping, stockpiling, grading, and pavement construction. These measures include:

- sediment control fencing downslope of the proposed development area prior to the start of construction;
- a construction mudmat at the site access to prevent equipment and vehicles from tracking sediment off-site;
- straw bale or equivalent flow check dams within swales and low points to slow water velocities and promote sediment deposition;
- siltsacks in active catchbasins and floor drains to filter runoff leaving the construction area; and
- immediate native seeding of exposed soils after grading to promote stabilization.

The ESC details sheet provides additional specificity. It includes a heavy-duty silt fence barrier detail based on OPSD 219.130, a construction mudmat detail for the Boston Church Road / 5 Side Road access, a typical siltsack construction detail, and a FILTREXX check dam detail. The check dam notes specify that these measures are to be used in areas draining 10 acres or less, that accumulated sediment is to be removed when it reaches one-half the height of the check dam, and that installation is to be completed using approved materials and certified installation methods where required.

The ESC plan drawings also show that temporary silt fencing is placed around the downslope edges of the construction limits, including along the southern and eastern interface areas, and that construction-related mud control is concentrated at the site access points. In practical terms, this means that erosion and sediment control is being treated as a site-wide temporary works system, not as an isolated detail at a single drainage point.

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The ESC plan is an important implementation document because it demonstrates that the environmental and drainage framework of the site will be protected not only in the completed development condition, but also during the construction phase when the risk of erosion and sediment transport is greatest. This is especially relevant given the adjacent wetland and drainage features. The ESC package supports the conclusion that the proposal has incorporated a proactive construction-stage mitigation framework and that site alteration can proceed in a controlled manner consistent with the environmental and stormwater objectives of the broader approvals package.

4.13 CIVIL ENGINEERING SUMMARY

Taken together, the grading plans, servicing plans, Functional Servicing and Stormwater Management Report, stormwater management analysis, ditch realignment design, and erosion and sediment control package establish a comprehensive civil engineering basis for the proposal. The technical results are specific and supportive: the site can be graded to defined finished floor elevations, a net fill strategy and retaining wall system has been identified, water servicing can be provided through a 200 mm on-site main connected to a future 300 mm municipal main, the total sanitary design flow is 14.29 L/s, the required fire flow is 250.00 L/s per building, the ditch can convey 3.97 m^3/s, exceeding the required 3.81 m^3/s for the 100-year event, and the water balance response materially improves post-development infiltration and runoff conditions relative to the unmitigated scenario.

The development does not depend on unresolved servicing or grading assumptions, nor does it defer the site's key drainage and stormwater issues to a later stage without a defined strategy. Instead, the civil submission package demonstrates that the proposed industrial development can be physically serviced, drained, graded, protected during construction, and maintained over time within a coherent technical framework. That materially strengthens the planning case for the proposal and supports the conclusion that the requested approvals represent orderly and supportable development of the Subject Property.

4.14 COMPREHENSIVE ENVIRONMENTAL AND SERVICING STUDY ADDENDUM

A Comprehensive Environmental and Servicing Study Addendum has been prepared in support of the development applications and is one of the principal technical documents in the overall submission package. The Addendum was prepared jointly by Terrastory Environmental Consulting Inc. and Greck & Associates Ltd. and functions as the central environmental coordination document for the proposal. The report expressly indicates that it serves dually as

an Environmental Impact Assessment and incorporates the findings of the Functional Servicing and Stormwater Management Report, Hydrogeological Investigation, and Arborist Report.

The Addendum concludes that the drainage feature is properly characterized as a headwater drainage feature and that the formal HDF management outcome is “mitigation,” which allows the feature to be realigned as part of the development framework. That finding is particularly important because it provides the technical basis for the proposed drainage corridor, the related schedule refinements, and the block structure now reflected in the proposed Draft Plan of Subdivision and zoning framework. The Addendum also establishes the site’s water balance target at approximately 3,603.7 m³/year and identifies a conceptual soakaway pit with a 1,000 m² footprint, 0.6 m clear stone depth, 48-hour drawdown time, and minimum 1.0 m separation to groundwater to assist in addressing post-development infiltration loss.

The CESS Addendum also confirms that the storm sewer system will discharge to the realigned drainage corridor through three storm outfalls and that the proposal requires a coordinated grading, drainage, and fill strategy to establish the industrial development block and outlet conditions. In this respect, the Addendum does not simply identify environmental constraints. It demonstrates how those constraints have been translated into a workable development framework.

CESS Addendum demonstrates that the proposed employment development can proceed within a refined natural heritage, drainage, and servicing structure and that the required environmental protection measures are directly reflected in the subdivision, zoning, and site design framework. This is central to the planning case for the proposal, as it confirms that the development has been planned around the site’s constraints rather than in disregard of them.

4.14.1 ENVIRONMENTAL IMPACT ASSESSMENT/NATURAL HERITAGE COMPONENT

The environmental component of the CESS Addendum confirms the presence of wetlands, woodland edge conditions, candidate significant wildlife habitat, and the site’s headwater drainage feature. It establishes the spatial basis for the development limit, the retained natural heritage lands, and the edge treatment that must be maintained between the industrial block and the environmental system.

The study does not support unrestricted development across the site. Instead, it identifies the areas that can accommodate development and the areas that must remain in environmental, drainage, or open space functions. This is an important result because it means the proposed development block has been derived from the environmental evidence. The retained lands are

not residual or incidental; they are a deliberate and necessary component of the planning framework.

The environmental component of the CESS Addendum supports the conclusion that the proposal can proceed without unacceptable negative impacts on the natural heritage system, provided the identified development limits, setbacks, buffers, and implementation measures are secured through the final approval framework.

4.14.2 FSR AND SWM COMPONENT

The servicing and stormwater component of the CESS Addendum confirms that the proposal can be supported by a coordinated municipal servicing and runoff management framework. It identifies the need for a water balance response due to the site-wide change in infiltration and runoff associated with the proposed impervious surfaces and links that response directly to the soakaway strategy, internal storm sewer system, and drainage corridor realignment.

The study identifies that, without mitigation, post-development infiltration would decrease substantially and runoff would increase significantly. The resulting stormwater and water balance response is therefore not optional. It is a necessary part of the development framework and is reflected in the servicing, grading, and drainage design.

This component of the CESS Addendum demonstrates that the proposal is not being advanced without a quantified stormwater and servicing response. The development is supported by a defined hydrologic and infrastructure strategy, which materially strengthens the justification for the requested approvals.

4.14.3 DRAINAGE FEATURE ALIGNMENT

The CESS Addendum and associated civil drawings establish that the site's headwater drainage feature may be realigned as part of the development. The spring freshet observations recorded standing water to minimal flow conditions and did not identify the type of continuous fluvial behaviour associated with a more significant watercourse. This, together with the formal HDF mitigation outcome, supports the proposed drainage realignment.

The ability to realign the feature allows the development block, environmental lands, and servicing framework to be coordinated in a more orderly and technically supportable way. The realigned corridor is therefore not simply a servicing detail; it is part of the broader land use and implementation structure of the proposal.

4.14.4 TREE INVENTORY, ANALYSIS AND PRESERVATION STUDY

A Tree Inventory, Analysis and Preservation Study was prepared by Terrastory Environmental Consulting Inc. to inventory and assess the trees within or adjacent to the area of disturbance and to establish preservation, injury mitigation, and removal recommendations. The study

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identified 43 trees within or adjacent to the potential disturbance area and concluded that 9 trees require removal to support the development, while additional trees may be subject to injury but are capable of protection through the recommended mitigation measures.

The report specifically contemplates tree protection fencing, root-sensitive excavation, arborist supervision, clean root pruning where required, and further refinement at detailed design. It also concludes that future landscape planting and replacement planting associated with the final site design will offset the tree removals associated with the development.

The TIAP demonstrates that tree impacts have been identified and managed through a defined mitigation framework. The proposal has therefore not been advanced without regard for existing tree resources or site edge conditions. This supports the conclusion that the development can proceed in a manner that is orderly and responsive to the site's existing vegetative structure.

4.14.5 OVERALL MONITORING AND ADAPTIVE MANAGEMENT PLAN

An Overall Monitoring and Adaptive Management Plan has been prepared as part of the CESS Addendum package to establish the monitoring requirements for the site before construction, during construction, and through the post-construction period. This is a significant component of the technical record because it confirms that the environmental and servicing response for the proposal does not end at the approval stage. Instead, it continues through implementation and operations by way of a structured monitoring program.

The monitoring plan identifies a number of components to be monitored by the appropriate qualified professionals. These include groundwater elevations and groundwater flow gradients to be monitored by a hydrogeologist; headwater drainage feature dimensions and substrate conditions to be visually assessed by a water resources engineer; wetland area, anuran habitat function, and edge tree health to be assessed by an ecologist; erosion and sediment control implementation during construction; and NHS enhancement planting installation and performance to be reviewed by the landscape architect and/or ecologist. The monitoring plan also establishes a schedule for monitoring before construction, during construction, and during the first three years following construction, together with annual reporting.

The adaptive management framework is equally important. The plan does not merely identify what is to be monitored; it also establishes the targets to be achieved and the remedial actions to be taken if those targets are not met. These include responses to deficiencies in erosion and sediment control, changes in wetland area, changes in amphibian calling activity, deterioration in edge tree health, and underperformance of enhancement and buffer plantings. The planting performance framework includes specific survivorship and establishment targets and contemplates remedial measures such as replanting, replacement, altered watering schedules,

additional mulch, removal of competitive species, and extension of the monitoring period where necessary.

The Overall Monitoring and Adaptive Management Plan provides an implementation mechanism for the environmental and natural heritage conclusions reached through the CESS Addendum and related studies. It demonstrates that the proposal is not dependent solely on static upfront analysis, but is supported by an ongoing performance-based framework designed to verify outcomes and respond to changing conditions if necessary. This provides additional confidence that the environmental, drainage, and enhancement objectives of the proposal can be maintained over time and supports the conclusion that the development can proceed in a responsible and defensible manner.

4.15 HYDROGEOLOGICAL INVESTIGATION

A Hydrogeological Investigation prepared by PNJ Engineering Inc. in support of the proposed development. The purpose of the study was to assess the existing groundwater regime, characterize the hydrogeological context of the Subject Property, evaluate potential impacts associated with the proposed development and channel realignment, and identify any hydrogeological constraints relevant to site alteration, servicing, drainage, and construction dewatering. The report also responds to the applicable planning and regulatory framework, including the Ontario Water Resources Act, source water protection considerations, Conservation Halton regulation, and the hydrogeological policies of the Region of Halton and the Town of Milton.

The investigation confirms that the site is situated within the Sixteen Mile Creek watershed and contains a tributary crossing the property, with drainage generally directed east-southeast toward the local watercourse system. The report notes that the site is currently agricultural and that the surrounding context remains predominantly rural and agricultural, with rural residential uses also present. Topographically, the site slopes from the north toward the eastern watercourse feature, and at a regional scale groundwater flow is expected to generally follow topography toward the Sixteen Mile Creek system. These findings are important because they establish that the site must be understood not as an isolated developable parcel, but as part of a broader local hydrologic and hydrogeologic system.

The report also places the site within its broader physiographic and geologic setting. It identifies the study area as lying within a bevelled till plain physiographic region and notes that the surficial geology consists primarily of fine-textured glaciolacustrine deposits of silt and clay with minor sand and gravel, with surrounding clay- to silt-textured till. The report further states that the bedrock underlying the site is associated with the Queenston Formation shale, with minor limestone, and is expected to occur at a depth of approximately 19 metres below grade based on regional mapping and well records. This is significant because it confirms that the

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shallow groundwater and drainage issues relevant to the present application are controlled principally by the overburden system rather than by shallow bedrock interaction.

The hydrogeological study relies on the same borehole program used to support the geotechnical investigation, together with additional groundwater monitoring. The report confirms that ten boreholes were advanced across the site, with four completed as monitoring wells, and that the encountered subsurface profile is dominated by near-surface silty clay to clayey silt, with localized silty sand / sandy silt and sand layers. This is an important technical finding because it indicates that the upper overburden is generally of relatively low permeability, which in turn affects both infiltration behaviour and the anticipated extent of groundwater response during construction. The report expressly identifies the shallow overburden as relatively impermeable near surface, which is carried forward into its impact assessment and recommendations.

The groundwater monitoring program is substantially more robust than a one-time borehole observation. The report states that groundwater levels were monitored on eight occasions between July 10, 2025 and April 14, 2026 in the four monitoring wells. The observed high groundwater condition was recorded in MW-9 on April 14, 2026 at approximately 220.72 masl, and the report concludes that the April 14, 2026 readings are representative of the seasonally high groundwater condition. Individual well readings also demonstrate that groundwater levels fluctuate across the site and seasonally, with shallower conditions recorded in parts of the eastern and northeastern portions of the property and deeper conditions recorded elsewhere. This is a material finding because it means the hydrogeological assessment is based on a multi-season record that includes spring conditions rather than a limited summer-only dataset.

The study also reviews the planning and regulatory hydrogeological context. It confirms that the site is not located within a significant source water protection designation zone, including Wellhead Protection Areas, Significant Groundwater Recharge Areas, Highly Vulnerable Aquifers, Intake Protection Zones, or Event Based Areas. It also notes that the site is regulated by Conservation Halton because it contains a tributary of Sixteen Mile Creek and wetland features. From a planning perspective, these findings are important for two reasons. First, they confirm that the site is not constrained by a municipal source water protection designation. Second, they confirm that local hydrologic and wetland functions remain important and must be addressed through the project-specific environmental and drainage framework, which this report goes on to do.

A key component of the hydrogeological investigation is the site-wide water balance assessment. Using the Thornthwaite and Mather approach and the methodology reflected in the MOECC Stormwater Management Planning and Design Manual, the report compares pre-development and post-development annual water balance conditions. The analysis concludes that, in the absence of mitigation, post-development conditions would result in a substantial

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reduction in infiltration and a corresponding increase in runoff. Specifically, the report identifies a reduction in annual infiltration from approximately 12,042 m³/year to 1,997 m³/year, and an increase in annual runoff from approximately 12,042 m³/year to 66,765 m³/year, producing an infiltration deficit of approximately 10,045 m³/year and an increase in runoff of approximately 54,723 m³/year. These are highly relevant findings because they quantify the hydrologic effect of urbanizing the site and demonstrate why stormwater and infiltration mitigation measures are necessary.

The report does not treat these water balance changes as a reason development cannot proceed. Rather, it uses them to frame the required mitigation response. The study expressly states that the anticipated post-development effects on runoff and infiltration are common consequences of urban development and that these effects are to be mitigated through low impact development measures, an appropriate stormwater management strategy, and associated erosion and sediment control measures. From a planning perspective, this is important because it supports a conclusion of feasibility, provided the drainage and stormwater framework identified elsewhere in the technical record is implemented. The report therefore supports the proposal not by suggesting that no hydrologic change will occur, but by confirming that the change is measurable, understood, and manageable through design.

