



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: February 9, 2026

Report No: DS-019-26

Subject: Public Meeting and Technical Report: Temporary Use By-law Application by Shawn Saulnier applicable to lands located at 9230 Guelph Line (Town File: Z-22/25)

Recommendation: THAT Development Services Report DS-019-26 be received for information;

AND THAT Staff Report DS-019-26 outlining an application for a Temporary Use Zoning By-law Amendment to the Town of Milton Rural Zoning By-law 144-2003, as amended, to facilitate commercial truck parking, **BE DENIED**.

EXECUTIVE SUMMARY

This report provides information required for a statutory public meeting under the Planning Act and includes a recommendation for Council's consideration. The owner of 9230 Guelph Line has applied for a temporary use zoning by-law amendment to permit standalone commercial truck parking on the property for a three-year period.

The proposal involves demolishing the existing building on the site (formerly the Mohawk Inn) and constructing a commercial truck parking lot with 154 spaces. No new buildings are proposed. The applicant also intends to maintain the two existing access points from Guelph Line.

Conclusions and Recommendations

Planning Staff has reviewed the application and is of the opinion that it is not consistent with the Provincial Planning Statement (2024), nor is it in conformity with the Greenbelt Plan (2017) Region of Halton and Town of Milton Official Plan. Further, the application fails to achieve consistency with Ontario Regulation 41/24 - Prohibited Activities, Exemptions and Permits (in accordance with the Conservation Authorities Act). As such, Planning Staff is recommending that the application be refused.

REPORT

Background

Owner: 1000479776 Ontario Limited Partnership, 200 Bay Street (P.O. Box 68), Toronto, ON M5J 2J2

Applicant: Shawn Saulnier, 9301 Second Line, Milton ON L0P 1B0

Location/Description:

The Subject Property is in Ward 1 and located immediately north of Highway 401 with frontage on the west side of Guelph Line. For greater context, the Subject Property is south of the Elements Casino Mohawk campus and was previously used as a motel (the Mohawk Inn). It is approximately 10.9 hectares in size (26.9 acres) and is largely covered with natural heritage features, including Provincially Significant Wetlands (PSWs) and significant woodlands, and is entirely regulated by Conservation Halton due to flood hazards (associated with Kilbride Creek). The Subject Property has a vacant structure (previously used as the motel) and an associated parking area located at the front portion of the property that abuts Guelph Line.

Surrounding land uses include natural heritage systems to the west, a transportation corridor to the south, and a Town facility (Nassagaweya Tennis Club and Community Centre) to the east with surrounding natural heritage systems that comprise the Niagara Escarpment Plan area.

A Location Map is attached as Figure 1.

Proposal:

The applicant is proposing to remove the vacant structures on the Subject Property and through a temporary use zoning by-law amendment, establish a parking lot for commercial trucks (i.e. tractor trailers, etc.) with 154 spaces. The applicant is proposing to expand the parking area towards the interior of the site.

A Concept Plan is attached as Figure 2.

By virtue of the Planning Act, a temporary use by-law would only permit the use for a period of three years and following that time, the applicant would either need to cease the use (as it would no longer be legal) or seek an extension from Town Council for an additional three years prior to the by-law lapsing. The applicant is seeking a temporary use by-law, rather than a permanent re-zoning, to allow them additional time to refine and prepare a re-development proposal.

The following information has been submitted in support of this application:

1. Draft Temporary Use By-law, dated December 2025, prepared by Candevcon Group Inc.
2. Functional Servicing and Stormwater Management Report (including Servicing and Grading Plan, Site Removals Plan, and Erosion and Sediment Control Plan), dated December 2025, prepared by Candevcon Group Inc.
3. Phase I & II Environmental Site Assessment (including associated reliance letters), dated 2013, prepared by Golder and Associates.

Staff note that the environmental site assessments (ESAs) provided are outdated and would need to be completed again to accurately reflect the site's current state from a contamination perspective. Further, Staff advise that the author of the ESAs noted potential contaminants associated with the abutting motor vehicle gas bar and the possibility of said

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contaminants migrating onto the Subject Property overtime - this furthers the need for an updated assessment.

4. Forest Management Plan, dated June 2014, prepared by Williams and Associates Inc.

Staff note that the Forest Management Plan (FMP) is outdated and since its initial drafting, the applicable legislation and regulations have been updated. Further, the FMP establishes strategies to manage the forest with the objective of providing recreational opportunities for guests (associated with the former motel) - therefore, it fails to consider the current proposal and its impact on the managed forest.

5. Site Topographic Survey, dated June 17, 2021, prepared by David B Searles Surveying Ltd.
6. Environmental Impact Assessment, dated August 25, 2015, prepared by North-South Environmental Inc.

The Environmental Impact Study (EIA) is outdated and was prepared in support of a proposed telecommunications tower. Therefore, the findings of the report do not adequately consider the latest proposal nor its impact on the site's many environmental features. Should an EIA be prepared in future for this site, Terms of Reference would need to be provided and approved by both the Town of Milton and Conservation Halton.

7. Planning Justification Report, dated October 6, 2025, prepared by Candevcon Group Inc.

The Planning Justification Report (PJR) provided fails to consider the Non-Agricultural Uses, Natural Heritage System and Flood Hazard policies within the Provincial Planning Statement (2024) and does not speak to the Greenbelt Plan policies. Further, the PJR incorrectly analyzes the 1997 Official Plan (as amended) by not having regard for the in-effect new Official Plan policies enacted through Official Plan Amendment No. 92 (OPA 92). Finally, the PJR is not signed by a Registered Professional Planner (RPP), which is required by the Town's Terms of Reference for this type of report.

8. Concept Plan, dated December 12, 2025, prepared by Candevcon Group Inc.
9. Traffic Impact Analysis, dated December 17, 2025, prepared by Candevcon Group Inc.

The Traffic Impact Analysis that was provided was not scoped by the Town, Halton Region or the Ministry of Transportation (MTO). The document failed to conduct a capacity analysis to determine the anticipated number of trips to-and-from the site, along with the anticipated impact on the local road network. Further, the firm authoring the report does not meet the qualifications required by the MTO. Finally, the report fails to adequately consider the site's accesses and turning movements in context of the property's frontage onto Guelph Line, abutting the Highway 401 interchange.

10. Cover Letter, dated December 18, 2025, prepared by Candevcon Group Inc.

Background

Staff advise that the submission requirements noted below were requested through the pre-consultation but were not provided by the applicant. Despite this, Staff accepted the application in its current state given the proposal's inability to achieve consistency with Provincial policy; it is Staff's opinion that this is a determinative factor when considering the application. Therefore, the absence of the following studies would not impact nor change Staff's position with respect to the application:

- Significant Wildlife Habitat Assessment
- Hydrological Assessment
- Constraint Mapping
- 2D Floodplain Hazard Modelling
- Meander Belt Assessment

Discussion

Background:

By way of historical background, 9230 Guelph Line was subject to an Official Plan Amendment and Zoning By-law Amendment in 1985. The applications were submitted in part with neighbouring properties, including 9266 Guelph Line and 9430-9480 Guelph Line. The latter properties were granted approvals for the current Elements Casino Mohawk.

From an Official Plan perspective, 9230 Guelph Line and 9266 Guelph Line received approval for Specific Policy Area No. 3 (SPA 3) that permits uses associated with the racetrack along with highway commercial uses such as gas stations and motels; the policy notes that such uses shall not extend to a point where the amenities of adjacent uses are impacted. Staff note that the OPA only applied the Specific Policy Area and never re-designated the lands - this is why Planning Staff continue to review applicable agricultural, rural, and natural hazard policies.

The applicable zoning by-law amendment re-zoned the front portion of the Subject Property from a rural zone to a site-specific Auto Commercial (C5*3) Zone. The C5*3 Zone only permits a hotel and motor vehicle gas bar use, along with specific performance standards applicable to the permitted uses on the property. The remainder of the lands remain zoned as Greenlands A (GA) to recognize the boundaries of the natural features and systems on site.

Both approvals were subject to the planning policies that applied in 1985. This means that any new applications brought forward today are evaluated against the current policy regime.

In 2020, the motel use (the Mohawk Inn) operating on the Subject Property closed. Since such time, the buildings have remained vacant with local law enforcement officers using the site for training exercises.

The landowner and applicant attended a pre-consultation meeting with the Town in March 2021 to determine complete application requirements to support an application for a temporary use zoning by-law amendment. At that time, staff from the Town, Region and Conservation Halton advised that they were not supportive of the proposal because of the policy framework, floodplain hazards, and potential impacts on the surrounding lands/features, including the natural heritage system.

The applicant emailed the Town in November 2025 advising of their intent to submit their application for a temporary use zoning by-law amendment. Staff promptly advised the applicant -

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and landowner - that the approval authorities' positions have not changed and further, that a number of studies and reports remained outstanding. Despite this, the applicant/landowner reiterated their intent to apply and despite the absence of various submission requirements, the Town accepted the application in December 2025 given the current policy framework does not provide basis for the proposal in principle which is therefore determinative.

Planning Policy:

Planning Act

The Planning Act (Act) provides the basis for a planning framework and hierarchy within the Province of Ontario, including Provincial interests and the provision of planning tools for municipalities to regulate development.

Section 2 of the Act identifies the following as matters of provincial interest:

- a. The protection of ecological systems, including natural areas, feature and functions;
- b. The protection of the agricultural resources of the Province;
- h. The orderly development of safe and healthy communities; [and,]
- o. The protection of public healthy and safety.

Section 3 of the Act requires that any decision of Council relating to a planning matter be consistent with the in-effect Provincial Planning Statement and shall conform with other provincial plans (i.e. the Greenbelt Plan).

Section 39 of the Act provides basis for temporary use provisions which allows a municipality to pass a by-law under Section 34 to: "authorize the temporary use of land, buildings or structure for any purpose set out therein that is otherwise prohibited by the by-law. Subsection (2) and (3) establish a three-year maximum on any temporary approval with potential for extension subject to Council's approval." Once the three-year permission expires (and is not extended), the temporary use would no longer be permitted.

Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. Within the PPS, development is defined as: "means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act." Given the applicant is seeking an approval under the Planning Act, including a change in use, the proposal is considered development.

As set out in the PPS, the Subject Property is identified as Rural Lands. Section 2.6 of the PPS provides direction for properties identified as Rural Lands:

1. On rural lands located in municipalities, permitted uses are:
 - a) the management or use of resources;
 - b) resource-based recreational uses (including recreational dwellings not intended as permanent residences);
 - c) residential development, including lot creation, where site conditions are suitable for the provision of appropriate sewage and water resources;

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- d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;
 - e) home occupations and home industries;
 - f) cemeteries; and,
 - g) other rural land uses.
2. Development that can be sustained by rural service levels should be promoted.
 3. Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the uneconomical expansion of this infrastructure.
 4. Planning authorities should support diversified rural economy by protecting the agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints of these uses.

Based on the above policy direction, the list of permitted uses on Rural Lands does not include urbanized industrial related uses such as commercial truck parking. Further, the proposal raises a series of technical considerations relating to servicing (and the absence thereof) along with the capacity/structural integrity of the local road network relating to this type of traffic generation. Section 2.6.4 therefore directs development not related to agricultural uses or other resource-based related uses to more appropriate location such as the Urban Area.

The Subject Property contains significant natural features and therefore, Section 4.1 of the PPS applies related to such features and systems. Section 4.1 states:

1. Natural features and areas shall be protected for the long term.
2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
3. Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.
4. Development and site alteration shall not be permitted in:
 - a) significant wetlands in Ecoregions 5E, 6E and 7E1; and
 - b) significant coastal wetlands.
5. Development and site alteration shall not be permitted in:
 - a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;
 - b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - d) significant wildlife habitat;
 - e) significant areas of natural and scientific interest; and

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- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b),

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

6. Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.
7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

Through Section 4.1, the PPS is clear that natural features shall be protected for the long term. The Subject Property is within the 6E and 7E Ecoregions, per Figure 1. The exact limits of Natural Heritage Features could be refined through on-site investigation with the Town and Conservation Halton; however, it is noted that there are significant woodlands surrounding the proposed development area, along with provincially significant wetlands (PSWs), that restrict potential development on the Subject Property.

Per Section 4.1.4 of the PPS, site alteration is not permitted in areas within a PSW which means that the applicant would need to stake the limits (and buffers) of the feature to determine its proximity to the proposed development. In conjunction with Ontario Regulation 41/24, development must be located at least 30 metres from the limits of a PSW.

Further, given the on-site significant woodlands, an Environmental Impact Assessment (EIA) is required to demonstrate that there will be no negative impacts on the natural features or their ecological functions because of the development. In absence of a scoped EIA that speaks to the proposal, Planning Staff is unable to properly evaluate the proposal in relation to this policy test.

Given the lands are regulated by Conservation Halton due to flood hazards, Section 5.2 - Natural Hazards of the PPS also applies to the Subject Property:

1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.
2. Development shall generally be direction to areas outside of:
 - a. Hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards, and/or dynamic beach hazards;
 - b. Hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and,
 - c. Hazardous sites.
3. Development and site alteration shall not be permitted within:
 - c. Areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has

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been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

Based on Conservation Halton's Approximate Regulation Limit (ARL) mapping, the Subject Property is entirely within the regulated floodplain which does not provide for flood-free access. Therefore, the PPS directs that development shall not be permitted given the inability of the Subject Property to provide safe access.

In conclusion, the PPS does not support the proposed use on Rural Lands and the applicant has failed to provide the necessary technical reports to demonstrate that there would be no negative impact on the adjacent woodlands nor demonstrate the limits of the PSWs. Finally, in absence of safe, flood-free access, the proposal is not permitted by the PPS. Therefore, based on the information provided through the application and the direction provided by the PPS relating to permitted uses, Planning Staff is of the opinion that the proposal is not consistent with the PPS.

Greenbelt Plan (2017)

The Subject Property is located within the boundaries of the Greenbelt Plan. The Greenbelt Plan is a provincial planning document and all planning proposals must conform with its direction. Within the Greenbelt Plan, the Subject Property is designated as Protected Countryside and is partially within the Natural Heritage System overlay (including Key Features and Enhancement Areas, Linkages and Buffers) on Schedule 1: Greenbelt Area and Schedule 4: Natural Heritage System. Based on approximate mapping, the overlay generally doesn't apply to the existing disturbed area of the site where the motel and parking was located.

Within the Protected Countryside designation, the lands are considered Rural Lands because they are located outside of Prime Agricultural Area. Section 3.1.4 of the Greenbelt Plan sets out policies that apply to these areas, including:

1. Rural lands support and provide the primary locations for a range of recreational, tourism, institutional (including cemetery) and resource-based commercial/industrial uses...
4. Other uses may be permitted subject to the policies of Section 4.1 to 4.6. Where non-agricultural uses are proposed... the completion of an agricultural impact assessment should be considered.

Given the proposal is not a use set-out in Section 3.1.4.1 (particularly because it is not a resource-based industrial use), the policies of Section 4.1 would then apply if an additional use is being requested:

For non-agricultural uses, the following policies apply:

1. Non-agricultural uses are not permitted in the specialty crop areas as shown on Schedule 2 and Schedule 3 of this Plan or within prime agricultural areas in the Protected Countryside, with the exception of those uses permitted under Sections 4.2 to 4.6 of this Plan.
2. Proposals for non-agricultural uses must demonstrate that:
 - a. The use is appropriate for location on rural lands;
 - b. The type of water and sewer servicing proposed is appropriate for the type of use;

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- c. There are no negative impacts on key natural heritage features or key hydrologic features or their functions; and,
- d. There are no negative impacts on the biodiversity or connectivity of the Natural Heritage System.

Section 3.2.5 of the Greenbelt Plan establishes policies relating to Key Natural Heritage Features, including PSWs and significant woodlands. Policy 3.2.2 provides direction when evaluating a proposal's impact on such features and systems. If the proposed development area is within 120 metres of a key natural heritage feature (i.e. significant woodland) or key hydrologic feature (wetland), a natural heritage and hydrologic evaluation would be required that.

When applying both the criteria in Section 4.1 to evaluate non-agricultural uses and direction from Section 3.2.5 to evaluate environmental impacts, Planning Staff is of the opinion that the proposal is not appropriate on lands designated as Rural Lands as it creates compatibility concerns with adjacent natural heritage features and systems, along with potential impacts on nearby rural communities and the Niagara Escarpment Plan area by way of traffic, contamination, noise and views. Further, the applicant has not demonstrated how the proposal would result in no negative impacts on key natural heritage features / systems and their ecological function, along with the connectivity of the same.

Based on the above, Planning Staff is of the opinion that the proposal fails to demonstrate that an additional permitted use (being commercial truck parking) on the Subject Property is appropriate. Therefore, the application fails to achieve conformity with Provincial direction established through the Greenbelt Plan.

Town of Milton Official Plan (including OPA 92)

The Halton Region and Town of Milton Official Plans have been approved by the Ministry of Municipal Affairs and are consistent with the Provincial Planning Statement and conform to the Greenbelt Plan

Following Bill 185 - Cutting Red Tape to Build More Homes Act, Halton Region no longer has planning authority. As such, the Town is now responsible for implementing the Regional Official Plan (ROP).

Within the ROP the Subject Property is designated as Agricultural System on Map 1E - Agricultural System and Settlement Area and Agricultural System with Key Features and Enhancement Areas, Linkages and Buffers overlays on Map 1G - Key Features within the Greenbelt and Regional Natural Heritage Systems.

Section 99 of the ROP establishes the objectives of the Agricultural System which generally aims to support, preserve and protect agricultural activity. Section 100 sets out uses permitted within the Agricultural System such as agricultural operations, non-intensive recreation, and forest, fisheries and wildlife management; industrial uses are not permitted.

In accordance with Section 117, the permitted uses considered within the Natural Heritage System are limited to those such as agricultural uses, farm practices, and non-intensive recreational uses. For greater clarity, this section does not permit industrial uses on lands designated as Natural Heritage System. Further to, Section 118 of the ROP sets out development controls relating to the Natural Heritage System, including prohibiting development and site alteration within PSWs. Further, the section establishes requirements for an Environmental Impact Assessment when

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development is proposed to alter or develop in proximity to a Key Feature; the Assessment would need to demonstrate that there are no negative impacts on the Natural Heritage System or its ecological function.

Planning Staff is of the opinion that the proposal is not in conformity with the ROP as the proposed use is not permitted within the Agricultural System nor in the Natural Heritage System overlay and further, the applicant has not demonstrated that the proposed development will result in no negative impacts on the Natural Heritage System and its ecological function.

Within the Town of Milton Official Plan, including the new policy direction established through OPA 92 as part of the Town's Official Plan review, the Subject Property is designated as Greenbelt Protected Countryside with a Natural Heritage System overlay on Schedule 2 - Provincial Land Use Plans, Rural Area with a Natural Heritage System overlay on Schedule 3 - Municipal Structure and Rural Lands on Schedule 5 - Rural Structure. The Official Plan also identifies the Subject Property as having features (being woodlands) within the Green System on Schedule 6 and features (being PSWs) within the Water Resource System on Schedule 7.

Section 2.4.3 of the Official Plan sets out the objective for Rural Lands as:

2.4.3.2: Recognize the function of Rural Lands to maintain and enhance continuous agricultural land base for agriculture and provide important linkages between Prime Agricultural Areas as part of the overall Agricultural System.

2.4.3.3: Allow strategic development that is compatible with agricultural operations and other resource-related uses, in accordance with the policies of this Plan, the Niagara Escarpment Plan and the Greenbelt Plan.

Section 4.1 of the Official Plan establishes uses permitted in Rural Lands, including agricultural operations and those supplementary to an existing farm operation. An industrial use is not permitted.

