



urban  
Metrics

# Fiscal & Economic Benefits Analysis

## 9094 Regional Road 25

Halton Hills, Ontario

Prepared for Halton Hills One Limited Partnership

December 8, 2025



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Halton Hills One Limited Partnership

This document is available in alternative formats upon request by contacting:  
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December 8, 2025

Halton Hills One Limited Partnership  
C/O Mr. Michael Mendes - Vice President, Development  
Rice Group  
75 Tiverton Court  
Markham, Ontario  
L3R 4M8

Dear Mr. Mendes,

**RE: Fiscal & Economic Benefits Analysis – 9094 Regional Road 25 (Halton Hills, Ontario)**

urbanMetrics inc. is pleased to submit this fiscal and economic benefits analysis on behalf of your proposed development at 9094 Regional Road 25 in the Town of Halton Hills, Ontario. This report summarizes the employment, economic, land use, and fiscal benefits associated with bringing your property into the urban area to permit the proposed development of more than 568,000 square feet of industrial space and some 219,000 square feet of commercial space.

It also highlights the key considerations of a fiscal impact analysis, illustrating the typical net-positive impacts of industrial development and the pathway to efficiently delivering infrastructure to support the development while minimizing costs and risks to the Town and Region.

It has been our pleasure to complete this report on your behalf. Please contact us if you have any questions or concerns.

Respectfully Submitted,



Doug Annand PLE  
Partner  
**urbanMetrics inc.**



Tywen Thomas MSc. PLE  
Senior Project Manager  
**urbanMetrics inc.**

# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Purpose	3
1.2	Proposed Development	3
1.3	Policy Context	4
<b>2</b>	<b>One-Time Economic Benefits</b>	<b>6</b>
<b>3</b>	<b>One-Time Fiscal Benefits</b>	<b>9</b>
<b>4</b>	<b>Ongoing Employment</b>	<b>11</b>
<b>5</b>	<b>Ongoing Fiscal Benefits</b>	<b>12</b>
<b>6</b>	<b>Net Fiscal Implications</b>	<b>13</b>
<b>7</b>	<b>Impact Summary</b>	<b>16</b>
<b>A1</b>	<b>Fees, Charges, &amp; Tax Rates</b>	<b>17</b>
<b>A2</b>	<b>Site Plan</b>	<b>21</b>
<b>A3</b>	<b>Water and Wastewater Calculations</b>	<b>23</b>

# Figures

Figure 1: Proposed Site Statistics	3
Figure 2: Proposed Site Plan	4
Figure 3: GDP (Base Prices) Impacts	7
Figure 4: Job Creation	7
Figure 5: Tax Revenue Generation	8
Figure 6: Development Charge Revenue	9
Figure 7: Proposed Development Employment Generation Estimate	11
Figure 8: Annual Property Tax Revenues for Proposed Development	12

# Executive Summary

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- urbanMetrics Inc. was retained to evaluate the one-time and ongoing fiscal and economic benefits associated with bringing 9094 Regional Road 25 into the urban boundary to permit the development of some 568,000 square feet of industrial space and approximately 219,000 square feet of commercial space.
- Halton Hills' Official Plan sets a target of 43,000 jobs by 2031, current employment is estimated at 27,000.
- The proposed development could generate an estimated 948 on-site jobs across industrial, commercial, and support uses, representing 3.5% of the Town's total employment and a material contribution towards the Town's employment shortfall relative to planning targets.
- The achievable employment density of 34.3 jobs per net hectare exceeds typical commercial and industrial outcomes and strengthens the long-term fiscal benefits conveyed by the employment land base.
- The economic impacts of the project were assessed using the Government of Ontario's Tourism Regional Economic Impact Model. This model assesses impacts at the upper-tier municipal or census-division level and is conservative because it does not include "soft costs" or non-construction-related expenditures.
- The project is expected to generate some \$219.4 million in GDP during construction, with the majority captured by firms in Halton Region. The construction process will also create an estimated 1,765 full-time equivalent jobs, with 1,120 of these expected to occur within Halton.
- The delivery of the development is expected to drive \$63.9 million in tax revenues, with \$40.6 million attributable to economic activity within Halton Region.
- The project is expected to deliver significant one-time fiscal benefits, including \$32.9 million in development charges and more than \$1.58 million in planning and building permit revenues.
- The development will also drive ongoing fiscal benefits, with the assessed value of the site increasing from \$2.5 million to an estimated \$118.9 million. Corresponding annual property tax revenues could grow from approximately \$29,300 to more than \$1.65 million, with \$975,000 accruing to the Town.

- Annual wastewater and water revenues are estimated at \$499,000, with variable operating costs of \$173,000 consistent with the full cost recovery model for municipal utilities.
- Required servicing (water, wastewater, and road upgrades) can be delivered through extensions of existing systems; no new public service facilities (fire, EMS, library, recreation, etc.) are triggered. Industrial development is fiscally favourable: it yields high tax revenue with minimal incremental demand for municipal operating services.
- The proposed development delivers substantial and recurring fiscal benefits, significant construction and permanent employment, and meaningfully advances the Town's employment objectives.
- With strong DC revenue generation, significant property tax uplift, alignment with the Future Strategic Employment Area designation, and a favourable net fiscal position under conservative assumptions, the project represents a high-value, relatively low-risk employment-focused urban boundary expansion for Halton Hills

# 1 Introduction

## 1.1 Purpose

urbanMetrics has been retained by Halton Hills One Limited Partnership (“the proponent”) to conduct a Fiscal and Economic Benefits Analysis in support of Official Plan and Zoning By-law amendment applications to advance a commercial and industrial development (“the proposed development”) on a property referred to herein as 9094 Regional Road 25 (“the Subject Site”) in the Town of Halton Hills, Ontario.

This study evaluates the one-time and ongoing economic and fiscal benefits that will flow to the Town of Halton Hills resulting from the development of the proposed commercial and industrial space on the Subject Site.

## 1.2 Proposed Development

The proposed development consists of 11 single-storey buildings, comprising 8 commercial buildings totalling 218,985 square feet (20,344 square metres) of gross leasable area (“GLA”), and 3 industrial buildings totalling 568,000 square feet (57,600) of GLA. The distribution of this space in the various buildings proposed is shown in Figure 1 below.