One of the most important parts of the hydrogeological investigation is the wetland monitoring program and wetland water balance assessment. The report confirms that three small wetland features had been staked by Conservation Halton along the eastern portion of the site and that three sets of nested mini-piezometers were installed, one within each wetland. These piezometers were monitored on multiple dates between October 2025 and April 2026. The report concludes that vertical hydraulic gradients were generally downward in all three wetlands throughout the monitoring period, indicating that these features are primarily fed by precipitation and surface water runoff rather than groundwater discharge. This is a critical finding because it materially changes how the wetlands are to be protected. The issue is not maintaining a strong groundwater discharge regime to the wetlands; it is maintaining the appropriate surface water runoff contribution and hydrologic setting.

The report then undertakes a wetland-specific water balance review. It notes that the wetland features themselves will remain unchanged, but that the external catchment areas contributing runoff to those features will change under the post-development scenario. The analysis concludes that Wetland 1 is expected to experience only minimal hydrologic change, with no mitigation required; Wetland 2 is expected to receive a moderate percentage increase in runoff, but the report concludes that the absolute increase is minor and not expected to impact hydrologic form or function; and Wetland 3 is expected to experience a significant runoff deficit in the post-development scenario due to the altered drainage pattern. However, the report expressly states that the proposed channel realignment will convey much of the remaining site runoff toward Wetland 3, which will help mitigate that deficit, and concludes that no additional

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mitigation measures are necessary at this time beyond the broader stormwater and channel design framework. From a planning perspective, this is one of the most important conclusions in the hydrogeological record because it links the wetland response directly to the proposed civil and drainage design.

The impact assessment section of the report is equally supportive. With respect to the local groundwater system, the report concludes that any required construction dewatering is expected to be temporary and limited in extent, and that active dewatering is not expected to be required. It further concludes that the water table is expected to return to normal shortly after any temporary unwatering ceases. With respect to surface water features, the report states that no long-term quantity or quality impacts are expected because groundwater contributions to the on-site wetlands are negligible and the features are primarily runoff-fed. With respect to private water wells, the report identifies 48 well records within 500 m of the site, with most of the water supply wells installed into the deeper bedrock aquifer, generally at depths of 15 m to 25 m or deeper, and concludes that interference with those wells is not expected because the proposed site alteration is shallow and the deeper shale bedrock aquifer is not expected to be affected. It also states that ground settlement is not expected to be a significant concern because any dewatering would be passive seepage control rather than active drawdown of the aquifer. These are strong and specific conclusions that materially support the development application.

The report also identifies the relevant construction permitting implication under the Ontario Water Resources Act. It notes that one of the objectives of the study is to determine whether cumulative water taking could exceed the threshold requiring registration or permitting, and explains the current regulatory framework for construction dewatering. Although the report does not conclude that a substantial long-term water taking regime is needed, it appropriately identifies the need to assess water-taking requirements if construction conditions warrant. From a planning perspective, this is useful because it demonstrates that the hydrogeological implications of construction have been considered within the applicable regulatory framework and are not being ignored or deferred without recognition.

The Hydrogeological Investigation provides clear support for the proposal. It confirms that the site's shallow groundwater system has been characterized through multi-season monitoring; that the wetlands at the eastern side of the property are principally precipitation- and runoff-fed; that the principal hydrologic impact of development is a change in runoff and infiltration rather than a long-term groundwater discharge impact; that these changes can be mitigated through the proposed stormwater and channel design framework; and that no significant long-term impacts are anticipated to local groundwater conditions, wetland function, private water wells, or ground stability. The study therefore does not identify a hydrogeological constraint that would preclude development. Instead, it establishes the hydrogeological basis on which the drainage, stormwater, environmental, and monitoring framework for the proposal has been

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built. In this regard, the Hydrogeological Investigation materially supports the conclusion that the Subject Property can be developed in a technically supportable manner, provided the recommended stormwater, channel, and monitoring measures are implemented.

4.16 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation prepared by PNJ Engineering Inc. characterizes subsurface soil and groundwater conditions across the Subject Property and to provide engineering recommendations relevant to grading, excavation, foundation design, site servicing, pavement design, and construction implementation. The investigation included the advancement of ten (10) boreholes, with four (4) boreholes converted to monitoring wells, together with Standard Penetration Testing, geotechnical laboratory testing, and limited analytical testing for soil aggressiveness.

The geotechnical investigation confirms that the site is underlain by a relatively consistent but technically important subsurface profile. A surficial topsoil layer of approximately 90 mm to 120 mm was encountered across the site. Beneath this, a shallow layer of fill / reworked native soil consisting generally of sandy silt with some clay, gravel, and organics was encountered to depths of approximately 0.24 m to 0.27 m. Below this layer, the site is predominantly underlain by silty clay / clayey silt, extending generally to depths ranging from approximately 4.5 m to 8.2 m, with localized sandy silt / silty sand and sand layers encountered at various boreholes and depths. Moisture contents within the silty clay / clayey silt ranged broadly, and the recorded SPT N-values within that stratum ranged from 5 to 36 blows per 300 mm, indicating a condition generally varying from firm to hard. The sand layers, where encountered, returned SPT N-values ranging from 3 to 18 blows per 300 mm, indicating very loose to compact conditions.

The laboratory test results provide further detail on the soil behaviour relevant to development. Hydrometer testing on selected samples confirmed fine-grained soils with substantial silt and clay fractions, while Atterberg limit testing classified representative samples as CL-ML and CL under the Unified Soil Classification System. The report also notes that the native soils exhibit moderate to high susceptibility to frost heave, which is a key engineering finding because it affects decisions regarding material reuse, subgrade treatment, and the depth at which reused soils may be placed. In practical terms, this means the native soils are not to be indiscriminately reused in frost-sensitive backfill or upper pavement support conditions.

Groundwater conditions were also characterized through borehole observations and subsequent monitoring well readings. Groundwater was observed in most of the boreholes, with recorded water depths as shallow as approximately 1.7 m below grade in the second monitoring round. The recorded groundwater elevations varied across the site and between monitoring dates, confirming that groundwater conditions fluctuate and may not be immediately evident at the time of drilling. The report specifically notes that no groundwater was observed in BH-3 and BH-13 during drilling, while groundwater was recorded in other boreholes at

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shallower and deeper depths depending on location. This is a significant result because it confirms that groundwater control will be a construction consideration, particularly in areas of deeper excavation, but that the expected seepage from the dominant fine-grained soils is generally limited and manageable with conventional dewatering techniques.

The report provides clear recommendations respecting site preparation and grading. Deleterious material such as topsoil, organic-rich soils, and loose or soft material is to be removed prior to grading. Following removal of unsuitable materials, exposed subgrades are to be inspected by the geotechnical engineer and proof rolled where necessary. Any fill placed in settlement-sensitive areas is to be placed in thin lifts and compacted to 100% of Standard Proctor Maximum Dry Density. The report also states that final grading around buildings should provide positive drainage away from the structure, with a minimum slope of 2% within the first 2 metres of the building footprint unless otherwise specified by the design engineer. These recommendations are important because they confirm that the site can be prepared to support the proposed development, but only through a controlled grading and compaction regime consistent with normal industrial site construction practice.

The report also provides a more refined opinion on material reuse, which is particularly relevant given the scale of site grading anticipated for the project. The existing fill / reworked native material is described as variable and containing organics and brick fragments, such that its reuse as structural backfill is not recommended without further geotechnical assessment and testing during construction. The report indicates that such material may be suitable for non-structural uses such as landscaping. The native silty clay / clayey silt and sandy silt / silty sand materials may be reused below frost depth in compatible areas, provided they are properly prepared and compacted, but they are not recommended for reuse within the frost penetration zone because of their frost susceptibility. From a planning perspective, this is a useful and specific result because it confirms that the site can support the anticipated earthworks, but also that fill management and reuse will need to be controlled through the detailed engineering and construction phase rather than assumed at the planning stage.

With respect to excavation, temporary shoring, and trenching, the report indicates that excavations can generally be completed using conventional hydraulic excavators, but that groundwater and loose or soft zones may require flatter temporary slopes or engineered support in some locations. The report classifies the native soils generally as Type 3 above the groundwater table and Type 4 below the groundwater table for OHSA purposes and reproduces the applicable maximum excavation slopes. This is important because it confirms that the site is excavatable using standard construction methods, but that trench stability and worker protection requirements will need to be addressed in accordance with the Occupational Health and Safety Act and site-specific groundwater conditions.

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The recommendations for site servicing and backfill are also more specific than the prior summary suggested. The report states that trench backfill should consist of uniform, homogeneous material free of organics and deleterious matter, and identifies material meeting OPSS 1010 Granular B Type I or II as suitable engineered fill. Fill is to be placed under continuous geotechnical supervision in lifts and compacted to specified densities, with field density testing performed by the geotechnical engineer. Pipe bedding for flexible and rigid pipes is to follow the applicable OPSD standards, and granular bedding is to consist of well-graded free-draining material such as Granular A, compacted to 98% SPMDD. The report also recommends that, prior to site servicing construction, trial excavations be considered along sewer and watermain alignments to better confirm soil behaviour and dewatering needs. These recommendations materially support the civil design because they confirm that the site servicing framework is feasible, while also identifying the quality control and trench support measures required for implementation.

The report's discussion of groundwater control is particularly relevant when read together with the hydrogeological and servicing material. PNJ concludes that the dominant silty clay / clayey silt soils have relatively low permeability and that groundwater inflows from those units are expected to be limited. As a result, groundwater seepage during subgrade preparation and foundation excavation is anticipated to be manageable using conventional dewatering techniques such as filtered pumping from sumps and ditches. The report does caution, however, that localized water-bearing sand and silt seams may produce more intense short-duration inflows when encountered, and it recommends that test pits be completed to better estimate expected trench inflows prior to construction. It also notes that a permit for water taking may be required where excavations extend below the groundwater table, with the hydrogeological study to guide that consideration. This is a more nuanced and supportive finding than a simple statement that groundwater is present: it confirms that groundwater is a construction factor, but not a prohibitive one.

The report provides substantive recommendations for foundation design. For shallow foundations, it recommends that footings be founded on native soil below any fill or reworked native material where the soil is stiff to hard or compact to very dense. It then provides preliminary Serviceability Limit State and Ultimate Limit State bearing capacities for strip / spread footings for the different building areas at various founding depths. These values vary by location but generally confirm that shallow foundations may be feasible subject to the site-specific founding level and field verification during construction. The report also emphasizes that these design-stage values must be confirmed by field inspection at the time of excavation, as footing subgrades may vary between boreholes and may deteriorate if exposed. The requirement that footing bases be protected from freezing, inundation, and construction disturbance is also specifically stated.

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At the same time, the report does not limit foundation analysis to shallow systems. It also provides deep foundation considerations, including preliminary design parameters for both driven piles and drilled piles / caissons. Importantly, the report cautions that in fine-grained soils the prediction of shaft resistance can be unreliable and therefore recommends that pile load testing be completed if deep foundations are pursued, consistent with the Canadian Highway Bridge Design Code. This is an important technical qualification. It means that while the subsurface conditions are capable of supporting deep foundation options, the final design cannot rely solely on preliminary analytical estimates without field confirmation. From a planning perspective, however, the key result is still supportive: the report identifies more than one feasible foundation strategy for the proposed buildings, rather than identifying a subsurface condition that would constrain or preclude development.

The geotechnical report also addresses soil aggressiveness for buried infrastructure and concrete. Based on analytical testing of selected samples and application of the ANSI/AWWA C105/A21.5-10 point system, the report concludes that the tested soils are not corrosive to grey or ductile iron pipes at the tested depths. It further concludes that sulfate concentrations in the tested soils fall below the S-3 exposure level in CSA A23.1-14, indicating below-moderate sulfate exposure for buried concrete in the vicinity of the tested samples. The report notes that ordinary Type 10 Portland Cement may be suitable, subject to additional testing across the broader site if required. These findings are relevant because they support the long-term durability of buried site infrastructure and concrete elements and do not identify an aggressive subsurface chemistry that would alter the viability of the project.

Finally, the report provides recommendations relevant to pavement design and frost protection. It identifies a design frost penetration depth of approximately 1.2 metres and states that foundations in unheated areas should be protected accordingly. It also includes a recommended flexible pavement structure and notes that pavement subgrades will require proper preparation, drainage, and geotechnical review during construction. These recommendations reinforce the broader conclusion that the site can support the access roads, truck courts, loading areas, and parking fields associated with the proposed industrial use, provided the standard geotechnical measures set out in the report are implemented.

The Geotechnical Investigation provides strong evidence that the Subject Property is physically suitable for the proposed development. The report does not identify any subsurface, groundwater, corrosivity, or constructability constraint that would preclude the proposed industrial campus. Instead, it identifies a standard but detailed suite of engineering measures — including removal of unsuitable materials, controlled fill placement, subgrade verification, conventional groundwater control, trench support, foundation verification, and pavement design — through which the site can be developed in an orderly and technically supportable manner. The significance of the geotechnical work is therefore not simply that soil conditions were reviewed, but that the report provides a practical engineering basis for implementing the

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grading, servicing, foundation, and pavement systems required by the proposal. In this regard, the Geotechnical Investigation materially supports the conclusion that the Subject Property can accommodate the proposed development and that the development is feasible from a geotechnical standpoint.

4.17 LANDSCAPE PLAN AND DETAILS

An Overall Landscape Concept Plan prepared by Daniel J. O'Brien & Associates Ltd. establishes the landscape framework for the site and demonstrates how the streetscape, employee amenity, pedestrian circulation, and environmental edge conditions are to be integrated with the proposed industrial campus. The plan is not limited to decorative planting. It functions as part of the site organization and compatibility strategy by defining the treatment of the public frontages, internal open spaces, and the eastern natural heritage interface.

The plan confirms that landscape treatment is to be provided continuously along Boston Church Road, around the perimeter of the internal parking and drive aisle system, and along the eastern and northeastern portions of the site where the development interfaces with the retained wetland and dripline limits. It identifies a combination of landscape gardens, sodded areas, pedestrian walkways, naturalized wildflower mix areas, and naturalized buffers tied directly to the dripline as staked (2025) and the existing wetland to remain as is. This is important because it demonstrates that the site's landscape treatment is not uniform. Rather, it distinguishes between formal frontage and parking-lot planting conditions and more passive naturalized treatment along the environmental edge.

A key feature of the plan is the provision of a central amenity area within the industrial campus. The landscape enlargement identifies a precast paving patio, benches, tables/seating, waste container, directory signage, and an overhead aluminum pergola. The plan also identifies a central open area to be low-maintenance bee pollinator seed mix, together with pedestrian connections linking this space back into the broader site. From a planning perspective, this is a meaningful result because it shows that the site has been designed to include dedicated employee amenity and gathering space rather than functioning only as a truck court and parking field. In the context of a modern employment campus, that materially improves both the usability and the visual quality of the development.

