

PLANNING JUSTIFICATION REPORT

**475 HARROP DRIVE,
MILTON, ON**

1.0 Background

1.1 Introduction

Batory Management has been retained by 2514351 Ontario Inc. (the “landowner”) as the planning consultant for the development at 475 Harrop Drive in the Town of Milton.

The site is intended to permit a site specific use for a Truck Terminal and Motor Vehicle Repair Garage on the existing property and within the existing building. No ‘Development’ is proposed as part of the application.

The site includes landscaping and fencing to buffer the use from adjacent properties and mitigate any potential impacts of nearby sensitive land uses.

An application to amend the Town of Milton Official Plan and Zoning By-law 016-2014 is required to permit the proposed development. The following Planning Justification Report provides an overview of the proposed land use change for the subject property.

1.2 Location and Size of the Subject Site

The subject property is located on the east side of Harrop Drive, and north of Steeles Avenue East. It is also approximately 500m south of Highway 401. The surrounding area is comprised with predominantly industrial land uses with low density residential uses further south of the subject site.



Aerial Photo

The site at 475 Harrop Drive has approximately 200.11 m of frontage along the Harrop Drive and a lot area of 25,435.40 square metres (2.54 hectares / 6.29 acres). The property is developed with two buildings associated with the existing Trucking/Freight use.

1.3 Land Use Context

The subject site is currently occupied by an existing 2052.2 square metre building which is used as a Commercial Vehicle Terminal and an associated 280 square metre standalone office building. The site is also occupied with approximately 248 parking spaces as well as excess vacant lands.

The area surrounding the Subject Site includes the following:

- To the North: Industrial Lands (Insulation and Concrete production and supply)
- To the East: Food Manufacturing (Dare Foods LTD)
- To the South: Automotive uses (Tire Shop, Car Wash & Auto Body Shop)
- To the West: Various Industrial Uses

The subject lands are designated as Business Park Area/Industrial Area within the Halton Region Official Plan. The site has a dual Official Plan and Zoning By-law designations within the Town of Milton. The Milton Official Plan designations are “Business Park” within the south half of the site, and “Industrial” within the north half. Within the Town of Milton Zoning By-Law the north half is zoned M2 or “General Industrial Zone” and the southern half zoned M1 or “Business Park Zone”.



Axonometric Photo

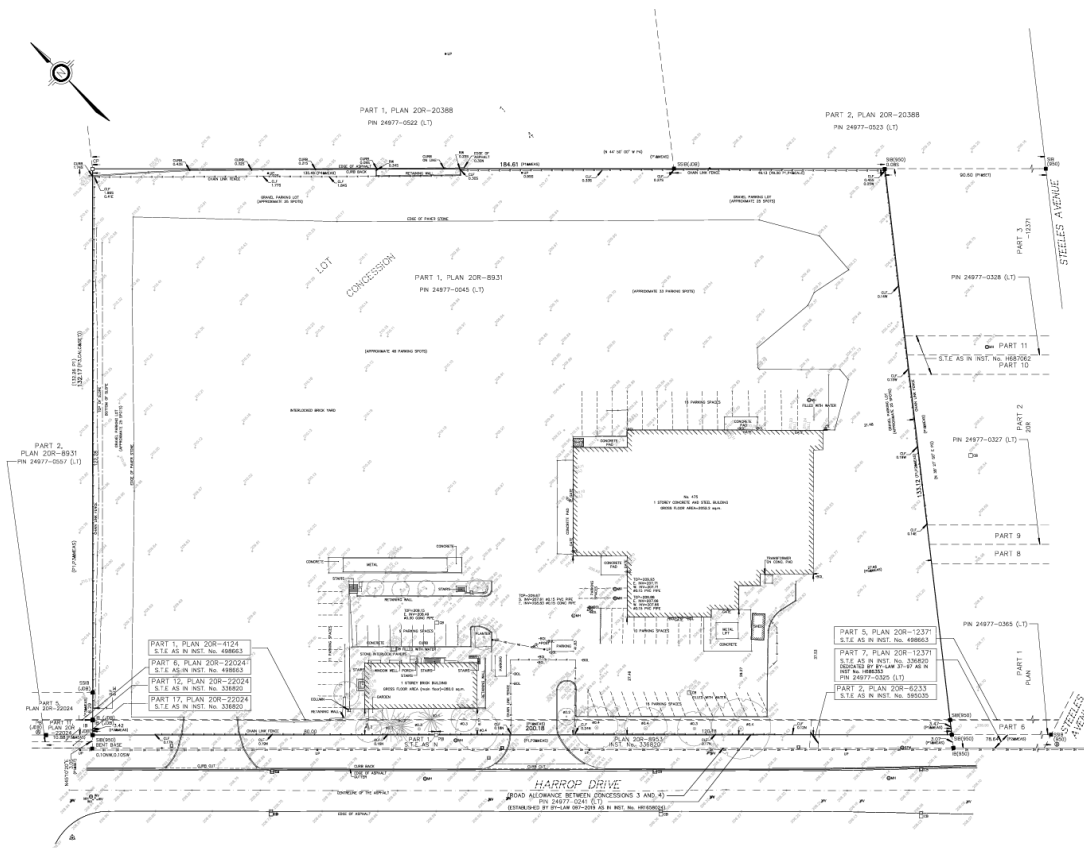


Site Context Photos

1.5 The Proposed Development

The purpose of the Zoning By-Law and Official Plan Amendment applications are to create a site-specific land use that would accommodate the existing buildings and parking on site for the proposed Truck Terminal and Motor Vehicle Repair land use. The landowner seeks to amend the Zoning By-Law and the Official Plan in order to accommodate a site-specific use to allow for the existing buildings to be used as a Truck Terminal and associated Motor Vehicle Repair Garage. The owner does not have any plans to alter the site whatsoever and no exterior or interior renovations are proposed. This application is solely for a change of use.

The site currently has a dual Zoning and an Business Park Area Official Plan designation where the north half Industrial zoning accommodates the proposed use, however the existing building is located on the south half of the site, which requires a site specific amendment to the Official Plan and Zoning By-law to permit the proposed land use change.



Key Plan

The following key statistics are associated with the existing property:

- Proposed building for a combined use of Truck Terminal, Warehouse, Maintenance and Office space with a total GFA of 2332.2 m²
- Office Space with GFA 280 m²
- Maintenance/Mechanic Shop with a GFA approx. 249.07 m²
- Warehouse with a GFA of approx. 1803.13 m²
- 148 Parking spaces and 4 loading bays
- An interlock and gravel parking area at the north & northwest area of the site to accommodate the Truck Terminal Use

The site is accessible via an existing full movement entrance located near the centre of the existing site along Harrop Drive.