Figure 1: Proposed Site Statistics

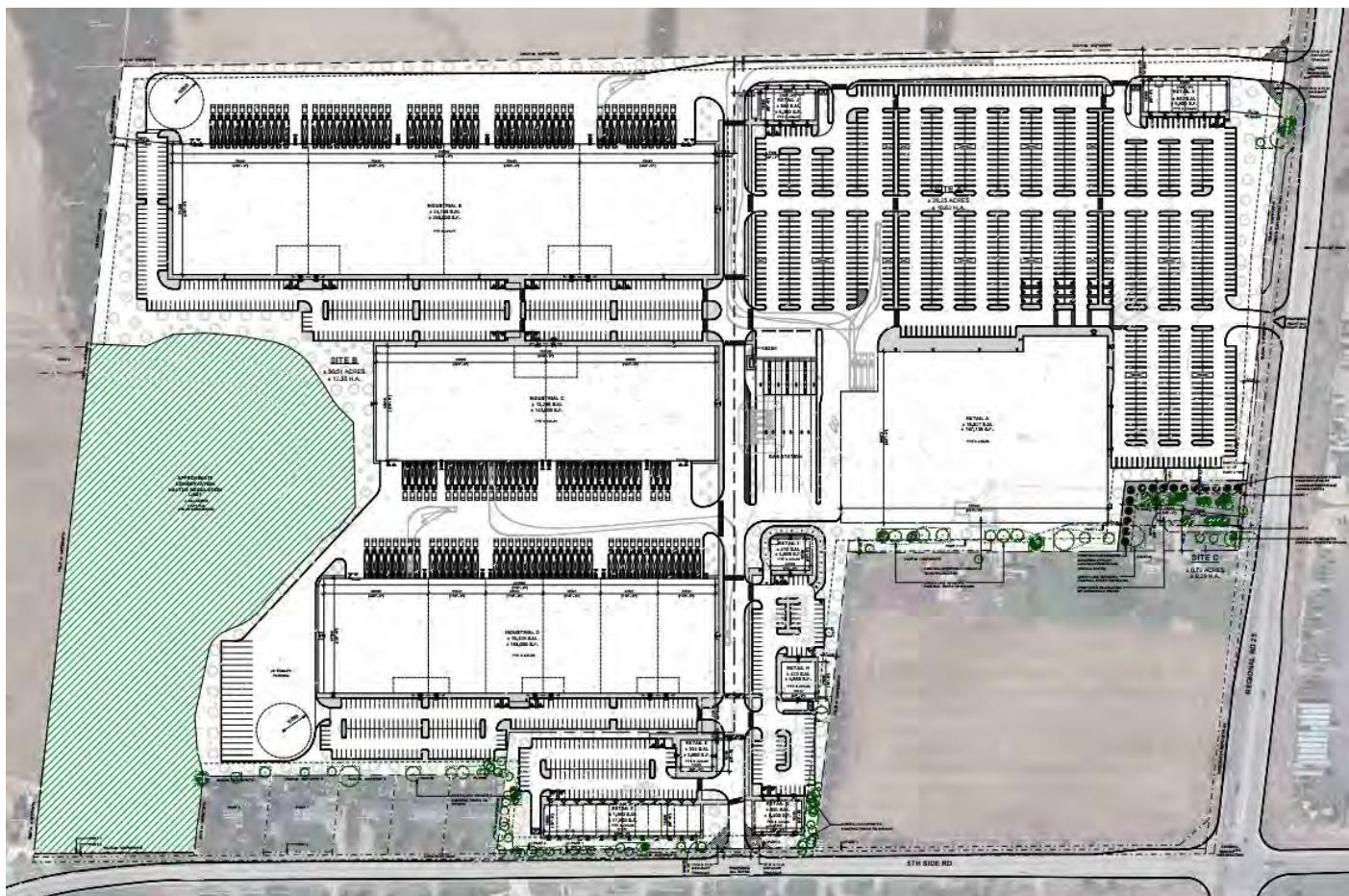
Retail/Service Commercial	Industrial
A: 167,135 ft <sup>2</sup> (15,527 m <sup>2</sup> )	B: 260,000 ft <sup>2</sup> (24,155 m <sup>2</sup> )
E: 3,600 ft <sup>2</sup> . (334 m <sup>2</sup> )	C: 143,000 ft <sup>2</sup> (13,285 m <sup>2</sup> )
F: 17,900 ft <sup>2</sup> (1,663 m <sup>2</sup> )	D: 165,000 ft <sup>2</sup> (15,329 m <sup>2</sup> )
G: 5,400 ft <sup>2</sup> (502 m <sup>2</sup> )	
H: 4,550 ft <sup>2</sup> (423 m <sup>2</sup> )	
I: 4,500 ft <sup>2</sup> (418 m <sup>2</sup> )	
J: 6,300 ft <sup>2</sup> (585 m <sup>2</sup> )	
K: 9,600 ft <sup>2</sup> (892 m <sup>2</sup> )	
<b>218,985 ft<sup>2</sup> (20,344 m<sup>2</sup>)</b>	<b>568,000 ft<sup>2</sup> (52,769 m<sup>2</sup>)</b>

SOURCE: Turner & Fleischer Architects

As illustrated in Figure 2, the proposed development concentrates the majority of the commercial space in one larger building of approximately 167,135 square feet, which is intended to function as a large-format general merchandise store. The remaining smaller commercial units, ranging in size from 3,600 to 17,900 square feet of gross floor area, are intended to accommodate a variety of retail and service uses.

The proposed industrial space comprises three buildings, with a significant concentration in one 260,000 square-foot building and the remainder in buildings of 143,000 and 165,000 square feet.

Figure 2: Proposed Site Plan



SOURCE: Turner Fleischer Architects

## 1.3 Policy Context

In the Town of Halton Hills Official Plan, 2024 (“the OP”), the Subject Site is designated as a Rural-Agricultural area and subject to a Future Strategic Employment Area overlay. The purpose of this overlay is to protect lands that are adjacent to existing employment areas that are best suited for employment uses beyond the current OP’s planning horizon.

To permit the proposed development, this requires an expansion of the urban boundary and redesignation of the site from its current Rural-Agricultural designation. The Official Plan also sets out that, to bring these lands into the urban

boundary, it must be demonstrated that they are needed to achieve the Town's employment target as set out in the plan.

