

PLANNING JUSTIFICATION REPORT

**DRAFT PLAN OF SUBDIVISION &
ZONING BY-LAW AMENDMENT**

SUNDIAL HOMES (4th Line) LIMITED
PART OF LOT 6, CONCESSION 5, NEW SURVEY
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF MILTON
REGION OF HALTON

SEPTEMBER 2021

**PREPARED BY:
KLM PLANNING PARTNERS INC.**

P-2181



TABLE OF CONTENTS

1.0 INTRODUCTION	3
1.1. PUBLIC CONSULTATION STRATEGY.....	4
2.0 SITE AREA AND CONTEXT	6
2.1 HISTORIC AND FORECASTED POPULATION FIGURES	6
2.2 SURROUNDING DEVELOPMENT ACTIVITY	7
2.3 ROAD AND TRANSIT ACCESSIBILITY	8
3.0 DEVELOPMENT PROPOSAL	9
3.1 SUPPORTING MATERIALS.....	12
4.0 PLANNING APPLICATIONS	19
4.1 ZONING BY-LAW AMENDMENT.....	20
4.2 DRAFT PLAN OF SUBDIVISION.....	20
5.0 POLICY ANALYSIS	21
5.1. PROVINCIAL POLICY	21
5.1.1 PROVINCIAL POLICY STATEMENT (2020)	21
5.1.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (AUGUST 2020).....	26
5.2 REGIONAL POLICY	33
5.2.1 HALTON REGION OFFICIAL PLAN	33
5.3 LOCAL POLICY	44
5.3.1 TOWN OF MILTON OFFICIAL PLAN (2010).....	44
5.3.2 BOYNE SURVEY SECONDARY PLAN.....	57
5.3.3 TOWN OF MILTON ZONING BY-LAW	73

5.3.4 FUTURE MINOR VARIANCE(S)	74
5.4 ONTARIO REGULATION 162/06, AS AMENDED.....	74
6.0 CONCLUSION.....	76

TABLE OF FIGURES

FIGURE 1 – CONTEXT MAP	5
FIGURE 2 – DRAFT PLAN OF SUBDIVISION	11
FIGURE 3 – SCHEDULE 2 - A PLACE TO GROW CONCEPT.....	30
FIGURE 4 - MAP 1 - REGIONAL STRUCTURE	43
FIGURE 5 - TOWN OF MILTON OFFICIAL PLAN SCHEDULE B - URBAN AREA LAND USE PLAN.....	45
FIGURE 6 - SCHEDULE C.10.C - BOYNE SURVEY SECONDARY PLAN LAND USE PLAN.....	57
FIGURE 7 - SCHEDULE C.10.B - BOYNE SURVEY SECONDARY PLAN ACTIVE TRANSPORTATION AND NATURAL HERITAGE SYSTEM PLAN	61
FIGURE 8 - MAJOR NODE.....	71
FIGURE 9 - CONSERVATION HALTON'S REGULATION LIMIT.....	75

APPENDICES

APPENDIX A - DRAFT ZONING BY-LAW AMENDMENT	76
APPENDIX B - CORRESPONDENCE WITH TOWN STAFF	80

1.0 INTRODUCTION

KLM Planning Partners Inc. (“**KLM**”) has been retained by Sundial Homes (4th Line) Limited (the “**Owner**” or “**Client**” or “**Sundial Homes**”) for the development of their lands legally described as Part of Lot 6, Concession 5, New Survey, Geographic Township of Trafalgar (the “**Subject Lands**”) in the Town of Milton (the “**Town**” or “**Milton**”), in the Regional Municipality of Halton (the “**Region**”), as shown on **Figure 1**. The Subject Lands have an area of approximately 36.67 hectares (90.6 acres) and are generally located at the north-west corner of James Snow Parkway and Britannia Road and between Fourth Line and James Snow Parkway.

This Planning Justification Report (“**PJR**”) accompanies applications for a Zoning By-law Amendment (the “**ZBA Application**”) and Draft Plan of Subdivision (the “**DPOS**”) application required to facilitate the development of the subject lands for residential uses. The applications are to facilitate the development of a mix of single detached dwellings, townhouses (e.g., street, back-to-back and rear access) and a block of high-density apartments (1.278 hectares) on the Subject Lands (the “**Proposed Development**”).

There are a total of 217 detached dwellings units, 146 street townhouses units, 50 rear access townhouses units and 336 back-to-back units, along with approximately 256 residential units (subject to final calculation) proposed in the high-density apartment residential block. The subdivision also consists of a greenland channel with a trailway system (2.0 hectares), a stormwater management pond (3.175 hectares), a village square (0.32 hectares) and a public elementary school (2.828 hectares). The Plan of Subdivision will be bisected by two collector roads, with a series of local roads throughout to service the development. We note, Block 334 on the Draft Plan of Subdivision, coincides with the Major Node land use designation as per the Boyne Survey Secondary Plan and will facilitate the future high density residential apartment development of the 1.278 hectares (ha) of land (e.g., high density residential permitted through OPA 48). The Major Node block will be designed in further detail as part of a subsequent planning process. Overall, it is anticipated that the Plan of Subdivision will provide a total of 1,059 residential units.

A Pre-Consultation Application meeting was held with the Town of Milton staff and external agencies on December 1st, 2020. The Town issued the record of preconsultation document on January 21st, 2021 which details the required submission materials for a complete application. The materials submitted in conjunction with these applications are in accordance with the record

of preconsultation circulated by the Town and will assist with the review of the proposed development.

This report is intended to provide an overview of the development proposal as it relates to the applicable Provincial, Regional and Municipal land use policies and plans. The report will also provide an analysis and planning rationale for the development, detailing how the proposal represents an appropriate form of development and good land use planning.

This report concludes that the proposed development will facilitate the efficient use of an underutilized parcel of land located within the Urban Expansion Area Boundary of the Town of Milton and Halton Region. The project has been designed to make efficient use of existing and planned municipal and regional infrastructure within the Town of Milton and Halton Region to further enhance the Boyne Survey Secondary Plan Area (the “**Secondary Plan**”). The proposed development is consistent with the Provincial Policy Statement, conforms to the relevant policies of the Place to Grow: Growth Plan for the Greater Golden Horseshoe, Halton Region Official Plan, Town of Milton Official Plan, and the Town of Milton Comprehensive Zoning By-law No. 016-2014, as amended.

1.1 PUBLIC CONSULTATION STRATEGY

The proposed strategy for consulting with the public with respect to the application(s) will follow the requirements of the *Planning Act* for statutory meetings and the Town of Milton’s Zoning By-law Amendment process. The statutory public meeting will enable the community to gather information about the proposal and share their feedback and insights. Notice will be provided in advance of the meeting.

If there is extensive interest expressed by the community, the applicant can explore opportunities to organize an informal meeting(s) with existing surrounding residents to walkthrough the proposal, solicit feedback, answer inquiries, and provide updates related to the development and proposed construction mitigation measures. This communication platform is a conduit to inform the general public about the application, garner their comments and manage the implementation of the planned development and construction.

Figure 1 – Context Map

CONTEXT MAP



NTS



Subject Lands

Britannia Rd and James Snow Parkway
Part of Lot 6, Concession 5, New Survey
Town of Milton, Regional Municipality of Halton

APRIL 23, 2021



PLANNING PARTNERS INC.
84 JARDIN DRIVE - UNIT 18, CONCORD, ONT. L4K 3P3
PH: (905) 881-8100 FAX: (905) 881-8101 www.klmpartners.com

2.0 SITE AREA AND CONTEXT

The Subject Lands are located between Fourth Line and James Snow Parkway, north of Britannia Road. The parcel is approximately 36.670 ha (90.614 acres) in size and is currently vacant, representing an underutilized site located within the Urban Expansion Area Boundary which abuts a vital transportation corridor (e.g., major arterial roads). The Subject Lands are legally described as Part of Lot 6, Concession 5, New Survey in the Geographic Township of Trafalgar and has no known municipal address assigned at this time. The surrounding uses are as follows:

North: Future Plan of Subdivision consisting of approximately 777 residential units

East: Agricultural

South: Agricultural

West: Agricultural and some existing single-family dwellings

The Subject Lands are generally square in shape and have approximately +/- 898 metres of frontage on James Snow Parkway, +/- 440 metres on Britannia Road and +/- 464 metres along Fourth Line. The western portion of the parcel is traversed by a stream corridor which is a part of Halton Region and the Town's Natural Heritage System ("NHS") Network. Several other similar development proposals are located adjacent to or within proximity of the Subject Lands.

2.1 HISTORIC AND FORECASTED POPULATION FIGURES

Rapid growth in Halton is a longstanding feature of the Region and is anticipated to continue as the Region's population is forecasted to grow from nearly 600,000 today to 1,000,000 by 2041. Population growth will be fueled by the combination of net-in migration of people from other parts of the Greater Toronto Area (the "GTA") and Hamilton along with the natural increase of the existing population. Coincidentally, Milton has accounted for almost half of all population growth in Halton since 2001. As per the 2016 Canadian Census Profile, the Town of Milton has a population of 101,715 people which is traditionally undercounted and the Town has grown since the most recent census. Furthermore, Halton's economic growth is anticipated to continue as the Region is forecasted to grow from about 264,000 jobs today to about 470,000 jobs by 2041.

The Region has grown significantly in population and households since 2001. As surrounding municipalities within the GTA have been fully developed, there has been a shift in focus to development to municipalities with greenfield development areas. This has resulted in Milton becoming the fastest growing municipality in Canada over the 2001 to 2011 period. Growth since 2011 has continued on this trajectory, with rapid development occurring within Milton and northern parts of Oakville. Growth in Milton was planned through the Halton Urban Structure Plan in the 1990s and areas designated as urban in ROPA 8 in 1999. New greenfield land was designated for development in ROPA 38 in the south and east parts of Milton and planned for development in the 2020s. The 2041 population forecast for the Town of Milton is estimated to be around 317,700 people, as per the Integrated Growth Management Strategy report prepared by Halton Region. Signifying a substantial increase in population growth of +/- 215,985 people from the current population of 101,715. The supply of housing will need to keep up to forecasted population and demand.

The Subject Lands are within the Boyne Survey Secondary Plan Area, which coincides with the Milton Urban Expansion Area. The Secondary Plan promotes the achievement of a complete, healthy and sustainable neighbourhoods supported an appropriate range of public infrastructure, facilities, services and amenities. The Secondary Plan is approximately 930 hectares (2,300 acres) in size and once fully built out is anticipated to house 50,000 residents. The Sundial Homes development intends to be a cornerstone project within the Town and Secondary Plan area as it will build a unique complete community that provides for a mix of housing typologies, promotes diversity, encourages walkability and accessibility and strengthens the bond of its residents by building a community identity.

2.2 SURROUNDING DEVELOPMENT ACTIVITY

The Subject Lands and their surrounding neighbourhood are located towards the outer limits of the Milton Urban Expansion Area Boundary and have been historically utilized for agricultural purposes. However, the Town of Milton has recently received a number of development applications to facilitate a variety of commercial, institutional and residential developments in the surrounding area.

Mazmik Developments recently submitted Zoning By-law Amendment Application (Z-20-14) for lands located approximately +/- 1.5 kilometres west of the Subject Lands. The proposed development consists of a commercial centre with eight one-storey buildings and a total floor

area of around 8,800 m². The rezoning application proposes changing the Future Development Zone to a site-specific Secondary Mixed-Use Commercial Zone. The southern area of property would be a residential development with around 230 units, which would be created after the centre. The applications are currently under review.

