

An aerial architectural rendering of a commercial development project. The scene shows a multi-lane road with traffic, including cars and trucks. To the right of the road is a long, modern commercial building with large windows and a flat roof. To the left of the road is a parking lot filled with cars. In the foreground, there are several trees and a small landscaped area. The background shows more trees and a body of water. A semi-transparent white box is overlaid on the upper right portion of the image, containing the project name and address.

Milton Link

5122 and 5761 First Line, Milton

June 17, 2026



Matthews

WW+P

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Design Vision

Guiding Principles
& Objectives

1.0

WW+P

1.1 Introduction

Armstrong Planning & Project Management and WW+ P Architects have been retained by the proponent, Tribal Development Management Services Inc. (doing business as “Matthews”), to prepare an Urban Design Brief in support of the Official Plan Amendment and Zoning By-law Amendment applications for the lands generally located south of Britannia Road, east of Tremaine Road, west of Regional Road 25, and north of Burnhamthorpe Road West (herein referred to as the “Subject Lands”). The Subject Lands are situated adjacent to the CN Logistics Hub in the Town of Milton (Figure 1).

The proposed development consists of 11 industrial buildings to be delivered in four phases, with the timing of each phase determined by market conditions. The buildings will be approximately 15 meters in height and equipped with a mix of single and double loading bays, providing approximately 2,200 truck loading bays.

The development will also include approximately 4,600 parking spaces, stormwater management ponds, and an estimated 812,000 sq. m of industrial floor area with ample surface parking for employees. At full build-out, the project is expected to generate up to 5,300 jobs.

This Urban Design Brief has been prepared in accordance with the Town of Milton’s terms of reference and forms part of a complete application. It should be read in conjunction with the accompanying technical reports, plans, and studies submitted in support of the proposed development.

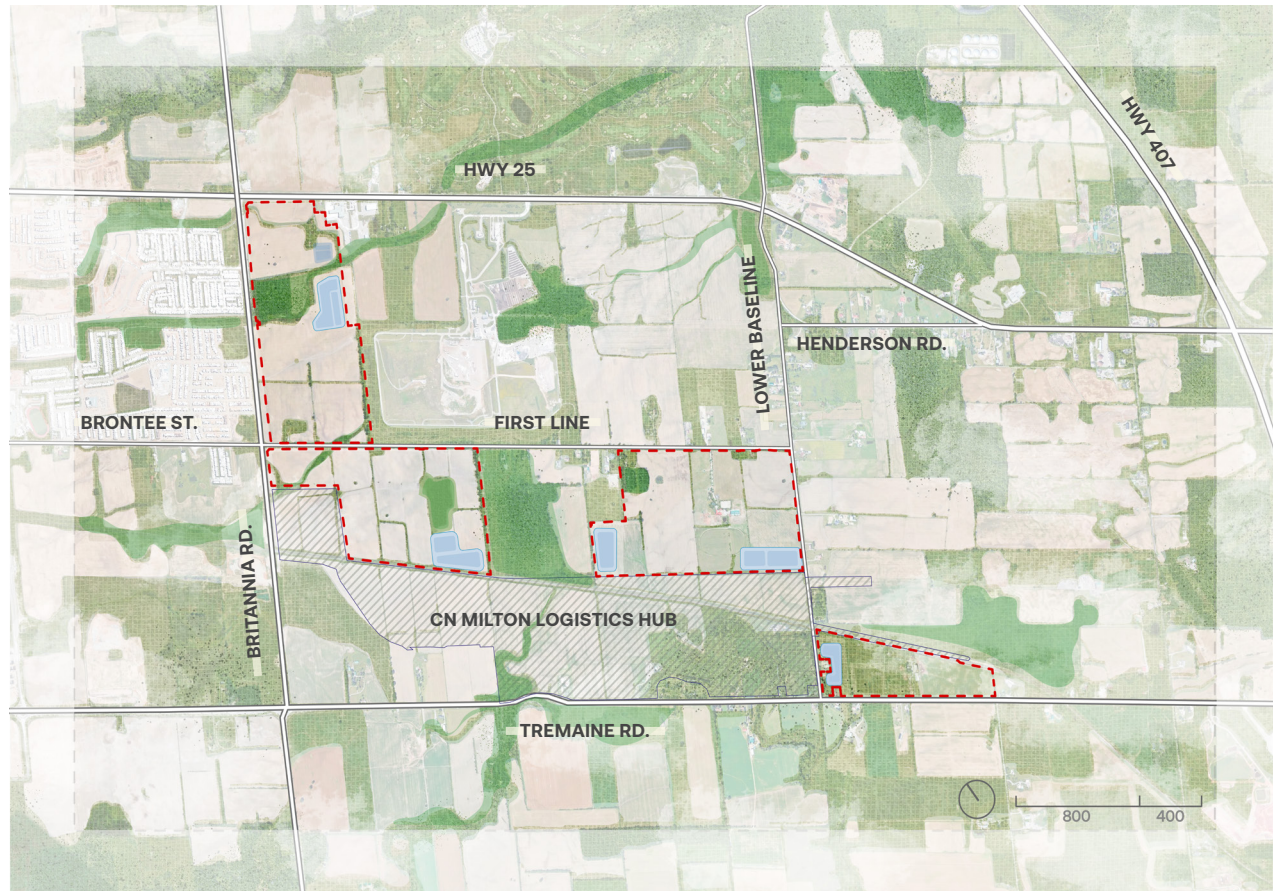


Figure 1: Site Boundaries Map

1.2 Design Vision

The proposed development will transform the existing agricultural lands to industrial- based land that will create up to 5,300 jobs.

The design vision integrates functionality, environmental responsibility, and strategic landscape buffering to create a cohesive and modern employment hub.

The proposed development will be brought into the urban area of the Town of Milton and leverage its location to the CN Logistics hub. The vision for the proposed development is a high quality, industrial development that maximizes the use of land, features sustainable building and operations strategies and respects the intent of the Town of Milton Official Plan, Zoning By-law.

Although the site is not subject to any of the Town's Urban Design Guidelines, the Milton 401 Industrial / Business Park Urban Design Guidelines was reviewed for the proposed industrial building design due to the proposed land use.



Pedestrian View: Toward woodlot from employee entrance plaza - Phase 3

1.3 Guiding Principles

Section 7.2 of the Town of Milton Official Plan outlines Urban Design and Placemaking policies and have been followed accordingly in respect to the proposed development.

To conform, the industrial building functions which do not directly serve the public, such as loading bays and blank walls are not placed directly along the street, and are buffered using landscaping methods such as providing trees along Britannia Road to buffer out the proposed development from the surrounding community, and to screen the surface parking lots from the main road. Suitable illumination will be provided to support the proposed development and contribute to the safety of pedestrians, vehicles and cyclists.

Sidewalks are provided along Britannia Road, with two road accesses connecting Britannia to the three proposed industrial buildings (Phase 1). These access points align with existing road intersections to maintain road safety. The site is buffered with trees to help mitigate noise and create a visual barrier from the surrounding community.

Additionally, along the edge between Britannia Road and the Phase 1 lot, berms approximately 3 to 4 meters high will further enhance visual screening and noise attenuation.

The streetscapes along Britannia Road and First Line are designed with reference to the Town of Milton Transportation Master Plan. New street trees are proposed to provide a comfortable and shaded pedestrian environment along sidewalks and multi-use paths. Street trees and trees in parking lot islands are selected for their salt tolerance as well as vibrant fall colour, providing shades of orange, yellow and red for visual interest across the sites throughout autumn. Where noise attenuation is required, noise walls are provided on top of planted berms, to minimize having continuous walls 3 metres or taller along the development's edges which could be imposing.

The landscape design was composed with ecological sensitivity at the forefront while balancing the goal of providing a comfortable and interesting pedestrian experience. Plant species on the berms and around the stormwater management ponds as well as adjacent to the natural heritage systems of existing woodlots, creeks, and wetlands, are almost all native and are selected to provide continuous corridors for wildlife movement and habitat.

The industrial buildings have entrance plazas for employees to sit and socialize, and there are also seating areas with picnic tables located close to pedestrian access points with views out to nature. These are intended as locations for employees to have lunch outdoors but could be used by the public as well.

All phases have crushed gravel trails that connect to these resting points. The trails harness the ecological heritage of the site, by providing public pedestrian access to the banks of the creek tributaries, or traversing around existing woodlots and wetlands.

Trails have purposely been designed to stay outside of the existing woodlots and wetlands to minimize human interference to the sensitive species that inhabit these natural heritage systems. Stormwater management ponds have access roads around them that double as pedestrian paths as well.

1.4 Design Objectives

The primary design objectives for the proposed development are the following:



Efficient Land Use and Site Planning

- Optimize industrial land use by accommodating 11 industrial buildings with efficient site organization, maximizing buildable area while supporting phased development.
- Permit the development through an urban boundary expansion, and implementing site-specific industrial zoning provisions to conform with the general intent of Industrial uses as per the Official Plan and Zoning.
- Leverage proximity to the CN Logistics Hub to support goods movement, employment growth, and regional economic development.

Circulation, Access & Safety

- Design a circulation network that supports high volume truck and employee traffic, including approximately 2,200 loading bays and 4,600 parking spaces.
- Locate loading, service areas, and blank walls away from public streets, ensuring these functions are screened and do not dominate the public realm.
- Align site access points with existing intersections on Britannia Road to maintain safe vehicular movement.
- Provide safe, well-lit pedestrian and cycling routes throughout the site, including sidewalks, multi-use paths, and trail connections.

Built Form and Architectural Character

- Establish a cohesive architectural identity across all phases, ensuring consistency in massing, materials, and façade treatment.
- Maintain building heights of approximately 15 metres while ensuring massing transitions are sensitive to adjacent land uses.
- Create high quality employee entrance plazas that offer comfortable, landscaped spaces for socializing and outdoor breaks.



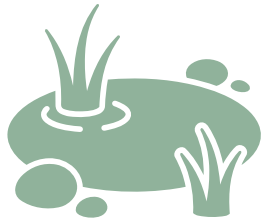
Public Realm & Employee Experience

- Create a comfortable pedestrian environment with shaded sidewalks, multi-use paths, and rest areas.
- Provide outdoor seating and picnic areas near natural features to support employee well being and informal public use.
- Develop a network of crushed gravel trails connecting plazas, natural areas, and stormwater ponds, while ensuring trails remain outside sensitive ecological zones.