The Official Plan establishes an employment target of 43,000 jobs by 2031 and the Economic Development Division reports a 2025 employment estimate of approximately 27,000<sup>1</sup>. Achieving this 2031 target over the next 6 years would require adding some 2,600 jobs per year, a record level for the Town. Achieving this target will still be extremely challenging, but the proposed development will make a significant contribution by creating approximately 1,000 new jobs on the site and supporting additional local employment during its construction phase.

An evaluation of the land needs impacts of the proposed development being brought into the urban area has been conducted in the Land Needs Assessment prepared in support of the proposed development and submitted under separate cover.

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<sup>1</sup> <https://www.investhaltonhills.com/en/why-halton-hills/labour-market.aspx>

## 2 One-Time Economic Benefits

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A core part of the analysis herein is evaluating the economic benefits associated with the investment required to realize the proposed development. To assess these impacts, we have used the Ontario Tourism Regional Economic Impact Model (“TREIM”), a tool created by the provincial government to model the effects of economic “shocks” or capital injections across various segments of the economy at the level of the upper-tier municipality.

As such, this analysis is presented for Halton Region and Province of Ontario. In such an integrated economic region, and in particular with a location proximate to the municipal boundary and to regional transportation networks, it would be challenging and potentially misleading to isolate the economic impacts at the lower-tier level, for example, between Milton and Halton Hills.

For the purposes of the model the development concept has been divided into three categories:

- Retail and service commercial space (218,985 square feet)
- Industrial distribution facilities (568,000 square feet)
- Surface parking (1,845 spaces at 162 square feet per space)

The analysis presented in this section should be considered conservative, as it is limited to simple hard cost estimates based on the square footage of these three input categories and market average construction cost estimates<sup>2</sup>. Additional variable input costs, such as earthworks, utilities, administration, professional fees, etc., are not included and would increase the size of the impacts cited herein.

The three categories identified above have a total impact value of approximately \$229.9 million, which was carried through the model. As with most input-output models, impacts are measured in three ways.

Direct impacts capture the immediate jobs, wages, and output generated by the project. Indirect impacts measure the additional activity created in the supply chain, such as businesses providing materials, equipment, or services to support the project. Induced impacts reflect broader ripple effects in the economy, such as

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<sup>2</sup> From the Altus Construction Cost Guide 2025

when workers from both the direct and indirect activities spend their wages on goods and services.

As shown in Figure 3, constructing the proposed development is expected to generate some \$219.4 million in gross domestic product, with an estimated \$138.4 million captured in economic activity within Halton Region and \$81 million elsewhere in Ontario, likely concentrated in the GTA, but also including supply chains elsewhere, such as in aggregates and other materials required for construction.

Figure 3: GDP (Base Prices) Impacts

GDP	Halton	Rest of Ontario	Total
Direct	\$75,600,000		\$75,600,000
Indirect	\$24,900,000	\$53,300,000	\$78,200,000
Induced	\$37,900,000	\$27,700,000	\$65,600,000
Total	\$138,400,000	\$81,000,000	\$219,400,000

SOURCE: Ontario Ministry of Tourism, Culture, & Gaming TREIM Model

Figure 4 illustrates the estimated job-creation impacts of building the proposed development, including those directly involved in construction. Jobs are presented as full-time equivalents (“FTE”), which may not equal the number of individuals employed. It should also be noted that these are not necessarily entirely net new positions, but reflect the workload required to deliver the project, i.e. employing an existing tradesperson for 1 year. As shown, the project is estimated to support approximately 1,765 FTE positions over its delivery period, with potentially 1,120 positions supported directly within Halton.

Figure 4: Job Creation

Employment	Halton	Rest of Ontario	Total
Direct	715	0	715
Indirect	180	465	645
Induced	225	180	405
Total	1,120	645	1,765

SOURCE: Ontario Ministry of Tourism, Culture, & Gaming TREIM Model

In addition to generating output in the form of GDP and employment, delivering the proposed development will generate significant tax revenues for all three tiers of government. As shown in Figure 5, the project is estimated to generate some \$63.9 million in tax revenue. \$40.6 million of this is estimated to be generated

within Halton Region, with \$23.3 million associated with related economic activity in the rest of the province. The taxes generated at the municipal level largely reflect increases in property values indirectly driven by investment and spending associated with the construction of the proposed development.

Figure 5: Tax Revenue Generation

<b>Total Taxes</b>	<b>Halton</b>	<b>Rest of Ontario</b>	<b>Total</b>
Federal	\$19,000,000	\$11,300,000	\$30,300,000
Provincial	\$15,500,000	\$9,000,000	\$24,500,000
Municipal	\$6,100,000	\$3,000,000	\$9,100,000
<b>Total</b>	<b>\$40,600,000</b>	<b>\$23,300,000</b>	<b>\$63,900,000</b>

SOURCE: Ontario Ministry of Tourism, Culture, & Gaming TREIM Model

## 3 One-Time Fiscal Benefits

This section of the report continues the evaluation of impacts associated with constructing the proposed development. In this section of the report, we assessed the revenues accruing to the Town and the Region from the proposed development on the Subject Site.

These estimates are based on the current development charge rates available from both the Town of Halton Hills and the Region of Halton. Although not considered a municipal financial benefit, but rather a legislated cost-recovery mechanism for the municipality, we have still included the one-time building permit and application fees in this analysis.

The one-time fees resulting from this development are summarized in Figure 6. Overall, we estimate that the proposed development on the Subject Site will generate approximately \$32.9 million in development charges, with \$15.1 million for the industrial component and \$17.8 million for the commercial component. Roughly \$4.77 million of these DCs will accrue to the Town, with the remaining \$28.13 million accruing to the Region. The numbers shown do not include any education-related charges.

Figure 6: Development Charge Revenue

	GFA (Sq. M)	Town Charge (per s.m.)	Town DC Revenue	Region Charge (per s.m.)	Region DC Revenue	Total
<b>Industrial</b>	52,769	\$43.14	\$2,275,000	\$243.86	\$12,875,000	\$15,150,000
<b>Retail</b>	20,344	\$120.04	\$2,500,000	\$750.12	\$15,250,000	\$17,750,000
<b>Total</b>	73,113		\$4,775,000		\$28,125,000	\$32,900,000

SOURCE: urbanMetrics Inc. using the Town of Halton Hills Development Charges Bulletin 2025

In addition to development charges, the proposed development will also generate planning and building-related fees for the Town. Planning application fees are assessed on a per-square-metre basis for non-residential gross floor area. Similarly, the Town of Halton Hills assesses building permit fees based on development type and scale.