The plan also confirms that pedestrian movement has been intentionally incorporated into the site design. Proposed pedestrian walkways are shown connecting the building entrances, parking areas, and amenity space. This is significant from a site planning standpoint because it reinforces the internal organization of the development and improves the legibility of the campus for employees and visitors. In planning terms, the proposal therefore does not rely exclusively on vehicular circulation, but incorporates a defined pedestrian environment within the industrial site.

The environmental edge treatment is one of the most important planning functions of the Landscape Plan. Along the eastern side of the site, the plan maintains naturalized buffers adjacent to the retained wetland and the staked dripline, and it avoids treating that edge as a conventional manicured development boundary. Instead, the landscape concept reinforces the transitional condition between the industrial block and the retained natural heritage lands. This is important because that eastern edge also forms part of the broader compatibility interface with the adjacent rural residential and environmental context. The plan therefore contributes not only to visual quality, but also to buffering and edge transition.

The Landscape Plan also supports the streetscape and frontage objectives of the broader employment area. The planting pattern along Boston Church Road and the site entrance areas creates a more deliberate public-facing condition and helps reduce the utilitarian appearance often associated with large-format industrial development. The plan's integration of planting islands, perimeter gardens, sod, and internal amenity space indicates that the proposal is intended to function as a business park-style employment campus rather than as a purely functional warehouse site with incidental planting.

The Landscape Plan demonstrates that the site can achieve an appropriate employment area landscape character through structured frontage planting, internal pedestrian connections, and formal amenity space. Second, it contributes directly to the compatibility strategy by softening the site's interface with adjacent roads, natural heritage features, and nearby rural residential areas. Third, it reinforces the urban design rationale of the proposal by showing that the development has been planned as a coordinated campus with amenity and landscape structure, rather than as a minimal industrial pad. In this regard, the Landscape Plan is not an accessory drawing. It is an important implementation document that supports the visual quality, functionality, and compatibility of the proposed development.

4.18 TRAFFIC IMPACT STUDY AND SWEPT PATH ASSESSMENT

A Traffic Impact Study and Swept Path Assessments prepared by Traffic+ Engineering Ltd. assesses the impact of the traffic generated by the proposed industrial campus on the surrounding road network and to confirm that the site layout can physically accommodate passenger vehicles, articulated trucks, and emergency vehicles. The study forms an important part of the technical basis for the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment because the proposed use is transportation-intensive and must be evaluated both in terms of external network performance and internal operational functionality.

The study area and methodology were established through consultation with staff from the Town of Milton and Halton Region. The report identifies the following three intersections as the principal study intersections:

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- Boston Church Road and 5 Side Road;
- Boston Church Road and James Snow Parkway North; and
- James Snow Parkway North and Regional Road 25.

The report also documents the surrounding road network characteristics relevant to the proposal. It confirms that Boston Church Road is a two-lane Major Road with no sidewalks in the vicinity of the development and a posted speed limit of 70 km/h; 5 Side Road is a two-lane Major Road with no sidewalks and a posted speed limit of 60 km/h; James Snow Parkway North is a four-lane Regional Road with a sidewalk on the south side and a posted speed limit of 70 km/h; and Regional Road 25 is a four-lane Regional Road with no sidewalks and a posted speed limit of 70 km/h. These findings are relevant because they establish that the subject site is connected to a road network that is already structured to carry significant vehicular traffic and to connect into the broader goods movement system serving the employment area.

The report also reviews transit and active transportation conditions. It notes that the site is not within a conventional fixed transit route, although Milton Transit OnDemand service is available in the broader area. It further confirms that there are currently no dedicated bike lanes or continuous sidewalks on Boston Church Road or 5 Side Road in the vicinity of the site. From a planning perspective, these findings reinforce that the transportation function of the proposal is appropriately understood primarily through the lens of road access and vehicular operations, while also recognizing the site's present rural-to-urban transition context.

The existing traffic analysis is based on peak hour turning movement counts undertaken in October 2025 by Traffic+ Engineering Ltd. The study concludes that under existing conditions, the signalized and unsignalized study intersections are all operating very satisfactorily during both the AM and PM peak periods. The report states that overall levels of service are generally LOS A and LOS B, with some individual approaches operating at LOS D, and that volume-to-capacity ratios remain well below capacity at all approaches. This is a meaningful baseline result because it demonstrates that the surrounding road network is not currently operating under stressed or marginal conditions before the addition of site traffic.

Future background conditions were then assessed to a 2030 horizon year based on direction from Town and Regional staff. The report applied a 2.0% annual compounded traffic growth rate to the existing volumes and also incorporated traffic associated with a large industrial subdivision currently under construction in the vicinity. The future background analysis again concludes that the study intersections are expected to operate very satisfactorily in both the AM and PM peak hours, with overall levels of service generally remaining at LOS A and LOS B, with some approaches at LOS D, and with volume-to-capacity ratios still well below

capacity. This is an important planning result because it demonstrates that even after incorporating general background growth and nearby planned industrial development, the surrounding network remains capable of accommodating additional traffic demand.

The proposed development trip generation was estimated using ITE Trip Generation Manual, 11th Edition, applying the Warehousing (Land Use 150) rates. The report assumes no modal split reductions, meaning all generated trips were treated as vehicle trips in order to assess the network under conservative conditions. This is a significant methodological point because it means the analysis was intentionally conservative rather than dependent on speculative assumptions about transit or active transportation uptake. Based on the ITE rates applied in the study, the development is expected to generate approximately 62 AM peak hour trips and 66 PM peak hour trips. In the AM peak, the report identifies approximately 18 inbound and 48 outbound trips, while in the PM peak it identifies approximately 48 inbound and 14 outbound trips. These results indicate that the site is expected to generate a relatively modest peak-hour traffic demand in relation to its overall gross floor area and site size.

The trip distribution and assignment were based on existing local traffic patterns and the location of the site within Milton's employment area structure. The report then superimposed the site-generated traffic on the 2030 future background volumes to create the future total traffic condition. Under this scenario, the report concludes that the study intersections will continue to operate very satisfactorily overall. For the AM peak hour, overall levels of service remain generally within LOS A and LOS B, with approaches operating at LOS D, and volume-to-capacity ratios well below capacity. For the PM peak hour, the report again concludes that the network will operate very satisfactorily overall, with overall levels of service generally remaining in the LOS A to LOS B range. The report notes that one approach is expected to operate at LOS E, but with a v/c ratio of 0.48, which remains well below capacity. This is an important result because it confirms that even where one movement experiences a higher delay classification, the overall intersection performance remains stable and unconstrained from a capacity standpoint.

The report also reviews parking supply. Based on the parking calculation used in the study, the site is described as providing a parking supply that exceeds the minimum zoning requirement by a significant margin. The study found that the site is not deficient in parking supply and that parking demand associated with the proposed use can be accommodated on-site without spillover pressure on surrounding roads. From a planning perspective, that reinforces the conclusion that the proposal is self-contained in transportation and parking terms.

The swept path assessment is equally important. The report concludes that the proposed site design and layout can accommodate both the WB-20 articulated truck and the Aerial Fire Truck. This is a significant operational finding because the acceptability of a large-format industrial development is not determined solely by the performance of off-site intersections.

The site must also demonstrate that large trucks and emergency vehicles can safely enter, circulate, manoeuvre, and exit without geometric conflict. The swept path analysis confirms that the site can do so within the proposed access and internal circulation framework. This materially supports the proposed access design, internal fire route, and loading arrangement.

The transportation findings demonstrates that the surrounding road network has sufficient residual capacity to accommodate the traffic generated by the development without requiring major external road improvements as a condition of approval. Second, the use of conservative assumptions, including zero modal split reductions, means the analysis has not understated the potential impact of the development. Third, the study confirms that the internal site design is operationally functional for both heavy vehicles and emergency vehicles, which is essential for a warehouse and distribution use. Finally, the report's overall conclusion that the development will have very minimal impact on study area traffic operations is directly relevant to the broader land use compatibility analysis, particularly given the presence of nearby rural residential uses and the evolving employment context.

The Traffic Impact Study and Swept Path Assessment materially support the proposed development. The report establishes that the proposal is appropriately located within the surrounding road network, that the anticipated traffic generation can be accommodated under both background and total traffic scenarios, and that the site itself can safely and efficiently support the circulation of passenger vehicles, articulated trucks, and fire vehicles. In this regard, the transportation record confirms that the proposal is functionally supportable and that traffic does not represent a constraint to the requested planning approvals.

4.19 STAGE ONE & TWO ARCHAEOLOGICAL ASSESSMENT

A Stage 1 and 2 Archaeological Assessment prepared by Thomas G. Arnold & Associates was completed under PIF #P006-0175-2025 and forms part of the broader site suitability record for the current applications. The study was undertaken in response to the Planning Act approvals process and the archaeological policy framework applicable to the subject lands.

The Stage 1 assessment reviewed the archaeological and historical context of the Subject Property and concluded that the lands retained archaeological potential. That conclusion was based on several factors identified in the report, including the presence of four registered archaeological sites within one kilometre of the Subject Property, the presence of an intermittent or seasonal stream on the property, and the location of the lands in proximity to Boston Church Road and 5 Side Road, which the report identifies as early transportation routes within the area. The historical review also confirmed that the property had been used primarily for agricultural purposes since approximately the 1860s, that it had historically been forested prior to clearing, and that there was no evidence of former building occupation on the subject lands themselves. Based on these findings, the report concluded that the property should proceed to Stage 2 archaeological assessment.

The Stage 2 assessment then tested that potential through field investigation. The report confirms that the site was assessed using a combination of pedestrian survey at 5 metre intervals in the ploughable agricultural areas and shovel test pit survey at 5 metre intervals in the wooded and unploughable areas. The report identifies approximately 11.59 hectares of the site as ploughable agricultural land and approximately 0.44 hectares as wooded or otherwise unploughable land requiring test pit investigation. The pedestrian survey was completed on June 30, 2025 following ploughing and weathering, while the shovel test pit survey was completed on July 4, 2025. The report notes that the field conditions provided excellent visibility for the pedestrian survey and good visibility for the test pit survey, indicating that the property was assessed under suitable field conditions.

The key outcome of the Stage 2 assessment is clear: no artifacts or archaeological features were identified during either the pedestrian survey or the shovel test pit program. On that basis, the report concludes that the Subject Property no longer retains archaeological potential and expressly recommends that no further archaeological assessment is required for the lands. The report therefore moves the property from a condition of archaeological potential identified through historical and locational screening to a condition of no remaining archaeological constraint following field verification.

The archaeological review followed the required two-stage process and did not leave the matter at a preliminary screening level. Instead, the potential identified through the Stage 1 review was tested through a full Stage 2 field program, and that program confirmed the absence of archaeological resources on the property. In land use planning terms, this means the Subject Property is not affected by any unresolved archaeological constraint that would preclude or delay the proposed employment development. The archaeological assessment therefore supports the conclusion that the lands are suitable to proceed through the current approvals process without further archaeological investigation, subject only to the standard legislative requirement that any previously undocumented archaeological materials or human remains discovered during construction be addressed in accordance with applicable provincial requirements.

4.20 LAND USE COMPATIBILITY ANALYSIS

Town staff requested that the Planning Justification Report include a specific land use compatibility analysis. That request is appropriate in this instance because, although the Subject Property is intended to transition into Milton’s broader employment area structure, it remains adjacent to a more varied and sensitive interface condition than a typical fully urbanized industrial block. In particular, the subject lands are located near existing rural residential dwellings within the Maneswood community to the east and northeast, and rural residential properties north of No. 5 Side Road within Halton Hills. The property also interfaces with retained wetland, woodland edge, and drainage features along the eastern portion of the site. As a result, the compatibility question is not simply whether industrial uses are

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contemplated in the broader area. The relevant planning question is whether the specific scale, layout, built form, and operational characteristics of the proposed development, together with the identified mitigation measures, are sufficient to avoid or appropriately buffer adverse effects on surrounding lands.

In our opinion, the proposal satisfies that test. While the proposed use is industrial in nature and introduces a large-format employment use into an area that still contains residual rural residential and natural heritage elements, the application is supported by a coordinated technical record that demonstrates that the proposal can function without creating unacceptable adverse impacts on the surrounding context. This conclusion is based not on one isolated study, but on the cumulative findings of the site plan, architectural package, urban design brief, landscape plan, traffic impact study, swept path assessment, noise study, photometric plan, sun/shadow analysis, hydrogeological investigation, CESS Addendum, grading and servicing plans, and associated monitoring framework.

The proposal has not been planned in a manner that directs the most intensive operational elements of the development toward the residential interfaces. Rather, the site is organized as a three-building industrial campus with the primary loading, truck manoeuvring, circulation, and servicing functions concentrated within the internal development block. The proposal separates truck access from passenger and emergency access and organizes the site around a coherent internal circulation system. This is significant from a land use compatibility perspective because it means the operational intensity of the use is directed inward rather than outward. The surrounding edges of the site are instead characterized by setbacks, landscaped areas, environmental lands, drainage infrastructure, and naturalized buffers, all of which provide physical separation between the industrial activity and the more sensitive surrounding land uses.

The three-building configuration also materially improves compatibility relative to a single monolithic warehouse format. By distributing the massing across separate buildings, the site reduces the perception of uninterrupted industrial bulk and creates a more graduated development form. Buildings A and B occupy the western portion of the site, while Building C is located to the east but remains separated from the retained environmental framework by setbacks, buffer areas, and the drainage / channel system. From a planning perspective, this is important because compatibility is affected not only by the use itself, but by how the built form presents at its edges. The proposal's campus arrangement, combined with a substantial net site area and generous setbacks, results in a development pattern that is less abrupt and more manageable at the site perimeter than a more compressed industrial form would be.

The eastern interface with the Maneswood community is particularly important. That edge is not treated as a direct industrial-to-residential boundary. Instead, the site design maintains a layered transition consisting of retained wetland conditions, dripline setbacks, naturalized

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buffer areas, landscape treatment, and the proposed drainage / channel framework. In practical planning terms, this means the residential properties to the east are not directly confronted by building walls, loading courts, or driveway entrances. Rather, they are separated from the active industrial block by a combination of environmental lands and landscape treatment that function both ecologically and as a compatibility buffer. This is a significant distinction. It means that the development does not simply rely on zoning compatibility in principle; it relies on a physical transition zone that has been embedded in the site design and technical approvals framework.

A similar rationale applies to the rural residential dwellings north of No. 5 Side Road in Halton Hills. These properties remain part of the broader surrounding context and must be considered in the compatibility analysis, but their relationship to the proposed development is mediated by the public road corridor, the site's setback framework, and the fact that the principal loading and manoeuvring areas are not oriented directly toward that northern edge. The presence of No. 5 Side Road as a separating element is not, by itself, sufficient to establish compatibility, but when combined with the site layout, the road widening framework, the frontage landscape treatment, and the internalization of the site's most intensive functions, it contributes to a more acceptable and buffered interface than would otherwise be the case.