Sections 2.5 and 2.5.2 speak to the Green and Blue Systems which are comprised of Natural Heritage Features, including woodlands and PSWs, respectively. Both sections seek to protect the long-term viability of these features and require a proponent to carry out an Environmental Impact Assessment to demonstrate no negative impact on the features and their ecological function as a result of the proposed development.

Further to, Section 4.10 reiterates policy direction for lands within the Greenbelt Plan Natural Heritage System, including the provision of an Environment Impact Assessment for site alteration or development on lands within 120 metres of a Key Feature. Further, an industrial use is not permitted within the designation.

Planning Staff is of the opinion that the proposal does not conform to the above noted policies both on the principle of the proposed use and the lack of a comprehensive evaluation of the proposal's impact on the Natural Heritage System - including the Green and Blue Systems.

Further to, Conservation Halton is the regulatory authority for select features within the Blue System, including PSWs and flood hazards. Ontario Regulation 41/24 requires conservation authorities to regulate these features/hazards, along with associated buffers. Based on the most recent regulatory mapping, the Subject Property is entirely regulated by Conservation Halton and therefore, a permit is required. Conservation Halton has expressed concern in this regard as the applicant did not provide adequate studies/reports to determine the extent of the regulatory limits

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based on on-site investigation nor was the impact on the regulated features analyzed. Planning Staff is of the opinion that Conservation Halton's issues and concerns with the proposal perpetuate the proposal's lack of conformity with environmental policies within the Official Plan.

Finally, Section 5.5.3.6 of the Official Plan establishes criteria when evaluating a request for a temporary use by-law:

Temporary use by-laws shall only be passed if they conform to the Regional Plan. Town Council, before passing a by-law to permit a temporary use, shall be satisfied that those of the following requirements, among others, which are relevant to the specific application are, or will be, fulfilled in order to safeguard the wider interests of the general public:

- a) That the proposal fulfills reasonable planning standards;
- b) That the proposed use will be compatible with adjacent uses;
- c) That the size of the parcel of land or building to be used is appropriate from the proposed use; and,
- d) That services such as water, sewage disposal and roads, are sufficient.

Council may pass subsequent by-laws to a temporary use by-law granting extensions of up to three years; however, once the subsequent by-law has lapsed, the use permitted by the by-law must cease and if the use continues, it will be viewed as an illegal use in regard to the implementing Zoning By-law.

Based on the policy review, Planning Staff is of the opinion that the proposal is not in conformity with the ROP. Further, the proposal is not consistent with Provincial direction - including the PPS and Greenbelt Plan - nor does it meet Ontario Regulation 41/24 as it relates to hazard lands; therefore, Staff is of the opinion that it does not fulfill reasonable planning standards.

The proposal's impact on and compatibility with adjacent Natural Heritage Systems cannot be properly evaluated in absence of an appropriately scoped Environmental Impact Assessment. The impact of the proposed trip generation and type of traffic cannot be properly evaluated in absence of an appropriately scoped Transportation Impact Study/Brief. As such, Staff cannot confirm that the use will be compatible with adjacent uses and have concerns related to the appropriateness of an urban industrialized use on the Subject Property so far as noise, air quality and character of the Rural Area - all of which haven't been addressed through the application.

Planning Staff is of the opinion that the parcel of land is not appropriate for the proposed use due to the significant Natural Heritage Systems and Key Features on the Subject Property, along with the absence of a safe, flood-free access. Further, the size of parcel does not equate to the amount of available developable area which in the case of the Subject Property and it's environmental and floodplain hazards, is extremely limited.

Finally, in absence of an adequate Transportation Impact Study, including an analysis of network capacity, trip generation and accesses to the site (including turning movements/swept paths), the Town nor Region can determine the adequacy of the local road network. Concerns have been raised about access to-and-from the site by the Region and MTO, particularly related to the swept path of the tractor trailers, along with potential traffic on local road networks such as Campbellville Road or other local roads that are not designated as Truck Routes.



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Based on the criteria set out relating to temporary use by-laws, Planning Staff is of the opinion that the proposal cannot be supported due to its inability to meet both the ROP and Provincial policies, along with a range of technical issues relating to environmental and traffic concerns. Staff also advise that through the new Official Plan review, the temporary use by-law provisions are being reviewed and will be strengthened by requiring any request to be consistent with Provincial direction and conform to the Town Official Plan.

Overall, the proposal does not conform to the Region of Halton or Town of Milton Official Plans both by way of permitted uses and the application's inability to meet the various Natural Heritage System and hazard policies - particularly in absence of appropriate studies/reports.

Rural Zoning By-law 144-2003, as amended

The front portion of the subject lands are zoned as a site-specific Auto Commercial (C5*3) Zone within the Rural Zoning By-law 144-2003, as amended. In Section 13.1.1.3, the site-specific zoning only permits the following uses: a hotel and motor vehicle gas bar. The majority of the site is zoned as Greenlands A (GA) to recognize the natural features and systems on the Subject Property; the GA Zone only permits conservation uses.

For clarity, a 'motor vehicle gas bar' is defined as: "mean[ing] one or more pump islands, each consisting of one or more gasoline pumps, and a kiosk used for the retail sale of convenience food items, and/or liquids and small accessories required for the operation of a motor vehicle." The definition of motor vehicle gas bar does not include the servicing/repair of commercial trucks nor the storage/parking of the same.

The applicant is proposing to allow 'motor vehicle parking' on the front portion of the Subject Property and per the draft by-law (attached to this Report as Appendix 1), defines it as "an area of land with or without a building or structure used for the temporary outdoor parking of motor vehicles." For the purposes of this Report, Staff have referred to the proposed use as commercial truck parking.

Neither the Urban nor Rural Zoning By-laws permit stand-alone commercial truck parking. While a Transportation Terminal is permitted in the Urban Area, it requires a building with a lot coverage of 25% to provide an area for logistics, dispatching, repair and storage. This proposal does not meet the definition of such, nor would it be permitted in the Rural Area. These uses create an undue impact on the Rural Area and should be directed to the Urban Area where they are most appropriate.

Staff also advise that the request to have gravel or grassed surface treatment for the parking of vehicles would not be supported. Any parking area is required to be hardscaped for structural purposes, along with the intent of reducing mud tracking and reinforcing dust suppression.

Finally, in Section 1.5 of the Rural Zoning By-law, a Certificate of Occupancy for the use of the land must be obtained before an operation can legally commence.

Public Consultation and Review:

The Notice of Complete Application was circulated on January 20, 2026, to all residents within 300 metres of the Subject Property. In accordance with the Planning Act, the Notice of Public Meeting was sent on February 24, 2026, to all residents within 300 metres of the Subject Property, signage posted along Guelph Line and on the Town's website.



Discussion

As of the date of writing this report, Staff have not received comments from any members of the public.

Technical Comments:

Development Engineering

Development Engineering Staff advised that the application is not supportable based on Greenbelt Plan policies and that there is no safe, flood-free access. Further, a complete evaluation of the proposal cannot be undertaken as several reports and studies are outdated or do not reflect the nature of the current proposal.

Transportation

Transportation Staff note that the Transportation Impact Study/Brief was not scoped by the Town or Region. An updated assessment is needed once a Terms of Reference has been approved. Any work must consider the proposal's potential impact on the Town's road network.

Halton Region

Halton Region cannot provide a recommendation for the proposal based on the application as it is currently presented. An updated and scoped Transportation Impact Study/Brief is required to capture the forecasted trip generation (including consideration of the type of traffic being heavy trucks), capacity analysis, and the identification of any access alternatives or improvements. The access onto Guelph Line does not currently meet the Region's Access Management Guidelines and poses a potential safety issues along with traffic disruptions along Guelph Line.

Halton Region's comments are attached as Appendix 2 to this Report.

Conservation Halton

Based on Conservation Halton's Approximate Regulation Limit (ARL) mapping, the proposed development appears to be entirely within the regulatory flood plain associated with Kilbride Creek. It also appears to be within and/or adjacent to the erosion hazards associated with the tributaries and wetlands. Technical studies regarding the flooding and erosion hazards and staking of wetland limits are required to confirm the nature and extent of the hazards and wetlands, before Conservation Halton can advise whether the proposal can meet the applicable policies.

Conservation Halton's comments are attached as Appendix 3 to this Report.

Ministry of Transportation

The MTO advises that there is an ongoing Environmental Assessment for the expansion of Highway 401 in the Milton area and further, that an MTO Permit is required.

Further, there are known drainage concerns in this area and as such, a detailed stormwater management report will be required for MTO's review. Further, the owner must be advised that all proposed permanent buildings and structures both above and below ground, utilities, frontage roads/fire routes, essential parking spaces, storm water management facilities, including ponds and associated berms, storages, and noise walls must be set back 14.0 metres (45 feet) from the updated Highway Right-of-way limit with the on-going highway expansion assignment.

Finally, the MTO advised that the author of the report is not a qualified consultant for work submitted to the MTO. A Terms of Reference must also be approved by the MTO prior to starting

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any work. The MTO also expressed concern with the proposed auto turn movements, including the site's geometrics and access, including conflicting movements, safety and operational issues, and drawing inconsistencies.

MTO's comments are attached as Appendix 4 to this Report.

Other Approvals Required:

Should Town Council approve the request for a temporary use by-law to permit commercial truck parking on the Subject Property, the following supplementary approvals would be required before the Town could issue a Certificate of Occupancy and the landowner could legally commence the use:

- a) Ministry of Transportation Permit: The Subject Property is within the MTO Control Area and therefore, a permit is required. Per the MTO's comments, a detailed Stormwater Management Report, including drainage plan, and Transportation Impact Study, prepared by a qualified consultant in accordance with MTO standards, must be provided for review. Based on the current submission, the MTO is not supportive and therefore cannot issue a permit on the basis of an incomplete submission and the provision of auto turn swept paths and geometrics that do not support the proposed accesses (i.e. conflicting paths of travel and movements).
- b) Conservation Halton: In absence of the requested materials (i.e. 2D Floodplain Modelling, Meanderbelt Assessment, on-site staking, etc.), Conservation Halton ARL mapping shows the Subject Property as entirely regulated. Based on this, Conservation Halton cannot issue a permit based on its regulatory framework set-out in Ontario Regulation 41/24.
- c) Halton Region: A Servicing Agreement would be required to regulate any access to Guelph Line.
- d) Site Plan Approval: The Town's Site Plan Control By-law applies to any area of the Town contemplating development, per the definition of the Planning Act in Section 41: "development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, or the laying out and establishment of a commercial parking lot or of sites for the location of three or more trailers..". Therefore, given a commercial parking lot is proposed, Site Plan Approval would be required prior to the Town issuing a Certificate of Occupancy. Planning Staff also note that MTO approval, Halton Region, and Conservation Halton approval would be required before the Town can issue Site Plan Approval.