- Based on the Town's current fee schedule, planning and development applications will generate some \$376,000 in one-time revenue. A detailed table of calculations is provided in Appendix A1.

- For the complete buildout, encompassing both industrial and retail components, building permit fees will total approximately \$1.2 million. A detailed table of calculations is provided in Appendix A1.

In total, the proposed development is preliminarily estimated to generate more than \$1.58 million in planning application and building permit fees for the Town of Halton Hills.

# 4 Ongoing Employment

In addition to the economic activity and employment generated by construction identified in Section 2, the proposed development will support significant industrial and commercial employment on an ongoing basis through the new economic activity on the Subject Site.

Using the floor space per employee ratios in the town's Development Charges Background Study ("DCBS"), we have estimated the total full-time equivalent ("FTE") jobs supported by the operations accommodated within the proposed development. These floor space per employee ratios are approximately 1 employee for every 1,415 square feet of industrial space and 1 employee for every 400 square feet of retail and/or service commercial space.<sup>3</sup>

As summarized in Figure 7 below, the proposed development is estimated to generate a total of 948 jobs - 547 for the commercial component, and 401 for the industrial space that will locate on the site. With a lot area of approximately 27 hectares, this potential employment on the site results in a density of 34.3 jobs per gross hectare, significantly above the Town's current employment land densities and future targets. With the Town's current employment estimated at 27,000 jobs, the 948 positions generated by the proposed development would represent approximately 3.5% of the Town's total employment.

Figure 7: Proposed Development Employment Generation Estimate

	GFA (S.F.)	GFA per employee	Jobs
<b>Commercial</b>	218,985	400	547
<b>Industrial</b>	568,000	1,415	401
<b>Total</b>	786,985	830	948

SOURCE: urbanMetrics Inc. using employment densities from the Town of Halton Hills Development Charges Background Study

<sup>3</sup> Town of Halton Hills 2022 Development Charges Background Study.

# 5 Ongoing Fiscal Benefits

The proposed development will significantly increase the assessed value of the Subject Site and generate considerable ongoing fiscal benefits for the Town and the Region above and beyond its current use.

Data available from MPAC indicate the property's current assessed value is approximately \$2.5 million. If this assessed value is taxed at the commercial rate<sup>4</sup>, owing to the existing institutional and driving range uses that occupy portions of the property, the site is currently generating approximately \$17,500 in annual property taxes for the Town; and roughly \$11,800 for the Region.

Figure 8: Annual Property Tax Revenues for Proposed Development

GFA (Sq. M)	Estimated Assessed Value	Town Tax Rate	Municipal Tax Revenue	Region Tax Rate	Regional Tax Revenue	Total
<b>Industrial</b> 52,769	\$50,800,000	1.006%	\$500,000	0.670%	\$350,000	\$850,000
<b>Commercial</b> 20,344	\$68,150,000	0.701%	\$475,000	0.467%	\$325,000	\$800,000
<b>Total</b>	<b>\$118,950,000</b>		<b>\$975,000</b>		<b>\$675,000</b>	<b>\$1,650,000</b>

SOURCE: urbanMetrics Inc. with data from MPAC Property Line and the Town of Halton Hills.

Figure 8 summarizes our calculation of the expected annual property tax revenues for the site post-development. As shown, the assessed value of the property is estimated to increase from \$2.5 million to some \$118.9 million as a result of the development. The resulting annual property tax revenue, shown in Figure 8 is projected to increase from \$29,300, as reported by MPAC, to more than \$1.65 million due to increased economic activity on the site and the corresponding increase in its assessed value.

<sup>4</sup> 0.0700736% based on the Town's 2025 tax bulletin

# 6 Net Fiscal Implications

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The proposed urban boundary expansion and associated development concept will require extending nearby water and wastewater infrastructure to reach the Subject Site and investing in existing road infrastructure to accommodate additional traffic. When considering these infrastructure costs, it is important to note that industrial land development typically produces greater net fiscal benefits for the community than residential or retail development. This is because industrial development typically does not trigger the need for many municipal services that are required to support the residential sector.

This logic is entrenched in Ontario's municipal finance frameworks. It is also identified in the Town's Employment Land Needs Assessment conducted by Watson & Associates Economists Ltd. In this regulatory context, the proposed development is highly likely to have a significant positive net fiscal impact on the Town and Region.

In the context of this broader fiscal framework governing municipal infrastructure financing in Ontario, delivering and operating the required infrastructure is not expected to impose a negative fiscal burden on the Town or the Region.

The precise engineering design, capital costing, and lifecycle forecasts for these works will be refined through future detailed studies in conjunction with the Town and Region, and a more thorough evaluation of the potential fiscal impacts of the proposed development could be undertaken at that time.

As a general rule, fiscal impact analyses are typically not undertaken until a project is in the final stages, including the finalization or near finalization of water, wastewater, and stormwater servicing and transportation strategies, together with the amount of buildable area. Preliminary servicing strategies are outlined in the Draft Area Servicing Plan and Draft Servicing & Stormwater Management Report (“Draft SSWM”) prepared by C.F. Crozier & Associates Inc. (“Crozier”) in support of the proposed development and submitted under separate cover.

## Servicing Requirements

- As identified in the Draft SSWM Report, the development can be supported through extensions of existing water and wastewater systems and related road improvements, in general conformity with Town, Region, and Conservation Halton requirements.
- No new public service facilities—such as fire, paramedic, library, recreational, or administrative buildings—are required to accommodate the non-residential uses in the proposed development. This substantially limits the

municipality's long-term capital and operating exposure relative to typical residential growth scenarios for which an Infrastructure/Public Facilities & Fiscal Capacity Analysis is typically required.

- In addition to connections with nearby water and wastewater mains, the proposed development will require upgrades to the existing road network, rather than an entirely new roadway.