The traffic impact study provides a clear quantitative basis for concluding that the proposal will not create unacceptable transportation impacts on surrounding roads or adjacent properties. The study confirms that the surrounding road network currently operates satisfactorily, is expected to continue operating satisfactorily under future background conditions, and can accommodate the traffic generated by the development under future total traffic conditions without material degradation in network performance. The projected site-generated peak hour traffic volumes are modest in relation to the capacity of the surrounding roads, and the study concludes that the impact of the development on study area traffic operations will be very minimal. This is an important compatibility finding because it demonstrates that the proposal will not generate a volume of traffic that fundamentally changes the operation of the surrounding road system or creates an undue burden on the area's road network.

The swept path assessment provides an equally important operational finding. It confirms that the internal road and access design can accommodate both the articulated design truck and the aerial fire truck. This matters because compatibility is not improved by a site plan that forces trucks to make awkward or constrained manoeuvres at the site perimeter or near access points. The swept path analysis demonstrates that truck movements can be contained within the internal operational area of the site and that emergency access can also be accommodated without geometric conflict. This reduces the likelihood of spillover operational effects at the site entrances and supports the conclusion that the development can function efficiently and safely within its own boundaries.

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The noise study provides some of the strongest technical support for the compatibility conclusion. It assessed the principal stationary and operational noise sources associated with the proposed development, including rooftop mechanical equipment, truck movements, truck idling, forklift activity, and waste collection operations, at the nearest off-site sensitive receptors. The study concludes that all predicted sound levels remain below the applicable criteria at all receptors, including during daytime, evening, and nighttime periods. Importantly, this is not simply a marginal compliance outcome. The report identifies measurable separation between predicted sound levels and the applicable limits, indicating that the proposed development can operate with an acoustic buffer to the nearest sensitive uses. In planning terms, this is highly significant. It means that one of the most common and material land use compatibility concerns associated with industrial development near residential areas has been specifically tested and found to be manageable within the applicable regulatory framework.

The lighting analysis supports the same conclusion from a different perspective. The photometric plan demonstrates that the highest illumination levels are concentrated within the internal loading, circulation, and building-edge operational areas, which is where lighting is functionally required for safety and security. By contrast, light levels diminish materially toward the site edges, with especially low levels shown along the eastern side of the property near the retained wetland and naturalized buffer areas. This is important from a compatibility perspective because it indicates that the proposal will not create an over-illuminated industrial perimeter condition adjacent to sensitive residential or environmental areas. The lighting design is therefore not only operationally functional, but also directionally appropriate: it serves the internal employment use while minimizing spillover and glare at the property boundaries.

The sun/shadow analysis likewise supports compatibility. The study demonstrates that the longest shadows occur during the expected early morning, late afternoon, and winter periods when low sun angles naturally produce elongated shadows. During the principal daytime periods, the shadowing remains more localized and generally associated with the immediate development footprint and site edges. From a planning perspective, this means the proposal does not impose an unusual or severe shadow condition on adjacent lands. Given the low-rise industrial built form, the dispersed site layout, and the large site area, the shadow effects identified are generally typical of this form of development and do not indicate a massing condition that would create unacceptable off-site impacts.

The architectural and urban design materials also play an important role in the compatibility analysis. The buildings are designed with articulated façades, identifiable office and entrance conditions, and a material treatment intended to achieve a more refined business park character. The proposal also includes landscaped frontage treatment, employee amenity space, pedestrian connections, and a more structured public-facing condition than would be expected of a purely utilitarian warehouse site. These factors do not replace the need for technical compatibility analysis, but they do influence the qualitative experience of the site from

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surrounding roads and adjacent lands. In planning terms, compatibility is not limited to measurable environmental effects; it also includes the degree to which a development reads as orderly, intentional, and visually appropriate in its setting. The design response here supports that conclusion.

The landscape plan is especially important in this regard. It demonstrates that the site edges are not being left as hardened industrial margins. Instead, the proposal includes perimeter planting, internal landscape areas, pedestrian walkways, a central amenity area, and naturalized buffers along the eastern environmental interface. The landscaped and naturalized treatment of these edges softens the transition between the industrial campus and the surrounding context and contributes to a more appropriate interface with both the road network and the adjacent environmental / residential conditions. The landscape plan therefore functions as both an urban design measure and a compatibility mitigation measure.

The environmental, hydrogeological, and drainage studies reinforce this conclusion by showing that the non-developed portions of the site are not residual or incidental. The retained wetland, dripline, drainage corridor, and buffer lands are all part of the actual development framework and have been studied as such. The hydrogeological investigation confirms that the wetlands are primarily fed by precipitation and surface runoff rather than groundwater discharge and identifies a hydrologic strategy that maintains the necessary runoff contribution through the broader drainage framework. The CESS Addendum and related environmental work likewise establish the development limits in response to the natural heritage and drainage conditions on the site. From a compatibility perspective, these retained lands perform a dual function: they protect environmental features and they also create a meaningful separation between the active industrial development and adjacent lands. This is significant because it means the site's compatibility structure is embedded not only in architecture and landscape, but also in the environmental and hydrologic framework of the proposal.

The grading, servicing, stormwater, and erosion and sediment control materials also contribute to the compatibility conclusion. They demonstrate that the site can be physically developed, serviced, and drained within its own limits without relying on uncontrolled runoff, unmanaged grading relationships, or unresolved infrastructure conflicts at the property edges. This is important because a proposal may appear compatible in land use terms but still create adverse effects through poor grading, drainage, or servicing design. That is not the case here. The engineering materials confirm that the development can be supported through a coherent civil framework that addresses the site's physical constraints while maintaining the intended development limits and environmental edge conditions.

The overall monitoring and adaptive management framework provides additional assurance. It confirms that matters such as groundwater conditions, headwater drainage feature performance, wetland response, erosion and sediment control implementation, and natural

heritage enhancement plantings will continue to be monitored during and after construction. In planning terms, this is important because it means the proposal does not depend solely on static pre-approval predictions. It is supported by an implementation framework that can verify outcomes and prompt remedial action where necessary. This adds a further layer of confidence to the compatibility assessment, particularly along the site's more sensitive environmental edges.

Taken together, the supporting materials establish a clear and evidence-based land use compatibility rationale. The proposal is not compatible simply because industrial development is anticipated in the broader policy framework. It is compatible because the actual development concept has been specifically organized, tested, and mitigated to address the surrounding context. The principal operational impacts are directed inward. The site edges are buffered through setbacks, natural heritage lands, drainage features, and landscape treatment. Noise remains below applicable criteria. Lighting is concentrated within the operational core and attenuates at the perimeter. Shadows are typical of a low-rise industrial form and do not create a severe off-site condition. Traffic impacts on the broader network are minimal, and internal truck and emergency manoeuvring can be safely accommodated. The retained environmental and hydrologic framework also contributes materially to buffering and separation.

In our opinion, despite the fact that the proposed use is industrial and despite the continuing presence of nearby rural residential dwellings in the Maneswood community and north of No. 5 Side Road in Halton Hills, the scale, design, and mitigation measures associated with the proposal are sufficient to buffer adverse effects on the surrounding lands. The result is a development that can transition the Subject Property into Milton's evolving employment area structure while maintaining an appropriate relationship with the surrounding residential and environmental context. It is therefore our opinion that the proposal is supportable from a land use compatibility perspective and represents good land use planning.

5.0 CONCLUSION

The proposed applications for 8995 Boston Church Road have been reviewed in the context of the applicable policy framework and the full technical record submitted in support of the development. Based on that review, it is our opinion that the proposed Official Plan Amendment, Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision represent good planning and should be approved. The proposal is not a speculative request for industrial permissions in the abstract. Rather, it is a coordinated planning and implementation package intended to transition the Subject Property from its current rural condition into Milton's broader employment area structure through the appropriate *Planning Act* instruments, while also addressing the environmental, drainage, servicing, design, and compatibility considerations that apply to the site.

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From a policy perspective, the applications have appropriate regard for the matters of provincial interest set out in the *Planning Act* and are consistent with the *Provincial Planning Statement, 2024*. The proposal advances employment growth in an appropriate location, protects the long-term employment function of the lands, and makes efficient use of planned infrastructure and the surrounding goods movement network. It has also been developed through a study-based framework that addresses natural heritage, hydrologic function, transportation, public health and safety, site design, and land use compatibility. In this regard, the proposal reflects the core provincial planning objectives of orderly development, economic opportunity, infrastructure efficiency, and environmental protection.

The proposal also conforms to the Halton Region Official Plan and is supportable within the local policy framework of the Town of Milton Official Plan, the emerging We Make Milton policy direction, and the Milton 401 Industrial/Business Park Secondary Plan context. The applications do not depart from the intended long-range employment role of the lands. On the contrary, they implement that role by establishing the appropriate local policy permissions, subdivision structure, and zoning framework needed to support development. They also refine the relevant environmental and drainage structure on the basis of the current technical record, which is consistent with the Town's policy approach to evidence-based schedule interpretation and implementation. The proposed planning instruments therefore work together: the Official Plan and Secondary Plan amendments establish the policy basis, the Draft Plan of Subdivision creates the block framework, and the Zoning By-law Amendment provides the site-specific regulatory mechanism for the industrial block and the retained environmental, drainage, and open space lands.

The supporting studies collectively demonstrate that the proposal is technically supportable and implementable. The architectural drawings, urban design material, and 3D renderings confirm that the development has been planned as a three-building employment campus rather than a single monolithic warehouse form. The Landscape Plan further supports that conclusion by providing structured frontage treatment, employee amenity space, pedestrian walkways, landscape gardens, and naturalized buffers along the environmental interface. Together, these materials demonstrate that the site can achieve an appropriate business park character consistent with the Town's design expectations for employment lands.

The civil and engineering record also strongly supports the proposal. The Site Grading Plan, Site Servicing Plan, Functional Servicing and Stormwater Management Report, stormwater analysis, erosion and sediment control plans, geotechnical investigation, and hydrogeological investigation confirm that the site can be graded, serviced, drained, and constructed in an orderly and technically sound manner. These studies identify the required grading strategy, retaining wall conditions, municipal water and sanitary servicing framework, stormwater quantity and quality controls, erosion and sediment control measures, subgrade and foundation considerations, groundwater conditions, and water balance response necessary to support the development. Importantly, they do not identify any geotechnical, hydrogeological,

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or servicing constraint that would preclude development. Rather, they establish the engineering basis through which the proposal can be implemented while maintaining the intended drainage and hydrologic functions of the site.

The environmental record is equally important and materially strengthens the planning case for approval. The CESS Addendum, which serves dually as the Environmental Impact Assessment and integrates the servicing, hydrogeological, and arboricultural findings, confirms that the site's natural heritage, wetland, woodland edge, and drainage conditions have been identified through field investigation and incorporated into the development framework. The proposal has therefore not been advanced on the assumption that the entire parcel is uniformly developable. Instead, the developable industrial area has been defined in relation to the retained natural heritage, drainage, and open space functions, and those distinctions are then carried through the subdivision and zoning framework. The Tree Inventory and Preservation Study, the wetland and groundwater monitoring work, and the overall monitoring and adaptive management plan further confirm that environmental protection is not limited to a static approval-stage assessment, but will continue through implementation, monitoring, and adaptive response if necessary.

The transportation and operational studies also support approval. The Traffic Impact Study confirms that the surrounding road network can accommodate the trips generated by the proposal while maintaining satisfactory operations under future total traffic conditions. The swept path assessment confirms that the site can safely and efficiently accommodate articulated trucks and emergency vehicles. The Noise Study concludes that the development can operate below the applicable acoustic criteria at the nearest sensitive receptors, and the Photometric Plan demonstrates that lighting is concentrated within the operational core of the site and attenuates materially toward the perimeter. The Sun/Shadow Analysis further confirms that shadow effects are typical of a low-rise industrial form and do not create a severe or prolonged off-site impact. Taken together, these studies demonstrate that the proposal is not only functionally supportable as an employment use, but can operate without creating unacceptable adverse effects on adjacent lands.

That compatibility conclusion is particularly important in this case. Although the Subject Property is intended to form part of Milton's evolving employment area structure, it remains proximate to existing rural residential dwellings in the Maneswood community and to the north in Halton Hills, as well as adjacent natural heritage features and retained drainage lands. The proposal responds to that context through a layered compatibility strategy. The internal site design directs the principal loading, circulation, and truck manoeuvring functions inward. The perimeter of the site is defined by setbacks, landscape treatment, naturalized buffers, retained environmental lands, and drainage features. The technical studies confirm acceptable acoustic performance, controlled lighting, limited shadow effects, manageable traffic impacts, and a drainage and environmental framework capable of protecting the retained natural features. In planning terms, the significance of this conclusion is that the proposal is compatible not simply

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because industrial uses are contemplated in the area, but because the specific scale, layout, and mitigation measures of this proposal have been shown to buffer and manage adverse effects on the surrounding lands.

The site suitability record is also complete. The Phase One and Phase Two Environmental Site Assessment work confirms that there is no unresolved contamination issue affecting the development potential of the lands. The Stage 1 and 2 Archaeological Assessment concludes that no archaeological resources were identified and that no further archaeological assessment is required. These studies are important because they confirm that the proposal is supportable not only in planning and infrastructure terms, but also in terms of environmental due diligence and cultural heritage review.

Taken together, the applicable policy framework and the supporting technical record lead to one clear conclusion. The proposal protects and advances the long-term employment function of the Subject Property, implements an efficient and supportable use of land and infrastructure, establishes an appropriate and defensible environmental and drainage framework, and demonstrates that the site can be developed in a manner that is compatible with the surrounding context. The requested planning instruments work together as an integrated approvals package, and the supporting studies confirm that the development concept is both technically feasible and policy supportable.

Accordingly, it is our opinion that the proposed Official Plan Amendment, Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision represent good planning, are in the public interest, and should be approved.

Should you require any additional information or concerns, please do not hesitate to contact us.