1.6 Building Siting and Design, Access, Parking, and Landscaping

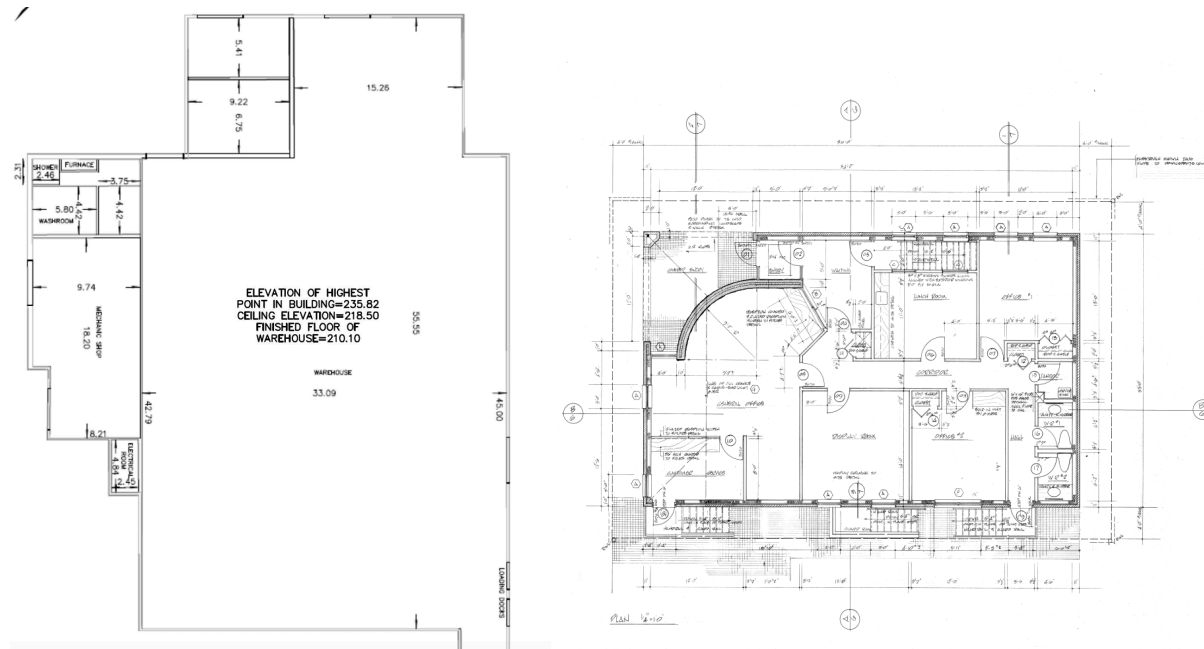
The existing warehouse building is located on the south side of the property, while the existing office building is located near the centre of the property adjacent to Harrop Drive. Access to the property is provided in between these buildings. The parking lot for trucks, trailers, and automobiles is located on the northern half of the site. The truck loading areas are screened from the Harrop Drive frontage, and no additional changes are proposed to the site to facilitate the proposed land use change.



Axonometric view of the site from the NW and SE side of Harrop Drive

Landscape buffer strips are provided around the perimeter of the site, as well as fencing adjacent to Harrop Drive to screen the use from the public realm.

A total of 7.25% of the site area is landscaped. Landscaping provides for stormwater retention, and buffering from adjacent uses, and improves the aesthetics of the site overall.



Warehouse and Sales Office Internal Layouts

2.0 Required Applications

The proposed development requires an application to amend the Town of Milton Official Plan as well as the Town of Milton Zoning By-law 016-2014, as amended, to permit the proposed land use change with appropriate performance standards on the Subject Site.

2.1 Pre-consultation

Pre-consultation meeting minutes and notes were provided by staff from the Region of Halton and Town of Milton in September of 2024. It was determined that an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications would be required. A checklist was provided by staff, as well as comments pertaining to the submission of the applications.

3.0 Planning Policies, Regulations, and Analysis

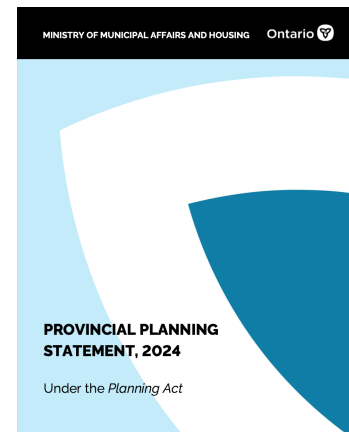
The recommendations of this Planning Justification Report are based on the review and consideration of the following Provincial, Regional, and Local policy and non-policy documents:

- Provincial Planning Statement (PPS 2024)

- Region of Halton Official Plan
- Town of Milton Official Plan
- South Glengarry Zoning By-law 38-09

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the Planning Act and came into effect on October 20, 2024.



The Provincial Planning Statement (2024) (the 'PPS') provides direction on a wide range of matters of provincial interest relevant to land use planning and development to promote strong and competitive communities, a strong economy, and a healthy environment. The PPS includes policies regarding the efficient and wise use and management of land and infrastructure; protection of the built and natural environment; the development of sustainable and resilient complete communities that enhance health and social well-being; the growth of a variety of employment opportunities; the development of a mix of housing; open space and recreation opportunities; and transportation options intended to increase the use of active transportation and transit.

The Provincial Planning Statement provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario.

The following PPS policies are of particular relevance and importance to the redevelopment of the Site.

Policy 2.1.6 of the PPS states that Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Policy 2.3.1.1 of the PPS states that Settlement areas shall be the focus of growth and development.

Policy 2.3.1.2 provides direction on the land use patterns within settlement areas are based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;

Policy 2.8.1 of the PPS states that Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.

Section 2.8.2 provides for the Employment Areas policies and includes:

1. Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.
2. Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.
3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:
 - a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
 - b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;
 - c) prohibiting retail and office uses that are not associated with the primary employment use;
 - d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and
 - e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

Employment area is defined as follows in the PPS: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.

The Provincial Planning Statement recognizes the Official Plan as the most important vehicle for the implementation of the PPS.

3.2 Provincial Planning Statement Analysis

The proposed land use conversion of the existing site is located on an underutilized site within an existing settlement area which includes many adjacent industrial and automotive related land uses. The proposal contributes to the growth of services and employment opportunities within the municipality which help sustain the municipality's financial well-being over the long term.

The area is appropriately serviced and contains a range of similar commercial and automotive uses to the proposed use. The site has been designed to limit impacts on adjacent sites and land uses. The land use conversion promotes an employment land use that aligns with PPS goals for efficient land use and economic growth.

Consistent with Policy 2.8.2, the proposed land use conversion protects and preserves the existing employment area for current and future uses, and utilizes existing infrastructure. The site is located in close proximity to the Highway 401 which is associated with goods movement, and the land use conversion assists in servicing the surrounding employment neighbourhood as well as the Greater Toronto Area. The site is located within a designated employment area, where these land uses are further encouraged by the policies of the Regional and Local Official Plans. The land use conversion also includes ancillary office and warehouse related uses, and the proposed land use does not create any inappropriate transitions to non-employment areas to ensure land use compatibility and economic vitality. .

The proposed Truck Terminal and associated Motor Vehicle Repair use supports the Employment Area intent of the PPS by providing for a goods movement use with associated office, warehouse, and vehicle repair uses being provided for the site.

It is my opinion that the proposed development is consistent with the Provincial Planning Statement (2024).

3.3 Region of Halton Official Plan

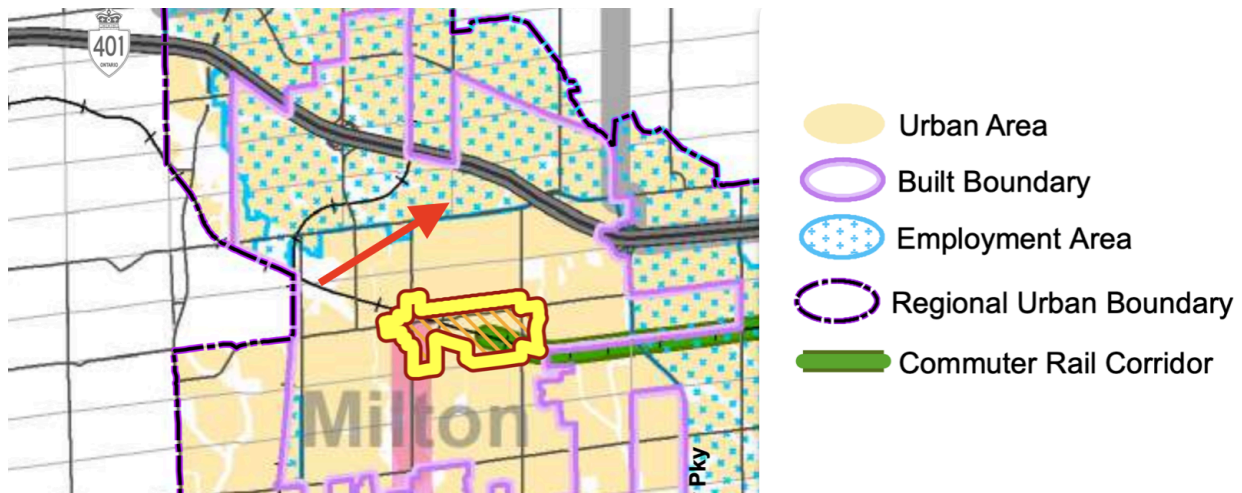
The Halton Region Official Plan (ROP), formally known as Sustainable Halton, provides clear direction as to how development should occur in Halton to meet the current and future needs of its residents and regional economy. The ROP reflects the Region's collective aims and aspirations, regarding the character of the landscape and the quality of life within Halton. The ROP clarifies and assists in the delivery of regional services and responsibilities as set out in the Planning Act, the Municipal Act, and other pertinent Provincial legislation. The ROP provides land-use guidance in developing a consistent vision for Burlington, Halton Hills, Milton, and Oakville.