Halton Catholic District School Board (“**HCDSB**”) have submitted an Application for Local Official Plan Amendment (LOPA-06-18) and accompanying Zoning By-law Amendment (Z-08-18) for lands located approximately +/- 1.2 kilometres west of the Subject Lands. The proposed development consists of a Mizik new secondary school. A statutory public meeting was held on March 25th, 2019 to garner feedback from the public.

Mattamy Bayview Lexis submitted applications for Draft Plan of Subdivision (24T-20001/M) and Zoning By-law Amendment (Z-01-20) for the lands directly north of the Subject Lands. The proposed development consists of a new subdivision with 400 single detached homes, 377 townhouses, a neighbourhood park, 2 stormwater management ponds and greenland channels to protect the natural heritage system. The applications are still in review.

Milton 111-75 submitted applications for Draft Plan of Subdivision (24T-18001/M) and Zoning By-law Amendment (Z-05-18) for the lands directly north of the Mattamy Bayview Lexis development, approximately +/- 1 kilometre north of the Subject Lands. The proposed development will include 116 single detached homes, 82 street townhomes, 72 back-to-back townhomes, a mixed-use area with a village square, woodlot and green spaces. A statutory public meeting was held on February 11th, 2019 to garner public feedback.

MHBC submitted applications for Local Official Plan Amendment (LOPA-01-20) and Zoning By-law Amendment (Z-02-20) for the lands located between 5th Line and James Snow Parkway, approximately +/- 1.5 kilometres north of the Subject Lands. No update on the development has been made publicly accessible.

2.3 Road and Transit Accessibility

The Subject Lands are generally square in shape and have approximately +/- 898 metres of frontage on James Snow Parkway, +/- 440 metres on Britannia Road and +/- 464 metres along Fourth Line. The site is located north of the Highway 407 Express Toll Route and south of Highway 401. The 400-series highways are regional thoroughfares that provides connectivity to other areas of the Greater Toronto Area and municipalities throughout Ontario.

As per 'Map 3 – Functional Plan of Major Transportation Facilities' of the Halton Region Official Plan, the segment of James Snow Parkway is designated as "Proposed Major Arterial", Britannia Road is designated as "Major Arterial" and Fourth Line is classified as a "Major Road". Through this development application the appropriate right-of-way ("ROW") width will be conveyed to Halton Region.

The Milton Go Station is located 7 kilometers (km) from the Subject Lands, which is approximately a 10-minute drive. The closest Go Bus Stop is located at Derry Road and Fourth Line, which is approximately 4 km away.

The proposed development will be integrated within the existing regional and local transportation network and active transportation routes. The development has also been designed to support the existing and future transit routes servicing the community. A series of Urban Design and Transportation principles have been incorporated within the project to ensure pedestrian and cycling connectivity is promoted and the street zone offers a place for community interaction and socializing. CGH Transportation has prepared Transportation Impact Study ("TIS") submitted in conjunction with this application which evaluates the transportation-related impacts of the proposed development on the boundary road network and an analysis of auto and non-auto operations under existing and future conditions. Commentary on physical design and other measures to improve safety for motorists, pedestrians and cyclists are detailed within the TIS.

3.0 DEVELOPMENT PROPOSAL

The application(s) are to facilitate the development of a mix of single detached dwellings, townhouses (e.g., street, back-to-back and rear access) and a block of high-density apartments (1.278 hectares) on the Subject Lands (the "**Proposed Development**"). There are a total of 217 detached dwellings units, 146 street townhouses units, 50 rear access townhouses units and 336 back-to-back units, along with approximately 256 residential units (subject to final calculation) proposed in the high-density apartment residential block. A total of 1,059 residential units are proposed. The subdivision also consists of a Greenland channel with a trailway system (2.0 hectares), a stormwater management pond (3.175 hectares), a village square (0.32 hectares) and a public elementary school (2.828 hectares). The Plan of Subdivision will be bisected by two collector roads, with a series of local roads throughout to service the development.

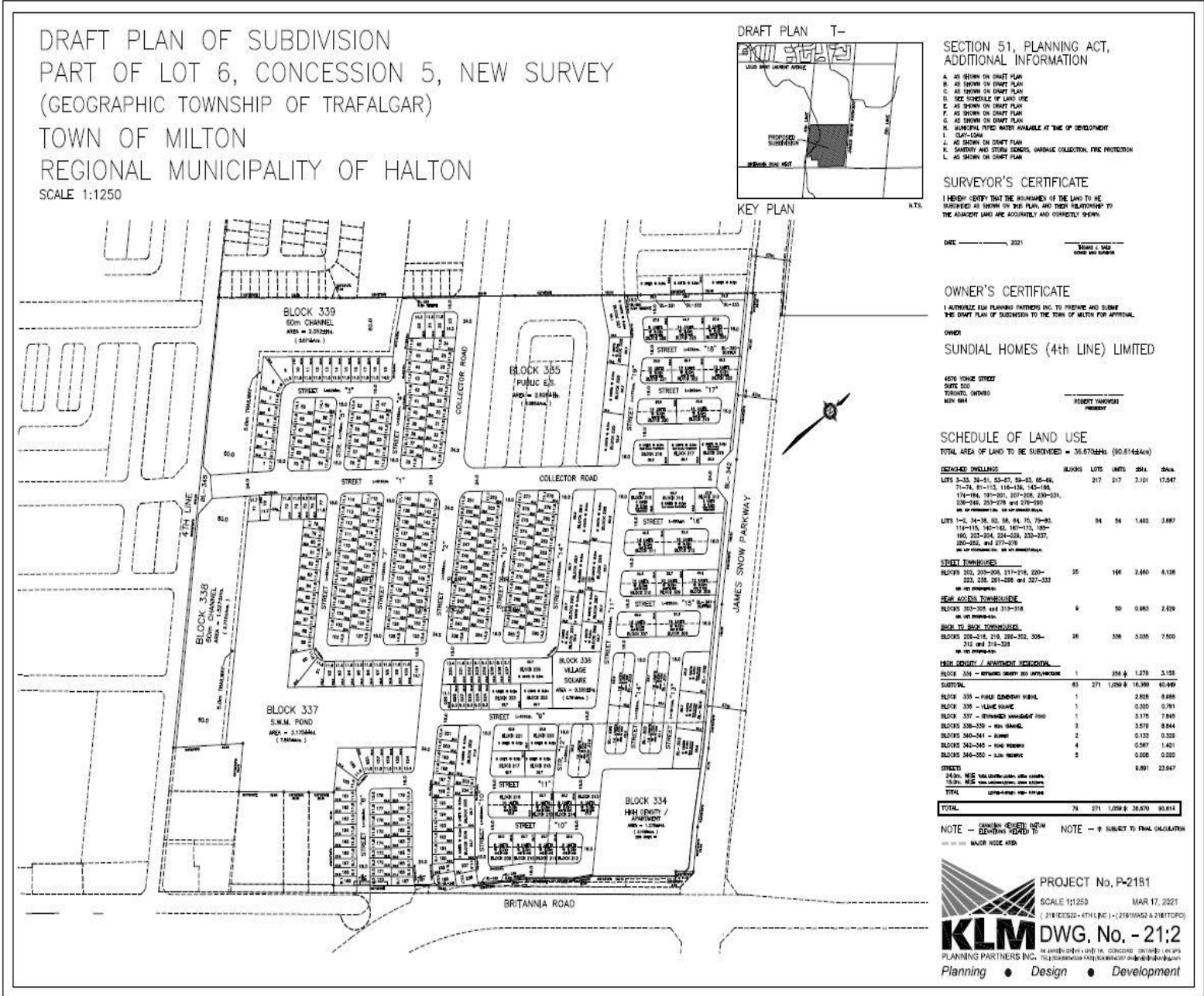
Block 334 on the Draft Plan of Subdivision, coincides with the Major Node land use designation as per the Boyne Survey Secondary Plan and will facilitate the future high density residential apartment development of the 1.278 hectares (ha) of land (e.g., high density residential permitted through OPA 48). The Major Node block will be designed in further detail as part of a subsequent planning process.

Through the infancy stages of the development, KLM and the consulting team have engaged with stakeholders regarding our proposal. In particular, for Block 335, where a future elementary school is proposed for the Halton District School Board. Strategically located next to the two collector roads connecting the community to adjacent neighbourhoods and beside a neighbourhood park planned on the future development to the north.

The Plan of Subdivision has been comprehensively planned to meet the suite of provincial and municipal policies guiding development within the area. The vision of an attractive, compact, walkable and transit-supportive community will be established and is demonstrated through the technical documents and materials submitted in conjunction with the application.

A copy of the Draft Plan of Subdivision is provided below for an illustration of the proposed works – **Figure 2.**

Figure 2 – Draft Plan of Subdivision



3.1 SUPPORTING MATERIALS

In addition to this Planning Justification Report, additional studies have been prepared in support of this application. The other consultants have evaluated the current applicability of the proposed development on the property, provincial/municipal standards, the associated policies and guidelines in respect to their technical disciplines. Below is a summary of the key reports included within the submission.

Archaeological Assessment

Archaeological Assessments Limited has prepared a Stage 1-3 Archaeological Assessment and Stage 4 Excavation of the Omagh Site Report for Sundial Homes development.

The first report consisted of three sequential stages: Stage 1, background research; Stage 2, archaeological survey; and the Stage 3 assessment of one site. The Stage 2 assessment was conducted in November 2010 and the Subject Lands were pedestrian surveyed at 5 metre intervals. A total of 8 archaeological sites were discovered as a result of the assessment including 3 indeterminate aboriginal campsites and 5 indeterminate aboriginal findspots. The three aboriginal campsites were registered as the Omagh (AjGw-509), Omagh II (AjGw-510) and Omagh III (AjGw-511) sites.

The Omagh II (AjGw-510) and the Omagh III (AjGw-511) sites, as well as the isolated findspots were determined to not be a planning concern and did not require any further investigation. However, Omagh site (AjGw-509) was considered to be potentially significant and was subject to a Stage 3 assessment in May and June, 2011.

The results of the Stage 3 assessment confirmed that the Omagh site (AjGw-509) is a significant archaeological resource and would require a Stage 4 mitigation if it cannot be avoided and preserved by the proposed development.

The Stage 4 excavation of the Omagh (AjGw-509) was conducted from June to September in 2011. A total of 175 one metre units were block excavated at the site. No diagnostic artifacts were found and the excavations were discontinued when the chipped stone artifact yields dropped into the single digits per unit along the periphery of the block excavations.

Archaeological Assessments Limited report concluded that there are no further concerns or impacts to archaeological resources on the subject property. No further archaeological assessments of the property are required.

Heritage Impact Assessment

On behalf of Sundial Homes, Parslow Heritage Consultancy (“PHC”) has prepared a Heritage Impact Assessment (“HIA”) for the Subject Lands dated March 12, 2021. The assessment was completed in accordance with the Town of Milton Heritage Impact Assessment Terms of Reference. The purpose of the assessment was to review relevant historical documents, identify any cultural heritage resources associated with the property, evaluate the cultural heritage value or interest associated with the property in accordance with the provisions in the *Ontario Heritage Act* (“OHA”) under Regulation 9/06 and the *Planning Act* were applied. Based upon PHC’s review, the property was assessed to have no cultural heritage value or interest.