Based on the approval requirements above, should Town Council approve the request for a temporary use zoning by-law amendment, the Town would still not be able to issue a Certificate of Occupancy for the Subject Property in absence of approval from MTO, Halton Region and Conservation Halton.

Issues of Concern:

While Staff considers the issue of consistency with the PPS and conformity with the Greenbelt Plan, Official Plan and Ontario Regulation 41/24 to be a determinative issue that cannot be

Discussion

resolved based on the proposal, several secondary issues of concern have been identified that would need to be evaluated as part of a full technical review:

- Environmental impacts;
- Compatibility with surrounding land uses including natural heritage systems, the Niagara Escarpment Plan, Town facilities and rural residential uses;
- Traffic impacts to the surrounding land uses and local road network;
- Functionality and safety of proposed site accesses, including turning movements and geometrics;
- Noise and air quality impacts;
- Grading and drainage impacts and hydrogeological investigation to determine impacts to ground water;
- Public safety; and,
- Appropriately scoped studies/reports.

Recommendation:

Based on the information set out in this Report, Planning Staff is recommending that the application be denied on the basis that the proposal is not consistent with the Provincial Planning Statement, does not conform with the Greenbelt Plan and Regional/Town Official Plans (including the temporary use by-law criteria), and does not meet Ontario Regulation 41/24.

Financial Impact

The Town of Milton is the approval authority for temporary zoning by-law amendment applications. For development applications under the Planning Act, the applicant, Ministry of Municipal Affairs and Housing, certain public bodies and 'specified persons' (as defined by the Planning Act) can appeal to the Ontario Land Tribunal either a decision or failure to make a decision. Once an application is appealed to the Ontario Land Tribunal, a number of processes can occur from mediation, motion, pre-hearing and hearing. Once a matter is before the Ontario Land Tribunal is finalized, a decision and order is issued.

The Town's User Fee By-law 071-2025, as amended, requires an appellant to pay an administrative fee to prepare the appeal package required by the Ontario Land Tribunal. The required fee is in accordance with the User Fee By-law in-effect at the time the appeal is submitted to the Ontario Land Tribunal

The cost to a municipality to participate in an appeal process can be significant depending on what form the appeal process takes. If an appeal proceeds to a hearing, the municipality will incur costs that include, but are not limited to, staff time for planners, legal counsel and expert witnesses to prepare reports, review materials and present evidence at a hearing as well as administrative time and staff time for planners/senior management to report to Council for direction, if necessary.

Respectfully submitted,

Jill Hogan, MCIP, RPP
Commissioner, Development Services



The Corporation of the Town of Milton

Report #:
DS-019-26
Page 16 of 16

For questions, please contact:

Rachel Suffern, MPA, M.Sc. (PI),
MCIP, RPP

Phone: Ext. 2263

Senior Planner, Development
Review

Attachments

Figure 1 - Location Map

Figure 2 - Concept Plan

Appendix 1 - Draft Zoning By-law Amendment

Appendix 2 - Halton Region Comments

Appendix 3 - Conservation Halton Comments

Appendix 4 - Ministry of Transportation Comments

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

FIGURE 1 LOCATION MAP



Council Meeting Date:
March 16/26

Scale: 1:9,027.98 File: Z-22/25

Development Services



Subject Property

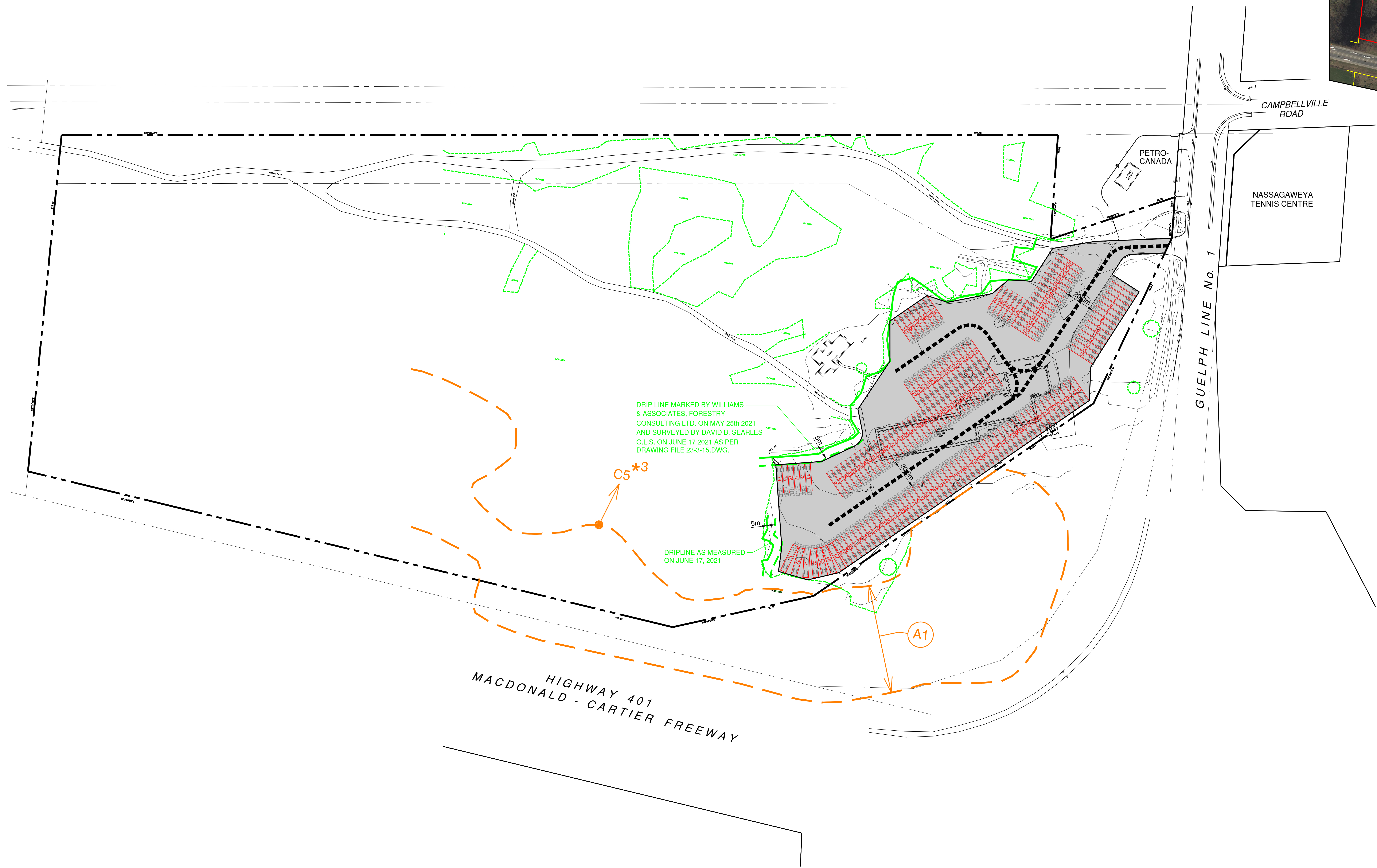


KEY PLAN
1:5000

LEGEND:

- PROPERTY LINE
- - - C5*3 ZONING BY-LAW 144-2003
- - - VEGETATION LINE AS PER DAVID B. SEARLES SURVEYING LTD. DWG. No. 23-0-15 DATED MAY 2015
- DRIP LINE MARKED BY WILLIAMS & ASSOCIATES, FORESTRY CONSULTING LTD. ON MAY 25th 2021 AND SURVEYED BY DAVID B. SEARLES O.L.S. ON JUNE 17 2021 AS PER DRAWING FILE 23-3-15.DWG.
- - - 10m SETBACK FROM DRIPLINE
- PROPOSED DRIVEWAY
- ☐ 154 ☐ TRAILER STORAGE

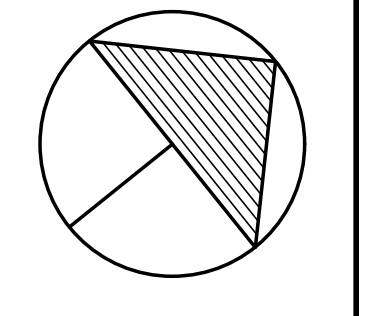
154 TRAILER STORAGE SPACES



NO.	DESCRIPTION	DATE	BY

REVISIONS

CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS
9258 GOREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7
TEL. (905) 794-0600 FAX (905) 794-0611



Mohawk Inn Property

9230 GUELPH LINE
CAMPBELLVILLE ONTARIO

SHEET TITLE:
TRAILER STORAGE LAYOUT PLAN
(EXIST. BUILDING DEMOLISHED)

DRAWN BY:	S.G.K.	PROJECT No:	W20135
CHECKED BY:	M.J.	DRAWING No:	
SCALE:	1:1000	DATE:	DEC., 12th 2025

TSLP-1

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-2026

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 144-2003, AS AMENDED, PURSUANT TO TSECTIONS 34 AND 39 OF THE *PLANNING ACT* IN RESPCT OF THE LANDS DESCRIBED AS PART OF LOT 7, CONCESSION 3 NASSAGEWEYA KNOWN AS 9230 GUELPH LINE IN THE TOWN OF MILTON REGIONAL MUNICIPALITY OF HALTON