## Capital Costs & Development Charges

- The Region of Halton and the Town of Halton Hills impose area-specific development charges (DCs) for water and wastewater infrastructure in greenfield areas. With higher rates established for greenfield areas, the DC framework anticipates the relative cost of extending services in a scenario such as the proposed development and is structured to fund the infrastructure needed to accommodate it.
- The capital projects required to support the proposed development and the revenue from the development charges payable as a result of the proposed development were not included in the current Town or Region development charge background studies. This provides the opportunity to finance these capital projects, either by including them in future DC by-laws, by direct developer funding, or by a combination of both.
- Under the current DC rates, the project will contribute over \$32.9 million of development charge revenue to pay for the projects being funded by the in-place DC by-law.
- There would be no risk to the municipality in terms of the timing of future DC revenues, as the project already has tenants lined up and would be able to start construction following approval.
- In addition, any potential financial risk to the Town and Region in this regard can be mitigated through a front-ending agreement, where the proponent advances some or all the capital costs of the required infrastructure in exchange for a credit on the development charges payable.

## Water & Wastewater Services

- Municipal water and wastewater systems in Ontario are operated on a full cost-recovery basis, with user fees and utility rates designed to ensure that operating expenses, system maintenance, and long-term replacement are funded by users rather than property tax support.
- Using information on estimated water and wastewater demand for the proposed development from the Draft SSWM and information on costs from

the Region's 2024 Financial Information Return and 2025 Water Rate Card, we have estimated that the user fees generated from the use of water and wastewater on the site at \$499,000 per year, with the direct variable costs of conveyance, transmission, and treatment of this water and wastewater estimated at \$173,000 per year.

- The balance of revenue above and beyond the expenses identified can then be reinvested in the system for maintenance, reserve funds, and future replacements. Additional information and calculations are available in Appendix 3.

## Impact of Increased Assessment Value

- The proposed development is estimated to increase the assessed value of the Subject Site from approximately \$2.5 million to nearly \$119 million, resulting in an increase in annual property tax revenues from roughly \$29,000 to more than \$1.6 million once fully operational. This represents a substantial and recurring revenue stream for both the Town and the Region.
- When compared to the incremental costs of maintaining the road network and public realm improvements associated with servicing the site, the scale of these revenues strongly suggests that the development will generate a positive net fiscal impact on an annual basis, even before accounting for the broader economic activity supported by nearly 1,000 new jobs.

## Future Refinements & Analysis

The high-level assessment made herein identifies the key reasons that the proposed development could be expected to generate a positive net fiscal impact: DC-funded capital works, revenue-neutral water and wastewater operations, and significant annual property tax uplift. However, additional, more detailed analyses—including detailed costing, lifecycle analyses, and capital phasing recommendations will be prepared through subsequent engineering and fiscal impact studies as part of the development approvals process. These future analyses will provide precise cost estimates, timing, and long-term financial modelling to confirm and quantify the net fiscal benefit identified here.

# 7 Impact Summary

The proposed development is expected to generate a range of economic and fiscal benefits for the municipality and the local economy. It is positioned to create ongoing positive net fiscal impacts to the Town and Region, subject to confirming the required infrastructure and associated costs, and agreeing on a financing strategy.

During construction, the project is expected to generate:

- \$219.4 million in total gross domestic product, with \$138.4 million within Halton's economy and an additional \$81 million throughout the province.
- Support some 1,645 total FTE employees across the province, including an estimated 1,120 directly in Halton.
- Some \$63.9 million in total taxes, with \$40.6 million directly attributed to economic activity within Halton and \$6.1 million derived from increases in assessed value.
- Approximately \$32.9 million in development charges, including almost \$4.8 million accruing to the Town and \$28.1 million to the Region<sup>5</sup>.
- More than \$1.5 million in planning application and building permit fees for the Town of Halton Hills.

Once operational, the increased economic activity on the Subject Site will continue to generate a variety of economic and fiscal impacts for the Town and region.

- The approximated 73,000 square metres of commercial and industrial space will accommodate 948 new employment opportunities on site.
- The assessed value of the property is expected to increase from some \$2.5 million to more than \$118 million.
- Property taxes generated by the property are projected to increase from some \$29,300 to more than \$1.6 million, with an estimated \$975,000 accruing to the Town and \$675,000 to the Region.

In addition to the fiscal benefits created by the proposed development, the retail and service commercial businesses that will operate on the property will support the commercial needs of the growing communities in Halton Hills and Milton. It also positions Halton Hills as an increasingly important component of the Highway 401 industrial network and continues to enable the efficient transportation of goods along one of North America's busiest highway corridors.

<sup>5</sup> Not including education-related charges

# A1 Fees, Charges, & Tax Rates

Figure A1: Development Charge Fees

Town of Halton Hills, Region of Halton, and Halton School Boards Development Charges (DC), and Community Benefits Charges (CBC) Effective April 1st, 2025									
Non-Residential DC Rates		Per Square Metre			Per Square Foot				
	Industrial	Non-Industrial	Retail	Industrial	Non-Industrial	Retail			
<b>Town of Halton Hills*</b>	\$ 43.14	\$ 120.04	\$ 120.04	\$ 4.01	\$ 11.15	\$ 11.15			
<b>Education</b>									
Halton District School Board	\$ 17.33	\$ 17.33	\$ 17.33	\$ 1.61	\$ 1.61	\$ 1.61			
Halton Catholic District School Board	\$ 12.27	\$ 12.27	\$ 12.27	\$ 1.14	\$ 1.14	\$ 1.14			
<b>Total Education</b>	\$ 29.60	\$ 29.60	\$ 29.60	\$ 2.75	\$ 2.75	\$ 2.75			
<b>Region of Halton*</b>									
Rural	\$ 120.068	\$ 120.068	\$ 626.326	\$ 11.155	\$ 11.155	\$ 58.187			
Urban - Built Boundary	\$ 166.011	\$ 166.011	\$ 672.269	\$ 15.424	\$ 15.424	\$ 62.456			
Urban - Greenfield	\$ 243.859	\$ 243.859	\$ 750.117	\$ 22.656	\$ 22.656	\$ 69.688			
<b>Total Combined</b>									
Rural	\$ 192.808	\$ 269.708	\$ 775.966	\$ 17.915	\$ 25.055	\$ 72.087			
Urban - Built Boundary	\$ 238.751	\$ 315.651	\$ 821.909	\$ 22.184	\$ 29.324	\$ 76.356			
<b>Urban - Greenfield</b>	<b>\$ 316.599</b>	<b>\$ 393.499</b>	<b>\$ 899.757</b>	<b>\$ 29.416</b>	<b>\$ 36.556</b>	<b>\$ 83.588</b>			