Phase 1 Environmental Site Assessment

Soil-Eng Limited (“Soil-Eng”) have prepared a Phase 1 Environmental Site Assessment (“ESA”) in support of the proposed development. The purpose of the study was to identify any potential areas of environmental liability associated with the Subject Lands. The study consists of the research of historical records pertaining to the site, an environmental site reconnaissance, observation of adjacent properties and a review of government records.

The study had concluded the following items:

- Historically, the subject property was always used for agricultural and residential purposes;
- No issues of environmental concern were identified with regard to historical or present day uses of the site or surrounding land;
- Soil-Eng’s review of the historical records and site reconnaissance found no potential or actual on-site or off-site sources of soil or groundwater contamination associated with the property were identified;
- The report concludes that there is low potential for environmental liability attendant to the subject property associated with past and current activities on site and on the neighbouring lands.
- No further environmental investigation is recommended.

Woody Vegetation Assessment/Tree Preservation Report

Cosburn Giberson Landscape Architects (“CBLA”) has prepared a Woody Vegetation Assessment/Tree Preservation Report in support of the proposed application. The report has been prepared to provide general recommendations for Stage 1 tree preservation, arboricultural maintenance and tree removals within the context of future subdivision development. Once detailed subdivision grading information is available the existing trees which have been identified in this report for preservation consideration will be tagged, survey located and inventoried at Stage 2 of the Tree Preservation process.

Soil Investigation

A Soil Investigation was prepared by Soil-Eng in support of the proposed residential development of the Subject Lands. The purpose of the investigation was to reveal the subsurface conditions and to determine the engineering properties of the disclosed soils for the design and construction purposes.

Soil-Eng staff undertook field work, to drill 10 boreholes to a depth of 5 metres at several locations on the property as illustrated on the Borehole Location Plan and Subsurface Profile drawing within their report. The stratigraphy of the subsurface was plotted and analyzed for the engineering properties of the disclosed soils. The investigation had shown that beneath a veneer of topsoil, 23 to 45 centimetres thick, the site is generally underlain by a stratum of firm to hard, generally hard silty clay till. Based on the geotechnical investigation, Soil-Eng had provided a series of recommendations to be cognizant of during the detailed design stage.

Functional Servicing Report and Stormwater Management Report

SCS Consulting Group Limited has prepared a Functional Servicing and Stormwater Management Report in support of the proposed development. The purpose of the report is to demonstrate that the associated site alteration and servicing is in accordance with the Town of Milton, Conservation Halton, Region of Halton and the Ministry of Environment, Conservation and Parks (“MECP”) design criteria. The report concludes the following:

Stormwater Management and Storm Servicing

- Quality Control: MECP Enhanced (Level 1) water quality protection can be provided through the proposed SWM wet pond;

- Erosion Control: Extended detention storage to accommodate 275 m³/impervious hectare with a maximum release rate of 0.0013 m³/s/ha will be provided by the SWM wet pond. This value was set by the Wood Hydrologic Assessment Memo;
- Quantity Control: Quantity control will be provided via a SWM wet pond to control proposed runoff rates in the 2 through 100 year and Regional storm events to the unitary release rates set by the Wood Hydrologic Assessment Memo;
- Water Budget: R. J. Burnside has completed a water budget analysis to demonstrate that the proposed annual infiltration rates will be reduced by 25% with the proposed development and implementation of proposed best management practices;
- Storm Servicing:
 - Storm runoff will be conveyed by storm sewers designed in accordance with Municipality and MECP criteria;
 - Storm sewers will generally be designed for the 5-year storm event; and
 - Adequate 100-year overland flow routes will be provided. Local adjustments to the local road right-of-way boulevard grade are required to contain the 100-year major system overland flow; and
 - 100-year capture is required on Street 1 and Street 9.
- Existing external drainage will be accommodated through the proposed development via a municipal storm sewer.

Sanitary Sewage Disposal

- The sanitary sewer will be designed in accordance with the Regional Municipality of Halton Water and Wastewater Linear Design Manual;
- The proposed sanitary sewer system will connect to the existing sanitary manhole MH3 at the intersection of Fourth Line and Britannia Road;
- The existing sewers that bound the site has capacity to service the proposed development as confirmed in the Water and Wastewater Area Servicing Plan (“ASP”).

Water Supply

- There are existing municipal watermains on Fourth Line, Louis St. Laurent Avenue and Britannia Road;
- The development is proposed to be serviced by connections to Britannia Road, as well as the proposed development to the north, per discussions with Municipal Engineering Solutions (“MES”);

- MES has completed a watermain hydraulic analysis to show that there are sufficient domestic and fire flows to service the development; and
- Water supply allocation is required from the Town of Milton.

Grading

- The proposed development grading has been developed to match to the existing surrounding grades, and provide conveyance of stormwater runoff, including external drainage;
- Saw-toothed road grading is proposed to minimize the soil import volume, and
- The lot grading will be subject to further grading design at the architectural design stage prior to the building permit applications.

Right-of-Ways and Sidewalks

- Right-of-ways and sidewalks are proposed as per Town of Milton Engineering Guidelines;
- It is proposed that the boulevards of Street 9 be 5% in order to accommodate the major system overland flow from the area.

Erosion and Sediment Control (“ESC”)

- An erosion and sediment control plan will be prepared at the detailed engineering stage, in accordance with the “Erosion and Sediment Control Guide for Urban Construction” document (December 2019).

Transportation Impact Study

A Transportation Impact Study (“TIS”) was prepared by CGH Transportation Inc (“CGH”) on behalf of Sundial Homes. Prior to the completion of the TIS, CGH worked collaboratively to form a Terms of Reference (“TOR”) to address key criteria requested by the Region of Halton and the Town of Milton.

As noted previously, the proposed development consists of 271 detached homes, 532 townhomes, and 256 high density apartment units. Additionally, an elementary school, and village square (park area) have been proposed. Three site accesses are proposed for the Sundial Homes lands. Access #1 will be located at the intersection of James Snow Parkway and Street 1 (the east-west collector road) and is approximately 455 metres north of Britannia Road, measured intersection centreline to intersection centreline. Access #2 will be located at the intersection of Britannia Road and Street 2 (the north-south collector road / Trudeau Drive) and

is approximately 330 metres west of James Snow Parkway, measured intersection centreline to intersection centreline. Access #3 will be located at the intersection of Fourth Line and Street 1 and is approximately 415 metres north of Britannia Road, measured intersection centreline to intersection centreline. Connections to the land uses to the north as well as a local connection on the south side of the site to what is now Britannia Road will be provided. While this local connection (Street 8) will serve as an access to residents in the development, it will also provide benefit to the existing houses to remain on Britannia Road on the northeast corner of Old Britannia Road and Fourth Line. Street 8 will allow for improved snow clearing, emergency vehicle access, and also serves as a connection to the elementary school and village square land uses within the subject development lands.

For analysis purposes within the TIS, CGH has been assumed that the Subject Lands will be built and operational by 2026. The analysis horizons will therefore include 2021 existing conditions, and 2026 full build out conditions. These horizons are consistent with those considered in the Boyne Secondary Plan Survey Road Network Assessment (2017), prepared by GHD Ltd.

Based on CGH's analysis of the trip generation, access requirements and study area road network impact of the Sundial Homes development, the TIS concludes the following:

- a) The proposed development is within the Boyne Survey Secondary Plan area.
- b) The Boyne Secondary Plan Survey Road Network Assessment report prepared by GHD in 2017 will help inform the examination of the transportation impact on Sundial Homes' proposed development.
- c) The proposed development consists of a mix of residential land uses with the following breakdown: 271 detached homes, 532 townhomes, and 256 high density apartment units. Additionally, an elementary school, and village square area have been proposed.
- d) Three site accesses are proposed to serve the development with one access on James Snow parkway, Britannia Road, and Fourth Line. All accesses are proposed as full-movement intersections with no turn restrictions. Additionally, one internal intersection within the proposed development has been analyzed as a full movement intersection with no turn restrictions.
- e) A compound annual growth rate of 3% was applied to James Snow Parkway, 2% was applied to Fourth Line, and 2.25% was applied to Britannia Road to determine the 2021 existing traffic volumes. The West Boyne Tertiary area site-generated traffic was also considered as part of the 2021 existing conditions.

- f) A compound annual growth rate of 9% was applied to James Snow Parkway, 2% was applied to Fourth Line, and 2.25% was applied to Britannia Road in order to determine the background growth between the 2021 existing horizon and the 2026 future analysis horizon. Adjusted trip-generation from the Boyne Secondary Plan Survey Road Network Assessment report was also considered at the 2026 future horizon.
- g) The Britannia Road and James Snow Parkway widening projects were considered in 2026 future horizon.
- h) The subject development is anticipated to generate 519 AM, and 637 PM net new peak hour two-way vehicle trips.
- i) Using the existing traffic volumes projected to 2021, an operational analysis of existing conditions was undertaken. No mitigation measures were recommended.
- j) The operational analysis of both the 2026 future background and 2026 future total scenarios were similar and, in both horizons, minimal critical movements were identified.
- k) Mitigation measures identified as a result of the 2026 future background and 2026 future total operational analysis are summarized in Section 9 of the TIS.

Noise Control Feasibility Study

SS Wilson Associates has prepared a Noise Control Feasibility Study in support of the proposed application. Based upon their analysis, they have concluded that the unattenuated daytime sound levels in the Outdoor Living Areas (“**OLAs**”) and unattenuated outside walls of some of the residential dwellings will exceed the recommended objective sound level. For these dwellings, noise control measures are required along with relevant warning clauses. All other dwellings in the Plan of Subdivision will have acceptable sound levels and therefore, no outdoor noise control measures need to be considered. A detailed summary of the noise mitigation measures along with some accompanying figures are provided within the report.

Urban Design / Architectural Control Guidelines

John G. Williams Limited has prepared the report above to establish architectural and urban design objectives and performance standards for residential development within the subdivision. A detailed framework of design criteria, specific to new built form within the subject lands, will promote an attractive, high quality and sustainable community. General design principles related to the treatment of landscaping features within the public realm (i.e., village square, open space system, storm water management pond, streetscape elements, and fencing design) are explored throughout the document. The following objectives are articulated throughout the guidelines to underpin the design vision for the development:

- Promote an attractive architectural character that will create a sustainable and positive urban presence within Milton’s Boyne Survey Secondary Plan future urban fabric.
- Provide for a pedestrian-oriented development that appropriately integrates with the built form, streetscape and road network of adjacent developments.
- Provide residential forms and densities, together with Major Node development at the corner of Britannia Road and James Snow Parkway, that will help to sustain local and regional transit initiatives.
- Establish an appropriate interface with the Omagh Special Character Area at the southwest corner of the subdivision that recognizes and respects the cultural heritage and natural heritage of this existing rural village and surrounding landscape.
- Encourage harmonious and attractive streetscapes that promote a sense of place and identity by providing design criteria that will guide the appearance of new housing, dwelling facade variety, building materials and colour palettes.
- Establish design requirements for buildings in prominent locations (Priority Lots).
- Minimize the visual impact of garages within the streetscape.
- Promote the use of integrated front porches and recessed garages to foster pedestrian-friendly streetscapes.
- Establish requirements for the appropriate siting of dwellings according to size, style and location within the development.

The report will assist with implementing the objectives of the Boyne Survey Secondary Plan to create safe, livable, attractive and a healthy community which is designed to be integrated with the rest of the Milton Urban Area.