THE REGIONAL PLAN
Official Plan for the Halton Planning Area
Regional Municipality of Halton
Official Consolidation
May 16, 2014

Effective July 1, 2024, the ROP is no longer an Official Plan of an upper tier municipality with planning authority. Instead, it became part of the Town's Official Plan. Nevertheless and for ease of reference I will refer to the document as the ROP.

The Subject Site is designated as 'Urban Area' within Map 1 – Regional Structure in the ROP. The ROP further designates the site as Employment Area Map 1H of the ROP – Regional Urban Structure.



Section 72(1) of the ROP provides for the objectives of the Urban Area which include:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a

strong and competitive economy.

(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.

(10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

(10.1) To direct where employment uses should be located and to protect areas designated for such uses.

Section 83 of the ROP provides the objectives of the Employment Areas, which include:

(1) To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.

(2) To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

(3) To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.

(4) To recognize the changing nature of employment and to recognize the role of Employment Areas in accommodating a diverse range of innovative employment uses and supporting the overall Regional Urban Structure.

Policy 83.1 states: The Employment Areas are shown as an overlay on top of the Urban Area on Map 1H, and are subject to the objectives and policies for the Urban Area. Their boundaries are to be interpreted in accordance with Section 52 of this Plan. Additional Employment Areas may be introduced within the Urban Area by amendment to this Plan.

Section 83.2 provides the policies of the Employment Areas of the Region and include:

(1) Plan for Employment Areas by:

a) prohibiting residential uses;

b) prohibiting major retail uses;

c) permitting a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses;

d) permitting a range of ancillary uses that are associated with an employment use or supportive of the overall Employment Area, as identified in Local Official Plans in accordance with Section 83.2(6)b) of this Plan;

e) limiting sensitive land uses, including institutional uses, by only permitting such uses where they:

[i] are an ancillary use that is associated with an employment use or that is supportive of the overall Employment Area;

[ii] are located at the periphery of the Employment Area and/or identified within an appropriate Local Official Plan designation;

- [iii] address land use compatibility considerations in accordance with Section 143(12) of this Plan;
- [iv] support achieving the employment forecast in Table 1 and the density target for Employment Areas in Table 2 of this Plan; and,
- [v] do not contain a residential component or function where individuals reside on a temporary or permanent basis, such as long-term care facilities, retirement homes, or boarding schools;
- f) recognizing existing uses
- 2) Plan for, protect and preserve the Employment Areas for current and future use. Development in proximity to major facilities are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.
- (3) Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan.
- (6) Require Local Municipalities to plan for Employment Areas by:
 - a) delineating and protecting the Employment Areas as identified on Map 1H of this Plan;
 - b) developing policies and land use designations for lands within the Employment Areas that:
 - [i] support accommodating forecast employment growth as identified in Table 1 and achieving the Employment Area density targets identified in Table 2 of this Plan;
 - [ii] identify a range of employment uses, ancillary uses, and sensitive land uses, as appropriate for the planned function of the specific land use designations and their role within the Regional Urban Structure and Local Urban Structures;
 - [iii] require land use compatibility studies for sensitive land uses in accordance with Section 143(12) of this Plan; and
 - [iv] ensure an appropriate interface is provided between the Employment Areas and adjacent non-employment areas and between specific employment designations in the Local Official Plan to maintain land use compatibility.

3.4 Region of Halton Official Plan Analysis

The proposed change of use and existing site conditions of the proposed transportation / automotive development is consistent with the vision and the policies of the Region of Halton Official Plan. The proposed employment use of the property for a Truck Terminal and ancillary automotive repair, warehouse, and office use near transportation corridors, such as the proposed development, are encouraged by the Employment Area designation that applies to the subject lands. The truck terminal use will encourage job creation directly and indirectly, which benefits the local economy. The proposed use improves logistics efficiency for the immediate industrial area as well as the greater region. The proposed use supports the economic activity of the area and enhances regional trade opportunities, as the proposed use supports the supply chains for businesses which contributes to economic stability.

Consistent with the policies of section 72(1) of the ROP, the proposed land use change promotes economic prosperity within the Region, and assists the Region's goals of a high quality sustainable natural environment by locating the proposed use within an existing Urban Area that is intended for Employment land uses. The land use change further promotes appropriate live-work relationships by providing the Truck Terminal use within an existing internal industrial neighbourhood and assists the goal of fostering a strong and competitive economy. The proposed land use provides for an additional range of employment uses within the immediate context to meet the long term needs of the Region, and appropriately locates the use within the context of an existing Employment Area.

Consistent with Section 83 of the ROP, the proposed development assists in the Region's goals of providing a diversified economic base, as the proposed truck terminal supports a wider range of economic activity with ancillary uses within the immediate neighbourhood context, and assists the existing and future business of Milton and the Region of Halton with providing goods movement for both business and residents. The proposed land use change further recognizes the role of Employment Areas in accommodating a diverse range of innovative employment uses and supporting the overall Regional Urban Structure, and locates the use with proximity to the existing Highway 401.

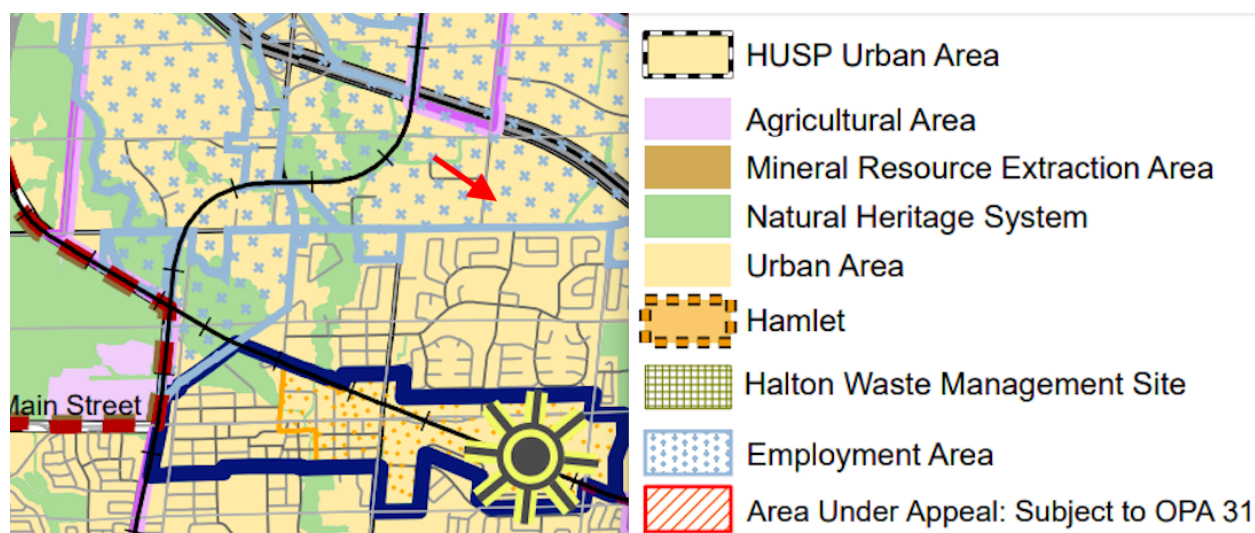
Consistent with Section 83.2 of the ROP, the proposed development provides for an industrial use within includes warehouse and ancillary vehicle repair and office uses. The development assists in the Region's employment forecasts for employment areas, and does not create any land use compatibility issues. Further, existing infrastructure exists to support the land use conversion.