Respectfully submitted,
King Consultants

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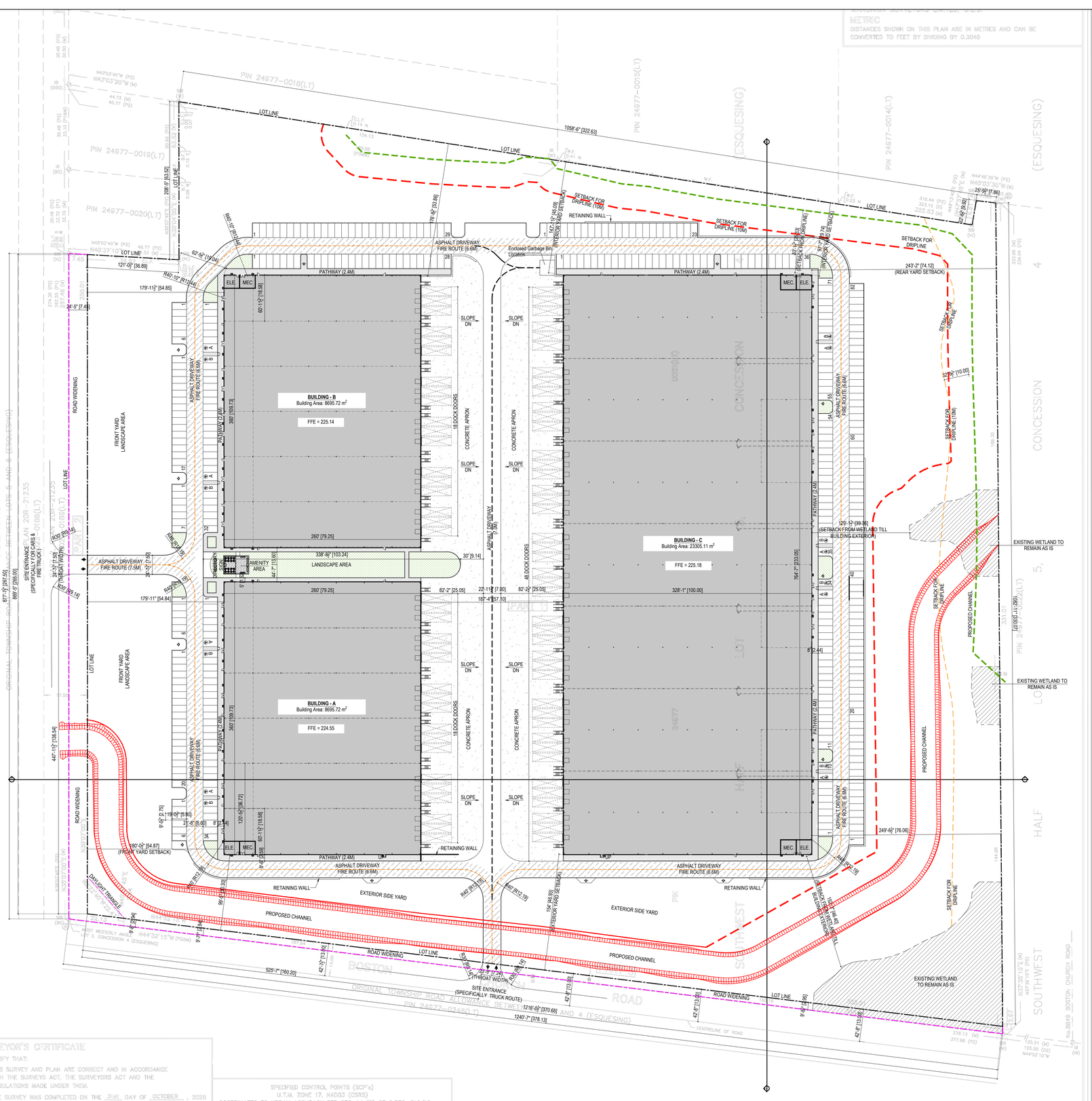
6.0 APPENDIX



SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 31st DAY OF OCTOBER , 2025

SPECIFIED CONTROL POINTS (SCP's)
U.T.M. ZONE 17, NAD83 (CSRS)
COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10

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#	DATE	ISSUED FOR
R5	2026-05-06	FOR COORDINATION
R4	2026-03-03	FOR COORDINATION
R3	2026-02-18	FOR COORDINATION
R2	2026-02-13	FOR COORDINATION
R1	2026-01-27	FOR COORDINATION
R0	2026-01-16	FOR COORDINATION

LEGEND

- EXISTING PROPERTY LINE BEFORE ROAD WIDENING
- PROPERTY LINE
- GREATEST LIMIT
- DRIPLINE STAKED BY TERRASTORY
- SETBACK FOR DRIPLINE
- BUILDING LINE
- FIRE ROUTE
- EXISTING WETLAND

SUMMARY

ADDRESS	8995 BOSTON CHURCH RD, MILTON
ZONE	AGRICULTURE

SITE STATISTICS

ZONE VARIATION	PERMITTED	EXISTING	PROPOSED
LOT AREA (MINIMUM)		12.03 ha. (120332.02 sq.m)	11.72 ha. (117245.32 sq.m) (After Road Widening)
LOT FRONTAGE (MINIMUM)		267.50m	265.00m (After Road Widening)
LOT COVERAGE (MAXIMUM)			34.71% (40696.57 m²)
FRONT YARD SETBACK (M) (MINIMUM)			54.84m
INTERIOR SIDE YARD DEPTH (M) (MINIMUM)			29.74m
EXTERIOR SIDE YARD DEPTH (M) (MINIMUM)			30.30m
REAR YARD DEPTH (M) (MINIMUM)			74.12m
HEIGHT (M) MAXIMUM			10m

PARKING STALL DIMENSIONS			
STANDARD STALL DIMENSIONS			2.75m X 5.8m
ACCESSIBLE STALL DIMENSIONS			Type A = 3.40m X 5.8m Type B = 2.75m X 5.8m
LOADING SPACE DIMENSION			3.50m X 12.0m
BICYCLE SPACE DIMENSION			

VEHICULAR PARKING

Parking is calculated for each individual Cannabis Production and Processing Facility, industrial and warehouse/distribution premises, including accessory office space, as follows:

For the first 1000 m2, 1 parking space per 30m2 of gross floor area shall be provided.

Any additional gross floor area shall be calculated in addition to the above provision and provided in accordance with the following rates:

- For gross floor areas between 1001m2 to 5000m2 shall provide 1 parking space per 100m2 of gross floor area.
- Gross floor areas greater than 5000m2 shall provide 1 parking space per 200m2 of gross floor area.

Notwithstanding any provisions of the By-law to the contrary, accessory retail uses associated with the industrial or warehouse/distribution use shall be included within the above noted calculations provided that the retail area does not exceed the lesser of 5% or 232.2 m2 of the total gross floor

PARKING CALCULATION		
	REQUIRED	PROVIDED
TOTAL GROSS FLOOR AREA (BUILDING A+B+C) = 40485.38 m² Parking Ratio: 1/30 m² for GFA 1000m² 1/100m² for GFA 100 1m² to 5000m² 1/200m² for GFA greater than 5000m²	1/30 m² for GFA 1000m² = 33.3 1/100m² for GFA 5000m² = 50 1/200m² for GFA 34485.38m² = 172.4 TOTAL PARKING REQUIRED = 256	399 (INCLUDING 16 BARRIER-FREE PARKING)

PROJECT NAME

PROPOSED WAREHOUSE/STORAGE DEVELOPMENT

AT 8995 BOSTON CHURCH RD, MILTON

DRAWING NAME

PROPOSED SITE PLAN

DRAWN BY SS	PROJECT NO. 25.020
CHECKED BY HK	PROJECT DATE 2025-06-27
Scale 1:200	Drawing no. A1.0
SHEET SIZE	24"X36"
TRUE NORTH	PROJECT NORTH

N

N

LEGEND

□	DENOTES MONUMENT SET
■	DENOTES MONUMENT FOUND
SIB	DENOTES STANDARD IRON BAR
IB	DENOTES IRON BAR
P1	DENOTES PLAN 20R–21235
P2	DENOTES PLAN OF SURVEY BY KENNETH H, McCONNELL, O.L.S. DATED OCTOBER 23, 1956
P3	DENOTES PLAN OF SURVEY BY FRED G. CUNNINGHAM, O.L.S. DATED JULY 13, 1999
BG	DENOTES BARICH GRANKIE SURVEYING LTD., O.L.S.
PIN	DENOTES PROPERTY IDENTIFIER NUMBER
M	DENOTES MEASURED
N,S,E,W	DENOTES NORTH, SOUTH, EAST, WEST
B.F.	DENOTES BOARD FENCE
C.L.F.	DENOTES CHAIN LINK FENCE
W.F.	DENOTES WOOD FENCE
T.O.B.	DENOTES TOP OF BANK
C.S.P.	DENOTES CORRUGATED STEEL PIPE
INV.	DENOTES INVERT ELEVATION
NI	DENOTES NOT IDENTIFIABLE
OU	DENOTES ORIGINAL UNKNOWN
D	DENOTES INSTRUMENT No.543284
D2	DENOTES INSTRUMENT No.310084
D3	DENOTES INSTRUMENT No.640442
U.P.	DENOTES UTILITY POLE
F.H.	DENOTES FIRE HYDRANT
W.V.	DENOTES WATER VALVE
C.B.	DENOTES CATCH BASIN
	DENOTES CONIFEROUS TREE
	DENOTES DECIDUOUS TREE

ALL TIES TO CONCRETE FOUNDATION, UNLESS NOTED OTHERWISE.

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A & B, BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD 83.

SURVEYOR'S REAL PROPERTY REPORT
PART 1 – PLAN OF SURVEY OF
PART OF LOT 5
CONCESSION 4
(GEOGRAPHIC TOWNSHIP OF ESQUESING)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

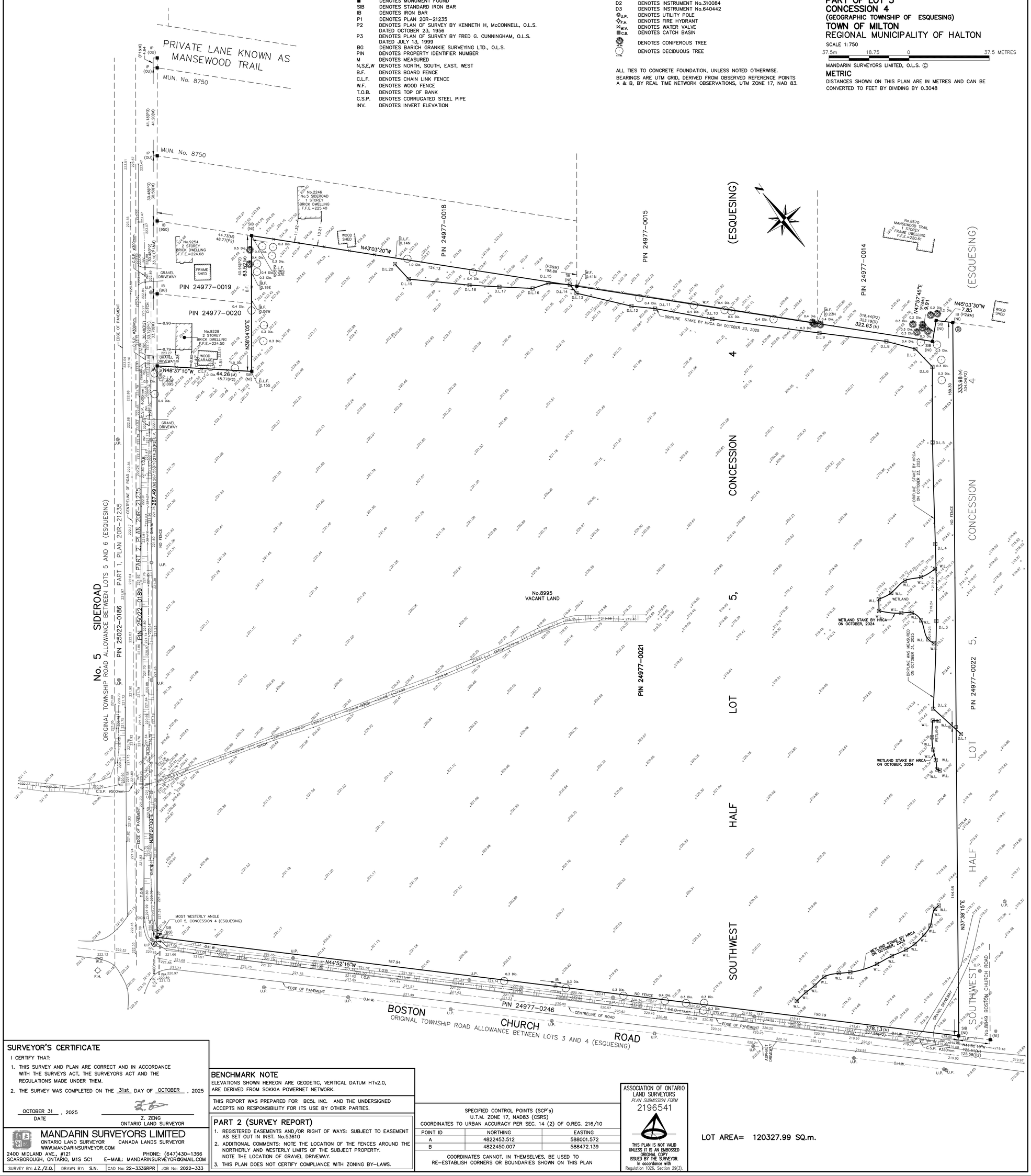
SCALE 1:750

37.5m 18.75 0 37.5 METRES

MANDARIN SURVEYORS LIMITED, O.L.S. ©

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 31st DAY OF OCTOBER , 2025

OCTOBER 31 , 2025
DATE

Z. ZENG
ONTARIO LAND SURVEYOR

MANDARIN SURVEYORS LIMITED
ONTARIO LAND SURVEYOR CANADA LANDS SURVEYOR
WWW.MANDARINSURVEYOR.COM
2400 MIDLAND AVE., #121 PHONE: (647)430–1366
SCARBOROUGH, ONTARIO, M1S 5C1 E–MAIL: MANDARINSURVEYOR@GMAIL.COM

SURVEY BY: J.Z./Z.Q.	DRAWN BY: S.N.	CAD No: 22–333SRPR	JOB No: 2022–333

BENCHMARK NOTE

ELEVATIONS SHOWN HEREON ARE GEODETIC, VERTICAL DATUM HTv2.0, ARE DERIVED FROM SOKKIA POWERNET NETWORK.

THIS REPORT WAS PREPARED FOR BCSL INC. AND THE UNDERSIGNED ACCEPTS NO RESPONSIBILITY FOR ITS USE BY OTHER PARTIES.

PART 2 (SURVEY REPORT)

1. REGISTERED EASEMENTS AND/OR RIGHT OF WAYS: SUBJECT TO EASEMENT AS SET OUT IN INST. No.53610
2. ADDITIONAL COMMENTS: NOTE THE LOCATION OF THE FENCES AROUND THE NORTHERLY AND WESTERLY LIMITS OF THE SUBJECT PROPERTY. NOTE THE LOCATION OF GRAVEL DRIVEWAY.
3. THIS PLAN DOES NOT CERTIFY COMPLIANCE WITH ZONING BY–LAWS.

SPECIFIED CONTROL POINTS (SCP's)
U.T.M. ZONE 17, NAD83 (CSRS)
COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10

POINT ID	NORTHING	EASTING
A	4822453.512	588001.572
B	4822450.007	588472.139

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE–ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
2196541

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR.
In accordance with Regulation 1026, Section 29(3).

LOT AREA= 120327.99 SQ.m.