Figure A2: Halton Hills 2025 Final Tax Rates

TOWN OF HALTON HILLS SUMMARY OF TAX RATES 2025 FINAL										SCHEDULE " B "	
	Description	Town Tax Rate (%)	Hospital Tax Rate (%)	Region Tax Rate (%)		Education Tax Rate (%)	Total Rural Tax Rate (%)	Total Urban Tax Rate (%)	Acton B.I.A.	Georgetown B.I.A.	
				General Services	Waste Management					Area @ 100%	Expanded Area @ 10%
CF	Commercial - PIL Full Rate	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%			
CG	Commercial - PIL ( no education)	0.700736%	0.001463%	0.461492%	0.005147%		1.163691%	1.168838%			
CH	Commercial - Shared PIL for education	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%			
CK	Commercial - Shared Excess land	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%					
CT	Commercial - Taxable Full	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%	0.333342%	0.463648%	0.046365%
CU	Commercial - Excess land	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%			
CX	Commercial - Vacant land	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%	0.333342%	0.463648%	
CZ	Commercial - PIL - vacant land, (no education)	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.163691%	1.168838%			
DT	Office Building	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%			
GT	Parking Lot	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%			
ST	Shopping Centre	0.700736%	0.001463%	0.461492%	0.005147%	0.770552%	1.934243%	1.939390%			
C7	Commercial - Small-Scale On-Farm Business	0.175184%	0.000366%	0.115373%	0.001287%	0.220000%	0.510923%	0.512209%			
<b>Farm &amp; Managed Forest</b>											
FP	Farm - Tenant of Prov - PIL - Full	0.096222%	0.000201%	0.063370%	0.000707%	0.038250%	0.198043%	0.198750%			
FT	Farm - Taxable Full	0.096222%	0.000201%	0.063370%	0.000707%	0.038250%	0.198043%	0.198750%			
TT	Managed Forests	0.120277%	0.000251%		0.079212%	0.000883%	0.038250%	0.237991%			
<b>Farm Awaiting Development Phase 1</b>											
I1	Industrial - Farm I	0.360832%	0.000753%	0.237637%	0.002650%	0.114750%	0.713973%	0.716623%			
R1	Residential - Farm I	0.360832%	0.000753%	0.237637%	0.002650%	0.114750%	0.713973%	0.716623%			
<b>Industrial</b>											
IH	Industrial - Shared (PIL for education)	1.005855%	0.002100%	0.662438%	0.007389%	1.098184%	2.768577%	2.775966%			
IT	Industrial - Taxable Full	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	2.550393%	2.557782%			
IU	Industrial - Excess land	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	2.550393%	2.557782%			
IW	Industrial - PIL - Excess land (no education)	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	1.670393%	1.677782%			
IX	Industrial - Vacant land	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	2.550393%	2.557782%			
IZ	Industrial - PIL - Vacant land (no education)	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	1.670393%	1.677782%			
LK	Large Industrial - Excess land - Shared PIL for education	1.005855%	0.002100%	0.662438%	0.000000%	0.980000%	2.650393%	2.650393%			
LS	Large Industrial - Generating Station - Shared PIL for education	1.005855%	0.002100%	0.662438%	0.000000%	0.980000%	2.650393%	2.650393%			
LT	Large Industrial - Taxable	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	2.550393%	2.557782%			
LU	Large Industrial - Excess land	1.005855%	0.002100%	0.662438%	0.007389%	0.880000%	2.550393%	2.557782%			
VT	Aggregate Extraction	0.818471%	0.001709%	0.539030%	0.006012%	0.511000%	1.870210%	1.876222%			
<b>Multi-Residential</b>											
MT	Multi-Residential	0.962218%	0.002009%	0.633700%	0.007068%	0.153000%	1.750927%	1.757995%			
NT	New Multi-Residential	0.481109%	0.001005%	0.316850%	0.003534%	0.153000%	0.951964%	0.955498%			
<b>Pipeline</b>											
PT	Pipeline	0.510794%	0.001067%	0.336400%	0.003752%	0.880000%	1.728260%	1.732012%			
<b>Residential</b>											
RG	Residential - PIL - no education	0.481109%	0.001005%	0.316850%	0.003534%		0.798964%	0.802498%			
RT	Residential - Taxable Full	0.481109%	0.001005%	0.316850%	0.003534%	0.153000%	0.951964%	0.955498%			
<b>Other</b>											
UH	Utility Transmission	0.502220%	0.001050%	0.330750%		1.208650%	2.042670%	2.042670%			
WT	Railway Right of Way - CN	0.375950%	0.000780%	0.247590%		0.822695%	1.447015%	1.447015%			
WT	Railway Right of Way - Metrolinx	0.368120%	0.000770%	0.242440%			0.611330%	0.611330%			

Figure A3: Employment Densities

**Schedule 9b**  
**Town of Halton Hills**  
**Employment and Gross Floor Area (G.F.A.) Forecast, mid-2022 to mid-2036**

Period	Population	Employment				Gross Floor Area in Square Feet (Estimated) <sup>(1)</sup>			
		Primary	Industrial	Commercial/ Population Related	Institutional	Total	Primary	Industrial	Commercial/ Population Related
Mid 2006	55,289	575	5,620	6,380	2,575	15,150			
Mid 2011	59,008	375	5,363	6,513	3,315	15,565			
Mid 2016	61,161	385	5,710	8,325	3,435	17,855			
Mid 2022	64,001	385	7,872	9,363	3,476	21,096			
Mid 2027	71,404	390	10,718	10,590	3,665	25,363			
Mid 2032	83,823	395	13,207	11,646	4,041	29,289			
Mid 2036	91,885	400	15,618	12,445	4,410	32,873			
<b>Incremental Change</b>									
Mid 2006 - Mid 2011	3,719	-200	-258	133	740	415			
Mid 2011 - Mid 2016	2,153	10	348	1,813	120	2,290			
Mid 2016 - Mid 2022	2,840	0	2,162	1,038	41	3,241			
Mid 2022 - Mid 2027	7,403	5	2,846	1,227	189	4,267	15,000	4,027,100	490,800
Mid 2022 - Mid 2032	19,822	10	5,335	2,283	565	8,193	30,000	7,549,000	913,200
Mid 2022 - Mid 2036	27,884	15	7,746	3,082	934	11,777	45,000	10,960,600	1,232,800
<b>Annual Average</b>									
Mid 2006 - Mid 2011	744	-40	-52	27	148	83			
Mid 2011 - Mid 2016	431	2	70	363	24	458			
Mid 2016 - Mid 2022	473	0	360	173	7	540			
Mid 2022 - Mid 2027	1,481	1	569	245	38	853	3,000	805,420	98,160
Mid 2022 - Mid 2032	1,982	1	534	228	57	819	3,000	754,900	91,320
Mid 2022 - Mid 2036	1,992	1	553	220	67	841	4,500	782,900	88,057
<b>Notes:</b>									
(1) Square Foot Per Employee Assumptions									
Primary 3,000									
Industrial 1,415									
Commercial/Population-Related 400									
Institutional 510									

Note: Numbers may not add precisely due to rounding.  
Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021.