4.0 PLANNING APPLICATIONS

4.1 ZONING BY-LAW AMENDMENT

The Subject Lands are currently zoned as Future Development (FD) and Natural Heritage System (NHS) within the Town of Milton Comprehensive Zoning By-law 016-2014, as amended, (the “**By-law**”). At the time of creation of By-law, the Future Development Zone was identified to have no immediate development potential. However, the Town recognizes that the lands within this zoning designation will ultimately be rezoned to permit some form of urban development in the

future once the required secondary plans and development plans among other matters have been approved.

In light of the above, a Zoning By-law Amendment application has been submitted to implement the approved Boyne Survey Secondary Plan. The proposal seeks to amend the Zoning By-law to rezone the Subject Lands into the appropriate zoning designations (e.g., Residential Medium Density I, Residential Medium Density II, High Density Residential, Natural Heritage System, Open Space – Stormwater Management, Institutional Minor) with site-specific exceptions to permit the proposed development.

A copy of the draft Zoning By-law Amendment has been included as part of the submission materials and is appended to this report as **Appendix A**.

4.2 DRAFT PLAN OF SUBDIVISION

The proposed Draft Plan of Subdivision application will create 1 high density apartment residential block, 25 street townhouse blocks, 28 back-to-back townhouse blocks, 9 rear access townhouse blocks, and 271 detached dwellings. The subdivision also consists of blocks for a greenland channel, a stormwater management pond, a village square and a public elementary. The Plan of Subdivision will be bisected by two collector roads, with a series of local roads throughout to service the development. Conveyances of several Blocks will occur for road widening, reserves and landscape purposes along with an environmental buffer.

As noted previously, Block 334 on the Draft Plan of Subdivision coincides with the Major Node land use designation in the Secondary Plan. The policies of the Secondary Plan were amended through OPA 48 to facilitate the creation of high-density residential uses within the Major Node Area designations as shown on Schedule C.10.C. **Figure 2** illustrates the proposed Draft Plan of Subdivision.

5.0 POLICY ANALYSIS

5.1 PROVINCIAL POLICY

5.1.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement 2020 (the “PPS”) is a guiding document providing policy direction on matters of Provincial interest related to planning and development. The PPS seeks to set a policy foundation for regulations on land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians.

An amended version of the PPS came into effect on May 1, 2020 replacing the previous version dated April 30, 2014. The *Planning Act* (the “Act”) requires that all decisions made related to planning matters shall be consistent with policy statements issued under the Act, including the PPS.

A founding principle and theme throughout the PPS is building strong communities that are sustainable and resilient for people of all ages. Strong communities provide long-term prosperity and social well-being for all Ontarians. To obtain this objective, the PPS promotes efficient land use and development patterns that accommodates for a range of dwelling types and densities which improves the financial viability of the Province and its municipalities. By promoting the integration of land use planning, growth management, transit-supportive development and intensification municipalities are able to meet growth projections and the needs of their existing and future residents. Directing development and residential intensification within built-up areas which have sufficient infrastructure capacity to service new dwelling units supports municipalities in achieving their density and population targets. These goals are also achieved by supporting development that is compact, optimizes the use of available land and while maintaining appropriate levels of public health and safety. To this end, the PPS states:

1.1.1 Healthy, livable and safe communities are sustained by:

a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) preparing for the regional and local impacts of a changing climate.*

1.1.3 Settlement Areas

1.1.3.1 - Settlement areas shall be the focus of growth and development

1.1.3.2 - Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.4 Housing

1.4.1 - To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 – Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.*

1.6.7 *Transportation Systems*

1.6.7.4 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.7 *Long-Term Economic Prosperity*

1.7.7 – Long-term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

2.1 *Natural Heritage*

2.1.1 - Natural features and areas shall be protected for the long term.

2.1.2 - 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.

The Subject Lands and surrounding area with the exception of a few single-detached dwellings and institutional buildings mainly consisted of entirely undeveloped agricultural land with significant natural heritage features spread throughout. As noted previously, the proposed development is located within the Boyne Survey Secondary Plan Area. The Council adopted Secondary Plan covers approximately 930 ha and has established a planning framework that allows for the creation of a successful and sustainable community. There has been a series of other residential developments occurring within the surrounding area since the Secondary Plan was approved and when fully implemented is anticipated to house +/- 50,000 residents.

In keeping with the Provincial direction, the proposal is consistent with the PPS and its objectives as it promotes efficient development and will introduce a mix of housing typologies (e.g., detached dwellings, street/back-to-back/rear access townhouses and apartments) with recreational, park, open spaces to meet the long-term needs of community it will serve. The proposed development is located within a defined Settlement Area, is adjacent to other lands intended for future development and in proximity to established communities in the Town of Milton. The Subject Lands are currently vacant, underutilized and primed for development as the supply of housing in the Province, Region and Municipality strives to keep up with demand and growth targets. The Plan of Subdivision will establish an efficient land use pattern within the Settlement Area to create a complete community with a range and mix of housing options that will be compact in form and will leverage the planned and available infrastructure and public facilities in the area.

The proposed development has been designed to support active transportation and will contribute to a transit-supportive network within the Town of Milton. The two collector roads that bisect the proposed development will be integrated within the existing transportation network and will introduce new trails along with other pedestrian and cycling infrastructure routes to the surrounding community and overall system. These planned public streets and spaces will contribute to foster a healthy and active community which will be connected to natural settings for recreation, parklands, public facilities and open spaces. For example, the proposed development will create a 5.0 metre (m) trailway along the western portion of the lands adjacent to a 60 m wide channel block which will contain the NHS and will be robustly planted as illustrated in our landscape plans. Residents will have access to a 3.57 ha neighbourhood park located on the neighbouring subdivision to the north and a village square for community building and other recreational purposes within the Sundial Homes development.

The greenland channel will protect the biodiversity and connectivity of the Natural Heritage System for its long-term ecological function and expand its linkage with the overall NHS network.

The proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

5.1.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (AUGUST 2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “**Growth Plan**”) 2019 was prepared and approved under the *Places to Grow Act, 2005* (the “**Growth Plan Act**”), as amended and came into effect on May 16, 2019. Amendment 1 (2020) to the Growth Plan was approved by the Lieutenant Governor in Council, Order in Council No. 1244/2020 to take effect on August 28, 2020. The Growth Plan is a framework document that seeks to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2051. The Greater Golden Horseshoe (“**GGH**”) has been identified as one of North America’s fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The Growth Plan is the Ontario government’s initiative to plan for growth and development that builds upon the progress of the former plan and further strengthens the importance of optimizing the use of land and creation of infrastructure. The Growth Plan’s vision is to support economic prosperity, protect the environment, and help communities achieve a high quality of life for the public good.

Subsection 3(5)(b) of the Act requires that, in exercising any authority that affects planning matters, decisions of planning authorities “shall conform with” or “shall not conflict with” (as the case may be) provincial plans that are in effect.

To coordinate planning for growth across the GGH, the Growth Plan provides population and employment forecasts to all municipalities within the GGH. The growth forecasts are a foundational component of the high-quality Plan and help shape new and existing communities. Building healthy and balanced communities while maintaining and improving the quality of life for Ontarians is best accomplished by accommodating forecasted growth in complete communities. The policies of the Growth Plan aim to develop cities and towns as complete communities to meet Ontarians needs for daily living by directing growth to built-up areas. The objectives of the Growth Plan are also met by creating transit-supportive development, having a diverse mix of land uses, providing a wide range of housing types, improving access to high quality public open space and having local stores and services in close proximity to serve the community.

The following is a list of the relevant policies applicable to the proposed development:

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to settlement areas that:

- i. has a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities;*

e) development will generally be directed away from hazardous lands;

4. Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

g) integrate green infrastructure and appropriate low impact development.

2.2.6 Housing

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

a) planning to accommodate forecasted growth to the horizon of this Plan;

b) planning to achieve the minimum intensification and density targets in this Plan;

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.7 Designated Greenfield Areas

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

a) supports the achievement of complete communities;

b) supports active transportation; and

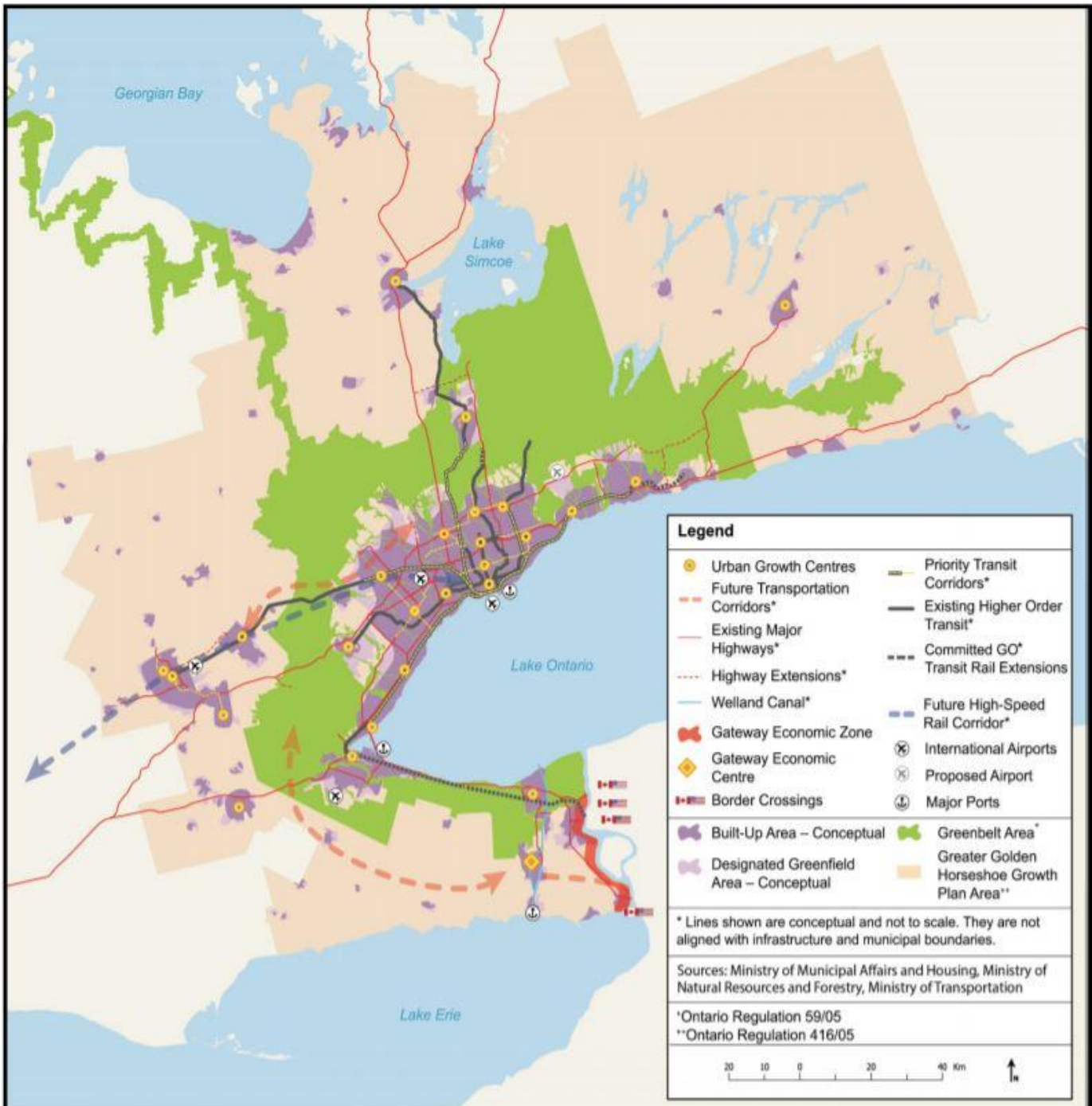
- c) *encourages the integration and sustained viability of transit services.*
- 2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;*

4.2.2. Natural Heritage System

4.2.2.3 Within the Natural Heritage System for the Growth Plan:

- a) *new development or site alteration will demonstrate that:*
 - i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. *connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*

Figure 3 – Schedule 2 - A Place to Grow Concept



The Subject Lands are located within the “Settlement Area” and “Designated Greenfield Area - Conceptual” as illustrated on Schedule 2 – Places to Grow Concept of the Growth Plan (**Figure 3**). The Growth Plan defines these area as follows:

Settlement Areas

Urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses;*
and
- b) lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated.*

Designated Greenfield Area

- Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands.*

The Growth Plan emphasizes that compact built forms are required throughout Ontario but particular focus is needed in greenfield communities to reduce the rate at which land is consumed. This notion and principle underline the need for new development to optimize the use of the land supply within the Settlement Area and to build complete communities that are transit-supportive, with walkable street configurations. Intensification and effective transit and active transportation networks are fundamental components for smart growth and ensuring the viability of transit to connect people to homes, jobs and other aspects of daily life for people of all ages and to meet climate change mitigation and adaptation objectives.