In my opinion, the proposed land use conversion of the existing site and building is consistent with the policy objectives of the Region of Halton Official Plan.

3.5 Town of Milton Official Plan

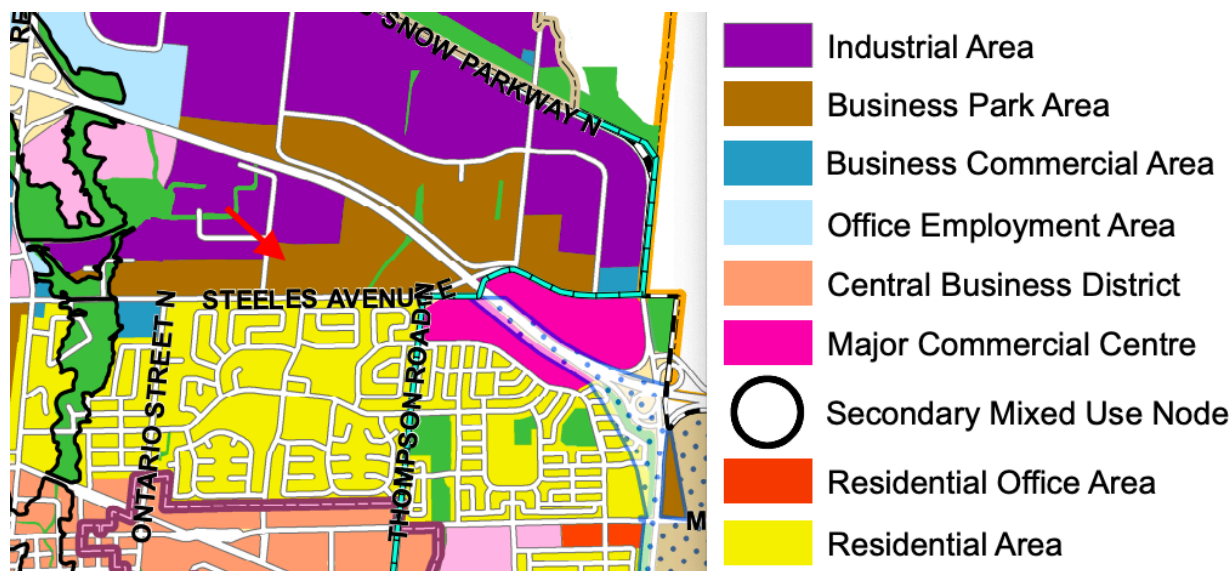
The Town of Milton's Official Plan, originally adopted by Council August 1996, and the latest consolidation as of December 2024, contains policies and strategies that help guide land use and development decisions within the Town.

One Schedule I - Urban Structure of the Official Plan, the site is located within the Urban Area and includes an Employment Area designation.



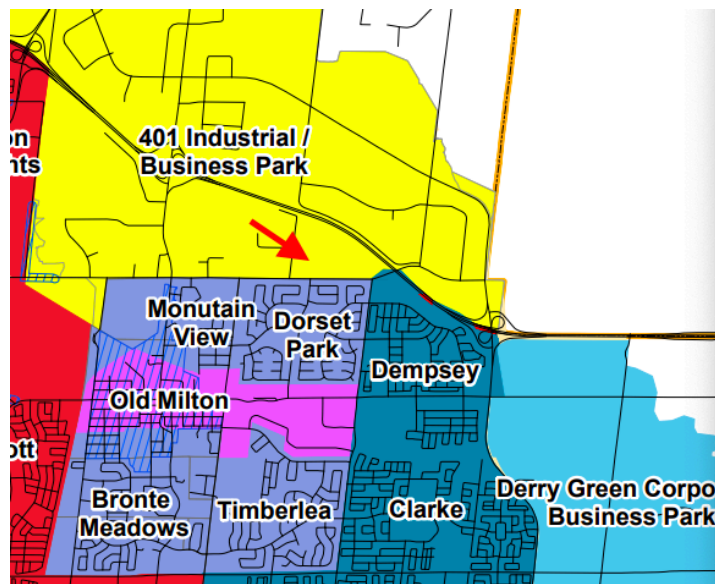
Schedule I - Urban Structure of the Official Plan

The Subject Site is designated as Business Park Area on Schedule B - Urban Area Land Use Plan in the Town of Milton Official Plan. We note that in discussing the application with staff at the Pre-consultation stage, the site previously had dual designation; the north half used to be Industrial Area and the southern portion was Business Park Area. Through OPA 31, the property was re-designated entirely Business Park Area in error, and this was continued in the Town's recent Official Plan consolidation.



Schedule B - Urban Area Land Use Plan

On Schedule D2 - Urban Districts and Neighbourhoods, the site is located within the 401 Industrial/Business Park planning district.

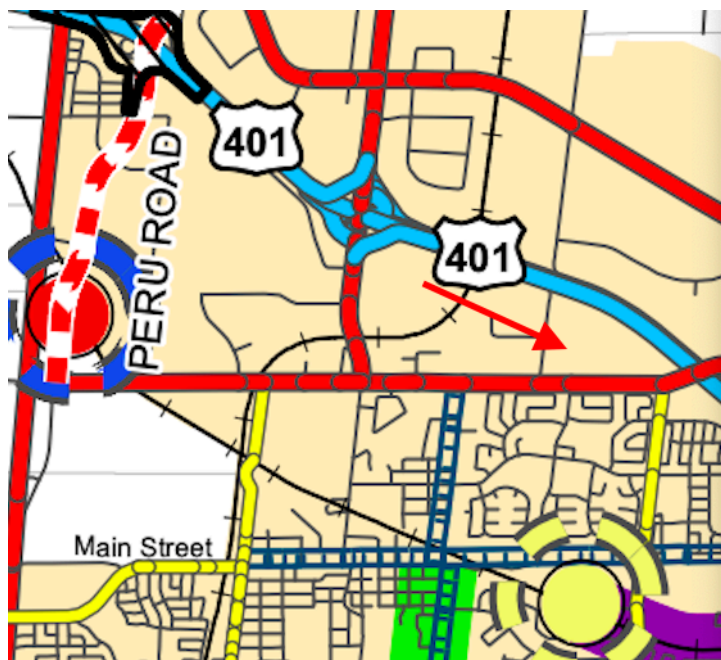


PLANNING DISTRICTS

- Rail
- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East/West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial Business Park
- Milton Central
- Urban Area

Schedule D2 - Urban Districts and Neighbourhoods

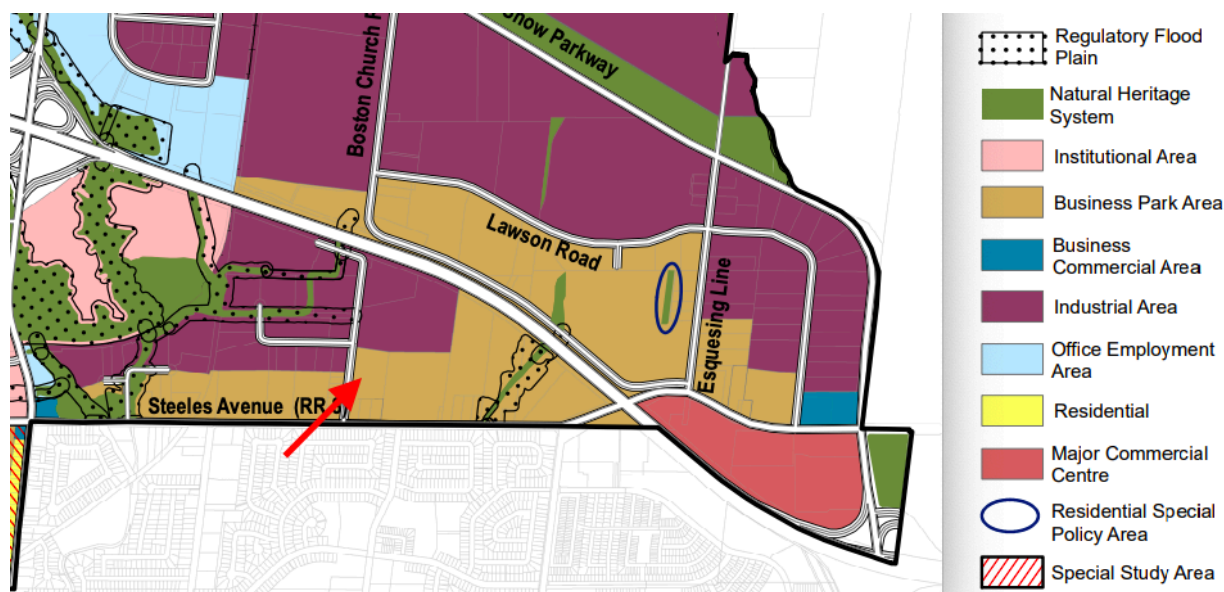
The Subject site is located on Harrop Drive, which is designated as a 'Local Road' as shown on Schedule E - Transportation Plan, with a planned Right-of-way width of up to 20 metres as identified in Official Plan Table 2- Function of Transportation Facilities.