Phasing & Adaptability

- Implement a phased development strategy that responds to market conditions while maintaining design continuity across all phases.
- Ensure each phase functions independently yet contributes to the long term vision



Environmental Stewardship & Ecological Integration

- Protect and enhance natural heritage features, including woodlots, wetlands, and creek tributaries, by maintaining buffers and avoiding intrusion into sensitive areas.
- Use predominantly native plant species to support wildlife habitat, ecological connectivity, and long-term resilience.
- Design stormwater management ponds as functional and ecological features, with access roads that double as pedestrian pathways.



Landscape, Screening & Visual Quality

- Use berms, trees, and landscape buffers, particularly along Britannia Road to screen parking areas, mitigate noise, and soften the visual impact of the large industrial buildings.
- Incorporate street trees and parking lot planting using salt tolerant species that provide shade, seasonal interest, and improved microclimate.
- Minimize the visual impact of noise walls by integrating them with berms and planting



Site & Context Analysis

2.0

2.1 Study Area Location

The Subject Lands are located in proximity to the CN Logistics Hub within the Town of Milton. The site has frontage along Britannia Road, Tremaine Road and First Line. The Study Area encompasses approximately 240 hectares in the Town of Milton in the vicinity of the CN Milton Logistics Hub. The Subject Lands are phased in four parcels (Phases 1-4) as identified in Figure 2.

- **Phase 1** is bound by Britannia Road to the north, Highway 25 to the east, and First Line to the west. Its southern edge abuts existing agricultural lands.
- **Phase 2** is bound by First Line to the east, Britannia Road to the north, and the CN railway corridor to the west, and agricultural lands to the south.
- **Phase 3**, located south of Phase 2, is bounded by Agricultural lands to the north, First Line St to the east, CN railway to the west, and Lower Base Line to the south.
- **Phase 4** is southwest of Phase 3 and is bounded by Lower Base Line to the north, CN railway to the east, Tremaine Rd to the west, and agricultural lands to the south.

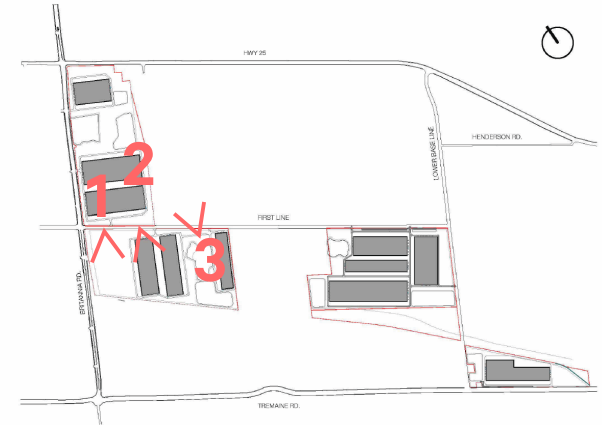


Figure 2: Index map of the views of the Subject Lands



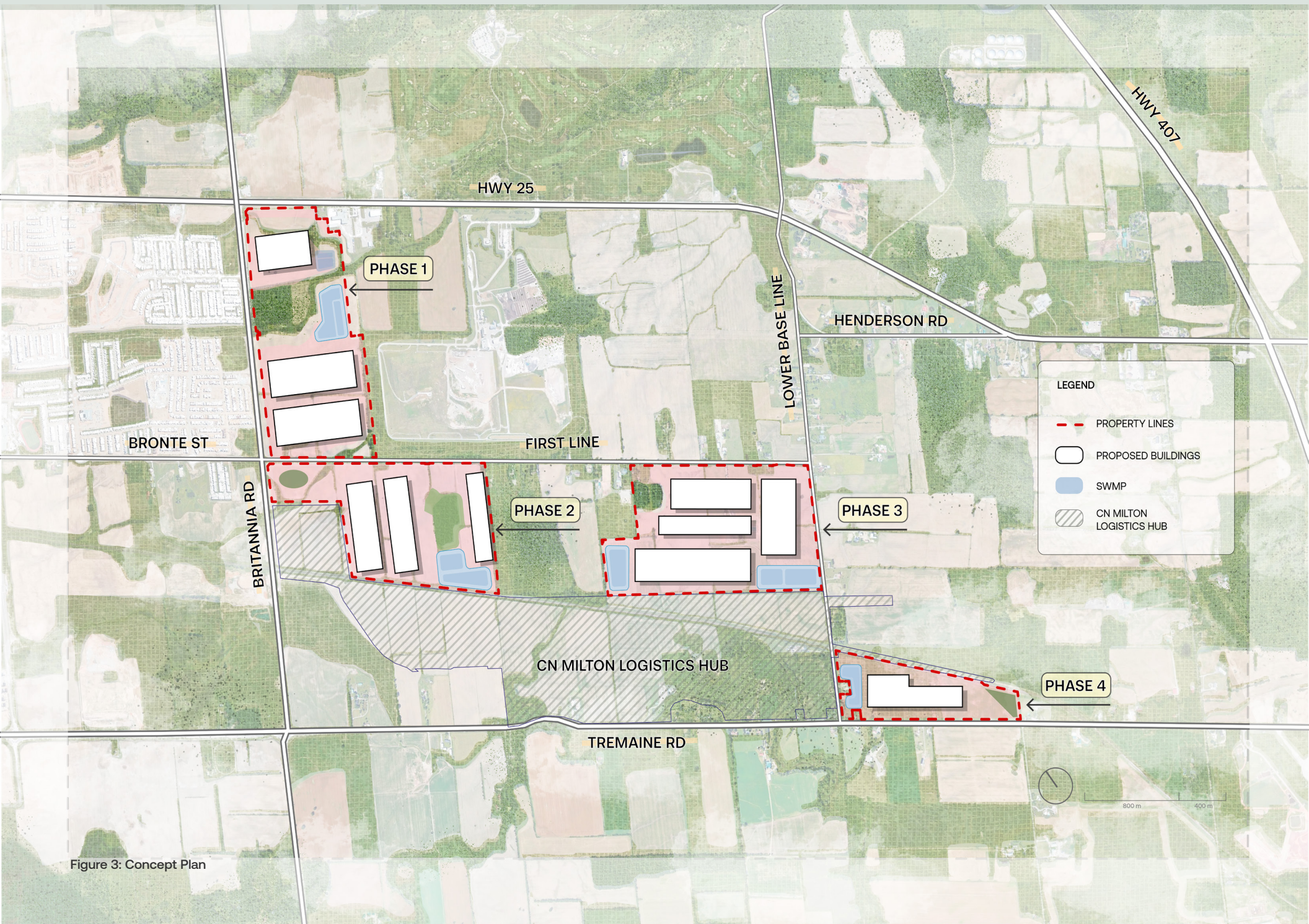
View 1: CN Overpass



View 2: First Line towards Phase 2



View 3: First Line towards Phase 1



2.2 Site Character

Land Use

The Subject Lands are located within the rural area with portions of the lands designated as Local Natural Heritage System as per the Town of Milton's Official Plan (Schedule 3- Municipal Structure) which has been animated in Figure 4. The site is currently dominated by active agricultural operations, primarily row crops interspersed with rural residences. North of the Subject lands along Britannia Road, the context transitions to low-rise residential uses, consisting of detached and semi-detached housing typologies, and future mid-rise developments. The study area also encompasses significant natural features, including woodlots, wildlife habitats, and watercourses. These features have a profound impact on the existing site structure and present both opportunities and constraints for future development, which are further detailed in the subsequent section. In addition, the subject lands are adjacent to the CN Milton Logistics hub, which will provide a great advantage from an industrial perspective in the future and create a goods-movement network.

As part of this application, the Subject Lands are being sought to be brought into the Urban Area, and proposing to be designated as Industrial Area while protecting for the Local Natural Heritage System with its respective buffers guided by the Natural Environment Report completed by WSP (2026).

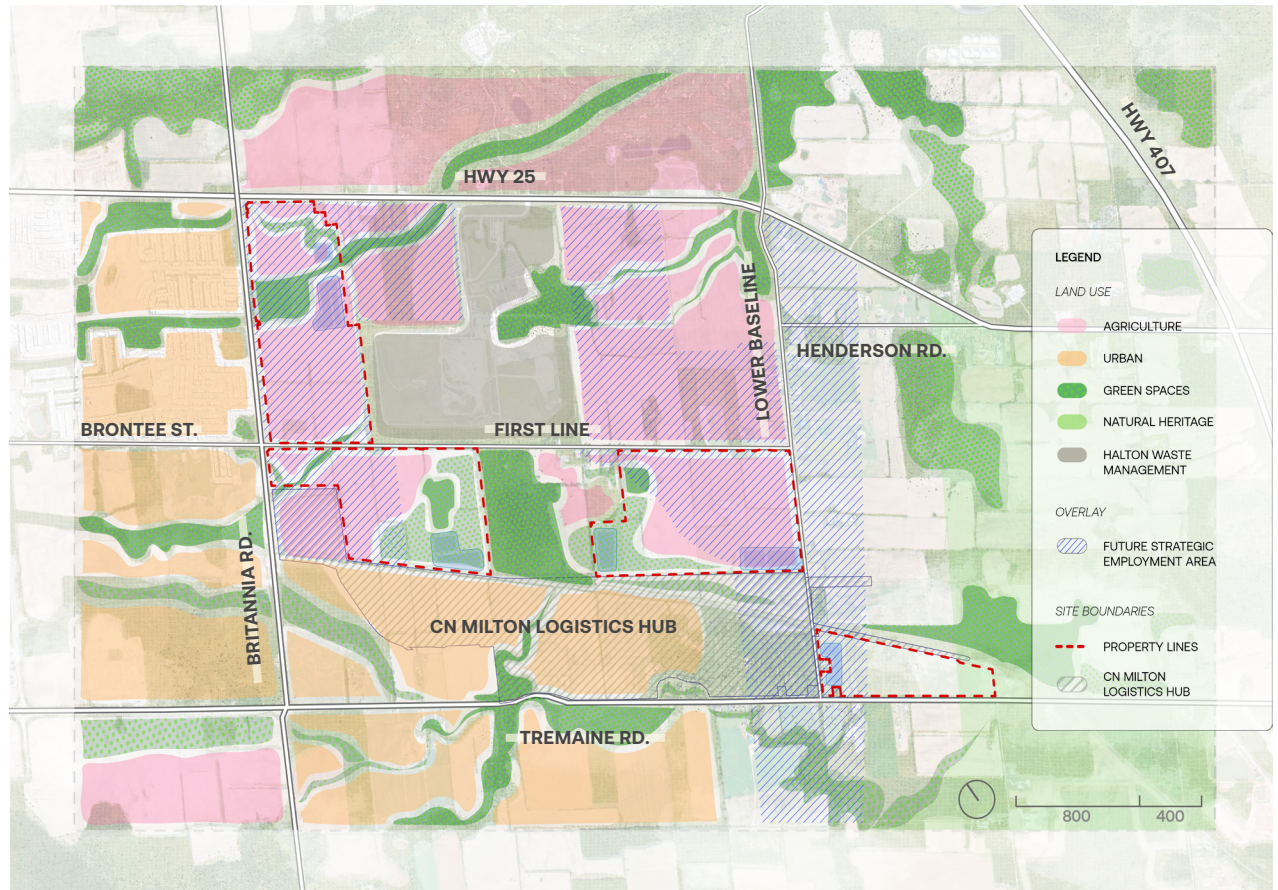


Figure 4: Existing Land Use Map

The figure incorporates an overlay of the Town of Milton's Official Plan's Urban Area Land Use Plan, and Future Strategic Employment Areas Map, highlighting the site and surrounding context with existing land uses.