The proposed development will optimize the use of land within the existing land supply as demonstrated through the mix of compact built form and densities proposed. The development represents intensification of an underutilized parcel of land within the Settlement Area. The proposal will utilize the existing and planned infrastructure and public service facilities within the Town and Region. In the form of detached dwellings, several types of townhouses and a high-density residential apartment, a range and mix of housing typologies will be available to existing

and future residents of Milton at a diverse range of household sizes and incomes. The Subject Lands are conveniently located near a series of services, facilities and transit options and will be integrated within the existing and planned transportation network to benefit automobile, transit and active transportation users.

The Draft Plan of Subdivision will assist Milton and Halton Region with meeting their growth and population targets. The development exceeds the minimum density target applicable to the designated greenfield area of a minimum of 50 residents and jobs combined per hectare. An overview provided below:

- The density of the low-rise residential portion of the development is proposed at 53.53 units per hectare overall;
 - The Medium Density Residential I area is proposed at a density of 31.54 units per hectare and meets the density target as set out in Section C.10.5.1.1.a) in the Secondary Plan (i.e., 31 to 45 units);
 - The Medium Density Residential II area is proposed at a density of 81.87 units per hectare and meets the density target set out in Section C.10.5.1.1.b) in the Secondary Plan (i.e., 45 to 100 units per hectare).
- The high-density apartment residential area, it coincides with the Major Node designation of the Secondary Plan will have an estimated density of 200 units per hectare to satisfy Section C.10.5.1.1.c) of the Secondary Plan; and
- The net density for the overall development is 64.69 units per hectare.

Ultimately, the proposed development will improve an underutilized parcel of land, be compatible with the surrounding uses and will contribute to building a complete community. The proposed development seeks to integrate and align a land use that meets to the policy goals of the Growth Plan. It is our opinion that the proposal conforms to the Growth Plan.

5.2 REGIONAL POLICY

5.2.1 HALTON REGION OFFICIAL PLAN

The Region of Halton Official Plan (the “**ROP**”) is utilized as Halton’s guiding document for land use planning and outlines the goals and objectives to foster sustainable growth within the Region’s four municipalities. Regional Official Plan Amendment 38 (“**ROPA 38**”) was adopted by Regional Council on December 16, 2009. ROPA 38 was approved by the Minister of Municipal Affairs and Housing in November 2011 and subsequently appealed to and adjudicated by the Ontario Municipal Board from 2012 through 2017, with certain site-specific appeals outstanding. For the purposes of this report, the 2018 Office Consolidation of the ROP OMB approved was used in this planning assessment.

The Region's primary role is to provide broad policy directions on strategic matters such as, management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. Recognizing the above, the Local Municipalities are to deal with their local environments to best express their own individualities.

The ROP requires that Local Official Plans direct development in accordance with local desires while adhering to the policies of the ROP. The ROP lays out a broad set of land use designations as part of the Regional Urban Structure, which are intended to guide growth and development while allowing individual municipalities flexibility to further define specific land uses within the broader designation. The ROP also provides general guidance for development, employment growth, and building healthy and complete communities.

Part III – Land Stewardship Policies of the ROP provides an overview of the mutually exclusive land use designations that the different geographic areas of Halton is divided into. The Subject Lands are designated “Urban Area” and “Natural Area” as per Map 1 – Regional Structure in the ROP. The following is a list of the relevant policies applicable to the proposed development:

Halton's Regional Structure

50. *The Regional Structure, as shown on Map 1, represents Halton's basic position on the use of land and natural resources within its planning area and is the framework within which Local Official Plans, amendments and by-laws shall be prepared.*
51. *The Regional Structure consists of the following mutually exclusive land use designations:*
- (1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development*
 - (3) Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton*
- 55.1 *The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.*

As described previously, the proposed development satisfies the minimum density target in the Designated Greenfield Area as the development will have an overall net density of 64.69 units per hectare. Notwithstanding, the development meets the Long-Term Growth Forecast Region-wide 2017-2031 target as outlined in the Town of Milton Development Charge Background Study (December 8, 2015). The forecasted persons per unit (“PPU”) calculation for the single family & semi-detached (low-density) is 953.92 (271 units x 3.52 ppu), townhouses (medium-density) is 1340.64 (532 units x 2.52 ppu) and the apartments at 389.12 (256 units x 1.52 ppu), a total of 2,683.68. Please note, the assumed PPU ratios are taken from the 2017 Development Charge Background Study.

Urban Area

72. *The objectives of the Urban Area are:*
- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*

- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
 - (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
 - (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.*
 - (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
 - (6) To identify an urban structure that supports the development of Intensification Areas.*
 - (7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
 - (9) To facilitate and promote intensification and increased densities.*
- 74. The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.*
- 77. It is the policy of the Region to:*
- (2.4) Require development occurring in Designated Greenfield Areas to:*
 - a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;*

- b) contribute to creating healthy communities;*
- c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;*
- d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and*
- e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.*

Housing

- 84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.*
- 85. The objectives for housing are:*
 - (1) To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.*
 - (3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.*
 - (4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*
 - (8) To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and*

energy and natural resource conservation while maintaining sound engineering and planning principles.

86. *It is the policy of the Region to:*

(6) Adopt the following housing targets:

a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and

Natural Heritage System

113. *The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.*

114. *The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.*

Parkway Belt Transportation and Utility Corridors

139.4 *The purpose of the Parkway Belt Transportation and Utility Corridors, as shown on Map 1B, is to recognize lands that have been identified by the Parkway Belt West Plan to accommodate future linear facilities for transportation, community and utility purposes.*

139.5 *It is the policy of the Region to:*

(1) Require Local Official Plans and Zoning By-laws to include mapping and policies to protect the Parkway Belt Transportation and Utility Corridors from incompatible uses.

(2) Permit within the Parkway Belt Transportation and Utility Corridors, subject to other policies of this Plan, linear transportation, communication, and utility facilities, including necessary accessory facilities and installations such as interchanges, transformer stations, and treatment plants that are part of the linear distribution or collection networks.”

Environmental Quality

140. *The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.*

Transportation

171. *The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.*

172. *The objectives of the Region are:*

(1) To develop a transportation system that will encourage Regional unity and satisfy inter-regional transportation demands.

(2) To develop a balanced transportation system that:

a) reduces dependency on automobile use;

b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and

c) promotes active transportation.

(4) To improve transportation network efficiency through both travel demand management and transportation supply management strategies.

(9) (9.1) To ensure development is designed to support active transportation and public transit.

(9.2) To integrate transportation planning, land use planning and investment in infrastructure.

(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

The ROP sets out policies to guide growth that is compact, transit-supportive, makes efficient use of land, utilizes existing/planned infrastructure, connected to open spaces, close to local amenities and provides a range of housing options for households of varying sizes and incomes in order to create complete communities. As noted previously, Subject Lands are within the Urban Area and exemplifies the components needed to create a complete community. The Draft Plan of Subdivision will create approximately 1,059 residential units with varying types of housing typologies, an elementary school, utilize existing and planned infrastructure, active transportation routes and places for community building (i.e., Village Square). The Subject Lands are conveniently located adjacent James Snow Parkway, which is a major arterial road that connects the Subject Lands to the Provincial Highway system (i.e., Highway 401, 407 and 403). This will aid to connect future residents to other municipalities and areas throughout Ontario and beyond. Additionally, the compact form will make efficient use of land and services while connecting into the existing road and trail network to support transit and active transportation objectives. The NHS that traverses the western side of the property will be protected for the long-term by incorporating buffers, plantings and conveying the channel block into public ownership. Overall, the proposed development will benefit from the Region's and Town's investment to date and future aspirations to continue advancing their infrastructure and transportation objectives.

One of the ROP's primary goals is to provide broad policy direction on strategic matters, including transportation. The ROP provides policy direction regarding the optimal location intensification and development, and it also provides direction regarding constraints to development. One of these constraints, as per Section 139.3 is the Parkway Belt Transportation and Utility Corridors. The Town of Milton has implemented the Parkway Belt Transportation mapping in their Official Plan in order to be consistent with the Parkway West Belt Plan. Section 4.6 of the Town of Milton Official Plan contains policies detailing the purpose and implementation of the Parkway Belt West Plan ("PBWP"). The Subject Lands are adjacent to the Parkway West Belt corridor that runs north/south along James Snow Parkway. KLM have engaged in discussions with staff at the Town and are of the understanding that the Town is of the opinion that the existing references to the PBWP in the Town of Milton Official Plan to be a mapping error at the Regional and Municipal level (See **Appendix B**). It is anticipated that future housekeeping amendments will clean up these mapping discrepancies. Furthermore, the intent of the PBWP was to ensure that the road infrastructure associated with James Snow Parkway was captured in all planning documents at the Region/Town and that the road was implemented accordingly. Over the recent years, the corridor has been developed and designed to accommodate the linear facilities for major transportation, communication and utilities facilities. As a result, the PBWP area designation

adjacent to the proposed development and the segment along James Snow Parkway no longer serves a functional purpose and there are no other requirements for the developers to address in respect to the PBWP.

The proposed development will assist Milton and Halton Region with meeting their growth and population targets. The variety of housing types proposed will build upon the existing housing stock available within Milton and Halton Region. The low-rise residential portion of the development is proposed at a density of 53.53 units per hectare. The high-density apartment residential area will have an estimated density of 200 units per hectare. The ROP aims to have at least 50 per cent of new housing units produced annually in Halton to be in the form of townhouses or multi-storey buildings. The development is comprised of a mix of detached dwellings, townhouses and an apartment residential block, the townhouses and apartment units account for approximately 79.5% of the proposal. Additionally, the net density for the overall development is 64.69 units per hectare which satisfies the ROP minimum intensification and density target for lands within the designated greenfield area. The proposed Plan of Subdivision aligns with the goals and objectives of the ROP.