WHEREAS Section 39 of the Planning Act, as amended, authorizes Municipal Councils to pass by-laws to authorize the temporary use of land, buildings and structures for a specific period of time;

AND WHEREAS Section 39(3) of the Planning Act, as amended, authorizes Municipal Councils to pass by-laws to grant further periods during which the temporary use is authorized;

AND WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 144-2003, as amended, to allow the proposed use for period of six (6) years;

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

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

1.0 THAT Section 13.3.1.XX of Comprehensive Zoning By-law 144-2003 is amended as follows:

1.1 Additional Permitted Use:
Motor Vehicle Parking

1.2 Special Definition:
Motor Vehicle Parking means an area of land with or without building or structure used for the temporary outdoor parking of motor vehicles

1.3 Special Site Provisions:
Notwithstanding the requirements of Section 7.1 Tables 7B and 7D

- a) The required parking spaces may have a gravel or grassed surfaced treatment with a minimum of ----- spaces have a gravel surface
- b) The driveway access may be gravel surface treatment with the exception of the first 30 metres adjacent to Guelph Line which shall be an asphalt surface treatment, and the driveway access shall have a minimum width of 6 metres and maximum width of 7.5 metres; and
- c) Parking shall be provided on the basis of 1 space per vehicle

2.0 THAT notwithstanding Sections 1.0, 2.0, 3.0 and 4.0 of this By-law, this By-law shall expire on _____, unless the Council of the Corporation of the Town of Milton has provided an extension by amendment to this by-law prior to expiry.

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

PASSED ON _____, 2026

Gordon A Krantz

MAYOR

Meaghen Reid

TOWN CLERK



Public Works
Development Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: 905-825-8822

January 28, 2026

Rachel Suffern, Senior Planner
Planning and Development Department
Town of Milton
150 Mary Street
Milton, Ontario
L9T 6Z5

Dear Rachel Suffern:

**Re: Region of Halton Comments – 1st Submission
Application for Zoning By-law Amendment
1000479776 Ontario Limited Partnership
9230 Guelph Line
File: Z-22/25**

Regional staff are forwarding comments in response to the circulation of the 1st submission for the above-noted application, circulated on January 8, 2026. The application proposes a temporary truck parking on the subject lands for a period of three (3) years with a possibility of extension through a Temporary Use By-law. The proposed Temporary Use By-law proposes to allow the parking of heavy vehicles such as transport trucks and other commercial vehicles. Regional staff have reviewed the submitted materials and offer the following comments.

Bill 185 – Cutting Red Tape to Build More Homes Act, 2024:

Due to Provincial legislation, as of July 1, 2024, Halton Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan – as this has become the responsibility of Halton's four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities has been signed that identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines the continued scope of interests for the Region and the Conservation Authorities in these matters.

As outlined in the MOU, the Region has an interest in supporting our local municipal partners by providing review and comments on a scope of interests that include:

- Water and Wastewater Infrastructure;
- Regional Transportation Systems, including stormwater management infrastructure and acoustic mitigation on Regional right-of-ways;
- Waste Collection;
- Affordable and Assisted Housing;
- Responsibilities associated with a specific mandate prescribed by legislation (e.g. sourcewater protection, public health); and
- Other Regional services that have a land component

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866

Water and Wastewater Servicing:

In accordance with the MOU, and to ensure water and wastewater services are provided in accordance with Regional requirements, Halton Region provides the following comments.

Regional staff have reviewed the Functional Servicing & Stormwater Management prepared, prepared by Candevcon Group Inc. (dated December 17, 2025). Staff note that municipal service connections are not required for the proposed development. Further, Regional staff are satisfied with the proposed stormwater management strategy.

Waste Management:

To ensure that Regional waste collection services can be provided in a safe and cost-effective manner, this proposal has been reviewed against the [Region's Development Design Guidelines for Source Separation of Solid Waste](#).

This development is not eligible for Waste collection provided by Halton Region.

Private Waste collection must be provided for all Industrial, Commercial and Institutional locations. For Waste diversion requirements for the Industrial, Commercial and Institutional sectors, refer to Environmental Protection Act, O. Reg. 102/94 "Waste Audits and Waste Reduction Work Plans" and Environmental Protection Act, O. Reg. 103/94 "Industrial, Commercial and Institutional Source Separation Programs" or legislation that supersedes those Regulations.

Industrial developments and commercial developments must be designed to accommodate for containerized Waste collection specific to the development's operational Waste collection needs and should include Waste diversion. Each Commercial Unit must have provision for adequate Waste storage.

Transportation:

In accordance with the MOU and to support an effective Regional transportation network, Halton Region provides the following comments.

Previous Comments – Terms of Reference

Regional staff were circulated on a Terms of Reference for a Traffic Brief in support of the proposed development in Summer 2021. Staff provided comments on the Terms of Reference and the general development proposal at that time. Accordingly, many of the comments below will repeat, build upon or supersede staff's previous comments on the Terms of Reference as noted below.

MTO Consultation

Given the proximity of the subject property to the existing Guelph Line interchange at Highway 401, Regional staff recommend consultation with the Ministry of Transportation of Ontario (MTO) to determine their Transportation requirements.

Right-of-Dedication – Guelph Line

Halton Region's Transportation Master Plan identified the need to upgrade Guelph Line (Regional Road 1) between Dundas Street and No. 32 Sideroad to an R1 "Rural" cross-section by 2031 with an ultimate right-of-way width of 35 metres.

A right-of-way dedication will be required from this development. Depending on when the development is finalized, the dedication will be required to satisfy the greatest dedication of the Transportation Master Plan Right-of-Way Requirements, Municipal Class Environmental Assessment Study/Environmental Study Report Right-of-Way Requirements or Detail Design Project Right-of-Way Requirements.

Currently, a Municipal Class Environmental Assessment / Detail Design project has not been initiated. Therefore, the Transportation Master Plan Right-of-Way Requirements are currently applicable.

As noted in the Transportation Master Plan, any lands within 17.5 metres of the centreline of Guelph Line (Regional Road 1), as determined by Halton Region through consultation with staff, shall be dedicated to the Region for the purpose of road right-of-way widening and future road improvements. The "centreline" of the Regional road may be deemed to be the original surveyed centre line, the constructed centre line, or a variation (due to corridor shifts) established through Regional consultation and review.

Any additional lands that are part of the subject property and have been identified as required for the future upgrade of Guelph Line per a Municipal Class Environmental Assessment Study / Environmental Study Report and/or a Detail Design Project shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.

Any proposed private signage, landscaping, etc., for the site must be placed outside of the ultimate Regional right-of-way (on private property).

All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his/her designate.

Access

As noted in staff's previous comments on the Terms of Reference, the site access location does not meet the minimum spacing requirement from adjacent accesses per Halton Region's Access Management Guideline. The Access Management Guideline is available online at: <https://www.halton.ca/Repository/Access-Management-Guideline>.

In particular, the southerly existing site access to the adjacent and inter-connected 9266 Guelph Line property is located approximately 15 metres north of the existing subject property site access, which may lead to potential traffic operations and safety issues along Guelph Line.

Accordingly, staff requested that the supporting Traffic Brief recommend the best feasible access configuration from a traffic operations and safety perspective (e.g. existing full-moves with geometric improvements? Right-in/right-out only operation at the site access? Or closing the

access and entering into an Access Agreement with the adjacent and inter-connected 9266 Guelph Line property owner to jointly use their existing southerly access to Guelph Line?)

Traffic Analysis

Staff have reviewed the “Traffic Impact Brief, Proposed Truck and Trailer Parking Area, 1000479776 ONTARIO LIMITED PARTNERSHIP, 9230 Guelph Line, Town of Milton” prepared by Candevcon Group Inc. (dated December 2025).

Staff previously requested the following information to be provided prior to the preparation of the Traffic Brief in case a comprehensive Transportation Impact Study (TIS) would be required in lieu of a Traffic Brief:

- the methodology proposed to forecast trip generation for the proposed development;
- the methodology proposed to estimate trip distribution for site generated traffic; and
- trip generation forecasts (for heavy trucks) for the proposed development during the weekday a.m. and p.m. peak hours.

This information was not provided to staff prior to the preparation of the Traffic Brief, nor was staff circulated on an updated Terms of Reference. Further, the Traffic Brief omitted any capacity analysis as noted in the Terms of Reference on the basis that the forecasted trip generation for the development proposal is less than the assumed trip generation for the existing motel on the subject property.

The motel on the subject property appears to have not been operational for at least the last five years. Therefore, existing travel patterns within the study area would not reflect any traffic to and from the subject property, and thus site traffic generated by the proposed development would have to be accounted for – especially given that site traffic generated by the proposed development would be heavy trucks. Further, staff required capacity analysis on Guelph Line to analyze traffic operations associated with the existing site access layout to Guelph Line (particularly the interactions with the adjacent site access) and recommend (based on the results of the capacity analysis) access alternatives or improvements where required (e.g. auxiliary northbound left-turn lane on Guelph Line into the site access? Other geometric improvements at the access? Restriction to right-in/right-out only operation at the site access? Or closing the access and entering into an Access Agreement with the adjacent and inter-connected 9266 Guelph Line property owner to jointly use their existing southerly access to Guelph Line?)

Staff acknowledge that the trip generation forecasts are low for the development proposal and will accept a Traffic Brief in lieu of a comprehensive TIS. However, given the heavy trucks that would be generated by the site, the overall access concerns as previously noted, and the time passed since the previous circulation, staff will require an update to the Traffic Brief to include all agreed-upon Terms of Reference items and reflect existing conditions. An updated Terms of Reference must be circulated to staff for review and approval before the preparation of the updated Traffic Brief.

Staff will provide comments on the updated Traffic Brief through a resubmission of the Z-22/25 application.

Agreements and Permits

The owner may be required to enter into a Servicing Agreement (through the Development Project Manager) for the completion of required works for all development associated road improvements, if warranted. Road improvements will be determined after the review and approval of the TIS. The owner is responsible for all costs associated with the improvements detailed as part of the works and must submit for approval detail design drawings and cost estimates.