Natural Heritage System

Based on the Natural Environment Report completed by WSP (2026), natural heritage features confirmed to be present across the Subject Lands include tributaries of Sixteen Mile Creek and Bronte Creek, Significant Woodland, Significant Wildlife Habitat, wetlands and the Trafalgar Moraine Earth Science Area of Natural and Scientific Interest. (Refer to Figure 5)

The resulting urban design strategy aims to effectively balance the proposed industrial warehouse space with the appropriate retention, buffering, and strategic mitigation of these regulated natural and hazard features.



Figure 5:
Existing Natural features along Britannia Road and Highway 25



Figure 6:
Proposed environmental conditions along Britannia Road and Highway 25



View 1: Tributary 2 of Sixteen Mile Creek, in the vicinity of the confluence with Tributary 1 of Sixteen Mile Creek, Phase 1



View 2: Looking northeast from Lower Base Line West across the agricultural field, Phase 3.



View 3: Significant Woodland (Veg. Unit 5), Phase 1.

Road Network and Railway line

The surrounding road network includes key arterial roadways and highway access to Highway 407. The immediate surrounding road network is described below:

- **Britannia Road:** an east-west major arterial roadway with a six-lane cross-section
- **Tremaine Road:** a north-south major arterial roadway with two-lane cross-section
- **Regional Road 25:** a north-south major arterial road with a four-lane cross-section
- **First Line:** a north-south local road with a two-lane cross-section
- **Lower Base Line:** an east-west local road with a two-lane cross-section

Given that the CN railway is adjacent to the Subject Lands, there are currently two road crossings, one along Britannia Road, and the other crossing is at Lower Base Line West. The proposed site plan reflects these road crossings, and protects them.

There are currently sidewalks and dedicated cycling lanes primarily along the site's frontage of Britannia Road West, and proposed multi use paths along Tremaine Road and First Line as per the latest draft of the Regional Integrated Master Plan (2026).

Finally, transit accessibility is supported by local Milton Transit featuring Route 9/9A and OnDemand services (Boyer Zones 1 and 2). In addition to local transit, GO transit (Routes 21, 22, and 27 is offered in the area) which provides peak and all-day bus and rail services that is accessible at the nearby Milton GO Station.

A key emphasis of the urban design approach is to identify mitigation strategies to increase softening to street edges, especially along Britannia Road which abuts residential uses and through careful structuring to vehicular flow, access control and design of the street section within the ownership of the Subject Lands.

Environment protection

The Subject Lands include natural features that present both opportunities for ecological integration and complex regulatory challenges.

The urban design strategy utilized in this proposal balances the proposed industrial footprint with the appropriate retention, buffering, required setbacks, and enhancement of the site's Natural Heritage System guided through the Natural Environment Report (WSP, 2026) presented as part of this application.

In addition to conservation of these features, the proposed design approach positions these natural assets as integral to the site's structure and performance with strategies that actively enhance ecological function, resilience, and connectivity on the site.

2.3 Opportunities & Challenges

Land Use Compatibility

The Subject Lands' close proximity to the CN logistics hub positions the site as a premier industrial hub with strong locational and economic advantages.

Additionally, with the residential uses to the north of Britannia Road, the proposed development has carefully integrated berms and an appropriate landscape buffer to carefully transition from residential to industrial uses.

The surrounding agricultural uses have also been accounted for by protecting and integrating adjacent woodlots, and providing appropriate buffering.

Noise and Visual Control

Due to the size of the overall proposed industrial use, it presents a unique set of design challenges and opportunities regarding noise and visual mitigation. Effective urban design will be critical in softening the visual dominance of these structures while utilizing their mass to contain operational impacts. The following mitigation has been considered as part of our proposed design:

- **Architectural Shielding:** The proposed warehouse buildings are strategically oriented to act as physical acoustic and visual barriers, mitigating the noise and light pollution that will be generated by the rail hub's operations.
- **Mitigating Building Mass:** The sheer scale of the 11 proposed industrial buildings, ranging from 500,000 to over 1,000,000 square feet each, presents a significant visual challenge that must be carefully managed through architectural articulation.
- **Site Edge Treatments:** Implementing urban design strategies such as deepen landscaped setbacks, substantial berming, and mature tree planting along public street frontages such as Britannia Road will soften the visual impact and manage localized noise from internal truck courts.



Adobe Campus, Utah



Carnegie Mellon, Pennsylvania



Lake Whitney Water Treatment Facility, Connecticut

Examples of noise and visual control strategies

Economic Benefit

Capitalizing on its strategic location immediately adjacent to the CN Milton Logistics Hub, the proposed development offers the Town a critical opportunity to shape a cohesive, high-functioning employment node that will serve as a major catalyst for regional investment. (Refer to Figure 7 and table)

While building at this scale presents immense economic advantages, the primary urban design challenge lies in carefully aligning the master plan’s physical phasing with market absorption, the delivery of municipal infrastructure, and the protection and enhancement of the site’s natural environment enabling a net benefit to the community and the natural setting.

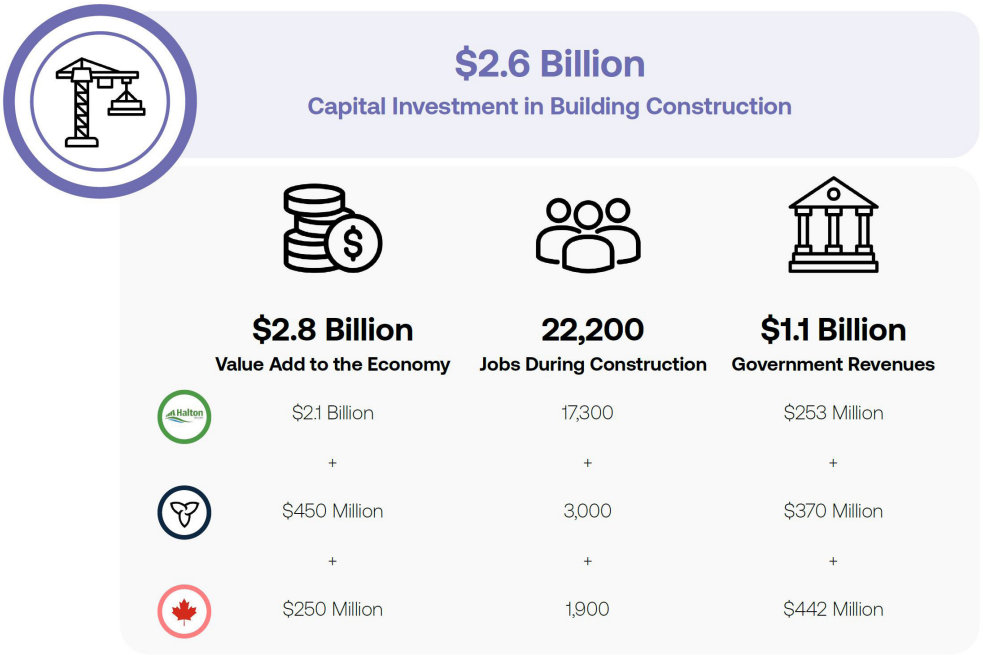


Figure 7: Economic Impact Study
 Economic impacts are an estimate, based on current economic data, Municipal charges and fees, and proposal statistics.

Milton Link Job Creation		
17,300 local jobs during construction	4,200 - 5,300 permanent jobs	Job Pathways + Opportunities
- Heavy equipment operators - Electricians, HVAC, plumbers - Concrete & formwork - Steel workers, roofers, drywallers - Project managers, engineers - Safety & project coordinators	- Equipment operators - Logistics coordinators - Maintenance technicians - Administrative staff - Security personnel - Professional staff	- Skilled trades for construction, maintenance, and operations - Professional positions in logistics, client services, business management - Labour and logistic positions, opportunities for short-term and seasonal employment



Design Responses

3.0

WW+P

3.1 Design Strategy

The urban design strategies utilized for the proposed development were developed around ecological features, circulation, compatibility and providing appropriate transitions and phasing.