The Urban Design principles and vision for the Secondary Plan area will be incorporated within the design of the subdivision. The new built form will promote an attractive, high quality and sustainable community with landscaping features within the public realm to assist with creating a sense of place. Public and private space will be clearly defined through the design and placement of buildings, fencing and landscaping. Buildings will be sited to maximize observation of public areas such as, streets, open spaces and recreation areas. Adequate street lighting will be provided along streets and public walkways to enhance public comfort and safety. Trails, street furniture, cycling paths and open spaces will promote walking and cycling throughout the neighbourhood. The residential area will have a high-quality design with roofline variations, appropriate massing, proportions and façade detailing. All of these elements will build a safe, healthy and vibrant community.

Based on the above review of the applicable policies, the proposed development conforms to the Region of Halton Official Plan.

2.3.1.2 The Road to Change - Halton Region Transportation Master Plan

The Transportation Master Plan (“**TMP**”) ‘*The Road to Change*’ is intended to complement the policies of the ROP and provide the strategies, policies and tools for the development of a balanced and sustainable transportation system. The TMP has the goal of meeting the Regions transportation needs safely, effectively and cost efficiently to 2031.

The Halton Region transportation system is made up of provincial, regional and local roads, provincial and local transit services and regional and local active transportation facilities. The proposed development will benefit from the Region’s investment in its road network, specifically its close proximity to Britannia Road and James Snow Parkway. The proposed development will also benefit from the Milton Go Station which is approximately seven (7) kilometres north of the Subject Lands and serves as connection for Halton Region to neighbouring Peel Region, York Region and the City of Toronto.

Section 4.2 of the TMP explains that the current regional transportation system can not support the project growth to 2031. Section 5.4 of the TMP offers Transportation Demand Management (“**TDM**”) as a solution to the transportation problems facing the Region. Section 5.4 details that, *“A comprehensive TDM program involves independent action of residents and private businesses as well as partnerships between governments, the private sector, public institutions, nongovernmental organizations and community groups”*.

The above noted parties are responsible for implementing the TDM program which includes improvements/expansions of active transportation, transit usage, transit-oriented roadway widenings and roadway widening to accommodate automobiles and the construction of new links. Please reference the TIS, prepared by CGH Transportation for further details on how TDM principles have been implemented within the design of the development.

2.3.1.3 Halton Region Active Together Master Plan

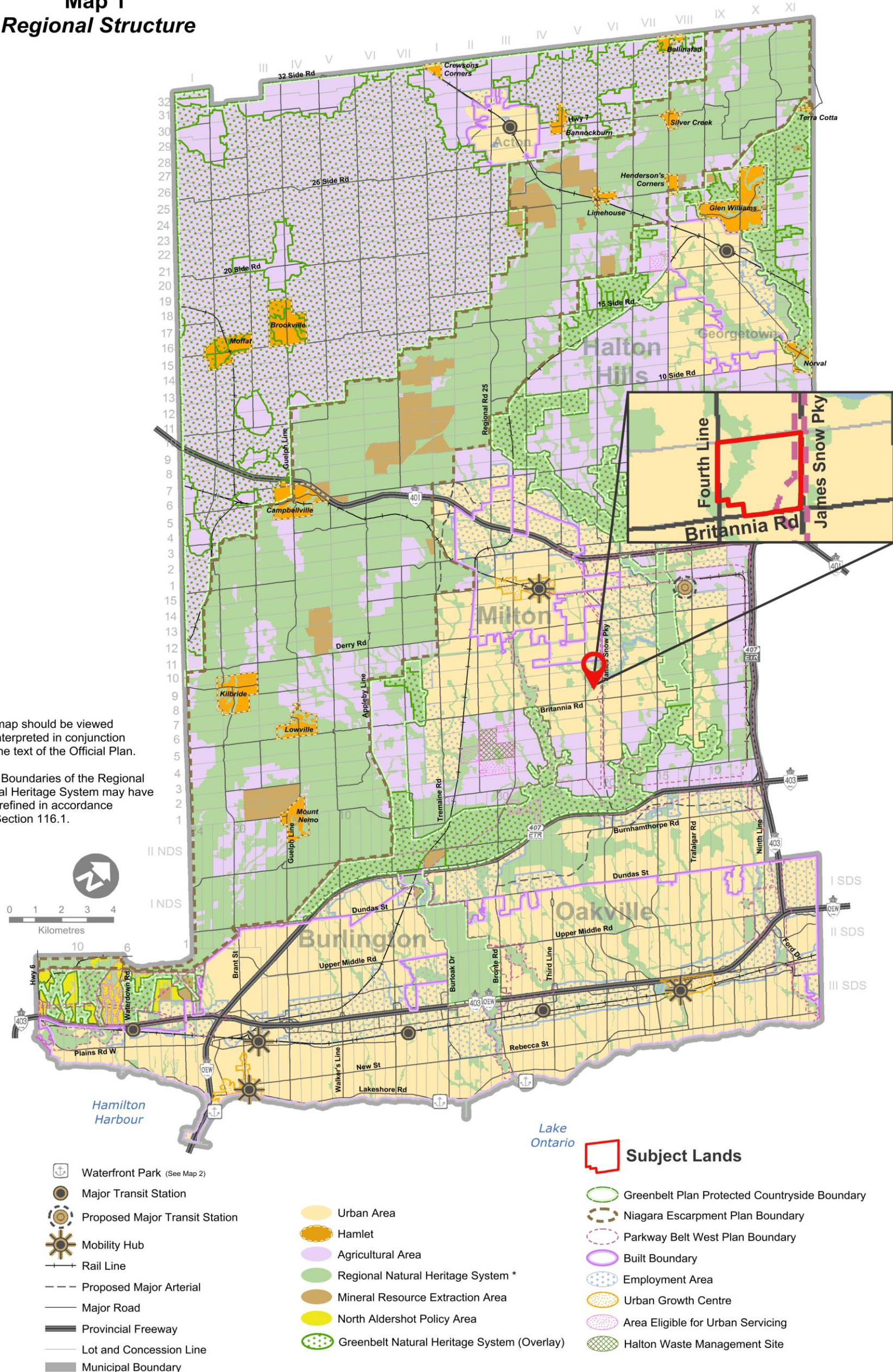
The Halton Region Active Transportation Master Plan (“**ATMP**”) provides policy direction for implementing a safe, affordable and sustainable active transportation plan. The ATMP is the first of its kind in Halton Region and was published in 2015.

The ATMP provides details regarding the existing walking and cycling network in the Region as of 2014 and provides direction for proposed improvements to the walking and cycling network.

As per Map 1, there is an existing boulevard multi-use trail approximately one (1) kilometre north of the Subject Lands along James Snow Parkway, this trail provides access to downtown Milton. As per Map 3, there is a proposed bike lane and boulevard multi-use trail extension that will serve the Subject Lands along James Snow Parkway and Britannia Road.

Figure 4 – Map 1 Regional Structure

Map 1 Regional Structure



June 19, 2018

5.3 LOCAL POLICY

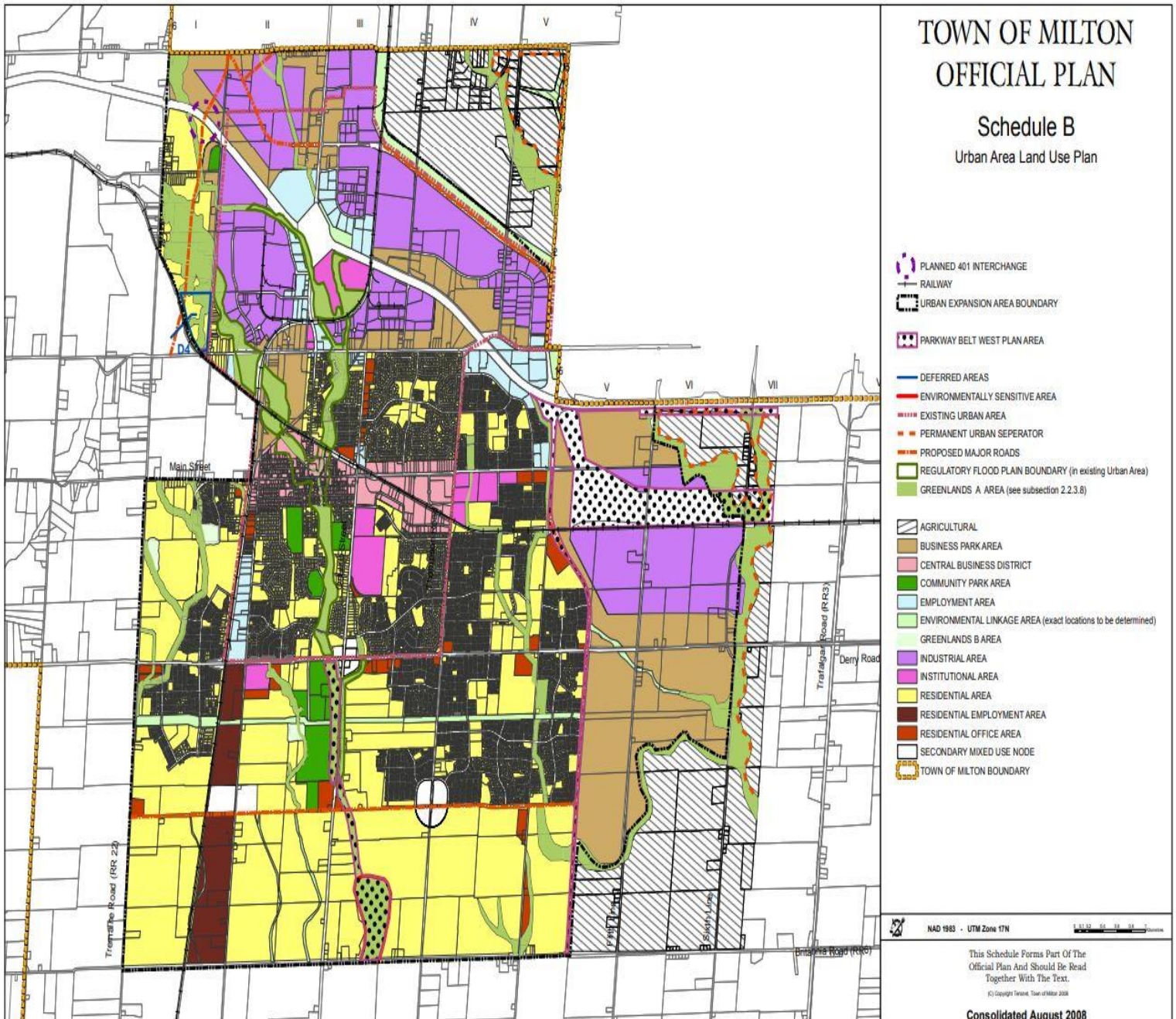
5.3.1 TOWN OF MILTON OFFICIAL PLAN (2010)

The Town of Milton enacted By-law No. 069-2010 on June 14, 2010, which adopted the Town of Milton Official Plan Amendment No. 31 (“**OPA 31**”), and forwarded OPA 31 to the Region for approval. The Amendment aligns the Official Plan with the Province’s Growth Plan for the Greater Golden Horseshoe and the Official Plan of Halton Region. The Town of Milton Official Plan (“**MOP**”) contains goals, objectives and policies used to guide decisions on land use, transportation, housing, built form and environment to build a diverse, strong, livable and safe communities.

The Subject Lands are currently vacant, representing an underutilized site within the Urban Expansion Area Boundary which abuts a vital transportation corridor. Within the MOP, the Subject Lands are designated “Residential Areas” and “Greenlands A Area” as illustrated on ‘Schedule B – Urban Area Land Use Plan’ (**Figure 5**). The proposed development is also located within the Boyne Survey Secondary Plan area. As per ‘Schedule C.10.C. – Boyne Survey Secondary Plan Land Use Plan’ the subject property contains the following land use designations: “Residential Area”, “Major Node Area”, and “Natural Heritage System”.