Once Regional staff have completed the review of the development application and supporting Transportations studies, in coordination with Halton Region's Capital Implementation Plan and existing area road network features, there may be the requirement for any of the following Regional agreements or permits:

- Access Agreement;
- Encroachment Agreement;
- Land Dedication Form;
- Entrance Permit;
- Municipal Consent Permit

Construction Activities

Construction Methods – Shorting / Tiebacks, Open Excavation, etc.:

- A detailed submission of construction methods is required for internal review by various Regional groups prior to proceeding with plans for construction through the Servicing Agreement/detail design drawings. This review will be through Regional Development Review to groups such as System Improvements, Water/Wastewater Operations, Road Operations, Transportation Development Review and Engineering, Construction & Transportation Management.

Construction – Crane Swing:

- If it is determined that the construction crane swing will impact the Region's right-of-way, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton Region's internal review process to various staff & departments (Road Operations & Maintenance; Engineering, Construction & Transportation Management; Regional Development Review and Transportation Development Review). There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., (to be determined by staff as part of the review process), and a due date for final completion

Construction – Access:

- Construction access, traffic management plan and any proposed use of the Regional right-of-way, is subject to review and approval from Halton Region.

Setbacks

The construction of any above ground or underground development infrastructure (e.g. SWM tanks, buildings, etc.,) must not impact or encroach upon the Regional right-of-way (i.e. temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional right-of-way).

The location of development infrastructure (e.g. SWM tanks, buildings, etc.,) 0 metres from the property line would limit or potentially preclude the Region's ability to locate infrastructure such as utilities, and will limit any future Regional Capital Project's grading flexibility within the Regional right-of-way in close proximity to the right-of way limit (i.e. within the zone of influence). Transportation Development Review staff do not support setbacks of 0 metres from the property line.

Source Water Protection:

In accordance with the MOU and to ensure the effective implementation of Source Water Protection Plans, Halton Region provides the following comments.

The subject property is located within the jurisdiction of the Halton-Hamilton Source Protection Plan (SPP). The Halton-Hamilton SPP can be accessed online at: [Home - Protecting Water](#). The property is located in a Highly Vulnerable Aquifer (VS=6) and a Significant Groundwater Recharge Area.

Based on the information provided by the applicant, this application is not subject to Section 59 under the Clean Water Act, 2006. Therefore, this application can proceed from a Source Water Protection perspective and no Section 59 notice will be required. Regional staff have attached some reference material for the Proponent related to the Source Water Protection program and the important role landowners play in protecting drinking water sources.

Finance:

The Owner will be required to pay all applicable Regional Development Charges in accordance with the Development Charge Act and the Region of Halton Development Charge By-law(s), as amended. Please visit our website at <https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment> to obtain the most current Development Charge and Front-ending Recovery Payment information, which is subject to change.

Regional Contaminated Sites Database:

In order to maintain the Region's Contaminated Sites Database, Halton Region requests final copies of all environmental reports, including: Geotechnical Studies, Hydrogeological Studies, Phase One and/or Two Environmental Site Assessments, Remediation Reports, 4 Risk Assessments, Record of Site Condition (RSC), and/or Certificate of Property Use (CPU).

Key Challenges:

Regional staff request the following be addressed in a subsequent resubmission:

- An updated Traffic Brief to include all agreed-upon Terms of Reference items and reflect existing conditions.
- An updated Terms of Reference must be circulated to staff for review and approval before the preparation of the updated Traffic Brief.

Conclusion:

Halton Region is pleased to provide these preliminary comments to facilitate the advancement of the Temporary Use Zoning By-law Amendment application. Regional staff are not in a position at this time to make a recommendation in relation to support for approval or By-law Provisions (i.e. Holding Provisions) until the comments herein have been addressed.

The Region commits to continued work with the applicant and the Town of Milton to further advance these applications. I trust these comments are of assistance. Should you have any questions or require additional information, please contact the undersigned.

Sincerely,



Kayla Horton
Intermediate Planner
(Kayla.Horton@halton.ca)

cc: Robert Clackett, Senior Planner (Halton Region)

attach: Source Water Protection - Planning & Building Factsheet



Planning & Regulations
905.336.1158
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

February 12, 2026

Rachel Suffern, Senior Planner
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

BY E-MAIL ONLY (Rachel.suffern@milton.ca)

To Rachel Suffern:

**Re: Zoning By-law Amendment – Temporary Use
File Number(s): Z-22-25 – 1 Submission
CH File Number(s): PZBA-501
9230 Guelph Line, Town of Milton
Part Lot 7, Concession 3, Nassagaweya Township
Applicant: Shawn Saulnier Owner: 1000479776 Ontario Limited Partnership**

Conservation Halton (CH) staff has reviewed the above-noted application according to our regulatory responsibilities under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24 and our provincially delegated responsibilities under Ontario Regulation 686/21 (e.g., acting on behalf of the province to ensure decisions under the *Planning Act* are consistent with the natural hazards policies of the Provincial Planning Statement [PPS, Sections 5.1.1-5.2.8] and/or provincial plans).

Documents reviewed as part of this submission, received on January 8, 2026, are listed in **Appendix A**. Key Comments are provided below, and additional information is required prior to CH staff providing a recommendation regarding the Zoning By-law Amendment (ZBA) application.

Proposal

The application is for a Temporary Use ZBA to facilitate motor vehicle parking for a period of 3 years. The existing, vacant structure (former Mohawk Inn) is to be demolished, and motor vehicle parking stalls and associated stormwater management ponds are proposed.

Background

CH provided correspondence regarding redevelopment of the subject property in letters dated January 24, 2020, and September 1, 2016 (Appendix C). While the proposed development has changed, some of the past correspondence remains valid and should be referenced for information relating to the regulated features and areas on the subject property, including next steps and technical study requirements.

Regulatory Comments (Conservation Authorities Act and Ontario Regulation 41/24)

Effective April 1, 2024, CH's previous regulation, Ontario Regulation 162/06 was repealed and replaced by Ontario Regulation 41/24.

Under the CA Act and Ontario Regulation 41/24, CH regulates all watercourses, valleylands, wetlands, Lake Ontario Shoreline, hazardous lands (e.g. flooding and erosion hazards, dynamic beaches, unstable soil and bedrock), as well as lands adjacent to these features. The subject property is regulated by CH as it contains tributaries of Kilbride Creek and wetlands. CH regulates a distance of 15 metres from the greater of the flood plain or meander belt erosion hazard associated with that watercourse and 30 metres from the limit of the wetlands.

Permits are required from CH prior to undertaking development activities within CH's regulated area and applications are reviewed under the CA Act, Ontario Regulation 41/24, and CH's *Policies and Guidelines for the Administration of Part VI of the Conservation Authorities Act and Ontario Regulation 41/24 and Land Use Policy Document (last amended, April 17, 2025)* (<https://conservationhalton.ca/policies-and-guidelines>).

Based on CH's Approximate Regulation Limit (ARL) mapping, the proposed development appears to be entirely within the regulatory flood plain associated with Kilbride Creek. It also appears to be within and/or adjacent to the erosion hazards associated with the tributaries and wetlands. Technical studies regarding the flooding and erosion hazards and staking of wetland limits are required to confirm the nature and extent of the hazards and wetlands, before CH can advise whether the proposal can meet CH policies. See Key Comments below.

Provincial Planning Statement Natural Hazard Comments (Sections 5.1.1-5.2.8)

In addition to CH's regulatory responsibilities (described above), CH also has provincially delegated responsibilities under Ontario Regulation 686/21: Mandatory Programs and Services, including acting on behalf of the Province to ensure that decisions under the *Planning Act* are consistent with the Natural Hazards policies (Sections 5.1.1-5.2.8) of the Provincial Planning Statement (PPS).

The Temporary Use ZBA is considered "development" under the PPS as it is considered a change in land use. The PPS Natural Hazards policies generally direct development to areas outside of hazardous lands which are impacted by flooding and erosion hazards. Development is also not permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards and erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

Site specific flood hazard modelling and erosion hazard delineations are required to confirm the nature and extent of the hazards on-site, before CH staff can determine if the proposal is consistent with the PPS Natural Hazards policies.

Key Comments

As the flooding hazard is the greatest constraint affecting the subject property and the proposal, we recommend that the flood hazard modelling (Key Comment 1) be completed and submitted to CH for staff review first, before proceeding with the additional requirements (Key Comments 2 and 3).

1) Flooding Hazard

- a. To confirm the nature and extent of the flood hazards on-site, 2D modelling is required as follows:
 - The 2D model will need to extend beyond the subject site to ensure that results are reliable. CH anticipates that this will require the model to extend approximately from the tributary crossings at Twiss Road and Reid Sideroad to the south and up to the Mohawk racetrack and Guelph Line/Campbellville Road intersection to the north of the site. See attached sketch in **Appendix B** for guidance.
 - Modelling and floodline delineation should be completed in keeping with provincial direction and standard industry practices for flood hazard modelling and mapping. This includes assuming all flows are maintained within the east tributary's flood plain on the subject lands and do not spill east of Guelph Line.
 - Both the 100 year and the Regulatory storms should be modelled.
- b. Hydrologic/flow information for Kilbride Creek on the subject site (Tributaries 4 and 5) should be used and can be obtained from CH's 2023 Urban Milton Flood Hazard Mapping Study (report and model) on our website: ([Mapping and Studies - Conservation Halton](#)).
- c. CH can also provide our current 1D modelling for the property through a Digital Data Request Form (<https://www.conservationhalton.ca/about-us/geographic-information-systems/>).

2) Erosion Hazard

- a. A meanderbelt assessment completed by a fluvial geomorphological assessment is needed to determine the location of the erosion hazards associated with the tributaries on site.