- MAJOR TRANSIT STATION AREA
- FUTURE POTENTIAL TRANSIT STATIONS
- LOCAL ROAD
- COLLECTOR
- POTENTIAL FUTURE ALIGNMENTS
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- PROPOSED MAJOR ARTERIAL
- PROVINCIAL FREEWAY
- URBAN AREA
- COMMUTER RAIL CORRIDOR
- HIGH ORDER TRANSIT CORRIDOR
- PLANNED 401 INTERCHANGE
- TOWN OF MILTON BOUNDARY

Schedule E - Transportation Plan

On Schedule C.2.B - Milton 401 Industrial / Business Park Secondary Plan, the Subject Site is designated as 'Business Park Area'.



Schedule C.2.B - Milton 401 Industrial / Business Park Secondary Plan

2.4.3. Growth Management

In accordance with the policies of the Growth Plan for the Greater Golden Horseshoe, the policies of the Milton Official Plan intended to plan for, and manage, growth and support the development of a compact, vibrant and complete urban community while protecting and preserving the surrounding agricultural and natural heritage landscapes. The Official Plan contains policies to guide land use planning and development decisions through to the 2031 horizon year based upon the following population and employment targets:

Population		Employment	
2006	2031	2006	2031
56,000	238,000	28,000	114,000

Section 2.4 of the Official Plan provides for the Economic Development policies. Policy 2.4.1 states the goal of the Town to: maintain and enhance the Town's economic base through significant economic development. The objectives of the Economic Development policies which includes:

Policy 2.4.2.1: To foster the health of existing businesses within the Town.

Policy 2.4.2.2: To increase Milton's profile through ongoing promotion and marketing

Policy 2.4.2.3: To improve the Town's potential to attract economic development through the promotion and implementation of new infrastructure and the expeditious movement of goods by truck and rail.

Policy 2.6.3.25 pertinent to Trucking, and states: The movement of goods by truck is an essential element of the transportation system. The Town shall work with local businesses to ensure the provision of truck routes which meet their needs, while having regard for the need to protect residential neighbourhoods from truck noise, pollution and hazards.

The Employment policies are provided under Section 3.7 of the Official Plan.

The general purpose of the Employment policies are noted in policy 3.7.1.1: Employment areas are intended to provide industrial, business and office activities, which will be the major source of employment opportunities within the Town. The employment areas permit a wide range of business and economic activities and are defined by five specific employment land use designations: Prestige Office, Office Employment, Business Park, Industrial and Business Commercial. The employment land use designations provide for compatible uses in appropriate locations with a variety of form, scale, and intensity of development.

The Employment Objectives are stated in policy 3.7.1.2: It is the objective of this Plan to:

- a) ensure that sufficient designated lands are available within the Urban Area for the creation of diverse employment opportunities at appropriate strategic locations, particularly in the vicinity of existing major highway interchanges and rail yards;
- b) ensure that the Town is positioned to accommodate new and expanded business activities that provide jobs to local residents;
- c) ensure that new industrial development occurs in an orderly manner;
- d) encourage and promote compact development that accommodates a mix of employment uses and supporting uses to facilitate the efficient use of urban land and infrastructure; and,

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

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

Section 3.8 provides the Business Park Area policies. Policy 3.8.1.1 states: The Business Park Area designation on Schedule "B" is an employment designation which applies to areas where the full range of light industrial and office uses will be permitted, subject to a high standard of design.

Policy 3.8.2.1 provides the permitted uses: The Business Park Area designation on Schedule "B" means that the main permitted uses shall be light industrial and office uses.

3.8.2.2; In addition to the main permitted uses within the Business Park Area designation, the following uses shall also be permitted:

- a) Accessory service, wholesale, retail and office uses directly related to the industrial use and located within the industrial building;
- b) Research and development uses excluding uses which produce biomedical waste;
- c) Cannabis Production and Processing Facility;
- d) Restaurants that are part of and are located wholly within a light industrial or office building, other than an industrial mall; and,
- e) Institutional uses, only on lands fronting onto Steeles Avenue within the Established Urban Area provided that:
 - i) the location and design of the use meet the Region of Halton's Land Use Compatibility Guidelines in accordance with policy 2.3.3.19; and,
 - ii) such uses do not collectively displace employment from Employment Areas to result in a shortfall in Employment Areas to meet the employment forecast contained in Section 2.1.4 of this Plan.

3.8.2.3; Within the Business Park Area designation, the following uses shall specifically not be permitted:

- a) Truck terminals;
- b) Fuel depots;
- c) Cement batching and asphalt plants; and,
- d) Waste management or composting facilities.

Section 3.8.3 of the Official Plan provides for the Business Park Area Policies.

Policy 3.8.3.1 states: Development within areas designated "Business Park Area" within the Established Urban Area on Schedule "B" or within an approved Secondary Plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Business Park Area designation;
- c) no outdoor storage being allowed;
- d) a high quality of landscaped site development particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial or Multi-Purpose Arterial roads;
- e) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,
- f) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.

Section 3.9 provides the Industrial Area policies. Policy 3.9.1.1 states: The Industrial Area designation on Schedule "B" is an employment designation which applies to areas where the full range of light and general industrial uses will be permitted.

Section 3.9.2 provides the permitted uses within the Industrial Area designation, and states: The Industrial Area designation on Schedule "B" means that the main permitted uses shall be light and general industrial uses including recycling industries in accordance with the policies of

subsections 2.6.3.46 through 2.6.3.53 inclusive, of this Plan. In addition, accessory service, wholesale, retail and office uses directly related to the industrial use shall be permitted within the industrial building. Outdoor storage may be permitted subject to appropriate screening and containment.

Policy 3.9.3.1 states: Development within areas designated "Industrial Area" within the Established Urban Area on Schedule "B" or within an approved Secondary Plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Industrial Area designation;
- c) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,
- d) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.

The subject site is located within the previously approved Milton 401 Industrial / Business Park Secondary Plan.

Policy C.2.1.1 states: The purpose of the Milton 401 Industrial/Business Park Secondary Plan is to establish a more detailed planning framework for the Milton 401 Industrial/Business Park Planning District in support of the general policy framework provided by the Official Plan.