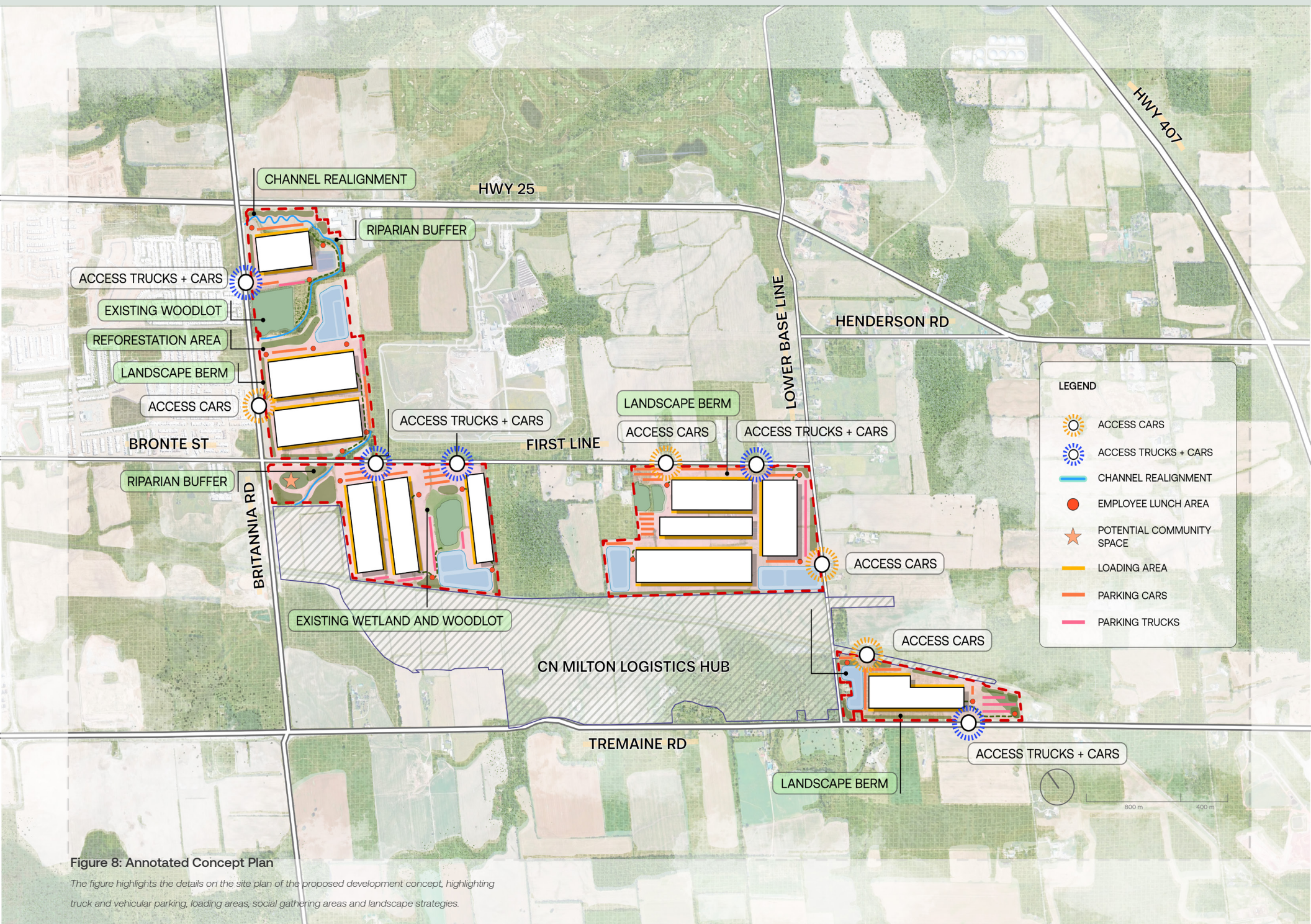
The ecological framework of the proposed development integrates the Natural Heritage features, and protects the associated buffers which was used as the spine for the development, guiding block structure, built form and circulation. This resulted in providing net ecological gain, enhancing habitat connectivity, resilience, and long-term environmental performance.

In addition to the natural heritage features, stormwater management systems were strategically implemented concurrently with each phase to ensure that ecological protection and enhancement precede or evolve alongside urbanization. The landscape framework has considered the environmental and spatial aspect of the features, and has enhanced the plan accordingly.

Building on this ecological foundation, the strategy adopts a phased, infrastructure-led implementation approach that aligns development with market demand and servicing capacity. Initial phases (Phases 1 and 2) focus on lands fronting Britannia Road and First Line, capitalizing on existing infrastructure and enabling early delivery. Subsequent phases (Phases 3 and 4) extend eastward in coordination with the expansion of internal road networks and municipal services.

A thoughtful movement hierarchy is integrated within this framework, ensuring that heavy truck traffic is efficiently mitigated when interacting with private vehicular traffic, especially along Britannia Road and internally minimizing intrusion into sensitive ecological edges and adjacent local streets.

Finally, a context-responsive transition strategy calibrates the interface between large-format logistics uses and surrounding residential areas, employment lands, and natural systems. Through careful gradation of uses, buffering, and street edge design, the plan ensures compatibility, mitigates potential impacts, and reinforces a cohesive, legible, and high-performing logistics environment. (Refer to Figure 8)



3.2 Development Frameworks

Built Form Framework

The built form strategy responds to both operational efficiency and contextual sensitivity. Large-format logistics buildings are partly driven by floorplate efficiency required for logistic operations with approximately 165-meter widths required for double loaded and 100-meter widths required for single loaded buildings. The buildings are strategically oriented parallel to the rail corridor and internal logistics spines, with minimum widths fronting onto public street with the exception of Phase 3.

Building massing is leveraged as a performance tool, with larger footprints positioned to act as acoustic and visual buffers between intensive logistics operations and adjacent residential areas. Built form will incorporate articulated facades, integrated office components, and varied materials to create a more refined and human-scaled edge along public edges such as Britannia Road.

Plazas with urban furniture and landscaping will be incorporated along the shorter façades, where employee access will be located. Vehicular parking is strategically located to provide safe, convenient access for workers.

Landscape berms, tree planting, and appropriate setbacks have been integrated into the built form placement in order to screen loading areas, trailer storage, and service functions, ensuring that the visual presence of the logistics park is carefully managed.

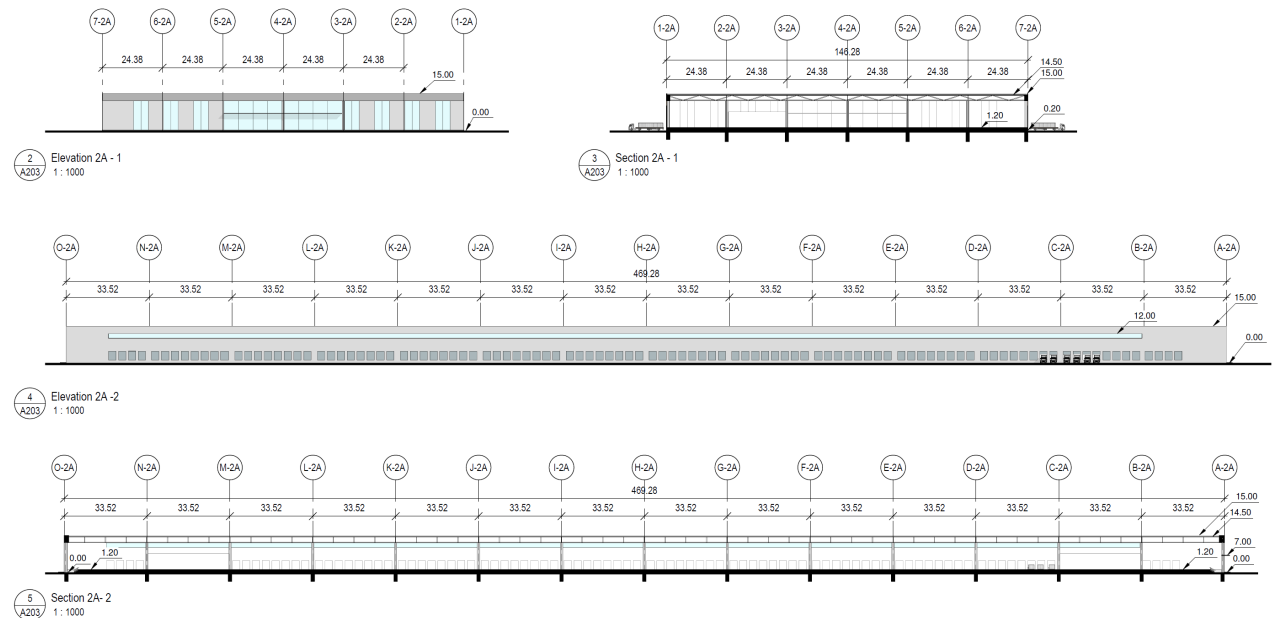


Figure 9: Elevations and Sections

The drawing shows the elevations and sections of Building 2B in Phase 2. Elevation 2B-1 illustrates the main employee entrance, as well as the facade facing Britannia. Elevation 2B-2 corresponds to the loading area. The maximum height of 15 meters is shown in all elevations and sections.



Vehicular and Accessible Parking

3-4 meter Berm

Employees Entrance Plaza

Pedestrian view: Interior of the site from Britannia Road - Phase 1

Open Space & Natural Systems Framework

The Natural Heritage System forms the green backbone of the development. Significant woodlands, wetlands, and tributaries associated with the Sixteen Mile and Bronte Creek systems are preserved and enhanced through continuous, connected open space corridors.

These corridors are designed to function as both ecological infrastructure and spatial organizers, structuring development blocks while supporting biodiversity, hydrological performance, and microclimate regulation.

Generous naturalized buffers are established around all key features, incorporating native planting and low-impact development strategies to protect sensitive habitats, including active fish communities and breeding amphibians.

Within Phase 4, where the lands interface with the Trafalgar Moraine and Greenbelt systems, development is further moderated through reduced imperviousness, reinforcing the broader regional ecological network.