The Plan of Subdivision is close to the boundary of the Omagh Study Area (“**OSA**”). The purpose of the study was to assess the heritage attributes of the Omagh area. Town staff prepared a Omagh Village Heritage and Character Value Assessment Background Report (i.e., PD-50-19). The Staff report recommended to designate the Omagh a “Character Area” and was endorsed by Council on December 16, 2019. The next step in the establishment of a Character Area boundary is the completion of a Character Area Plan by the Urban Design Section. Through correspondence with the Town, it was determined that the Subject Lands is not considered to be a part of the future Character Area and therefore will not be subject to any resulting zoning regulations planned for the area. Although the proposal is not within the future Character Area, it was designed to provide enhanced pedestrian connections between the subdivision and the Character Area.

Figure 5 – Town of Milton Schedule B – Urban Area Land Use Plan



The following policies are relevant to the proposed development:

2.1.2 Plan Goals

2.1.2.4 To provide a full range of community and cultural facilities including schools which is essential to the achievement of a strong and healthy community.

2.1.2.10 To promote compact forms of development in all areas of the municipality to ensure the efficient land use pattern essential for the achievement of sustainable development. In particular, a compact urban area, which maximizes the use of serviced land through sensitive intensification and appropriate phasing of new development, will form the basis of the policies for the Milton Urban Area.

The proposed development will provide a full range of community and cultural facilities to help achieve a strong and healthy community. A 2.828 ha elementary school block will be created through the Draft Plan of Subdivision (i.e., Block 335) along with a 0.320 ha Village Square (i.e., Block 336), a 60 m greenway channel approximately 2.052 ha with a 5 m trail integrated within the block and a 3.175 ha stormwater management pond.

The proposal will ensure an efficient land use pattern is established by facilitate a compact form of development. The Draft Plan will consist of approximately 1059 units within the net area of 16.369 ha of land for a density of 64.69 units per ha.

2.1.3 Plan Objectives

2.1.3.5 To encourage the protection and enhancement of existing environmental and open space features and systems including parks, while extending them and creating new areas wherever feasible.

The Natural Heritage System will be placed within a 60 m wide greenway channel and will be conveyed into public ownership, free and clear of encumbrances for its long-term protection. The greenway channel will also contain a 5.0 metre trail to connect residents to the NHS and create a community space for place-building and fostering an active and healthy lifestyle. The channel is consistent with the Tertiary Plan established through the Secondary Plan process.

2.2. Environment

2.2.2.7 *To define hazard lands including flood plains for the protection of life and property.*

2.2.2.12 *To encourage the enhancement of the natural environment, and hence human environment, through the creation of a Greenlands System.*

The Greenlands System

2.2.3.6 *The focus of a proposed Greenlands System for the Town of Milton will be to encourage the protection, maintenance and enhancement of significant natural features and areas, including Escarpment features which are in a relatively natural state and significant portions of the habitat of endangered and threatened species; significant valley lands, woodlands, and wildlife habitat; fish habitat; groundwater recharge areas; headwaters and aquifers; areas in the Regulatory Flood Plain; Provincially Significant Wetlands; Environmentally Sensitive and Linkage Areas; Public Open Space and Corridor Areas of the Parkway Belt West Plan; Regionally Significant Wetlands; Provincially and Regionally Significant Areas of Natural and Scientific Interest (both Life Science and Earth Science); Carolinian Canada sites and Halton Agreement Forests.*

Through technical studies, the floodplain and environmental features have been accounted for and will be contained and protected within the greenway channel. This channel will also be connected within the overall NHS network, further expanding the connectivity of biodiversity and ecology of the Town and Region.

2.6.3 STRATEGIC POLICIES TRANSPORTATION SYSTEM

2.6.3.1 *The Town's transportation system shall:*

- a) *provide a safe, economic and efficient rail and highway network for both people and goods movement;*
- b) *increase accessibility to major areas of employment, shopping and recreation, with an emphasis on accessibility by public transit;*
- c) *promote and support traffic movement by walking, cycling and public transit;*

- d) include the provision of a public transit system which targets a high level of public transit usage in the Urban Area of approximately 20 percent of all trips by 2016;*
- e) be planned and developed with a specific emphasis on social, economic and environmental concerns;*
- f) integrate all travel modes: walking, cycling, public transit, trains and the private vehicle;*
- g) include the early introduction of public transit service to new development areas wherever economically feasible;*
- h) provide transit service in the Milton Urban Area, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with physical disabilities;*
- i) develop transportation corridors as shared-use facilities with other linear utilities;*
- j) support an efficient and safe GO Transit system;*

The Sundial Homes development will benefit from the Town's investment in the public transit system, existing/planned active transportation network and GO Transit and an accompanying feeder bus service.

2.7 Housing

2.7.1 Goal

To meet the Town of Milton's current and future housing needs by:

- a) ensuring that a full range of housing types are permitted within the Town to meet a wide range of needs of current and future household;*
- b) encouraging innovation with the development industry to expand the variety of housing forms available and the ease with which they can be adapted to meet the changing needs of residents throughout their lives and, in particular, residents with special needs, e.g., the disabled;*
- c) fostering the creation of additional housing accommodation through various forms of residential intensification;*

- d) encouraging the inter-mixing of different housing forms and types within neighbourhoods to foster community integration;*

This greenfield development will help to provide an increase to the existing housing stock available to existing and future residents of the Town and Region. A total of 1059 units are proposed through the Plan of Subdivision through a mix of housing typologies:

- 271 Detached Dwellings;
- 146 Street Townhouses;
- 50 Rear Access Townhouses;
- 336 Back-to-back Townhouses; and
- 256 High Density / Apartment Residential Units.

2.7.3 Strategic Policies

Supply of Land

2.7.3.1 Schedule "B", Urban Area Land Use Plan, designates lands for future residential development and employment growth for at least a twenty-year planning period. The designations provide for the accommodation of a population of an additional 52,900 people by 2016 and 20,000 employees, as contained in Table 3 to the Official Plan. However, the achievement of any future development can only occur when the Region of Halton and the Town of Milton are satisfied with respect to a financial and implementation plan and the provision of the necessary infrastructure including water and wastewater servicing.

TABLE 3 POPULATION TARGETS FOR THE URBAN AREA TO THE YEAR 2016

Existing Urban Area		Urban Expansion Area				Sub Total	Total
Planning Districts	Milton Central	Bristol Survey	Milton West/Southwest	Boyne Survey	Milton Northwest		
Population	26900	27000	17000	6000	0	50000	76900

The development is anticipated to provide an overall ppu of +/- 2,683.68, based on the 2015 Town of Milton Development Charge Background Study. In turn, the development will help the Region and Town achieve their population and density targets.

2.8 Urban Design

2.8.2.2 *To achieve a high standard of architectural design in the built environment which is based on the compatibility of new urban development with the existing pattern of urban development.*

2.8.2.3 *To develop an active and attractive network of urban spaces by ensuring mutually supportive relationships between those open spaces and the built forms which enclose them.*

2.8.2.10 *To create a physical environment which permits humans to perceive and comprehend the relative size and location of buildings and their parts, and the spaces between buildings, in order to enhance opportunities to appreciate the built environment.*

2.8.2.11 *To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.*

The Urban Design / Architectural Control Guidelines prepared by John G. Williams Limited provides a detailed framework of design criteria specific to the built form proposed on the Subject Lands. The development will be designed to promote an attractive, high quality and sustainable community with a network of urban spaces, open spaces and built forms.

3.2 Residential Area

3.2.1.1 *The Residential Area designation on Schedule "B" is designed for lands within the Urban Area where the predominant use of land is, or is intended to be, a mix of low and medium density residential development.*

Residential Mix in Urban Expansion Area

3.2.1.4 *In accordance with the provisions of Section 2.7, Housing, and the policies of this Plan, residential development within areas designated "Residential Area" in the Urban Expansion Area on Schedule "B" shall:*

- a) *encourage an intermixing of unit types and low and medium density uses;*
- b) *encourage a general distribution of street-oriented Medium Density I residential uses in small blocks of 15 to 30 units throughout the individual planning districts;*
- c) *encourage a higher distribution of Medium Density I and II development adjacent to transit corridors;*

3.2.2 PERMITTED USES *D1(iii), D4

The Residential Area designation on Schedule "B" means that the uses shall be primarily low to medium density residential dwellings. Additional uses that are necessary to create a residential neighbourhood environment are also contemplated.

The following uses are permitted:

- a) *Low rise residential uses categorized as Low Density Residential such as detached dwellings with or without accessory apartments, duplex and semi-detached dwellings, town housing and quattroplexes, at a maximum of 20 units per net hectare;*
- b) *Medium Density residential uses categorized as Medium Density Residential I such as street townhousing, stacked townhousing, triplexes, quattroplexes, and row housing at a maximum density of 35 units per net hectare in accordance with the policies of subsection 3.2.3.1;*
- c) *Medium Density attached residential uses categorized as Medium Density Residential II such as stacked townhouses and apartments at a maximum density of 70 units per net hectare in accordance with the policies of subsection 3.2.3.2;*

3.2.3 RESIDENTIAL AREA POLICIES *D1(iii), D4

MEDIUM DENSITY RESIDENTIAL I

- 3.2.3.1 *Applications for development of residential uses in the Medium Density Residential I category at a density of 35 units per net hectare or less, or proposed sites for such uses*

in Secondary Plans, shall be evaluated based on conformity with all of the following criteria:

a) Site:

- i) The area of the site allows for integration of the proposed medium density development with adjacent low-density development; and,*
- ii) The area of the site provides for adequate buffering for any adjacent low density residential uses (particularly in an infill situation), appropriate on-site recreation amenities and adequate parking facilities.*

b) Location:

- i) The site is generally located so that the development is well integrated with adjacent low-density development and a gradation in density between uses is generally achieved; and,*
- ii) The site is in general proximity to a park, natural area, local institutional or local commercial facility.*

c) Height:

The height of the main buildings does not exceed three storeys.

d) Services:

Adequate piped municipal water and wastewater services and storm drainage facilities can be provided.

e) Development Plan

Submission of a development plan for sites in the Existing Urban and Urban E Expansion Areas as shown on Schedule "B", Urban Area Land Use Plan, will be required.

MEDIUM DENSITY RESIDENTIAL II

3.2.3.2 Applications for development of residential uses in the Medium Density Residential II category at a density of 70 units per net hectare or less, or proposed sites for such uses in Secondary Plans, shall be evaluated based on conformity with the following criteria:

a) Site:

- i) The area of the site allows for integration of the proposed medium density development with adjacent medium and low-density development;*
- ii) The area of the site provides for adequate buffering for any adjacent low density residential uses or there is, or will be, medium density residential development to provide a transition between the proposed development and adjacent low density uses; and*
- iii) The area of the site is sufficient to provide appropriate on-site recreation amenities and adequate parking facilities.*

b) Location:

- i) The site is generally located so that the development is well integrated with adjacent medium density I and low-density development and a gradation in densities between uses is generally achieved; and,*
- ii) The site is in proximity to a park, natural area, public transit use, local institutional or local commercial facilities.*

c) Height:

- i) The height of the buildings does not exceed four storeys; and,*
- ii) The height or bulk of the proposal will not unduly overshadow adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criteria.*

d) *Services:*

On-site or local park, institutional and commercial facilities provide or can be expanded to provide an adequate level of service for the development.

e) *Existing Urban Area:*

New Medium Density Residential II development in the Residential Area designation in the Existing Urban Area on Schedule "B" will require an Official Plan and/or Zoning By-law amendment, and submission of a detailed development plan, and any further studies deemed necessary by the Town, demonstrating the relationship between the proposed development and the existing development in the surrounding area to allow the Town to evaluate the compatibility of the proposed use with existing development.