3) Wetlands

- a. The wetlands must be staked during the appropriate growing season (June to September) by CH staff with the applicant's surveyor/consultant in attendance. Please contact the undersigned to coordinate an appropriate time for the staking.
- b. A feature-based wetland water balance is required to determine any potential impact to the form and function of the wetlands. Please refer to Conservation Halton's Guidelines for Wetland Water Balance Assessments <https://www.conservationhalton.ca/wp-content/uploads/2024/07/CH-Guidelines-for-Wetland-Water-Balance-Assessments-June-2024-.pdf> for guidance.

Recommendation

Significant portions of the subject property are regulated by CH pursuant to the CA Act and Ontario Regulation 41/24 and staff are unsure if the proposal will be able to meet CH's regulatory requirements as well as be consistent with the PPS Natural Hazards policies. Additional information is still required.

Please note that CH has not circulated these comments to the applicant, and we trust that you will provide them as part of your report.

We trust the above is of assistance. Please contact the undersigned with any questions and to discuss the scope of required technical studies further.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Dearlove', with a horizontal line extending to the right.

Heather Dearlove, B.Sc.
Environmental Planner
905-336-1158 ext. 2231
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Encl: **Appendix A: Materials/Technical Reports Reviewed**
Appendix B: Sketch Showing 2D Modelling Extent
Appendix C: Previous CH Correspondence

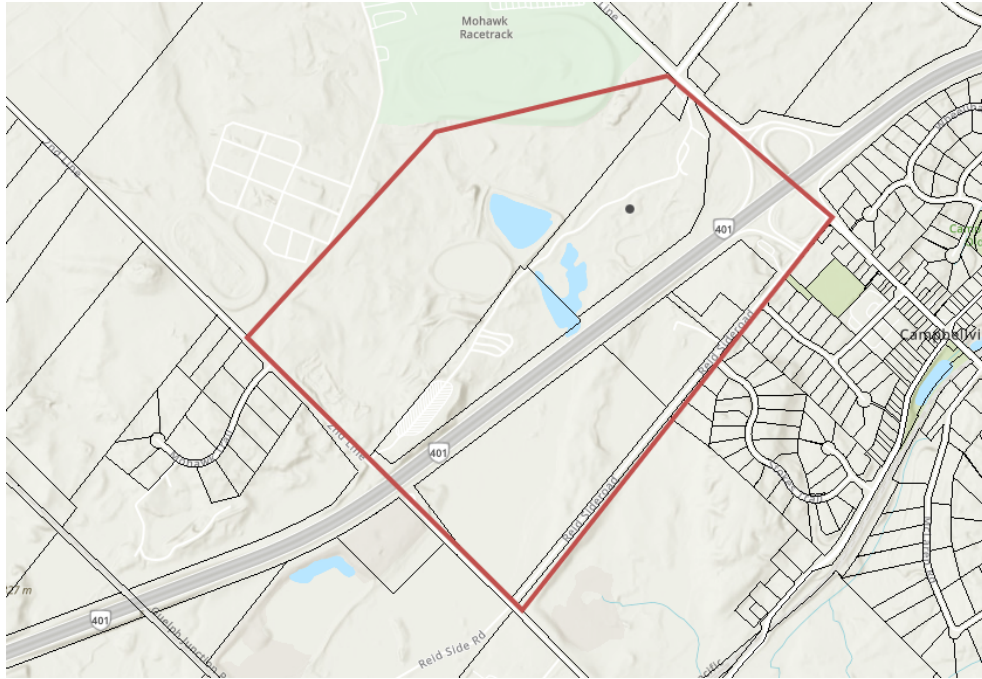
Appendix A: Materials/Technical Reports Reviewed

CH staff has reviewed the first submission materials received on January 8, 2026:

- Cover Letter; Candevcon Group Inc.
- Draft Temp. Zoning By-law Amendment & Text/Mapping; Candevcon Group Inc Drawings
- Concept Plan / Layout; Candevcon Group Inc. Reports
- Wind Mobile Campbellville Environmental Impact Study; North-South Environmental, August 25, 2015
- Functional Servicing and Stormwater Management Report; Candevcon Group Inc.; December 17, 2025
- Planning Rationale and Justification Report – Temporary Use By-Law Application; Candevcon Group Inc.; October 6, 2025

Appendix B: Sketch Showing 2D Modelling Extent

Approximate extent required for the 2D modelling.



Appendix C: Previous CH Correspondence



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Protecting the Natural
Environment from
Lake to Escarpment

January 24, 2020

Shawn Saulnier, President
Mohawk Inn & Conference Centre
9230 Guelph Line
Campbellville, ON L0P 1B0

BY MAIL & EMAIL

Dear Mr. Saulnier:

Re: Toronto West KOA - 9301 Second Line (Nassagaweya) & Mohawk Inn - 9230 Guelph Line, Town of Milton

Further to our meeting in December 2019, this letter provides an overview of the Conservation Halton (CH) regulations affecting both the KOA and Mohawk Inn properties, as well as the information that would be required by CH to support of any future redevelopment proposal in these areas.

The comments in our letter dated September 1, 2016 (attached) remain valid and should be referenced for information relating to the Mohawk Inn site, including next steps and technical study requirements.

Notwithstanding the above, before any of the technical studies referenced in our letters are advanced, we concur that a planning justification report should be prepared to demonstrate that the proposal can achieve the policy directions of the Provincial Policy Statement, Greenbelt Plan, Growth Plan, and Regional and Town Official Plans, as per Town and Regional staff's recommendations.

Ontario Regulation 162/06

Based on a review of the information presently available, a significant portion of the subject lands are regulated by CH pursuant to Ontario Regulation 162/06. Both sites are traversed by Kilbride Creek (a tributary of Bronte Creek) and contain the flooding and erosion hazards associated with this watercourse. The sites also contain Provincially Significant Wetlands (PSW), which are part of the Guelph Junction Wetland Complex. CH regulates 15 metres from the limit of the greater of the flooding or erosion hazard, as well as 120 metres from the limit of the PSW.

Permission is required from CH prior to undertaking any development (i.e., grading, filling, structures) within the regulated area. Any development proposed in this area will need to meet CH's regulatory policies and may be limited or not permitted. For a copy of CH's policy document (*Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document* (last revised February 2016) and approximate regulation limit mapping, please visit our website at: <https://www.conservationhalton.ca/planning-permits>.

The steps needed to further define or assess CH regulated features on the subject sites are outlined as follows:

Erosion and Flood Hazards

1. According to CH's current floodplain mapping and modelling, the eastern portion of KOA site and almost the entirety of the Mohawk Inn site appear to be susceptible to flooding during a Regional Storm event. However, as indicated in our September 1, 2016 letter, a detailed flood assessment will be required to verify the full extent of flooding and to support any redevelopment applications. Please refer to the September 1, 2016 letter for details on how to undertake this assessment.
2. Any redevelopment proposal will need to demonstrate that the site has safe access/egress (i.e., flood free access) as per the MNRF's Natural Hazards Manual Technical Guide – River and Stream Systems: Flooding Hazard Limit. Flood free access may be possible via the KOA site but appears to be limited for the Mohawk Inn site.
3. A meander belt assessment will be required to confirm the location of the erosion hazard associated with Kilbride Creek. However, we recommend that the floodplain assessment be undertaken first.

Wetlands

4. The wetlands on the subject sites will need to be staked in the field by CH staff to confirm the limits of the wetlands.
5. A hydrological evaluation may be required. However, the wetlands will first need to be staked and a concept plan provided.

Summary

Significant portions of the KOA and Mohawk Inn sites are regulated by CH pursuant to Ontario Regulation 162/06. Additional information is required to assess development potential on the sites. CH staff should be contacted prior to commencing any technical studies referenced above to assist with defining the scope of work required.

We understand that the Town and Region will be providing a letter with their requirements under a separate cover.

We trust the above is of assistance. If you have any further questions, please contact the undersigned at Extension 2228.

Yours truly,



Kellie McCormack, MA, MCIP, RPP
Senior Manager, Planning & Regulations

Encl: CH letter dated September 1, 2016

CC: Barb Veale, Conservation Halton
Barb Koopmans, Town of Milton
Curt Benson, Halton Region



Conservation
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Protecting the Natural
Environment from
Lake to Escarpment

September 1, 2016

Shawn Saulnier, President
Mohawk Inn & Conference Centre
9230 Guelph Line
Campbellville, ON
L0P 1B0

BY MAIL AND EMAIL

Dear Mr. Saulnier:

**RE: Proposed Reconstruction and Expansion of Mohawk Inn (application to come)
Preliminary Floodplain Information
9230 Guelph Line
Town of Milton**

Overview

Following the pre-consultation meeting on February 18, 2016 at the Town of Milton regarding proposed re-development and expansion of the existing restaurant/bar facility (Mohawk Inn) at 9230 Guelph Line in Milton, staff from Conservation Halton have conducted an internal review of available information pertaining to the flooding hazard affecting the property. This letter provides a summary of the review and discusses the steps required to assess development potential on the property from a flooding hazard perspective.

Ontario Regulation 162/06

Based on available information, the subject property is traversed by tributaries of Bronte Creek and contains a portion of the flooding and erosion hazards associated with these watercourses. In addition, the subject property contains portions of Provincially Significant Wetland (PSW). Conservation Halton regulates a distance of 15 metres from the limit of the greatest hazard associated with Bronte Creek and its tributaries, and a distance of 120 metres from the limit of PSWs. Please note that wetland boundaries are to be defined and staked by staff from Conservation Halton, the Ministry of Natural Resources and Forestry and an Ontario Land Surveyor. Please contact Conservation Halton staff to request a staking. Based on the above, the property is regulated by Conservation Halton, pursuant to Ontario Regulation 162/06. Development within the regulated area may be restricted or not permitted and requires permission from Conservation Halton.

“Development” as it pertains to the Conservation Authorities Act, means:

- a) the construction, reconstruction, erection or placing of a building or structure of any kind,
- b) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure,
- c) site grading, or
- d) the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.

To reference Conservation Halton's current policies, please refer to the document *Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document*, Revised August 11, 2011, available online at: <http://www.conservationhalton.ca/policies-and-guidelines> .