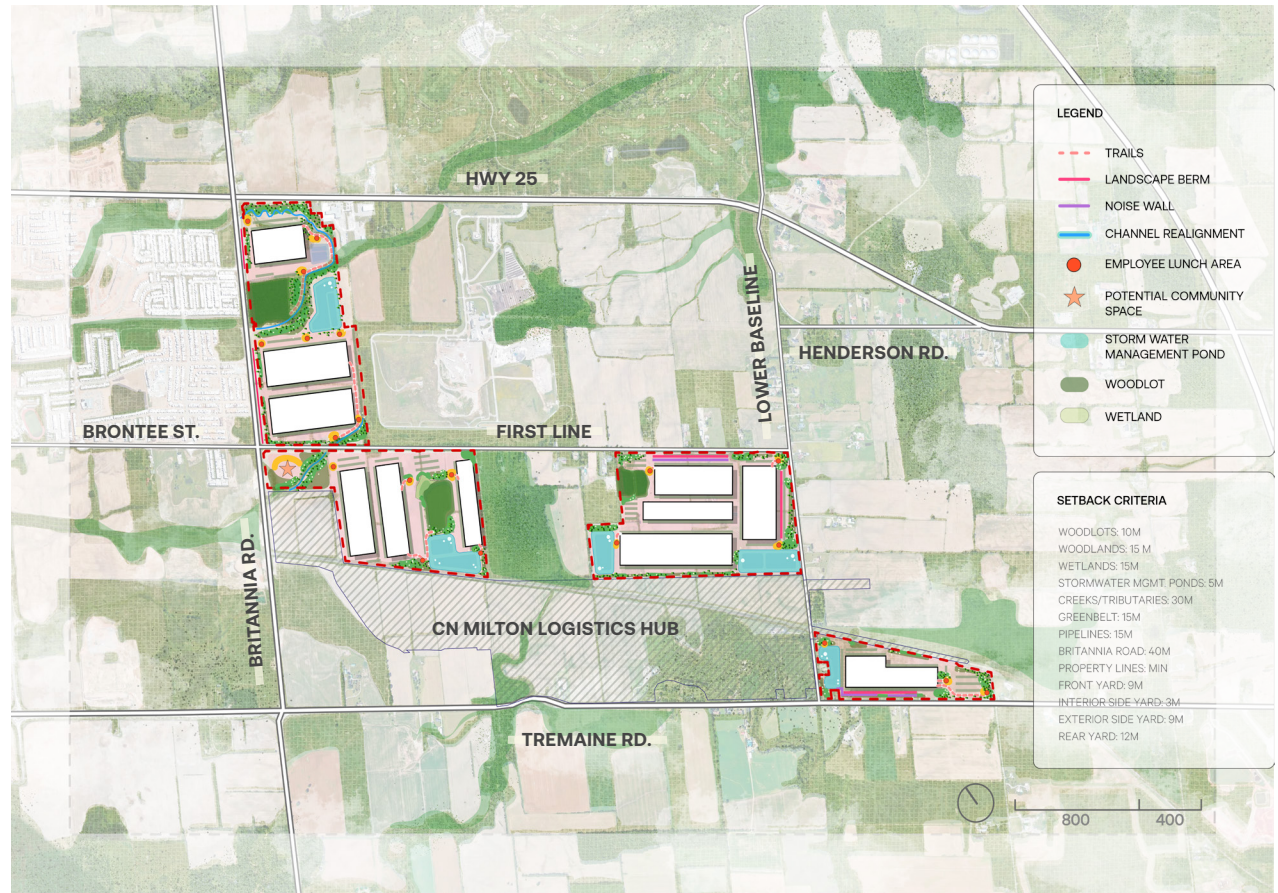


Figure 10: Open spaces Map

The figure indicates the proposed open spaces on site, including natural features, trails, and outdoor community spaces.



Storm Water Management Pond

Naturalization Planting

Existing Channel

Reforestation Area

Pedestrian view: Protected natural system within industrial area - Phase 1

Movement Framework

The movement network is structured to support efficient logistics operations while protecting adjacent communities and natural systems. The internal road network has been designed to separate heavy truck movement from local and employee traffic.

Primary truck routes are internalized and aligned with the rail corridor, directing goods movement efficiently to and from the CN Logistics Hub and Regional Road 25. This minimizes reliance on sensitive edges, particularly along Britannia Road due to the residential uses to the north.

Access along Britannia Road is carefully managed, prioritizing employee and limited vehicular access while restricting heavy truck movements. Along First Line, the movement framework is coordinated with landscape buffering and building placement to ensure compatibility with adjacent natural features.

The phased delivery of the road network ensures that appropriate routing is established early, preventing interim conditions that could place pressure on local streets or incomplete infrastructure systems.

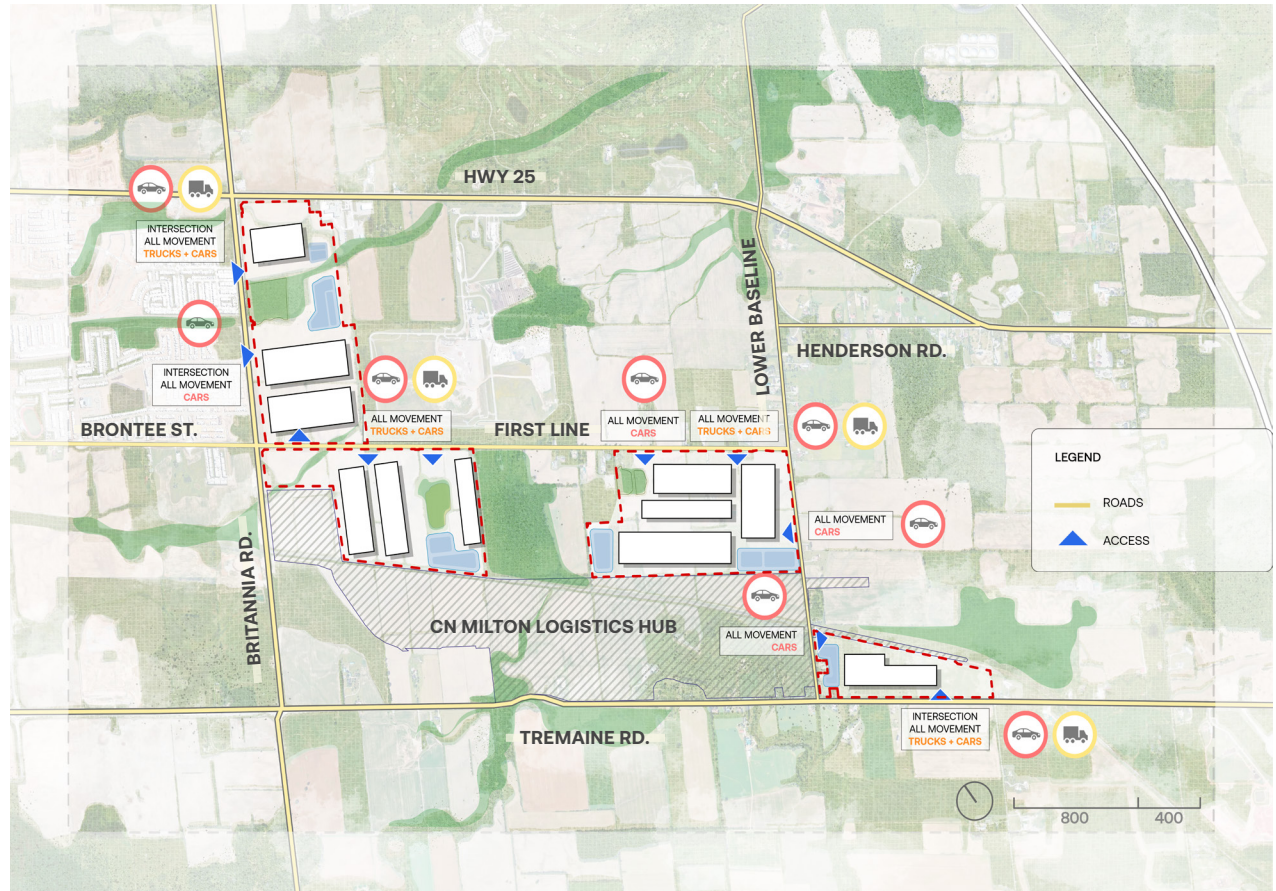
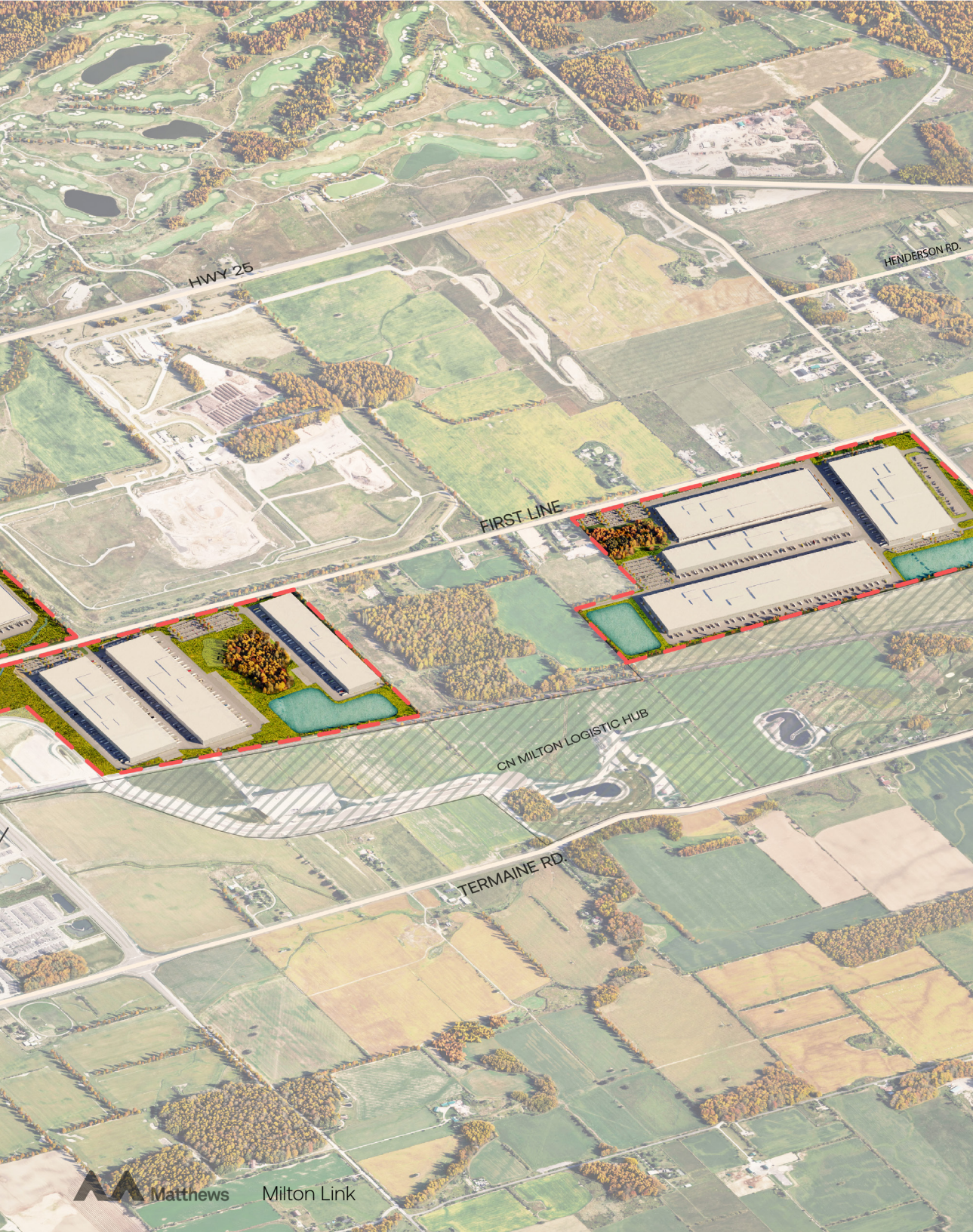


Figure 11: Vehicular Access and Parking Map

The figure indicates the various truck and car access points and parking throughout the site, and along with areas that are limited to car movement only.