LEGEND

□	DENOTES MONUMENT SET
■	DENOTES MONUMENT FOUND
SIB	DENOTES STANDARD IRON BAR
IB	DENOTES IRON BAR
P1	DENOTES PLAN 20R–21235
P2	DENOTES PLAN OF SURVEY BY KENNETH H, McCONNELL, O.L.S. DATED OCTOBER 23, 1956
P3	DENOTES PLAN OF SURVEY BY FRED G. CUNNINGHAM, O.L.S. DATED JULY 13, 1999
BG	DENOTES BARICH GRANKIE SURVEYING LTD., O.L.S.
PIN	DENOTES PROPERTY IDENTIFIER NUMBER
M	DENOTES MEASURED
N,S,E,W	DENOTES NORTH, SOUTH, EAST, WEST
B.F.	DENOTES BOARD FENCE
C.L.F.	DENOTES CHAIN LINK FENCE
W.F.	DENOTES WOOD FENCE

NI	DENOTES NOT IDENTIFIABLE
OU	DENOTES ORIGINAL UNKNOWN
D	DENOTES INSTRUMENT No.543284
D2	DENOTES INSTRUMENT No.310084
D3	DENOTES INSTRUMENT No.640442

BEARINGS ARE U.T.M. GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (POWERNET) OBSERVATIONS, U.T.M. ZONE 17, NAD83 (CSRS)
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99966092

BEARINGS ON THE FOLLOWING PLAN HAS BEEN ROTATED CLOCKWISE BY 0°7'45" TO ACCOUNT FOR DIFFERENT REFERENCE MERIDIANS–P2

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

DATE _____ ,2026

Z. ZENG
ONTARIO LAND SURVEYOR

PLAN 20R–

RECEIVED AND DEPOSITED

DATE _____ ,2026

REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF HALTON (No. 20)

SCHEDULE

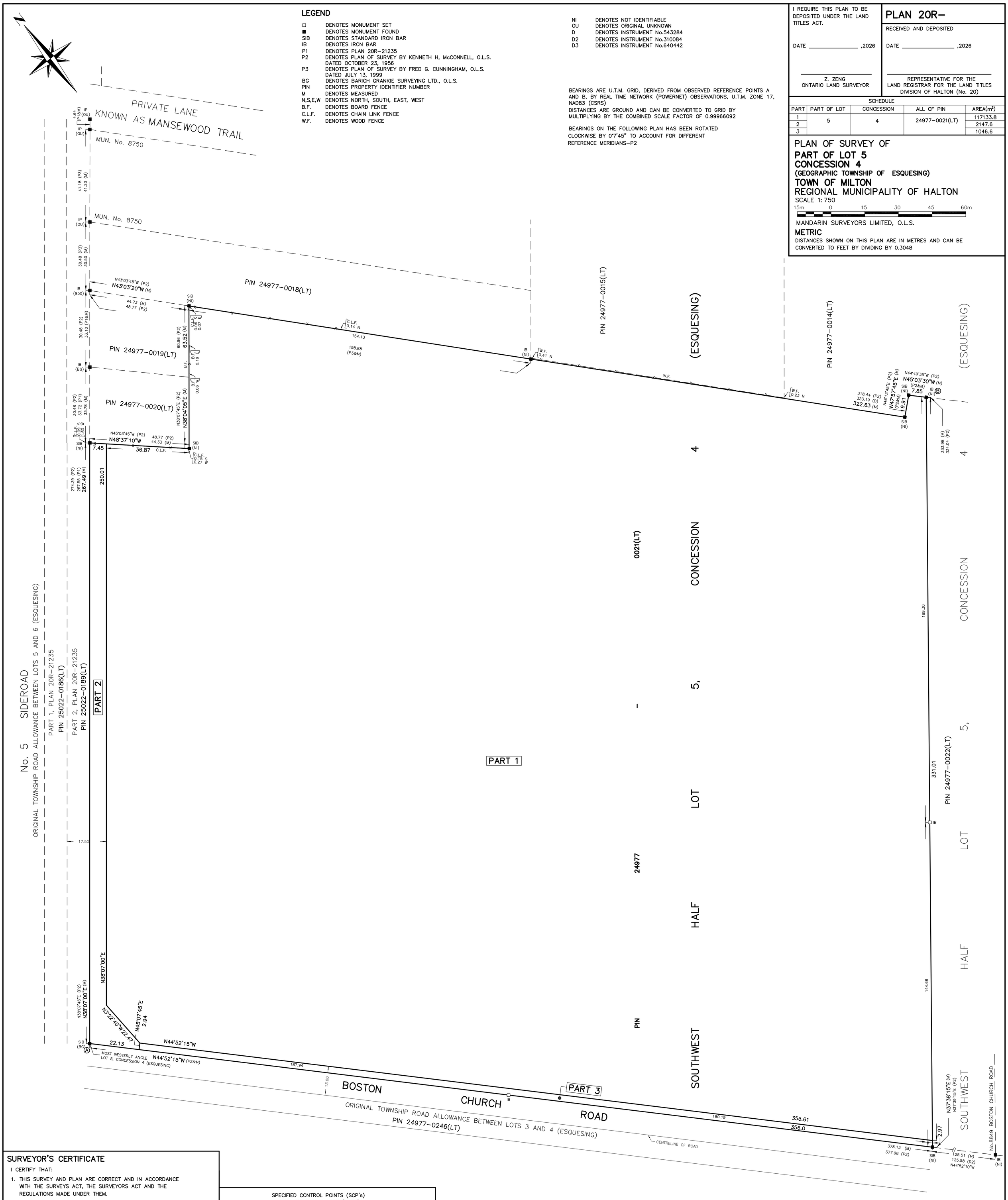
PART	PART OF LOT	CONCESSION	ALL OF PIN	AREA(m^2)
1	5	4	24977–0021(LT)	117133.8
2				2147.6
3				1046.6

PLAN OF SURVEY OF
PART OF LOT 5
CONCESSION 4
(GEOGRAPHIC TOWNSHIP OF ESQUESING)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON
SCALE 1:750

15m 0 15 30 45 60m

MANDARIN SURVEYORS LIMITED, O.L.S.

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 31st DAY OF OCTOBER , 2025

FEBRUARY 4 , 2026
DATE

Z. ZENG
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEYS RELATES TO
AOLS PLAN SUBMISSION FORM NUMBER V–******

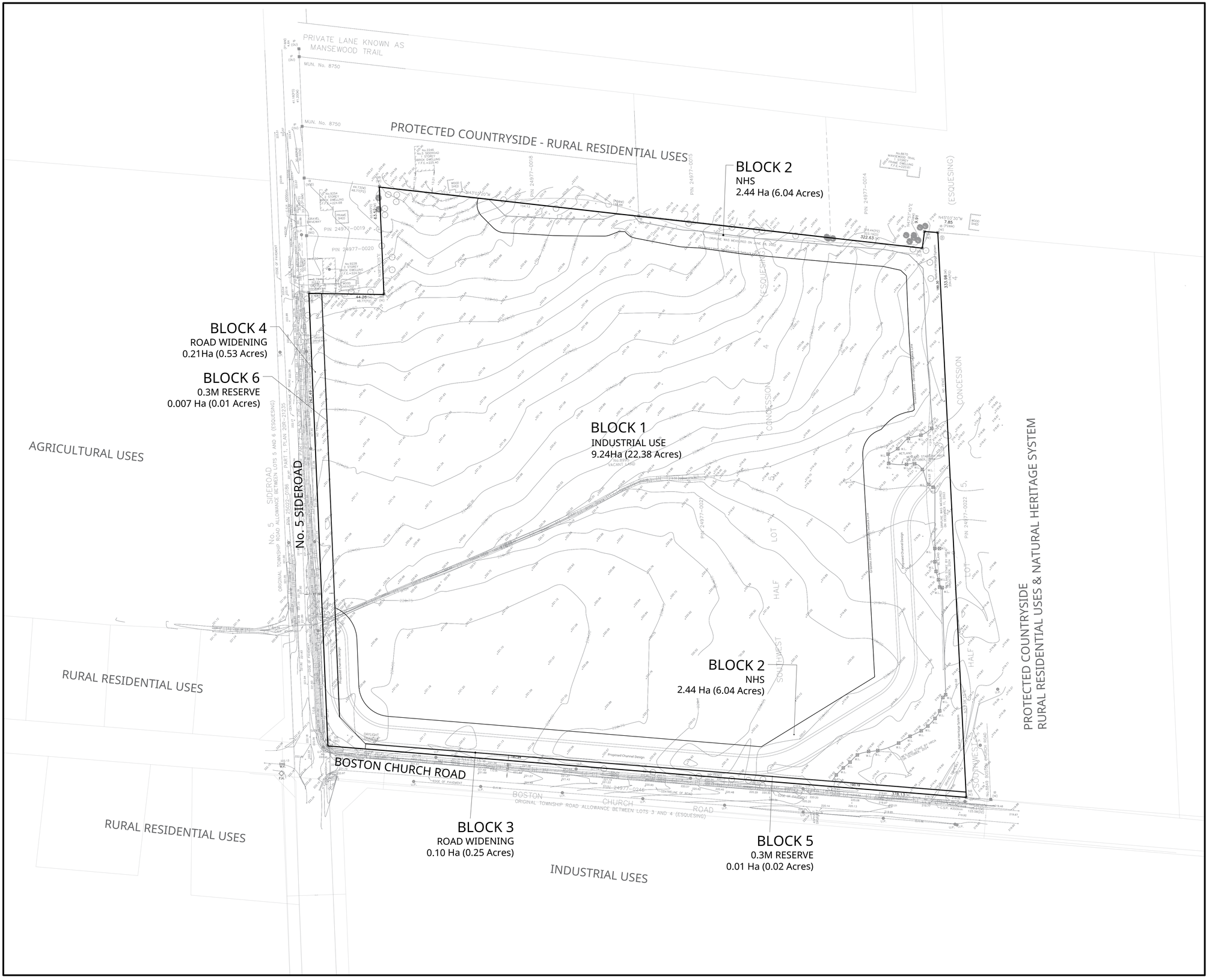
SPECIFIED CONTROL POINTS (SCP's)
U.T.M. ZONE 17, NAD83 (CSRS)
COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10

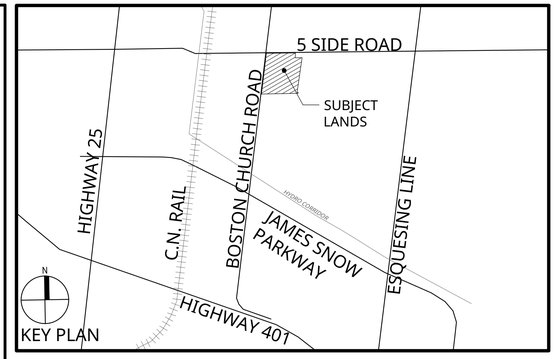
POINT ID	NORTHING	EASTING
A	4822453.512	588001.572
B	4822450.007	588472.139

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE–ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

MANDARIN SURVEYORS LIMITED
ONTARIO LAND SURVEYOR CANADA LANDS SURVEYOR
WWW.MANDARINSURVEYORS.COM
2400 MIDLAND AVENUE #121 PHONE: (647)430–1366
TORONTO, ONTARIO, M1S 5C1 E–MAIL: MANDARINSURVEYOR@GMAIL.COM

SURVEY BY: J.Z./Z.Q. | DRWN BY: S.Z. | CAD No: 22–333RPLAN | JOB No: 2022–333





DRAFT PLAN OF SUBDIVISION
BC5L Inc.
FILE#24T-XXXXX

PART LOT 5, CONCESSION 4 ESQUESING, AS IN 543284 S/T 53610/ ESQUESING DESCRIPTION AMENDED 11 09 99 BY J MENARD
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

OWNERS CERTIFICATE

I HEREBY AUTHORIZE KING CONSULTANTS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED _____ DATE_____

BALJINDER S. PHAGURA, DIRECTOR
BC5L INC.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE_____

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A, B, C, D, E, F, G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPE WATER TO BE PROVIDED
I) SANDY SILT AND SILTY CLAY
K) SANITARY SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)
Industrial Block	1	9.24	22.38
NHS Channel	2	2.44	6.04
Road Widening	3,4	0.31	0.78
0.3m Reserve	5,6	0.017	0.03
TOTAL	6	11.72	29.23

NOTES

-Base mapping obtained from Mandarin Surveying
-Vacant Land
-Daylight Triangle at No. 5 Sideroad & Boston Church Road: 15m x 15m

SCALE 1:1000
(24x36)
FEBRUARY 11, 2026

KING

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2026

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE PLANNING ACT IN RESPECT OF THE LANDS LEGALLY DESCRIBED AS PART OF LOT 5 CONCESSION 4, ESQUESING AS IN 543284 S/T 53610, DESCRIPTION AMENDED BY J MENARD 11/09/1999, FORMER GEOGRAPHIC TOWNSHIP OF ESQUESING, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (BC5L Inc. – FILES: LOPA-XX/26 AND Z-XX/26).

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedule C.2.A and Schedule C.2.B of the Milton 401 Industrial/Business Park Secondary Plan to permit the modification of the limits of the existing Secondary Plan Boundary and Industrial Area in order to facilitate the proposed development consisting of an industrial area made up of three buildings serviced by an industrial lane and modified channel for the lands legally described as Part of Lot 5, Concession 4, Esquesing As In 543284 S/T 53610, Town of Milton, consisting of the attached map(s) and explanatory text, is hereby adopted.

2. Pursuant to Subsection 17(27) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17(24) and (25). Where one or more appeals have been filed under Subsection 17(24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.

3. The Clerk is hereby authorized to approve the aforementioned Amendment Number No. XX to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON [DATE]

_____ Mayor
Gordon A. Krantz

_____ Town Clerk
Meaghen Reid

AMENDMENT NUMBER XX

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

PART 1 THE PREAMBLE, does not constitute part of this Amendment

PART 2 THE AMENDMENT, consisting of the following text and schedules constitutes Amendment No. XX to the Official Plan of the Town of Milton

PART 1: THE PREAMBLE THE

TITLE

This amendment, being an amendment to the 401 Industrial/Business Park Secondary Plan (Official Plan of the Town of Milton) shall be known as:

Amendment No. XX To the Milton 401 Industrial/Business Park Secondary Plan,
Town of Milton Official Plan
(Part of Lot 5, Concession 4 Esquesing)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to modify the limits of the Secondary Plan Boundary and Industrial Area to include the subject lands within the Milton 401 Industrial/Business Park Secondary Plan. An Industrial designation will be established to guide future development in a comprehensive manner and update reference and mapping to reflect the employment use. Additionally, an amendment is proposed to remove a “watercourse” and its associated hazards from relevant references and mapping to incorporate the recommendations of the Comprehensive Environmental Servicing, and Stormwater Study and confirmation from Conservation staff that a watercourse feature does not exist. A new channel along the property limits is proposed to convey stormwater flow from the south side of No. 5 Side Road to the southerly lot line.

LOCATION OF THE AMENDMENT

The subject lands to this amendment is located on the south side of 5 Side Road and the east side of Boston Church Road and is approximately 12.03 hectares in size (29.72 acres). The lands are legally described as Part of Lot 5, Concession 4 Esquesing, Town of Milton. The subject property is located adjacent to the Milton 401 Industrial/Business Park Secondary Plan Boundary.