Figure A4: Planning and Development Application Fees Calculation Table

Application Type	2025 Rates						
	Base Fee	0-1 ha		1-10 ha		20-40 ha	
<b>Official Plan Amendment</b>	\$ 70,000	\$ 6,956	\$ 3,428	\$ 1,715	\$ 857		
<b>Fee</b>		1	9	10	7.61	27.61	
<b>Site Area (ha)</b>							
<b>OPA Total</b>	\$ 6,956	\$ 30,852	\$ 17,150	\$ 6,522	\$ 131,480		
<b>Zoning By-Law amendment</b>	Base Fee	0-1 ha		1-10 ha		20-40 ha	Total
<b>Fee</b>	\$ 30,000	\$ 5,713	\$ 3,428	\$ 2,285	\$ 571		
<b>Site Area (ha)</b>		1	9	10	7.61	27.61	
<b>ZBA Total</b>	\$ 5,713	\$ 30,852	\$ 22,850	\$ 4,345	\$ 93,760		
<b>Site Plan Control</b>	Base Fee	0-5,000 m <sup>2</sup>	5001-20,000 m <sup>2</sup>	20,001-45,000 m <sup>2</sup>	45,001-100,000 m <sup>2</sup>		Total
<b>Fee</b>	\$ 40,000	\$ 3.00	\$ 2.45	\$ 1.53	\$ 0.75		
<b>GFA (m)</b>		5000	15000	25000	28113	73113	
<b>SPC Total</b>	\$ 15,000	\$ 36,750	\$ 38,250	\$ 21,085	\$ 151,085		
<b>Total Planning and Development Charges</b>						\$ 376,325	

Source: <https://haltonhills.ic12.esolg.ca/en/your-government/By-Laws/BY-LAW%20NO.%202024-0087.pdf>

Figure A5: Building Permit Fees Calculation Table

Building Classification	Rate	GFA (m <sup>2</sup> )	Cost
Retail Commercial Building	\$ 20.46	20,344	\$ 416,238.24
Industrial Building A			
GFA < 10,000 m <sup>2</sup>	\$ 16.26	10,000	\$ 162,600.00
GFA ≥ 10,000 m <sup>2</sup>	\$ 13.57	14,155	\$ 192,083.35
Industrial Building B			
GFA < 10,000 m <sup>2</sup>	\$ 16.26	10,000	\$ 162,600.00
GFA ≥ 10,000 m <sup>2</sup>	\$ 13.57	3,285	\$ 44,577.45
Industrial Building C			
GFA < 10,000 m <sup>2</sup>	\$ 16.26	10,000	\$ 162,600.00
GFA ≥ 10,000 m <sup>2</sup>	\$ 13.57	5,329	\$ 72,314.53
<b>Total</b>			\$ 1,213,013.57

Source: <https://www.haltonhills.ca/en/residents/resources/Documents/Building%20Permit%20Fees.pdf>