Land Use & Public Realm Framework Update

4.0

4.1 Proposed Land Use

Proposed Land Use

The Subject Lands are currently designated as Prime Agricultural Area within the Rural Area (Schedule 5: Rural Structure) of the Town of Milton Official Plan (February 2026 Consolidation). An Official Plan Amendment is required to redesignate the majority of the lands to Industrial Area and bring them into the Sustainable Halton Plan Urban Area boundary (Schedule A – Urban Area Land Use Plan). The proposed Industrial Area designation will accommodate a range of employment-generating uses that align with the Town’s long-term vision for economic growth. This development represents a logical and efficient expansion of Milton’s Employment Areas and will contribute meaningfully to achieving the Town’s employment and economic development objectives to the 2051 planning horizon. The application also appropriately identifies, protects, and integrates the environmental features associated with the Local Natural Heritage System and Greenbelt Natural Heritage System. The Natural Heritage Environment Report prepared by WSP has informed the development limits and confirms that retained natural heritage features, ecological functions, and required buffers will be safeguarded.

All natural heritage features and associated buffers are proposed to be protected through implementing zoning and appropriate setbacks, ensuring long-term ecological integrity within and adjacent to the Subject Lands.

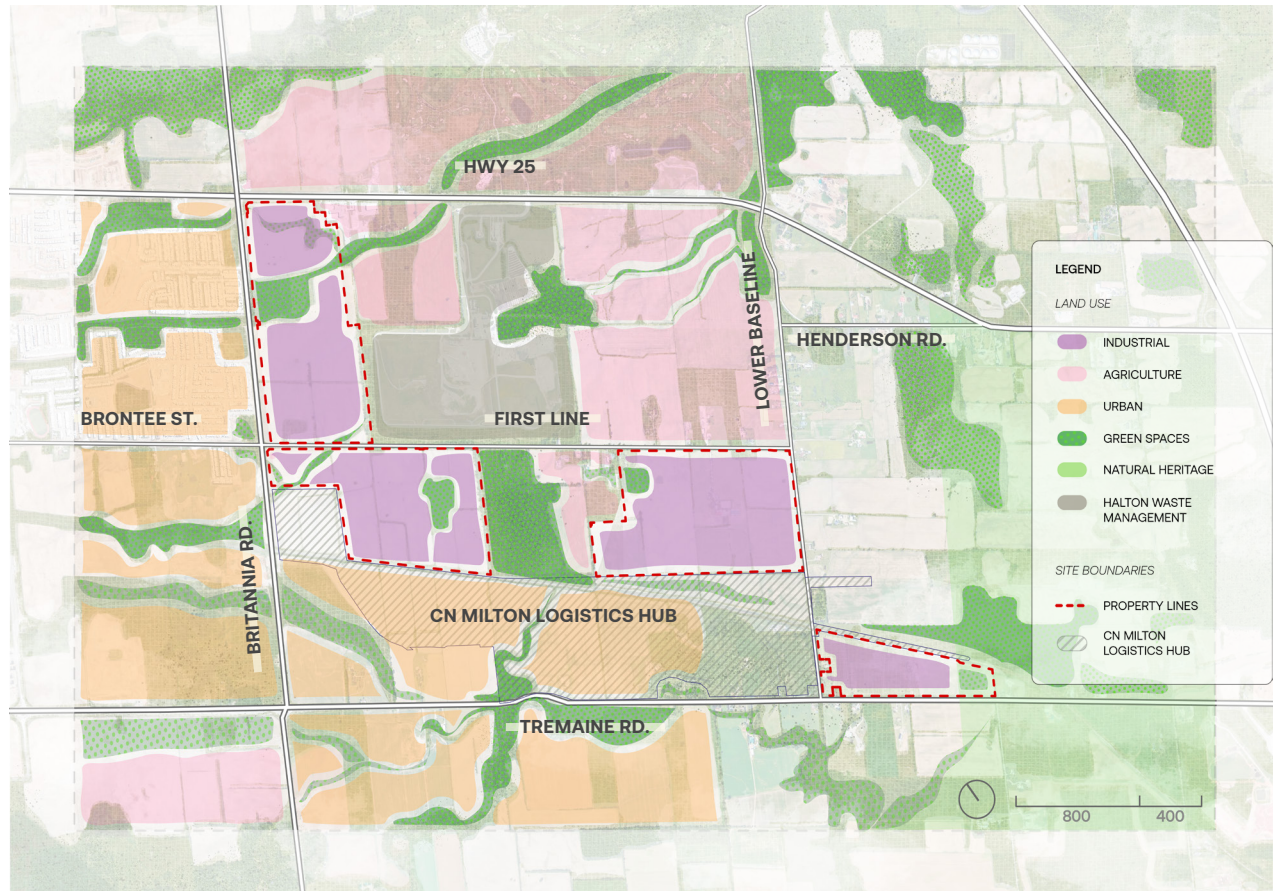


Figure 12: Proposed Land Use Map

4.2 Public Realm Framework Plan

The Public Realm Framework Plan illustrates the proposed network of public spaces, mobility connections, and landscape systems throughout the community.

The plan identifies multi-use paths, cycle tracks, bicycle lanes, sidewalks, and trail connections that support active transportation and pedestrian accessibility within a comfortable walking distance radius of key destinations. It also highlights open spaces, landscape elements, potential community gathering areas, and the relationship between buildings and the public realm.

Environmental features, including stormwater management ponds, existing woodlots, wetlands, and creeks, are integrated into the overall framework to enhance ecological connectivity, support sustainable development strategies, and reinforce the site's natural heritage character.