Section C.2.2.1.1 states: The Secondary Plan is designed to create a comprehensively planned, high quality, industrial/business park with approximately an additional 23,700 employees, as well as a gateway to the Urban Area, which reflects the Milton's unique Escarpment context and the strong sense of community and the environment evident in the Town by:

- a) providing a transportation system, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connection to key market areas, as well with the Existing Milton Urban Area, within the Planning District, and with other surrounding areas of the Town;
- b) ensuring that development fronting on major roads, and the road allowances, achieve high urban design standards to reinforce the Town's image and provide an attractive entrance to the community;
- c) providing the flexibility to accommodate a broad range of potential uses, while at the same time, ensuring that there are appropriate controls on development to ensure that high quality uses locate at key locations such as the 401 interchanges and to minimize potential conflicts between uses, including conflicts which relate to the character of specific areas of the Industrial/Business Park;
- d) creating a linked open space system within the Planning District which is linked to the natural heritage system in other areas of the Town;
- e) ensuring that the relationship to the Niagara Escarpment, a key feature which distinguishes Milton, is enhanced and strengthened through the natural heritage system

and through the maintenance of views to the Escarpment where feasible, recognizing the proposed level of development;

f) providing for the potential of features and/or community facilities within the Planning District which may serve as landmarks or focal points for the Industrial/Business Park, its employees and also for all Town residents; and,

g) recognizing, that within the general vision for the Industrial/Business Park, individual areas may develop their own specific character.

Section C.2.3 provides the Goals and Objectives of the Secondary Plan, and specifically states: Further to, and in accordance with, the goals and objectives of Section 2 of this Plan, the following specific goal and objectives are applicable to the Milton 401 Industrial/Business Park Planning District. Policy C.2.3.1.1; To create a comprehensively planned, high quality industrial/business park, as well as a gateway to the Urban Area, in the Milton 401 Industrial/Business Park which reflects Milton's unique Escarpment context and the strong sense of community and the environment evident in the Town, as well as assisting the Town in achieving long-term economic success.

The Objectives of the Secondary Plan are noted in Section C.2.3.2, which include the following policies that are relevant to the proposed development:

Policy C.2.3.2.1: To create an industrial/business park that take advantage of Milton's competitive advantage in the Greater Toronto Area market and its location adjacent to the Highway 401 corridor by establishing a development framework that:

a) streamlines approvals;

b) is flexible in dealing with various types and forms of land uses and building; and,

c) promotes a program of urban design that is attractive and financially responsible.

Policy C.2.3.2.2: To create a functional transportation system, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connections to key market areas, as well with the Established Urban Area, within the Planning District and with other surrounding areas to ensure maximum opportunities for integration with the rest of the community. Policy C.2.3.2.3: To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the Industrial/Business Park, while providing the flexibility to accommodate a broad range of potential uses.

Policy C.2.3.2.4: To create a linked open space system connected with other areas of the Town, including a trail system, which forms a central feature of the Industrial/Business Park, protects key existing natural features, including woodlots, and which is accessible, wherever feasible, and visible for residents and visitors.

Policy C.2.3.2.5: To develop a functional servicing and phasing approach which ensures that all services are provided in a cost-effective and timely manner as the area develops

Policy C.2.3.2.6: To preserve existing natural and cultural heritage features wherever feasible and provide for the potential of community facilities or the creation of other landmark features which may serve as focal points for the Industrial/Business Park, employees and Town residents. Policy C.2.3.2.7: To mitigate impacts on existing clusters of residential development from adjacent non-residential employment uses through design and the establishment of

appropriate setbacks and buffering, while recognizing that the primary use of the area is for employment development.

Section C.2.5.2 provides the Business Park Area policies. Policy C.2.5.2.1 states: Further to, and in accordance with the policies of Section 3.8 of this Plan, on lands designated "Business Park Area" on Schedule "C.2.B", general industrial uses will be permitted north of Highway 401, in addition to the other permitted uses. However, the following uses shall only be permitted subject to a zoning by-law amendment which shall be evaluated based on the submission of a development plan which complies with the provisions of Section C.2.5.1.1:

- a) Accessory service, wholesale, retail and office uses directly related to the industrial use and located within the industrial building;
- b) Restaurants that are part of and are located wholly within a light industrial or office building, other than an industrial mall; and,
- c) Open storage at the rear of a lot, subject to the policies of Section C.2.4.5.7 e) and C.2.4.5.8. d) of this Plan.

Section C.2.5.3 provides the Industrial Area policies of the Secondary Plan which includes the following:

Policy C.2.5.3.1: Further to, and in accordance with the policies of Section 3.9 of this Plan, on lands designated "Industrial Area" on Schedule "C.2.B", notwithstanding the provisions of Section 3.9.2.1 which permit the full range of light and general industrial uses, the Zoning By-law may not initially permit the full range of such uses on all sites.

Policy C.2.5.3.2: Sites where uses may be restricted shall include sites adjacent to lands in the Major Commercial Centre designation north of Highway 401; and lands which abut the James Snow Parkway and Highway 401.

Policy C.2.5.3.3: On such sites, as identified in Section C.2.5.3.2, the By-law may prohibit specific uses including truck terminals, fuel depots, cement batching and asphalt plants and waste management or composting facilities or similar uses which cannot easily be designed to maintain the high quality development required for such areas. Further, through the By-law or site plan control process, the location and extent of open storage areas may be limited.

Policy C.2.5.3.4: Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a development plan which complies with the provisions of Section C.2.5.1.1; and provided that the Town is satisfied that the development can be designed to maintain the high quality required for such areas.

Milton Official Plan Analysis

The proposed Truck Terminal and associated development is situated in a planned employment area which includes other related automotive services. The proposed development improves the existing use of the building with a truck terminal and automotive repair which provides a more efficient use of the land. The proposed development supports the employment and economic development policies of the plan, which will increase jobs and economic activity within the immediate context of the site, and provide for and goods movement use that will

service the greater region. The development promotes the health of the employment area as well as existing businesses within the Town, and assists with the Town's goals of providing for the expeditious movement of goods by truck and rail.

As noted in the plan by Policy 2.6.3.25, the movement of goods by truck is an essential element of the transportation system, and the location of the proposed truck terminal appropriately mitigates residential neighbourhoods from truck noise, pollution and hazards.

The proposed Truck Terminal Use for the site assists with the intent of the Employment policies, which provides for a wide range of business and economic activities including compatible uses in appropriate locations with a variety of form, scale, and intensity of development.

Consistent with the Employment Objectives policies, the proposed development provides for a truck terminal use that is located within the existing Urban Area and provides for diversity of employment opportunities in a location with close proximity to an existing major highway and highway interchanges. The development promotes compact development in an existing building that accommodates a mix of employment uses and supporting uses to facilitate the efficient use of urban land and infrastructure in the immediate context.

The development is located within a secondary plan area, and the site has adequate water and wastewater to accommodate the proposed land use change. The site is located internal to an existing employment area and is buffered by existing industrial and commercial uses to the south of the site from nearby arterial roads and residential land uses.

The Official Plan Amendment is required to permit the Truck Terminal use within a new Industrial designation of the Official Plan, which is permitted in the parent Official Plan policies. The accessory uses of the office, warehouse, and vehicle repair are intended to occur within the existing buildings on the site. Adequate screening and landscape buffers exist on the site to support the land use change. In my opinion, the proposed development complies with the Community-wide policies of Section 2.0 of the Official Plan.

At the preconsultation stage, we understand that prior to OPA 31, the site had dual designation, being Industrial on the northern half of the site and Business Park Area on the southern half of the site. Through OPA 31, the property was re-designated entirely to a Business Park Area designation, and this was continued in the Town's recent Official Plan consolidation. We understand this was a mapping error, however this context assists with the intent of the policies and the request for the site specific Official Plan amendment.

The subject site is located within the previously approved Milton 401 Industrial / Business Park Secondary Plan. The proposed development supports the intent of the Secondary Plan, by providing for a truck terminal use which assists in providing a broad range of uses and mitigates potential conflict with adjacent and nearby land uses. It is specifically noted that the Business Park designation to the south of the site is intended to buffer the General Industrial from the existing residential on the south side of Steeles Avenue. In this instance, there are

existing commercial lands and Business Park designated properties that will continue to buffer the site from Steeles Avenue which will continue to meet the general intent of the Secondary Plan.