## A2 Site Plan

Figure A6: Site Plan

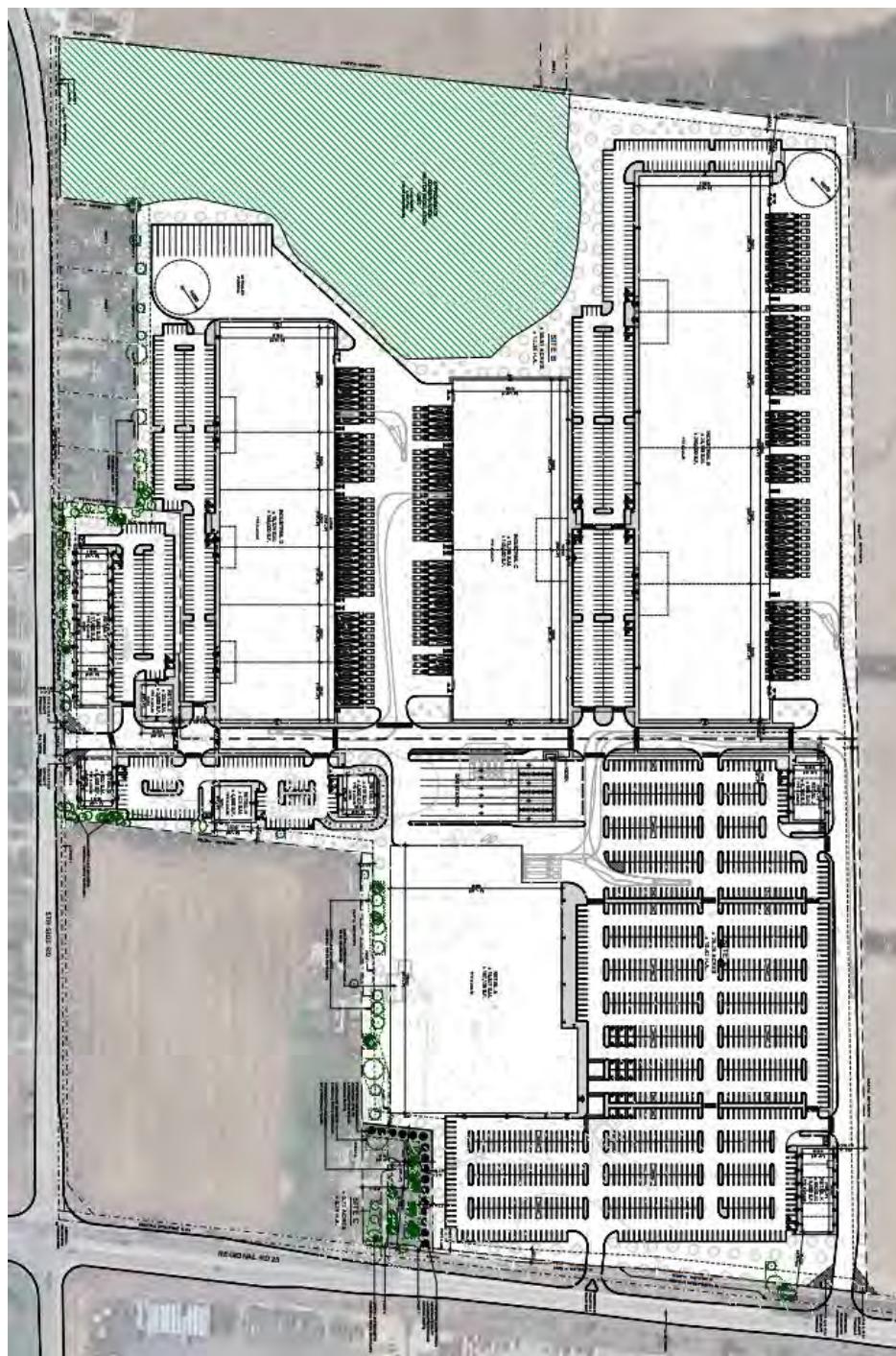


Figure A-7: Site Statistics

**STATISTICS**

<b>TOTAL SITE AREA</b>	<b>± 66.39 AC.</b>	<b>± 26.87 HA.</b>
SITE AREA A	± 26.25 AC.	± 10.62 HA.
SITE AREA B	± 30.51 AC.	± 12.35 HA.
SITE AREA C	± 0.72 AC.	± 0.29 HA.
CONSERVATION LIMIT AREA	± 8.92 AC.	± 3.61 HA.
RETAIL A	± 167,135 S.F.	± 15,527 S.M.
INDUSTRIAL B	± 260,000 S.F.	± 24,155 S.M.
INDUSTRIAL C	± 143,000 S.F.	± 13,285 S.M.
INDUSTRIAL D	± 165,000 S.F.	± 15,329 S.M.
RETAIL E	± 3,600 S.F.	± 334 S.M.
RETAIL F	± 17,900 S.F.	± 1,663 S.M.
RETAIL G	± 5,400 S.F.	± 502 S.M.
RETAIL H	± 4,550 S.F.	± 423 S.M.
RETAIL I	± 4,500 S.F.	± 418 S.M.
RETAIL J	± 6,300 S.F.	± 585 S.M.
RETAIL K	± 9,600 S.F.	± 892 S.M.
<b>TOTAL GFA</b>	<b>± 786,985 S.F.</b>	<b>± 73,113 S.M.</b>
PARKING RETAIL (A+J+K)		1039 CARS
SITE A	5.68 /1000 S.F.	6.11 /100 S.M.
PARKING INDUSTRIAL (B+C+D)		606 CARS
SITE B	1.07 /1000 S.F.	1.15 /100 S.M.
PARKING RETAIL (E+F+G+H+I)		200 CARS
SITE A	5.56 /1000 S.F.	5.99 /100 S.M.
TOTAL BICYCLE PARKING REQUIRED		39 SPACES
INDUSTRIAL (2+0.25/1000 S.M.)		16 SPACES
RETAIL (2+1/1000S.M.)		23 SPACES
TOTAL BICYCLE PARKING PROVIDED		51 SPACES
INDUSTRIAL		16 SPACES
RETAIL		35 SPACES
<b>COVERAGE</b>		<b>27.21%</b>

## A3 Water and Wastewater Calculations

- Assumption that the facility is operational, the equivalent of six business days per week, 52 weeks per year, and has 948 employees.
- Employees use an average of 310 litres of wastewater per day and 225 litres of treated water per day.
- The facilities on the property are estimated to require 91.7 megalitres of wastewater treatment and disposal and 66.6 megalitres of treated water annually.
- In 2025, the volume-based rate is \$3.1535 per cubic metre of water and wastewater.
- This equates to about \$210,000 in variable water fee revenue and \$289,000 in variable wastewater fee revenue, for a total of about \$499,000 per year, excluding fixed service charges.

Figure A8: Water User Fees

	Water	Wastewater
Average Daily Flow	213,497 litres	294,152 litres
Annualized (6 days per week)	66,611,090 litres	91,775,280 litres
Annual Total	66,611 cubic metres	91,775 cubic metres
User Fees	3.15 per cubic litre	3.15 per cubic litre
<b>Total User Fees Collected</b>	<b>\$210,000</b>	<b>\$289,000</b>

SOURCE: Crozier SSWM Report, Halton Region 2024 Financial Information Return, Halton Region 2025 Water & Wastewater Rates Card

- Conservatively, we estimate that the proposed development would also require 1-kilometre extensions to the existing water and wastewater mains.
- The Region currently manages operating costs of \$23,439 per kilometre of wastewater main and \$902 per megalitre of wastewater treated
- Applying these averages to the proposed development results in annual collection and conveyance costs of \$23,439 and annual treatment and disposal costs of \$82,691.
- Operating its network of water mains costs the Region \$29,332 per kilometre of pipe and \$559 per megalitre of water treated.

- Applying this to the proposed development results in annual distribution and transmission costs of \$29,332 and annual treatment costs of \$37,233.
- Total annual variable costs are then estimated at \$173,000.

Figure A9: Development Charge Fees

Category	Quantity	Operating Cost	Cost per Unit	Estimated Site Requirement	Estimated Site-Related Cost
Wastewater Mains (Collection/Conveyance)	2,025 km	\$47,464,200	\$23,439 per km	1 km	\$23,439
Wastewater Treatment & Disposal	89,039.3 megalitres	\$80,292,005	\$902 per megalitre	91.7 megalitres	\$82,691
Water Mains (Distribution/Transmission)	2,412 km	\$70,749,023	\$29,332 per km	1 km	\$29,332
Water Treatment	65,861.3 megalitres	\$36,820,059	\$559 per megalitre	66.6 megalitres	\$37,233
					<b>\$173,000</b>

SOURCE: Crozier SSWM Report, Halton Region 2024 Financial Information Return, Halton Region 2025 Water & Wastewater Rates Card