As noted during the pre-consultation meeting, an Environmental Impact Study will be required and a Terms of Reference should be scoped with input from applicable review agencies, including Conservation Halton and the Region of Halton. The following notes are considered preliminary based on available information, and pertain only to the flooding hazard. The proposed development will be required to adhere to all applicable policies and development setbacks pertaining to the natural hazards and features (including wetlands) on site; however, such details are not discussed within this letter. Please contact the undersigned for further information in this regard.

Review of Available Floodplain Information

As the property is subject to flooding under the Regional Storm event, staff from Conservation Halton undertook a review of existing models for information pertaining to the flood conditions on site. Based on available information as it pertains to applicable Conservation Halton floodplain policies, there may be some potential for re-development on the site including minor intensification of the existing use. In addition to Ontario Regulation 162/06 and Conservation Halton's associated policies, development is required to be consistent with the Provincial Policy Statement (PPS). Section 3.0 of the PPS states, "development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards." As such, proposals should demonstrate that development will be located as far as reasonably possible from natural hazards and wetlands.

To fully assess the development potential on site, all natural hazards and natural heritage features must be defined and/or staked, and impacts from proposed development must be evaluated. The comments and requirements as outlined below should be addressed in conjunction with any recommendations and requirements associated with Environmental Impact Studies, Hydrologic Evaluations and applicable policies and guidelines from all review agencies. At a minimum, the details outlined within this letter will be required as part of the future site plan and permit applications.

Summary

The floodplain dynamics in the subject area are very complex due to spills across Guelph Line as well as across the subject site. As such, in addition to traditional 1D modelling for regulatory mapping purposes, Conservation Halton supports the use of 2D modelling to better understand the true flood risk on the property. Due to the complexity of the floodplain in the subject area, staff will not be able to verify the potential extent for development on the site until a detailed flood plain assessment has been completed.

In order to determine the extent for the potential re-development, at a minimum staff will require the following:

General analysis

1. Hydrologic and hydraulic studies

Hydrologic and hydraulic studies to confirm the existing floodplain conditions on the site. Hydraulic studies should include both 1D traditional HEC-RAS modelling for the regulatory purposes and 2D modelling to determine the flooding conditions of the site for both 100-year and the Regional Storm events. Staff will provide available models through a Data Licensing Agreement (please note that we do not possess any information regarding the 100-year storm, and the Regional peak flows are estimated and will have to be re-confirmed through hydrologic modelling). The following should be provided as part of the study:

- Paper and digital copies of all relevant hydrologic model input and output files, complete with documentation;
- Signed and sealed, appropriately scaled metric plans showing drainage catchment, complete with catchment ID's (consistent with the submitted modelling / drainage areas);
- Paper and digital copies of all relevant hydraulic model input and output files, complete with documentation clarifying the purpose of and/or changes made to each plan, flow, and geometry file; and
- Signed and sealed, appropriately scaled metric plans showing an orthophoto base for the entirety of the existing and proposed floodplain area of the location of interest, overlain by:
 - a. existing conditions topographic information (contours preferred),
 - b. existing hydraulic cross sections labeled with respect to cross section ID and the existing regulatory flood elevation,
 - c. existing regulatory and 100-year storm floodplain, and
 - d. proposed grading plans showing the limit of the proposed regulatory and 100 year floodplain as well as 15 metre associated allowances from the limit of the floodplain.

Floodplain modelling should be performed based on detailed current topographical information, including detailed topographic survey of crossing structures and the bankfull channel. The regulatory floodplain is established as the greatest water level associated with either the Regional Storm event or 1:100 year design storm. The Regional Storm and 100-year storm floodplains and hydraulic cross-sections must be mapped based on a current topographical survey and a scaled copy of the drawing is to be provided for Conservation Halton review and approval. Staff require that a digital copy of a geo-referenced HEC-RAS model be provided also as part of the assessment.

The model ideally should encompass the entire reach from upstream of Guelph Line to the confluence with the downstream watercourse. Any existing crossings from Hwy 401 to Guelph Line, inclusive, should be assessed and properly included into the model. In order to be conservative, the 1D modelling should assume no spill overtop of Guelph Line / Campbellville Sideroad. In addition, one of the 2D modelling scenarios can include the spill overtop of Guelph Line / Campbellville Sideroad but a second 2D modelling scenario should be included that assumes no spill.

2. Proposed replacement with additions

Please refer to Policies 3.19 – 3.30 in Conservation Halton's current policy document (referenced above) for additional information pertaining to development within and adjacent to floodplains. As noted during pre-consultation, floodplain characteristics including depth and velocity are required in order to determine whether replacement, relocation and/or minor additions to existing development within the floodplain can be supported by Conservation Halton. As per Policy 3.22.2.1, where the depth of flooding is less than one (1) metre and velocities are less than one metre per second (1 m/s) under regulatory storm conditions, an application may be considered for approval to construct minor additions to existing buildings within the floodplain, provided it can be shown that no site can be reasonably utilized for the proposed works outside of the floodplain, there will be no interference with flood conveyance on upstream or adjacent properties as a result of the works, and where such works are proposed to be floodproofed to regulatory storm flows.

As per our current policy document, "minor additions" means:

- a. an addition to an existing building or structure (habitable or non-habitable) which does not exceed 50% of the total floor area and does not exceed 50% of the building or structure's footprint area that is located within the flood plain. Existing non-habitable space will not be considered in the determination of permissible habitable footprint/floor area;
- b. no increase in the number of dwelling units; and,

- c. in the case of multiple additions, all additions since the inception of this policy (1982) combined must be equal to or less than 50%.

Once the existing floodplain conditions on site are confirmed as outlined above, staff will provide further comments regarding the potential for replacement and additions to the Mohawk Inn, including relocation or expansion of the parking lot. Any new development will have to be dry flood proofed, and must adhere to applicable policies.

3. Site access requirements

As per Policy 3.1.2 of the PPS, "development and site alteration shall not be permitted within...c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard".

Existing and proposed access details are required as intensification of existing use is proposed. Safe access and egress must be provided for the new development. The minimum access requirements under the regulatory storm conditions are the following:

Per the MNR's "Natural Hazards Manual Technical Guide – River and Stream Systems: Flooding Hazard Limit" the following safe access and egress criteria are to be applied for a pedestrian:

- The depth-velocity product is to be less than 0.4 m²/s,
- The depth is to be less than 0.8 m, and,
- The velocity is to be less than 1.7 m/s.

Vehicular access and egress requirements differ, allowing for a maximum depth of 0.3 m and a maximum velocity of 3 m/s.

Conclusion

As per the above, additional information is required to assess development potential on site. Please be advised that the comments within this letter are based on review of the information currently available pertaining to the floodplain characteristics, and based on current policy. Additional details, comments and requirements pertaining to other natural hazards and features on site will be provided upon further consultation and review of forthcoming plans. Staff recommend that all such features should be considered concurrently in order to effectively assess development potential across the site.

We trust the above is of assistance. Should you have any questions or wish to discuss the above in further detail, please contact the undersigned at extension 2335.

Yours truly,



Emma DeFields
Environmental Planning Analyst
ED/730

Cc: Aaron Raymond, Town of Milton (By Email)
Shelley Partridge, Region of Halton (By Email)

Ministry of Transportation Comments - 9230 Guelph Line

Design

- There is an ongoing EA in the area for the expansion of the 401 in Milton, see [here](#) for publicly available information.
- The subject site is within MTO's Permit Control Area and as such, MTO Site Plan Approval and an MTO Permits will be required prior to any construction activities.
- A 14m minimum setback is required from the Highway 401 & associated service roads property line. The current ROW as well as a 14m MTO setback should be clearly labeled on all drawings that will be provided for ministry's review and comments.
- Please be aware that no feature, amenity or operational arrangement (such as, but not limited to, fire-routes, emergency access/exits, parking, loading docks, access to loading docks, storm-water management ponds) that is required by by-law or is **essential to the viability of this site**, should be located within the setbacks. Furthermore, only the surplus parking (excess of the Municipal's minimum parking requirement under the Zoning Bylaw) can be located within the 14m MTO setback but must be setback a minimum of 3m from the Highway 401 property line. All required and surplus parking must be clearly indicated on the SP.

Drainage

- No drainage study has been completed for the proposed development, this is very important as the area is known to experience drainage issues.
- A detailed stormwater management report will be required for MTO's review. The report should include detail of all stormwater management and drainage features. MTO requires post to pre-development control for 5-to-100-year storm events. A table should be provided in report to confirm that 5, 10-, 25-, 50- and 100-year storm events are controlled to pre-development level.
- The owner must be advised that all proposed permanent buildings and structures both above and below ground, utilities, frontage roads/fire routes, essential parking spaces, storm water management facilities, including ponds and associated berms, storages, and noise walls must be set back 14.0 metres (45 feet) from the updated Highway Right-of-way limit with the on-going highway expansion assignment.

Traffic

Candevcon is not a RAQS qualified consultant for data collection or to conduct TIS for MTO. We will not/cannot accept this TIS.

Please have a RAQS qualified consultant come to the MTO with a Terms of Reference prior to starting any TIS.

Regarding the autoturn, it does not appear that the geometrics support this access, so we do not recommend it as:

- -A SB RT WB-20.5 may encroach on the opposing lane as it demonstrates that it crosses into the painted median.
- -When a WB20.5 is waiting to make a SBRT out, a SB RT in cannot enter in the access as the paths overlap.
- -It does not appear to show the WB-20.5 at a stopped position at a stop sign.
- -The access is at the beginning of the SB RT free flow taper to Hwy 401 which may cause operational and safety issues.
- -NB trucks may enter the RIRO as there is no raised median
- -The design assumes trucks will be coming from the north when most traffic is served by the 401 to the south.
- -Design speed is 20 over posted not 10.

Thank you,

David Pillay

Corridor Management Planner, Peel/Halton | Highway Corridor Management Section

Ministry of Transportation | Ontario Public Service

416-508-8745