BASIS OF THE AMENDMENT

The 2031 ‘Urban Area’ limit for the Town of Milton was established though Halton Regions Official Plan Amendment No. 38 (ROPA 38) and in this capacity, the Plan was meant to accommodate employment growth to 2031. Further refinement to the Urban Boundary through the provisions of the Bill 162, Get it Done Act, 2024 included the subject lands within the newly approved settlement area. Discussions took place with staff to reconsider the classification of the subject lands from “Future Employment Area” and “Natural Heritage System” to “Existing Employment Area” in the comment period for LOPA-12/24, We Make Milton Draft Official Plan. The subject lands were included as a part of the Land Needs Assessment and employment growth forecast but excluded in the draft Official Plan. The redesignation of the lands to “Existing Employment Area” was considered logical, efficient use of land planned to be municipally serviced and the proposed would contribute to the employment forecast. Direction was provided to modify the limits of

the ‘Secondary Plan Boundary’ to include the subject property within the Secondary Plan in order to apply an appropriate designation for future development decisions and guide the amended Zoning By-law implementation. Furthermore, the ‘Natural Heritage System Overlay’ that bisects the subject property is to be removed as the Comprehensive Environmental, Servicing and Stormwater Study (CESS) Addendum determined that the conceptual channel does not exist and instead, is to be located along the property limits wholly within a channel. Namely, Schedule 3 Municipal Structure, Schedule 4 urban Structure, Schedule 6 Green Systems, Schedule 7a Blue System Water Resources System, Schedule 8 Natural Hazards, Schedule 12 Urban Land Use Plan, Appendix A Subwatershed Study, the Secondary Plan Schedule C.2.A Structure Plan and C.2.B Land Use Plan.

PART 2: THE AMENDMENT

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. XX to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Town of Milton Official Plan is hereby amended by Official Plan Amendment No. XX, pursuant to Sections 17 and 21 of the Planning Act, as amended, as follows:

1.0 Map Change(s)

1.1 “Schedule 3 – Municipal Structure“ is hereby amended by removing the Green System identified in blue line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘1’**, attached hereto.

1.2 “Schedule 4 – Urban Structure“ is hereby amended by removing the Green System identified in blue line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘2’**, attached hereto.

1.3 “Schedule 6 – Green System“ is hereby amended by removing the Green System identified in blue line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘3’**, attached hereto.

1.4 “Schedule 7a – Blue System Water Resources System“ is hereby amended by removing the Key Hydrologic Feature identified in yellow line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘4’**, attached hereto.

1.5 “Schedule 8 – Natural Hazard“ is hereby amended by removing the Floodplain Hazard identified in yellow line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘5’**, attached hereto.

1.6 “Schedule 12 – Urban Area Land Use Plan“ is hereby amended by removing the Green System identified in yellow line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘6**’, attached hereto.

1.7 “Appendix A – Subwatershed Areas 2 and 7“ is hereby amended by removing the Watercourse line work identified in yellow line work and include the subject lands identified in red line work as being within the 401 Industrial/Business Park Secondary Plan boundary on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘7’**, attached hereto.

1.8 “Schedule C.2.A - Structure Plan” is hereby amended by including the subject lands identified in red line work on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘8’**, attached hereto.

1.9 “Schedule C.2.B - Land Use Plan” is hereby amended by including the subject lands identified in bold black lines as being within the 401 Industrial/Business Park Secondary Plan boundary and designating the subject lands as “Industrial Area” identified in Dim Gray Purple solid hatching on Diagram ‘1’, attached to and forming part of this amendment, as shown on **Schedule ‘9‘**, attached hereto.

SCHEDULE '1' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 3
Municipal Structure

Township of Eramosa

Township of Puslinch

Town of Halton Hills

City of Hamilton (Fmr. Twn. Flamborough)

City of Burlington

City of Mississauga

Town of Oakville

HIGHWAY 7 HIGHWAY 7

ERAMOSA MILTON TOWNLINE

CREWSONS LINE

ARKELL ROAD

NO 30 SIDE ROAD

NO 28 SIDE ROAD

NASSAGAWEYA PUSLINCH TOWNLINE

NO 25 SIDE ROAD

SECOND LINE NASSAGAWEYA

ENNISCLARE DRIVE

FIFTH LINE NASSAGAWEYA

NO 20 SIDE ROAD

GUELPH LINE

FOURTH LINE NASSAGAWEYA

SIXTH LINE NASSAGAWEYA

NASSAGAWEYA ESQUESING TOWNLINE

NO 17 SIDE ROAD

Brookville

CEDAR TRAIL

NO 15 SIDE ROAD

Moffat

DARKWOOD ROAD

FIRST LINE NASSAGAWEYA

NO 10 SIDE ROAD

401 HIGHWAY

REID SIDE ROAD

Campbellville

CAMPBELLVILLE ROAD

MILBUROUGH LINE

NO 3 SIDE ROAD

TWISS ROAD

LIMESTONE ROAD

CANYON ROAD

KELSO ROAD

401

CONSERVATION ROAD

APPLEBY LINE

NO 14 SIDE ROAD

MCNIVEN ROAD

WALKERS LINE

NO 5 SIDE ROAD

JAMES SNOW PARKWAY

STEELES AVENUE

MAIN STREET

ONTARIO STREET

DERRY ROAD

BELL SCHOOL LINE

LOUIS ST LAURENT AVENUE

SIXTH LINE

TRAFALGAR ROAD

EIGHTH LINE

BRITANNIA ROAD

THOMPSON ROAD

FOURTH LINE

FIFTH LINE

NINTH LINE

FIRST LINE

REGIONAL ROAD NO 25

TREMAINE ROAD

LOWER BASE LINE

NO 2 SIDE ROAD

407 HIGHWAY

407

BURNHAMTHORPE ROAD

403

PROPOSED GREEN SYSTEM TO BE REMOVED

SUBJECT LANDS

DRAFT AMENDMENT AREA

N

0 1 2 3 4 5 6 KM

Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

December 2025

Draft for Consultation

- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet
- Green System
- Major Transit Station
- Future Major Transit Station
- Hydro Corridors
- Parkway Belt West Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

SCHEDULE '2' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 4 Urban Structure

PROPOSED GREEN SYSTEM TO BE REMOVED

Town of Halton Hills

City of Burlington

SUBJECT LANDS

DRAFT AMENDMENT AREA

N

0 0.5 1 2 3 KM

SIXTH LINE NASSAGAWEYA
CAMPBELLVILLE ROAD
401
KELSO ROAD
NO 5 SIDE ROAD
JAMES SNOW PARKWAY
MARTIN STREET
STEELES AVENUE
401 HIGHWAY
407
NO 14 SIDE ROAD
MAIN STREET
ONTARIO STREET
DERRY ROAD
LOUIS ST LAURENT AVENUE
BELL SCHOOL LINE
SIXTH LINE
EIGHTH LINE
BRITANNIA ROAD
FIRST LINE
REGIONAL ROAD NO 25
THOMPSON ROAD
FOURTH LINE
FIFTH LINE
TRAFALGAR ROAD
NINTH LINE
LOWER BASE LINE
403 HIGHWAY
NO 2 SIDE ROAD
TREMAINE ROAD
HENDERSON ROAD
NO 1 SIDE ROAD
BURNHAMTHORPE ROAD

Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

December 2025

Draft for Consultation

Major Urban Centre

① Bronte Steeles
② Downtown
③ Uptown / PMTSA

Urban Village Centres

④ Education Village Centre
⑤ South Milton Village
⑥ Milton Trafalgar GO Village

Community Hubs
Economic Growth Area
Complete Neighbourhoods
Green System
Employment Area Overlay
Municipal Boundary
Parkway Belt West Boundary

Protected Major Transit Station
Future Protected Major Transit Station
Hydro Corridors
Rail Line
Provincial Freeway
Major Roads
Collector Roads
Proposed Major Roads

SCHEDULE '3' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 6 Green System

Township of Eramosa

Township of Puslinch

Town of Halton Hills

City of Hamilton (Fmr. Twn. Flamborough)

City of Burlington

City of Mississauga

Town of Oakville

ERAMOSA MILTON TOWNLINE
HIGHWAY 7
CREWSONS LINE
ARKELL ROAD
NO 30 SIDE ROAD
NO 28 SIDE ROAD
NASSAGAWEYA PUSLINCH TOWNLINE
NO 25 SIDE ROAD
SECOND LINE NASSAGAWEYA
ENNISCLARE DRIVE
FIFTH LINE NASSAGAWEYA
NO 20 SIDE ROAD
GUELPH LINE
FOURTH LINE NASSAGAWEYA
SIXTH LINE NASSAGAWEYA
NASSAGAWEYA ESQUESING TOWNLINE
NO 17 SIDE ROAD
CEDAR TRAIL
AMOS DRIVE
NO 15 SIDE ROAD
DARKWOOD ROAD
FIRST LINE NASSAGAWEYA
NO 10 SIDE ROAD
401 HIGHWAY
REID SIDE ROAD
CAMPBELLVILLE ROAD
CAMPBELL AVENUE
CANYON ROAD
KELSO ROAD
401
JAMES SNOW PARKWAY
NO 5 SIDE ROAD
NO 3 SIDE ROAD
LIMESTONE ROAD
MILBURROUGH LINE
TWISS ROAD
CONSERVATION ROAD
APPLEBY LINE
STEELES AVENUE
NO 14 SIDE ROAD
MAIN STREET
ONTARIO STREET
MCNIVEN ROAD
WALKERS LINE
DERRY ROAD
BELL SCHOOL LINE
LOUIS ST LAURENT AVENUE
SIXTH LINE
TRAFALGAR ROAD
EIGHTH LINE
BRITANNIA ROAD
THOMPSON ROAD
FIRST LINE
REGIONAL ROAD NO 25
FOURTH LINE
FIFTH LINE
NINTH LINE
TREMAINE ROAD
HENDERSON ROAD
LOWER BASE LINE
NO 2 SIDE ROAD
407 HIGHWAY
407
403
BURNHAMTHORPE ROAD

PROPOSED KEY FEATURE TO BE REMOVED

SUBJECT LANDS
DRAFT AMENDMENT AREA

0 1 2 3 4 5 6 KM

Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

December 2025

Draft for Consultation

A. Local Natural Heritage System
- Escarpment Protection Area
- Escarpment Natural Area
- Key Features
- Enhancement Areas, Linkages, Buffers

B. Greenbelt Natural Heritage System
- Greenbelt Natural Heritage System

C. Parks and Open Spaces
- Parks and Open Spaces
- Urban Area
- Rural Area

- MEV Complimentary Greenbelt Lands Policy Area
- Provincial Freeway
- Rail Line
- Major Roads
- Proposed Major Roads
- Municipal Boundary

SCHEDULE '4' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 7a
Blue System
Water Resources System

Township of Eramosa

Township of Puslinch

Town of Halton Hills

City of Hamilton (Fmr. Twn. Flamborough)

City of Mississauga

City of Burlington

Town of Oakville

ERAMOSA MILTON TOWNLINE
HIGHWAY 7
CREWSONS LINE
ARKELL ROAD
NO 30 SIDE ROAD
NO 28 SIDE ROAD
NASSAGAWEYA PUSLINCH TOWNLINE
NO 25 SIDE ROAD
SECOND LINE NASSAGAWEYA
ENNISCLARE DRIVE
FIFTH LINE NASSAGAWEYA
NO 20 SIDE ROAD
GUELPH LINE
FOURTH LINE NASSAGAWEYA
SIXTH LINE NASSAGAWEYA
NASSAGAWEYA ESQUESING TOWNLINE
NO 17 SIDE ROAD
Brookville
CEDAR TRAIL
NO 15 SIDE ROAD
Moffat
DARKWOOD ROAD
FIRST LINE NASSAGAWEYA
NO 10 SIDE ROAD
REID SIDE ROAD
Campbellville
CAMPBELLVILLE ROAD
401 HIGHWAY
KELSO ROAD
NO 3 SIDE ROAD
LIMESTONE ROAD
CANYON ROAD
MILBURROUGH LINE
TWISS ROAD
CONSERVATION ROAD
APPLEBY LINE
MCNIVEN ROAD
WALKERS LINE
NO 14 SIDE ROAD
NO 5 SIDE ROAD
STEELES AVENUE
MAIN STREET
ONTARIO STREET
DERRY ROAD
BELL SCHOOL LINE
LOUIS SAINT LAURENT AVENUE
JAMES SNOW PARKWAY
SIXTH LINE
TRAFALGAR ROAD
EIGHTH LINE
NINTH LINE
BRITANNIA ROAD
REGIONAL ROAD NO 25
THOMPSON ROAD
FIRST LINE
FOURTH LINE
FIFTH LINE
TREMAINE ROAD
HENDERSON ROAD
LOWER BASE LINE
NO 2 SIDE ROAD
BURNHAMTHORPE ROAD
407 HIGHWAY
407
403
401

PROPOSED KEY HYDROLOGIC FEATURE TO BE REMOVED

SUBJECT LANDS
DRAFT AMENDMENT AREA

0 1 2 3 4 5 6 KM

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December 2025

Draft for Consultation

Key Hydrologic Feature

Municipal Boundary
Urban Boundary
Urban Area
Rural Area
Hamlet Boundary

Provincial Freeway
Major Roads
Proposed Major Roads
Rail Line

SCHEDULE '5' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 8
Natural Hazards

Township of Eramosa

Township of Puslinch

Town of Halton Hills

City of Hamilton (Fmr. Twn. Flamborough)

City of Burlington

City of Mississauga

Town of Oakville

ERAMOSA MILTON TOWN LINE
HIGHWAY 7
CREWSONS LINE
ARKELL ROAD
NO 30 SIDE ROAD
NO 28 SIDE ROAD
NASSAGAWEYA PUSLINCH TOWNLINE
SECOND LINE NASSAGAWEYA
NO 25 SIDE ROAD
ENNISCLARE DRIVE
FIFTH LINE NASSAGAWEYA
NO 20 SIDE ROAD
NASSAGAWEYA ESQUESING TOWNLINE
GUELPH LINE
FOURTH LINE NASSAGAWEYA
SIXTH LINE NASSAGAWEYA
NO 17 SIDE ROAD
Brookville
Moffat
NO 15 SIDE ROAD
DARKWOOD ROAD
FIRST LINE NASSAGAWEYA
NO 10 SIDE ROAD
REID SIDE ROAD
Campbellville
CAMPBELLVILLE ROAD
401
HIGHWAY
KETSO ROAD
NO 5 SIDE ROAD
LIMESTONE ROAD
CANYON ROAD
MILBURROUGH LINE
TWISS ROAD
CONSERVATION ROAD
APPLEBY LINE
STEELES AVENUE
NO 14 SIDE ROAD
MAIN STREET
MCNIVEN ROAD
WALKERS LINE
ONTARIO STREET
DERRY ROAD
JAMES SNOW PARKWAY
SIXTH LINE
TRAFALGAR ROAD
EIGHTH LINE
BELL SCHOOL LINE
BRITANNIA ROAD
REGIONAL ROAD NO 25
FIRST LINE
THOMPSON ROAD
FOURTH LINE
FIFTH LINE
NINTH LINE
TREMAINE ROAD
NO 2 SIDE ROAD
BURNHAMTHORPE ROAD
LOWER BASE LINE
407
403