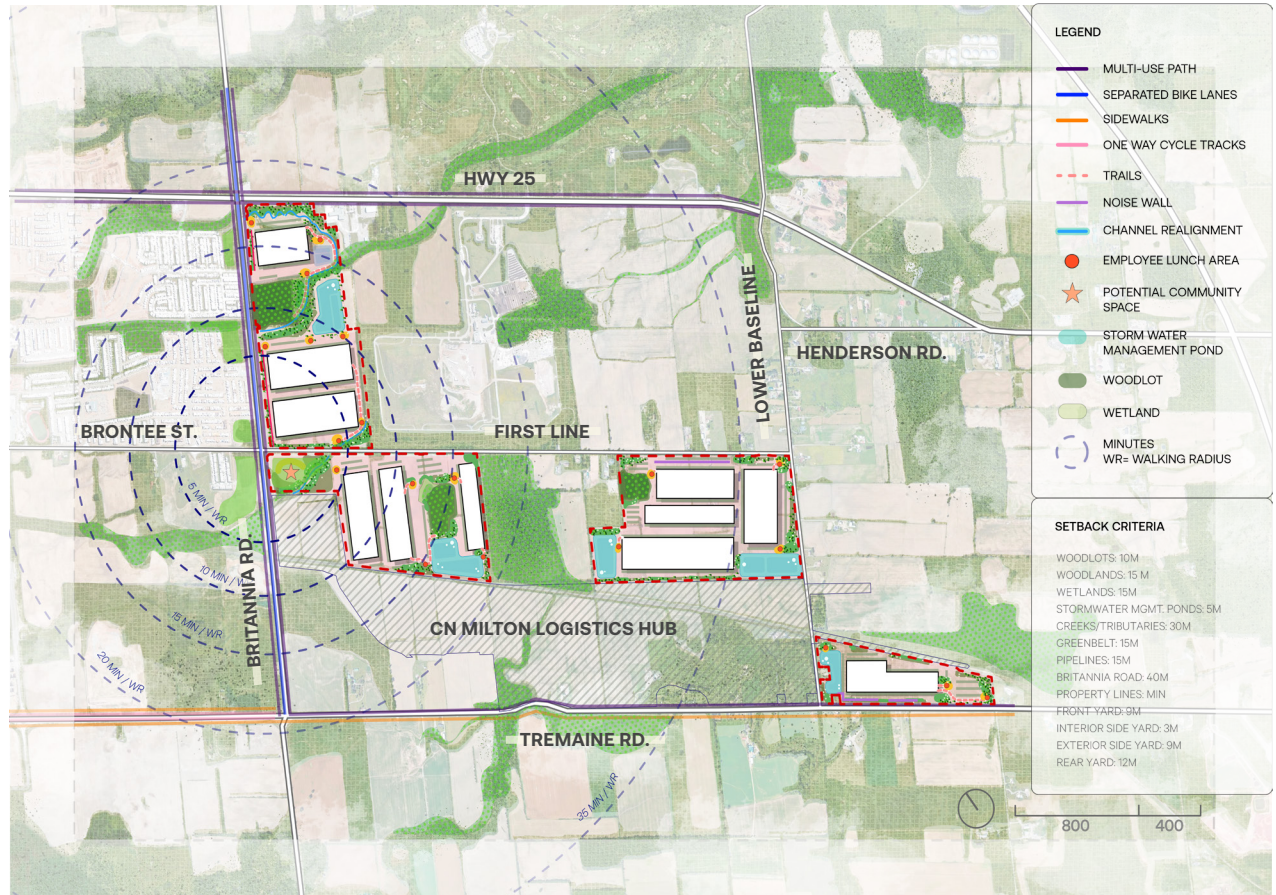


Figure 13: Public Realm Framework

4.3 Street Structure

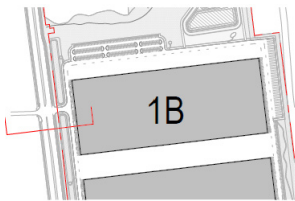
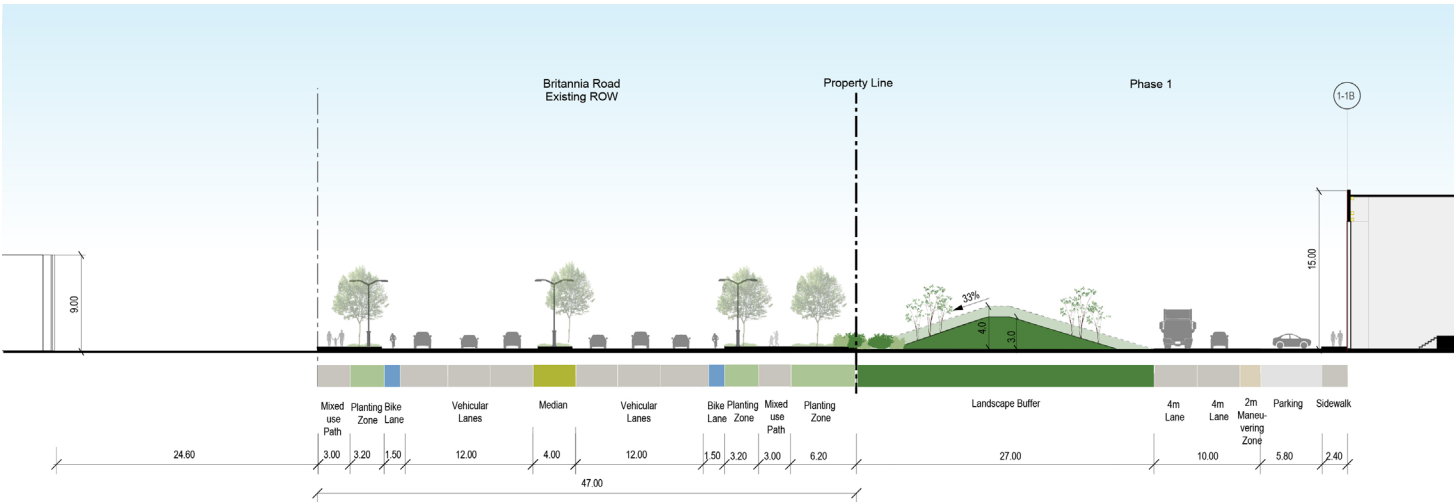
The following sections illustrate the relationship between the existing context and the proposed development.

In Street Section 1: Britannia Road – Phase 1,

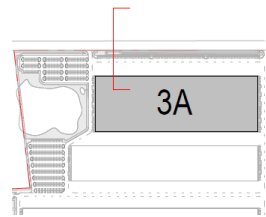
the berm, ranging from 3 to 4 metres in height, is shown functioning as both a visual and acoustic buffer, helping protect the adjacent residential area from internal site movement and operations. (Refer to figure 14)

The berm height, combined with the proposed vegetation planting, will create a green, natural frontage that softens and screens the development’s industrial character.

Figure 14: Street Section 1 - Britannia Road, Phase 1

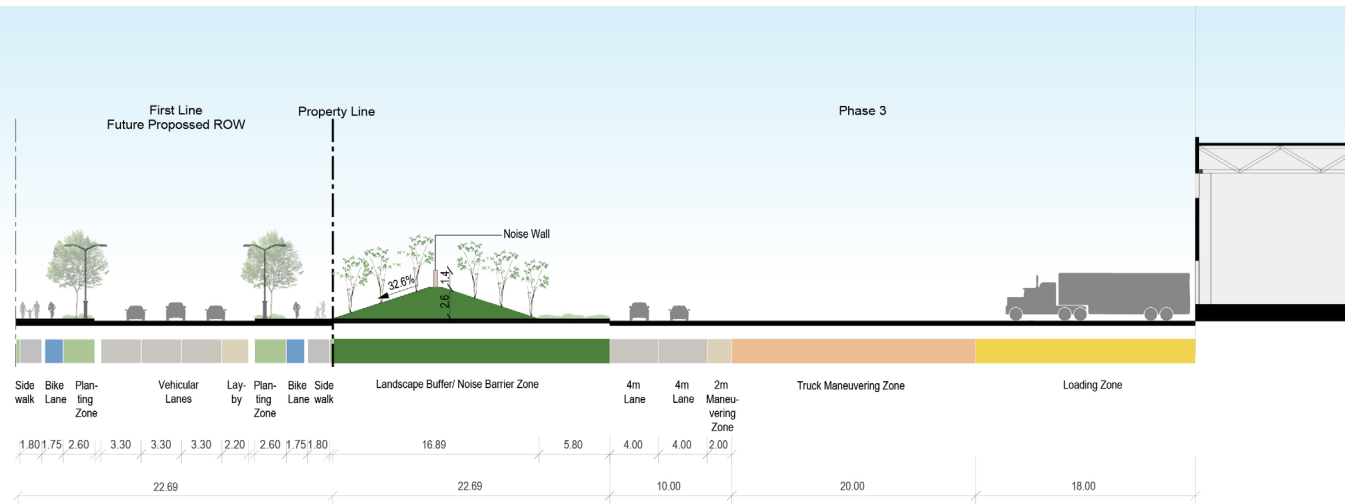


Key - Plan Section 1



Key - Plan Section 2

Figure 15: Street Section 2 - First Line Road, Phase 3



The sections highlight the increased setbacks between the building and adjacent roads, creating generous landscaped buffers that reduce the development's visual impact. (Refer to Figure 14, 15, 16 and 17)

Road configurations are based on the Town of Milton Transportation Master Plan Update (February 2025) and illustrate various typologies, including bike lanes, multi-use paths, and sidewalks.

The sections also show the site's functional layout, including parking areas near the main entrance, loading zones along the building façades, and truck maneuvering areas, all designed to meet operational and safety requirements.

Figure 16: Street Section 3 - Lower Base Line, Phase 3

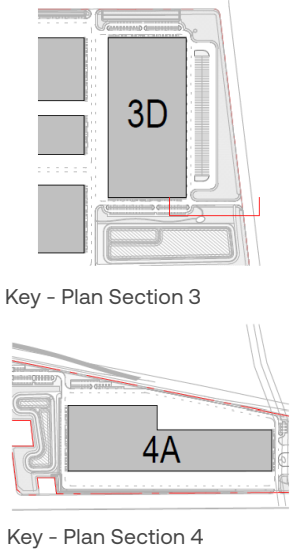
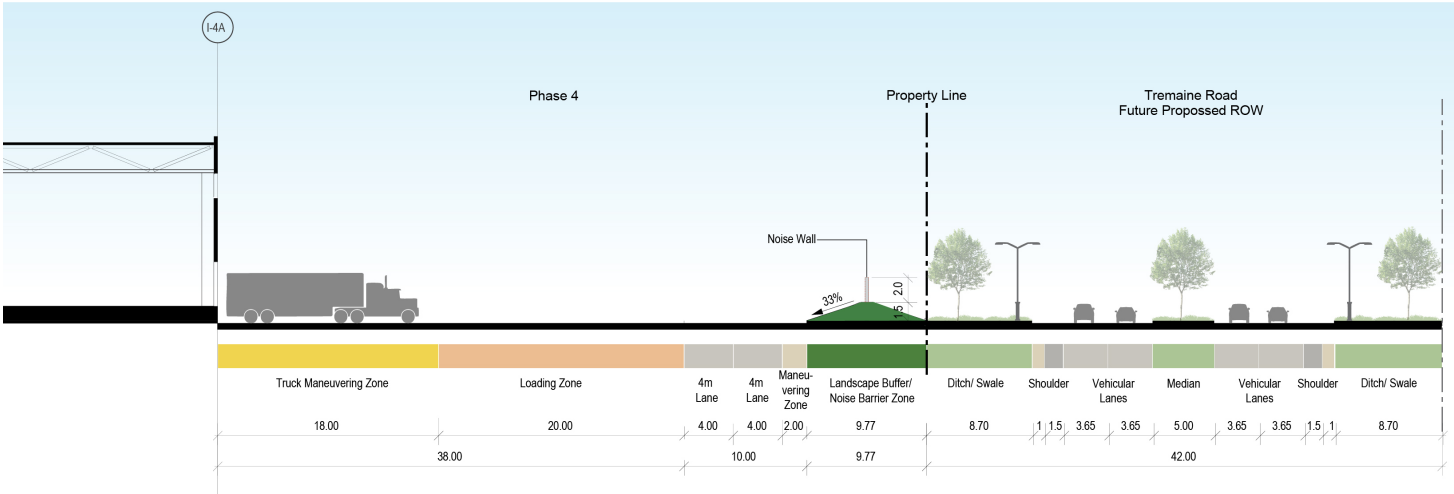
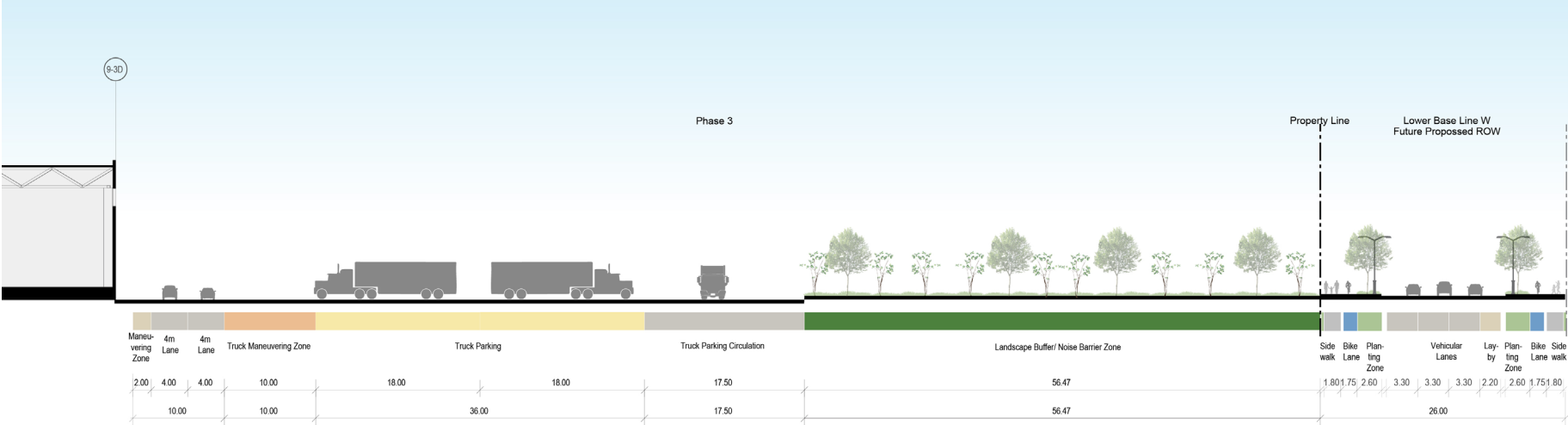


Figure 17: Street Section 4 - Tremaine Road, Phase 4





Bike Lane

Multi-use Path

3-4 meter Berm

Pedestrian view: Sidewalk along Britannia Road - Phase 1



Pedestrian View: Toward woodlot from employee entrance plaza - Phase 3



Stormwater Management
Pond

Woodlot

Crushed Gravel Trail

Vehicular Parking

Entrance Plaza

Britannia Rd.