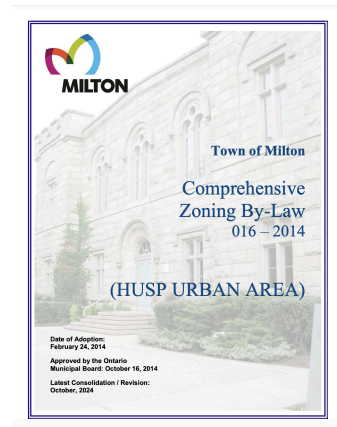
The proposed development further supports the objectives noted in Section C.2.3.2, which supports the industrial/business park and takes advantage of Milton's competitive advantage in the Greater Toronto Area market and its location adjacent to the Highway 401 corridor with a truck terminal land use for the site. The proposed use provides for flexibility in types and forms of land uses and buildings in the immediate context, and supports the transportation, urban design, environmental policies of the Plan by locating the use internal to an existing employment area.

The proposed development is compatible with the existing character of the surrounding neighborhood while improving an existing underutilized site. Situated along Harrop Drive, the site is in close proximity to the Highway 401 corridor, a key transportation route for goods and freight for the Region. The location of the proposed development is within an area designated for employment development. The proposed truck terminal, vehicle repair and associated uses are compatible with the existing and adjacent permitted land uses. Further, adequate landscaping opportunities and screening / buffering can further mitigate any potential impacts of the proposed development on adjacent properties.

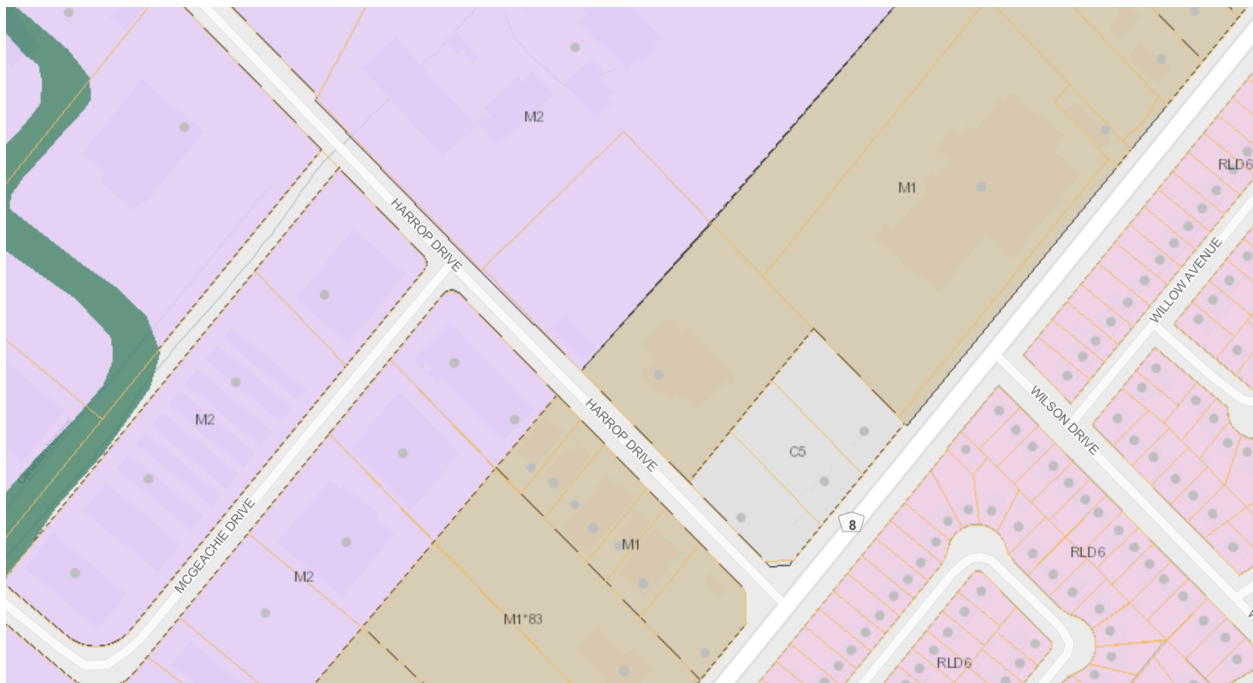
It is my opinion that the proposed development is consistent with the overall intent and structure of the Official Plan, and the site specific Amendment to permit the Industrial land use designation on the site is appropriate.

3.5 Town of Milton Zoning By-law

The Town of Milton Zoning By-law 016-2014 sets out the standards for how land is to be used and developed and is currently the in-force Zoning By-law. Regulations regarding permitted uses, siting, massing, and scales of buildings, minimum and maximum lot sizes, and parking requirements are a few of the topics the Zoning By-law helps enforce. The Zoning By-law helps implement the policies of the Town's Official Plan. In the Province of Ontario and according to the Planning Act of Ontario, Zoning By-laws must conform to the policies of their governing Official Plans. The Town of Milton's Zoning By-law 016-2014 was adopted on February 24, 2014 and approved by the Ontario Municipal Board on October 16, 2014.



On Schedule A of the Zoning By-law, the Subject Site is dual-zoned Business Park (M1) and General Industrial (M2). The site is generally evenly split zoned with the M1 Zone on the southern half of the site and the M2 Zone located on the northern half of the site.



Business Park (M1) Permitted Uses

Under the M1 – Business Park Zone, the following uses are permitted:

Animal Training Facility	Motor Vehicle Rental Agency
Cannabis Production and Processing Facility	Office Building
Commercial School	Office Use
Convenience Store	Place of Assembly
Convention Centre	Place of Entertainment
Day Care Centre	Place of Worship
Dog Daycare	Recreation and Athletic Facility
Dry Cleaning Depot	Research and Technology Use
Dry Cleaning Establishment	Restaurant
Fitness Centre	School, Adult Education
Food Bank	U-Brew Establishment
Funeral Home	Veterinary Clinic (Large & Small Animal)
Hotel	Warehouse / Distribution Centre
Industrial Use	Wholesale Operation
Medical Clinic	

Under the M2 – General Industrial Zone, the following uses are permitted:

Animal Training Facility	Bulk Fuel Depot
Aggregate Recycling Facility	Bulk Propane Storage Depot
Building Supply Outlet	Cannabis Production and Processing Facility

Commercial School
Commercial Storage Facility
Concrete Batching Plant
Contractors yard
Dog Daycare
Dry Cleaning Establishment
Equipment Sales and Rental
Food Bank
Industrial Use
Monument Sales Shop
Motor Vehicle Body Shop
Motor Vehicle Dealership
Motor Vehicle Rental Agency
Motor Vehicle Repair Garage

Motor Vehicle Washing Establishment
Office Use
Outdoor Storage Use
Private Transit Depot
Recycling Facility
Research & Technology Use
School, Adult Education
Service and Repair Shop
Towing Yard
Transportation Terminal
U-Brew Establishment
Veterinary Clinic (Large & Small Animal)
Warehouse / Distribution Centre

Table 8B sets out the Zoning Regulations for the Employment Zones, including the M1 and M2 Zones:

Regulations	ZONES				
	EMP-1	EMP-2	M1	M2	MX
	Prestige Office	Employment	Business Park	Industrial	Extractive Industrial
Lot Frontage (Minimum)	15.0m	40.0m	40.0m	40.0m	IN ACCORDANCE WITH THE SITE PLANS APPROVED UNDER THE AGGREGATE RESOURCES ACT
Lot Area (Minimum)	N/A	0.8 ha	0.8 ha	0.8 ha	
Gross Floor Index (Minimum)	1.5	N/A	N/A	N/A	
Lot Coverage (Minimum)	N/A	N/A	N/A	25% (*3)	
Lot Coverage (Maximum)					
With Municipal Servicing	No Maximum	No Maximum	No Maximum	No Maximum	
Without Municipal Servicing	35%	35%	35%	35%	
Setbacks (Minimum)					
Front Yard					
Minimum	0.0m	6.0m	9.0m	9.0m	
Maximum	4.0m	N/A	N/A	N/A	
Interior Side Yard	3.0m	3.0m (*1)	3.0m (*1)	3.0m (*1)	
Exterior Side Yard					
Minimum	0.0m	5.0m	9.0m	9.0mN/A	
Maximum	4.0m	N/A	N/A		
Rear Yard	3.0m	6.0m (*1)	12.0m (*2)	12.0m (*2)	
Building Height (Maximum)		15.0m	15.0m	15.0m	
Landscaped Open Space	5%				
% of Lot Area (Minimum)		15%	10%	5%	
Landscape Buffer (Minimum)	N/A				
Abutting a street line		5.0m	4.5m	4.5m	
Abutting a James Snow Parkway street line	2.0m	N/A	N/A	N/A	
Abutting a Residential Zone	N/A	6.0m	6.0m	6.0m	
Abutting a Provincial Highway		6.0m	4.5m	4.5m	

Vehicle Parking and Loading Space requirements are established in Section 5 of the Zoning By-law.