PROPOSED FLOODPLAIN HAZARD TO BE REMOVED

SUBJECT LANDS
DRAFT AMENDMENT AREA

N

0 1 2 3 4 5 6 KM

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December 2025

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- Floodplain Hazard
- Spill Zone Hazards
- Wetland Hazard
- Stable Top of Bank Hazard
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

SCHEDULE '6' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 12 Urban Area Land Use Plan

PROPOSED GREEN SYSTEM TO BE REMOVED

Town of Halton Hills

City of Burlington

City of Mississauga

Town of Oakville

SUBJECT LANDS

DRAFT AMENDMENT AREA

KM 0 0.5 1 2 3

SIXTH LINE NASSAGAWEYA
CAMPBELLVILLE ROAD
401
KELSO ROAD
2
NO 5 SIDE ROAD
JAMES SNOW PARKWAY
401
MARTIN STREET
STEELES AVENUE
APPLEBY LINE
401 HIGHWAY
401
NO 14 SIDE ROAD
MAIN STREET
1
Milton Go PMTSA
ONTARIO STREET
407
Agerton Go PMTSA
DERRY ROAD
3
LOUIS ST LAURENT AVENUE
4
SIXTH LINE
TRAFALGAR ROAD
Trafalgar Expansion Area
BRITANNIA ROAD
5
TREMAINE ROAD
THOMPSON ROAD
REGIONAL ROAD NO 25
FIRST LINE
FIFTH LINE
Britannia East Expansion Area
EIGHTH LINE
NINTH LINE
407
BELL SCHOOL LINE
Rattlesnake Expansion Area
LOWER BASE LINE
Britannia West Expansion Area
FOURTH LINE
HENDERSON ROAD
NO 2 SIDE ROAD
407
407 HIGHWAY
403
403 HIGHWAY
NO 1 SIDE ROAD
BURNHAMTHORPE ROAD
407

1. For land use designations within the Major Urban Centre see Schedule 13a.
2. For land use designations within Milton Heights see Schedule 14b.
3. For land use designations within Trafalgar see Schedule C.11.C.
4. For land use designations within Milton Education Village see Schedule C.12.A.
5. For land use designations within Britannia see Schedule C.13.C.

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December 2025

Draft for Consultation

- Major Commercial Area
- Secondary Mixed Use Node
- Residential Area
- Business Commercial Area
- Prestige Office Area
- Industrial Area
- Business Park Area
- Major Urban Centre
- Protected Major Transit Station Area
- New Complete Neighbourhoods
- Future Complete Neighbourhoods
- Existing Economic Growth Areas
- New Economic Growth Areas
- Future Economic Growth Areas
- Green System
- Greenbelt NHS
- Municipal Boundary
- Urban Boundary
- Parkway Belt West Boundary
- Rail Line
- Provincial Freeway

SCHEDULE '7' TO OFFICIAL PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Appendix A
Subwatershed Areas 2 and 7

PROPOSED SUBJECT LANDS TO BE INCLUDED IN THE 401 INDUSTRIAL/BUSINESS PARK SECONDARY PLAN

PROPOSED WATERCOURSE TO BE REMOVED

Town of Halton Hills

Town of Oakville

City of Burlington

City of Mississauga

SHERWOOD SURVEY

401 INDUSTRIAL / BUSINESS PARK

AGERTON

DERRY GREEN CORPORATE BUSINESS PARK

BRISTOL SURVEY

SHERWOOD SURVEY

MILTON EDUCATION VILLAGE

BOYNE SURVEY

TRAFALGAR

BRITANNIA EAST/WEST

Kilometers

0 0.5 1 2 3

December 2025

Draft for Consultation

- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East/West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial/Business Park
- Watercourse
- Subwatershed 2
- Subwatershed 7
- Municipal Boundary Parkway
- Belt West Boundary
- Hydro Corridors
- Major Transit Station
- Future Major Transit Station
- Rail Line
- Provincial Freeway
- Major Roads
- Proposed Major Roads

SCHEDULE '7' TO OFFICIAL PLAN AMENDMENT NO. XX

DRAFT AMENDMENT AREA

PROPOSED LANDS TO BE INCLUDED IN THE SECONDARY PLAN AND REDEFINED NATURAL HERITAGE SYSTEM

No 5 SIDE ROAD

NO 5 SIDE ROAD

FUTURE JAMES SNOW PARKWAY

DUBLIN LINE

Future Interchange

MOUNT PLEASANT WAY

ESCARPMENT WAY

PEDDIE ROAD

HOLGATE CRESCENT

REGIONAL ROAD 25

HIGH POINT DRIVE

DURANTE WAY

PARKHILL DRIVE

CHISHOLM DRIVE

401 HIGHWAY

BOSTON CHURCH ROAD

LAWSON ROAD

JAMES SNOW PARKWAY

ESQUESING LINE

HARROP DRIVE

WICGE ACHIE DRIVE

MARKET DRIVE

INDUSTRIAL DRIVE

STEELES AVENUE

BROMLEE STREET

CANADIAN PACIFIC RAILROAD

TOWN OF MILTON OFFICIAL PLAN

Schedule C.2.A

MILTON 401 INDUSTRIAL/ BUSINESS PARK SECONDARY PLAN

STRUCTURE PLAN

- 401 Landscape Corridor
- Gateway Street/ Enhanced Streescape Design
- On-Street Bike System
- Major Arterial
- Minor Arterial
- Collector
- Local Roads
- Trail
- Primary Gateway
- Secondary Gateway
- Stormwater Management Pond
- Character Building
- Railway Crossing
- Planned 401 Interchange
- Natural Heritage System
- Secondary Plan Boundary
- Waterway
- Railway

0 0.15 0.3 0.45 0.6 Kilometres

N

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

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Last updated March 2024
Office Consolidation December 2024

SCHEDULE '8' TO OFFICIAL PLAN AMENDMENT NO. XX

PROPOSED LANDS TO BE INCLUDED IN THE SECONDARY PLAN AND DESIGNATED AS INDUSTRIAL AREA AND NATURAL HERITAGE SYSTEM

Regional Road 25

Highway No. 401

Boston Church Road

James Snow Parkway

Lawson Road

Esquesing Line

Market Drive

Industrial Drive

Steeles Avenue (RR 8)

Bronte Street

TOWN OF MILTON OFFICIAL PLAN

Schedule C.2.B

MILTON 401 INDUSTRIAL/ BUSINESS PARK SECONDARY PLAN

LAND USE PLAN

- Railway
- Planned 401 Interchange
- Regulatory Flood Plain
- Natural Heritage System
- Institutional Area
- Business Park Area
- Business Commercial Area
- Industrial Area
- Office Employment Area
- Residential
- Major Commercial Centre
- Residential Special Policy Area
- Special Study Area

0 0.15 0.3 0.45 0.6 Kilometres

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Last updated March 2024
Office Consolidation December 2024

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-20XX

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 144-2003, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS MUNICIPALLY KNOWN AS 8995 BOSTON CHURCH ROAD, MILTON, BEING PART OF LOT 5, CONCESSION 4, ESQUESING, AS IN 543284 S/T 53610/ESQUESING DESCRIPTION AMNENDED 11/09/1999, BY J MENARD, FORMER GEOGRPAHIC TOWNSHIP OF ESQUESING, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (BCL5 INC., SCHEDULE A, FILE: Z-XX/XX).

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 144-2003, 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 144-2003, as amended, is hereby further amended by changing the existing Agricultural (A1) zone symbol to a General Industrial – Special Section M2-YY (M2-YY), Open Space – Special Section (OS-ZZ) and a Natural Heritage System (NHS) zone symbol on the lands shown on Schedule A attached hereto.

2.0 THAT Section 8.1 is amended by adding Section 8.1.1.____ to read as follows:

General Industrial – Special Section (M2-XX) Zone:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned General Industrial – Special Section (M2-XX), the following standards and provisions shall apply:

For the purposes of this zone, Lot Frontage shall be measured along Boston Church Road;

I. The uses permitted in the General Industrial (M2) Zone shall apply;

a. Minimum Lot Area shall be 0.8 ha;

b. Minimum Lot Frontage shall be 40.0 m;

c. Minimum Front Yard Setback shall be 9.0 m;

d. Minimum Interior Side Yard Setback shall be 6.0 m;

e. Minimum Exterior Side Yard Setback shall be 9.0 m;

f. Minimum Rear Yard Setback shall be 9.0 m, except where abutting a Residential Zone in which case a minimum rear yard setback of 12.0 m shall apply;

g. Maximum Building Height shall be 15.0 m;

h. Maximum Lot Coverage (without municipal servicing) shall be 35.0%;

i. Minimum Landscaped Open Space shall be 5.0% of the lot area;

j. Minimum Landscape Buffer Widths shall be as follows:

    i. Minimum Landscape Buffer Width abutting a street line shall be 4.5 m;

    ii. Minimum Landscape Buffer Width abutting a Residential Zone shall be 6.0 m;

    iii. Minimum Landscape Buffer Width abutting a Greenlands A Zone shall be 7.5 m;

k. Noise Barrier fences will not have to comply with the Provisions 4.5.1 and allow for a maximum fence height of 4.5m necessary for the development; and,

l. Parking and loading shall be provided in accordance with Section 5 – Parking and Loading Provisions of this By-law.

THAT Section 11.1 is amended by adding Section 11.1.1._____to read as follows:

Open Space – Special Section (OS-ZZ) Zone:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned Open Space – Special Section (OS-ZZ), the following standards and provisions shall apply:

The lands are intended to recognize the realigned channel and the ‘greatest limits’ (red line) as shown on Schedule A;

I. The only permitted uses shall be Conservation Use and existing uses, buildings and structures lawfully in existence, and accessory uses thereto;

II. Minor works associated with watercourse realignment, erosion protection, stormwater management, and maintenance access may be permitted, subject to the approval of the applicable conservation authority and other agencies having jurisdiction; and

III. Zone Standards shall be as existing in accordance with Table 11B of this By-law.

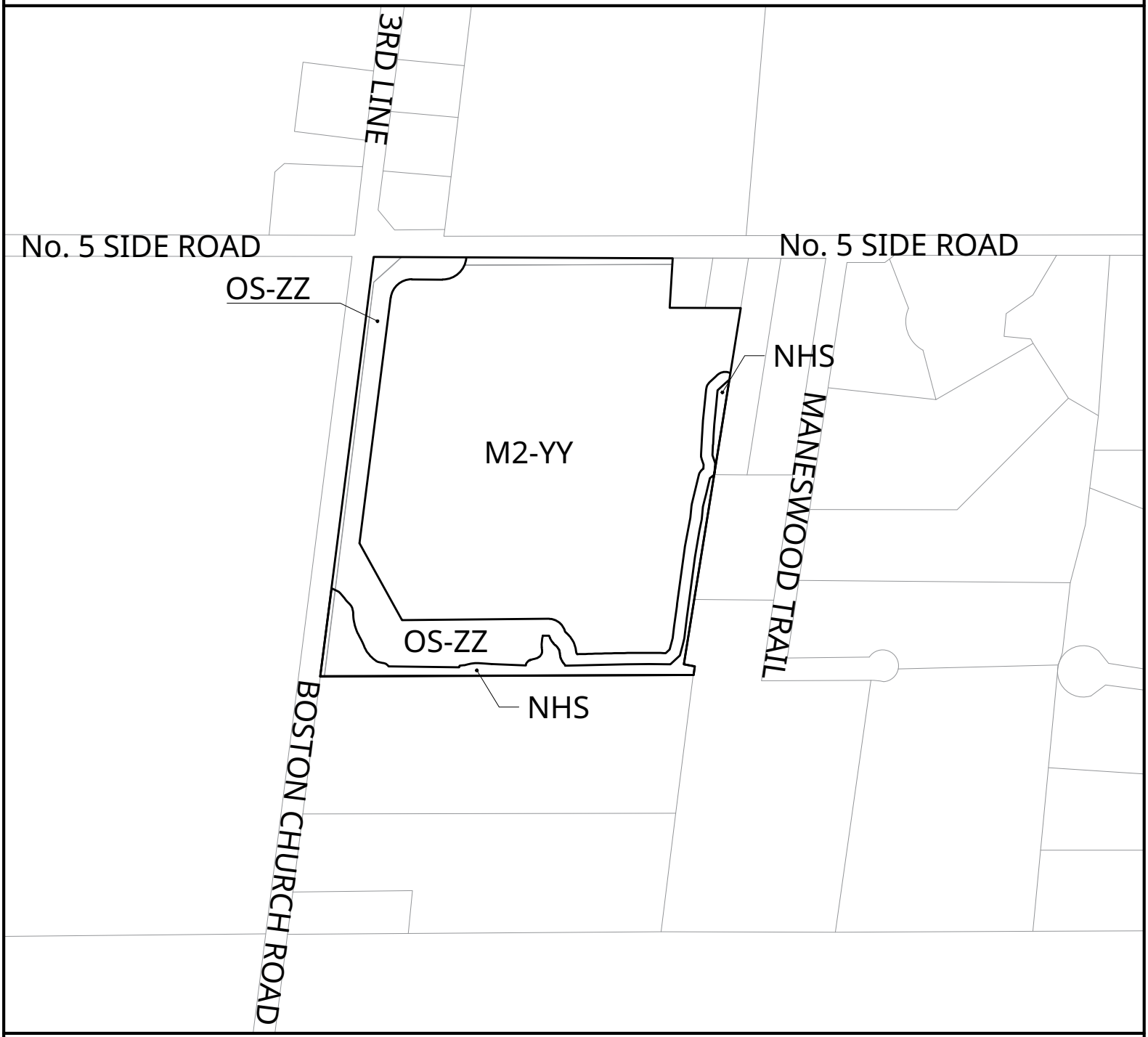
3.0 If no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Ontario Land Tribunal amends the by-law pursuant to Section 34 (26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this
day of , 20XX.

_____Mayor
G.A. Krantz

_____Town Clerk
M. Reid

SCHEDULE A
TO BY-LAW No. _____ 2026
TOWN OF MILTON
Part of Lot 5, Concession 4
Town of Milton, Regional Municipality of Halton



THIS IS SCHEDULE A
TO BY-LAW No. ____, 2026.

_____
MAYOR

_____
CLERK

REZONED TO:

'M2-YY' - GENERAL INDUSTRIAL - SPECIAL
'OS-ZZ' - OPEN SPACE - SPECIAL
'NHS' - NATURAL HERITAGE SYSTEM

N

1:4000
JANURARY __,2026