Multi-use Path

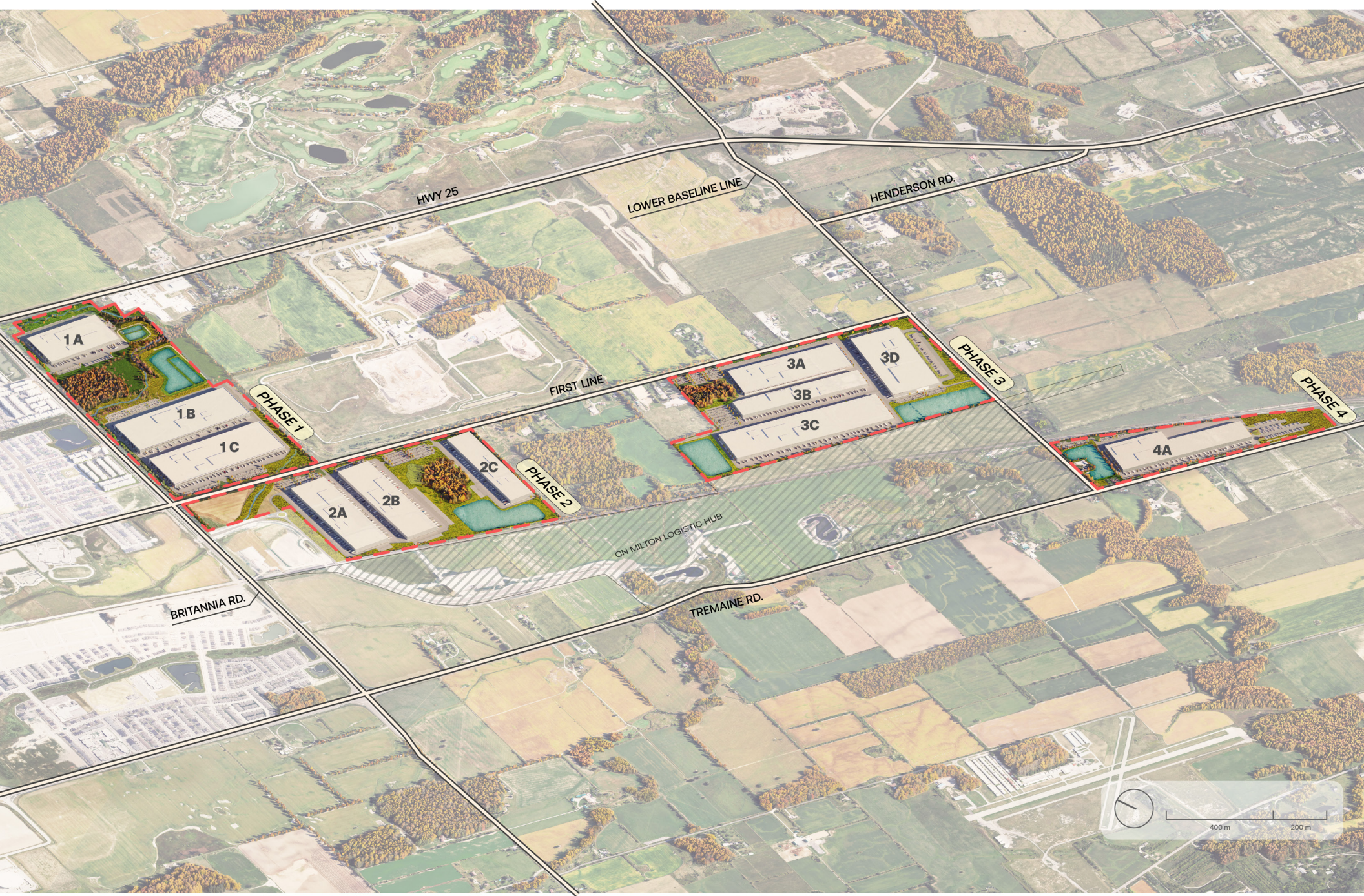
3-4 m Berm

Loading Area

Bike Lane

Bird's eye perspective: Britannia Road - Phase 1

4.4 Aerial axonometric view of proposal



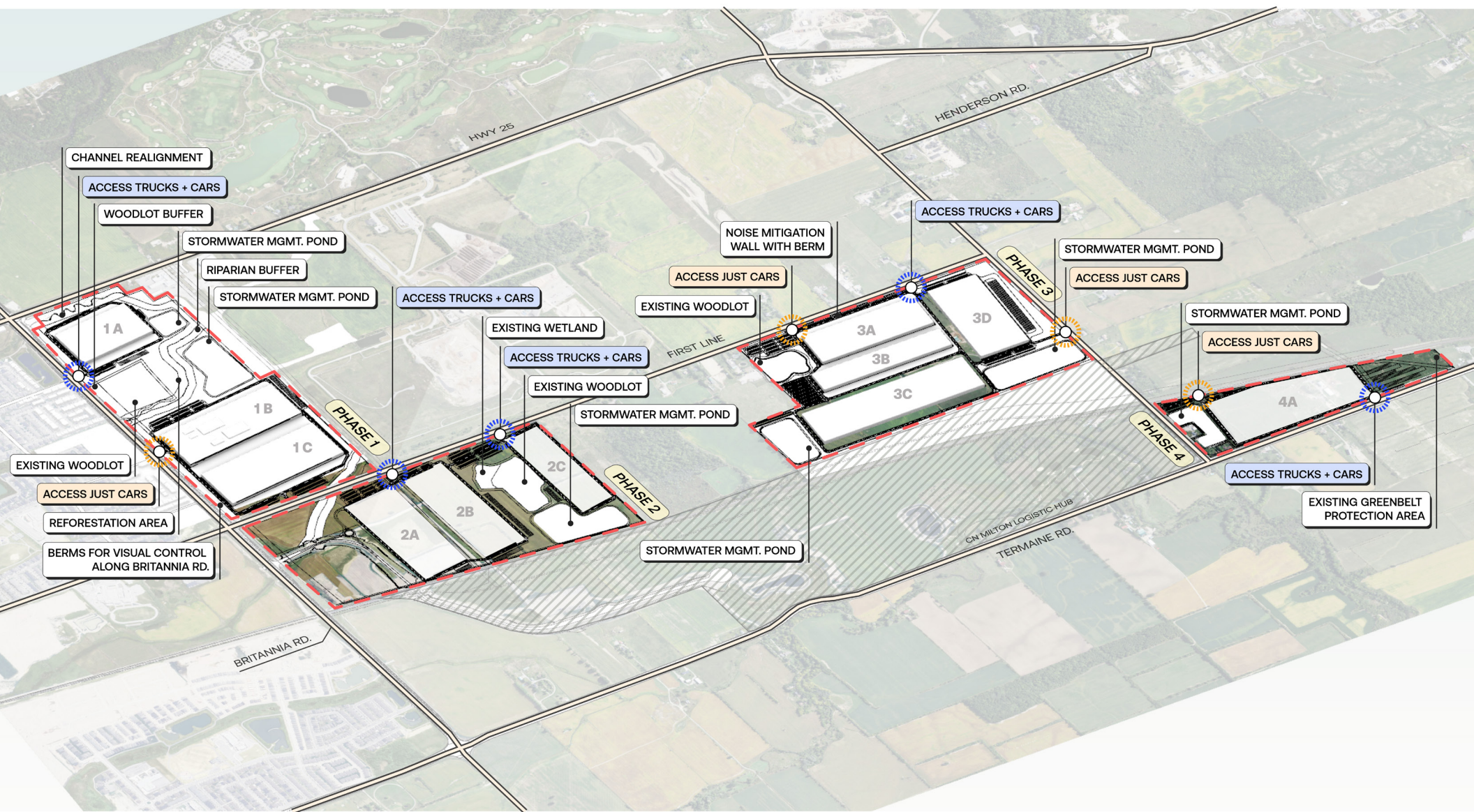


Figure 18: Aerial axonometric view of the proposal with annotations

4.5 Conclusion

The overall proposed development represents a strategic, high-quality, and contextually responsive addition to the Town of Milton's industrial landscape.

The project leverages its adjacency to the CN Logistics Hub to deliver a premier employment node capable of generating up to 5,300 jobs and serving as a major catalyst for regional investment.

Approval of the Official Plan and Zoning By-law Amendments is supported by a robust urban design strategy that successfully balances operational efficiency with environmental and community protections:



Contextual Sensitivity and Mitigation

The design carefully manages the visual and acoustic impacts of the proposed industrial buildings. Through strategic architectural shielding, landscaped set-backs, and 3-meter berms along Britannia Road, the development successfully buffers adjacent residential communities.

Ecological Integration

Rather than simply mitigating harm, the master plan treats the Natural Heritage System (NHS) as a foundational structuring element. Significant woodlands, and wetlands are protected, buffered, and integrated to promote net ecological gain and long-term resilience.



Optimized and Safe Movement

The phased, infrastructure-led approach establishes a clear movement hierarchy. By internalizing primary truck routes and aligning them with the rail corridor, the plan ensures highly efficient logistics operations while protecting local streets and pedestrian safety.

Ultimately, this development vision aligns with the Town of Milton's policies, offering a highly functional logistics park that respects its natural setting and acts as a responsible neighbor to the surrounding community.