3.6 Zoning By-law Analysis

The subject site is the Subject Site is dual-zoned Business Park (M1) and General Industrial (M2) by The Town of Milton Zoning By-law No. 016-2014, as amended, and the proposed zoning for the Site to the M2 Zone and uses of a truck terminal, warehouse, vehicle maintenance shop, and offices, will be required to be included via a site specific exception to the Zoning By-law.

The subject site's current M2 Zoning on the northern portion of the site permits a truck terminal, automobile, office, and warehouse-type uses within the parent zone. The proposed development is compatible with the spectrum of uses currently within the M2 Zone, and as facilitated through the site specific Official Plan Amendment associated with the proposed land use conversion. The local vicinity already hosts various automotive and truck uses, outdoor parking, and employment-related uses, making the proposed development fitting and congruent. The proposed use is not currently permitted by the M1 zoning, and the proposed development has been designed to generally meet or exceed all other By-law requirements subject to the site, with the exception of some site specific performance standards.

The existing building and existing landscaping includes buffers from the Harrop Drive streetscape. Further, the site provides for ample space for the site's landscaping, drainage, and separation of uses, which have all been provided in the existing site design.

With regard to required parking, the By-law requirements are sufficiently exceeded for the proposed development of the site, in this instance an excess of 126 spaces greater than the Zoning By-law requirements.

The proposed automotive and ancillary uses are both complementary to and consistent with, other types of uses permitted in the M2 Zone, and those that currently exist in the immediate context. The proposed development has otherwise been designed and sited to meet or exceed the By-law standards of the General Industrial Zone and is appropriately buffered from the adjacent properties.

The proposed use is appropriate for the site. It is my recommendation that the Zoning By-law 016-2014 be amended to permit the proposed truck terminal use and automotive repair for the entirety of the property and within the existing buildings on the property.

4.0 Planning Conclusion

Based on my analysis of relevant provincial and local policy documents as well as the Zoning By-law, it is my opinion that the proposed land use change is appropriate development for the site site, has been designed and sited to fit appropriately in context, and is a land use that is appropriate in the local area with appropriate existing buffers from residential land uses further to the south. The proposed truck terminal, automotive repair, warehouse, office space, and an accompanying parking lot uses are complementary to a range of other automotive uses in the immediate context and generally consistent with the type of development envisioned by the Region and Town's Policies.

The automotive development also serves as an ideal and fitting land use, facilitating a site that is located in close proximity and access to a major highway. The existing lot fabric and building design provide an attractive employment site that is appropriately buffered from adjacent sites

and nearby land uses. Vehicle access and egress have been designed to facilitate safe, efficient access to the site, and existing servicing to the site is adequate for the use.

It is my opinion that the proposed development is consistent with the Provincial Planning Statement (2024), has been designed in accordance with the policies of the Regional and Local Official Plan, and represents good planning.

Respectfully submitted by,



Paul Demczak, MCIP, RPP
Principal, Batory Management

Appendix I: Public Engagement Strategy

A variety of outreach tools are commonly employed in the processing of development applications. Many of these are undertaken by the Town, in some cases supported by the applicant. While less common, applicant-led consultation has been employed more regularly in recent years, primarily in advance of an application submission, and particularly on large and/or complex projects.

Applicant-led pre-application consultation is also undertaken from time to time to help inform applications before they are submitted and help build capacity in the community for changes that are being proposed. Ultimately, the Town is the driver of consultation once an application has been submitted, though there are several ways the applicant can help augment and support the Town's consultation approach.

Municipality-Led Consultation Practices

A variety of consultation tools, many of which are legislated by the Planning Act, are employed by the Town as part of the processing of a development application including:

- encouraging pre-application community consultation;
- a public meeting in accordance with the minimum statutory meeting requirements of the Planning Act;
- ensuring that information and materials submitted to the Town as part of an application during the course of its processing are made available to the public;
- endeavouring to make draft Official Plan and Zoning By-law amendments available to the public for review as early as possible.

The Town also generally seeks to plan and implement consultation that acknowledges and accommodates those with accessibility needs.

Tools the Town typically employs in consultation include the following:

Notice of Complete Application

Following the submission of an application, the Town will ensure all required forms, studies, fees, plans, and other information have been submitted. Once the application is deemed complete, the Town issues a Notice of Application, confirming the receipt of an application in accordance with the requirements of the Planning Act and the Town's Official Plan. This notice commonly includes high level details about the proposed development.

Notice Signage

Several types of Planning Act applications require the placement of a notice sign on the subject property. The sign typically includes an image, or images, of the proposed development, high level development statistics, the applicant's name, contact information for municipal planning

staff, and once a date has been scheduled, the details of the statutory public meeting. The applicant is responsible for installing signage in accordance

Application Information Webpage

The Town of Milton posts all applications and supporting materials to the Town's webpage. This tool allows anyone with internet access to view nearly all the materials that Town staff review in processing an application. The website also provides Town Planning staff contact information and a timeline chart to show where an application is in the development process. This website is typically updated with each submission.

Statutory Public Meeting

A Statutory Public Meeting is required by the Planning Act to be held for certain Planning Act applications prior to approval. At the Town of Clarington, this meeting happens on the date that the Committee, being a subcommittee of Council, meets to consider a recommendation on an application from Town Planning staff. Notification of this meeting is typically delivered via an ad in the local newspaper, as well as via mail, and to any interested parties.

Other Consultation Methods

In some cases, the Town will host additional drop-in, roundtable, or design charette meetings, develop project or study specific webpages, or convene a working group to support the consultation on an application or study. These additional measures are typically only employed in cases of area studies, policy review work, or large, complex, and/or contentious development applications.

Applicant-led Consultation Practices

The applicant typically plays a supporting role in consultation on a development application, particularly after the application has been submitted. This is the case for several reasons, including the fact that the Town is required to undertake many of the above-noted consultation methods by the Planning Act and/or the Official Plan.

Communities also typically prefer to interface with the Town directly, as opposed to submitting their comments to the applicant. Applicants are generally present at all consultation meetings, unless requested not to be, and typically collaborate with staff in advance of meetings to both ensure there is no confusion regarding what is being proposed and to provide visual and personnel support where needed.

Conclusion

Public Consultation is an important part of the application review process. Engaging the local community, and particularly groups that have historically not been adequately, if at all, consulted on planning matters, is critical in arriving at well informed planning outcomes. Through consultation on this application, area stakeholders should feel informed about the proposal and presented with meaningful opportunities to engage and inform the project.

The contents of this report detail a consultation strategy that relies primarily on city-led consultation as prescribed by the Planning Act and the Town's Official Plan Policies, that can be supported by the applicant as needed.

Once a final report on the proposed Official Plan and Zoning By-law Amendment is proceeding to Council for consideration, area stakeholders should feel that they have been provided with adequate opportunities to learn about and inform the proposal as it has progressed through the process.

The contents of this document are intended to augment the Town's consultation processes and assist the applicant and the Town in executing an effective consultation plan. We look forward to working with the Town on implementing an effective consultation strategy.

Respectfully submitted by,



Paul Demczak, MCIP, RPP
Principal, Batory Management