The residential uses in the Medium Density Residential I, and Medium Density Residential II Density categories are consistent with the permitted uses as prescribed by the MO as the policies are further directed through the Boyne Survey Secondary Plan. The proposal aligns with the density targets, heights, siting criteria and is in keeping with the principles, goals, objective and vision for the area.

4.8 GREENLANDS A AREA *D3, D4, A5

4.8.1 GENERAL *D3, D4, A5

PURPOSE

4.8.1.1 *The purpose of the Greenlands A Area designation is:*

a) To define hazard lands for the protection of life and property;

b) To protect the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of the Rural System and Greenlands System in Milton;

c) To maintain the water quality and natural flow regulation of rivers, streams and wetlands within the Rural, Escarpment and Hamlet Areas of Milton;

d) To provide opportunities, where appropriate, for passive outdoor recreational activities;

e) To contribute to a continuous natural open space system to provide a visual separation of communities and to provide continuous corridors between ecosystems;

As described above, the development has been designed to be consistent with the recommendations of the Sixteen Mile Creek, Areas 2 and 7 Subwatershed Update Study (“SUS”), Functional Stormwater and Environmental Management Strategy (“FSEMS”), Conceptual Fisheries Compensation Plan (“CFCP”) and Subwatershed Impact Studies (“SIS”) which have informed the planning for the Secondary Plan Area.

Summary

The proposed development is in keeping with the MOP policies and objectives and will create a compact form of development with an efficient land use pattern to achieve sustainable development and maximize the use of existing and planned infrastructure. The development will create a mix of housing types, open spaces, a village square and an elementary school to help achieve a strong and healthy community. The variety of housing types will add to the existing housing stock available to residents of different social, economic and physical needs within Milton and the Region. The 1059 residential units will also assist the Town and Region to meet their growth and population targets. Furthermore, the development will be consistent with the Boyne Survey Tertiary Plan, which promotes the development of a community that is attractive, pedestrian and transit supportive, and includes linkages to the greenlands/natural heritage open space system.

The NHS which traverses the property is integrated within the design of the Plan of Subdivision and will connect residents with the natural area through a planned trail network. The community will be serviced by two collector streets and local streets which will be automobile, pedestrian and cyclist friendly. The inclusion of street calming practices will help to make users feel safe and comfortable along with urban design principles like siting of buildings and lighting to enhance safety within the public realm. The development will encourage harmonious and attractive streetscapes that promote a sense of place and identity by utilizing design criteria to guide the aesthetic of housing, building materials and colour palettes.

The MOP mapping depicts Parkway Belt Transportation Corridor on the Subject Lands. As previously mentioned, Town Staff have confirmed that the mapping denoting the PWBP area will be updated through future housekeeping amendments of regional and local policy documents. The intent of the Parkway Belt Transportation Corridor was to ensure that the road infrastructure associated with James Snow Parkway was captured in all planning documents at the Region and Town. Given that James Snow Parkway has been constructed in accordance with the PWBP, the policies are no longer relevant. Correspondence between Milton Staff and KLM has been appended to this report as **Appendix B**.

Additionally, the residential uses in the Medium Density Residential I and Medium Density Residential II categories are consistent with the permitted uses as prescribed by the MOP. Guided through the Boyne Survey Secondary Plan, the proposal aligns with the principles, goals, objective and vision for the area.

Based on the above review of the applicable policies, the proposed development conforms to the Town of Milton Official Plan.

5.3.2 2019 – 2023 Milton Transit Services Review and Master Plan Update

The 2019-2023 Milton Transit Services Review and Master Plan Update ('Transit Service Review') includes a review of the existing Milton Transit Service and recommendations to assist the Town in meeting its transit needs into 2031 and beyond.

Milton Transit provides the local transit services for the Town of Milton. Additionally, the Milton GO Station is located just east of Milton's historic downtown area. The GO Station serves as connection between Milton Transit and GO Transit rail and bus services, and as the primary transfer hub for Milton Transit bus routes. Milton Transit operates ten (10) local fixed routes, three (3) high school special/connector routes, and three (3) evening-only drop-off circulators that collect customers from arriving GO trains and drops them off at the bus stops nearest to their destinations.

As per Figure 15 of the Transit Service Review the closest fixed-route bus route is known as the number three (3) 'Trudeau' route, it is located approximately 1.2 kilometres north of the Subject Lands. This route operates from 5:19am to 10:11pm on Weekdays, and from 8:10am to 7:38pm

on Saturdays. Figure 126 features an extension of the Trudeau route which would directly service the Subject Lands.

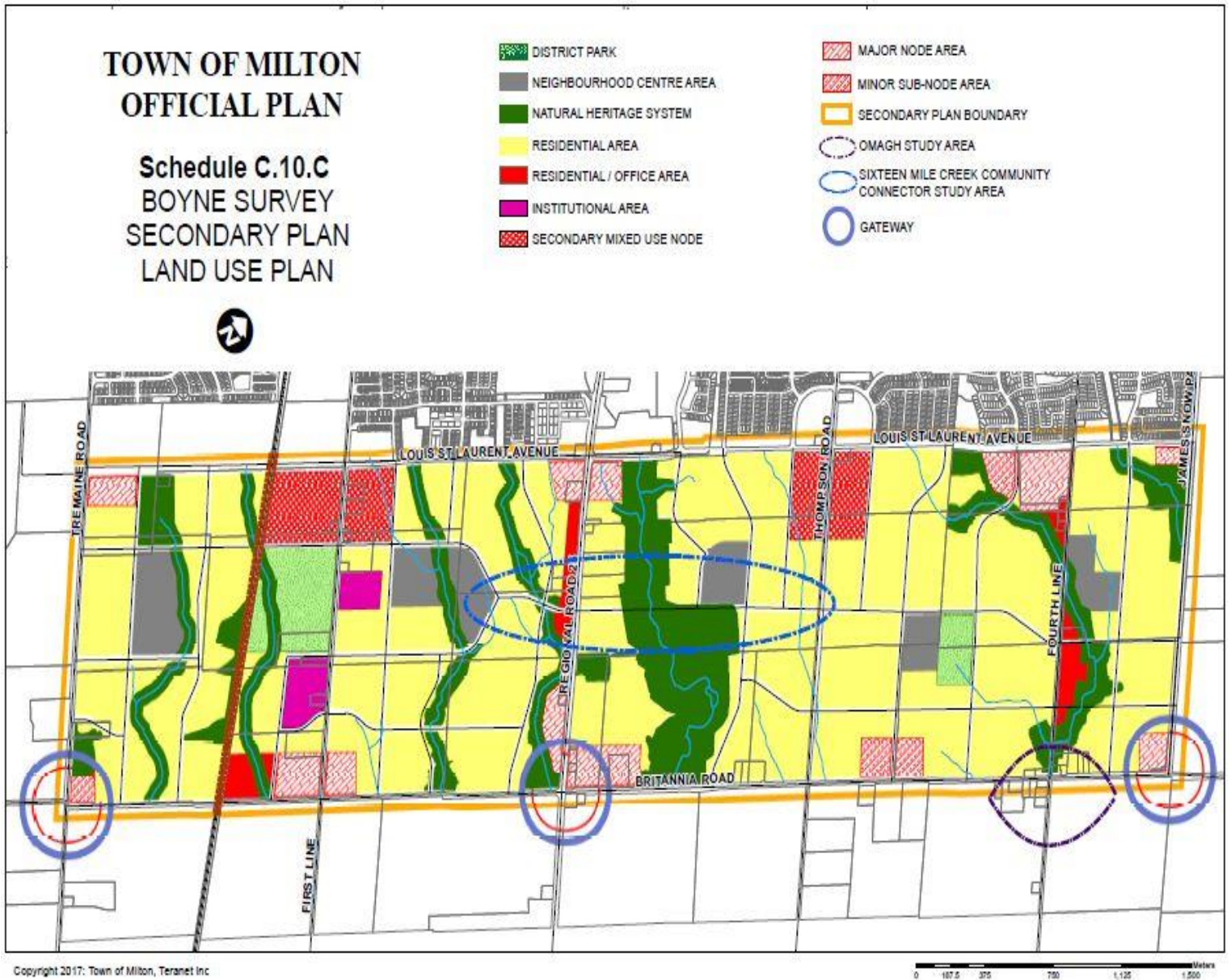
5.3.3 BOYNE SURVEY SECONDARY PLAN

On June 14, 2010, the Secondary Plan was adopted by Council and forwarded to the Region of Halton for approval. The Office Consolidation of the Boyne Survey Secondary Plan (July 2017) includes Official Plan Amendments 40 and 45. OPA 48 & 49 was approved in 2018 and is in full force and effect. However, it has not been consolidated into the Secondary Plan. OPA 48 & 49 have been considered in this review.

The Secondary Plan area is around 930 ha (2,300 acres) and was planned to house 50,000 residents when fully implemented. The Plan applies to the Milton Urban Expansion Area, which is located south of the Bristol Survey and Sherwood Survey Secondary Plan Areas. The Secondary Plan applies to lands bounded by Louis St. Laurent Avenue to the north, Britannia Road to the south, James Snow Parkway to the east and Tremaine Road to the west. The Secondary Plan is designed to create a complete, safe, livable, attractive and healthy community which has a strong sense of community and environment.

As per Schedule C.10.C – Land Use Plan of the Secondary Plan, portions of the Subject Lands coincide with the “Residential Area”, “Natural Heritage System” and “Major Node Area” land use designations (**Figure 6**) We note, the “Residential/Office” designation identified on Schedule C.10.C was refined on the Tertiary Plan Appendix C.10.D and as a result of the realignment of the creek (NHS) along 4th Line the designation no longer exists on the Subject Lands.

Figure 6 – Schedule C.10.C – Boyne Survey Secondary Plan Land Use Plan



The relevant policies are as follows:

C.10.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a complete, safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:

- b) creating a natural heritage system and linked parkland system within the Planning District, which is connected to the Greenbelt, including the Niagara Escarpment Plan Area and the natural heritage system and parkland in other areas of the Town;*
- i. ensuring a compact community and transit supportive densities through the achievement of an overall residential density of 40 units per net hectare and an overall density of approximately 70 residents and jobs combined per gross hectare exclusive of lands within the Natural Heritage System;*
- ii. ensuring a strong pedestrian orientation by creating development and a transportation/transit system which reflects the characteristics of the established Milton Urban Area and which is supportive of transit and pedestrian/bicycle movement; and,*
- iii. recognizing the unique character of the Omagh area both with respect to cultural heritage and natural heritage.*

The community character envisioned through the Secondary Plan will become realized through the Sundial Homes residential development. The NHS will be integrated within the overall design along with the homes and trail system to provide a vista to onlookers and pedestrian/cycling connectivity to those utilizing the parkland system. The 1059 residential units will be well serviced by transit and is planned to be cohesive with the existing and planned transportation network (e.g., arterial connections, pedestrian and cycling infrastructure etc.).

C.10.2.2 KEY DESIGN ELEMENTS

C.10.2.2. d) Road System

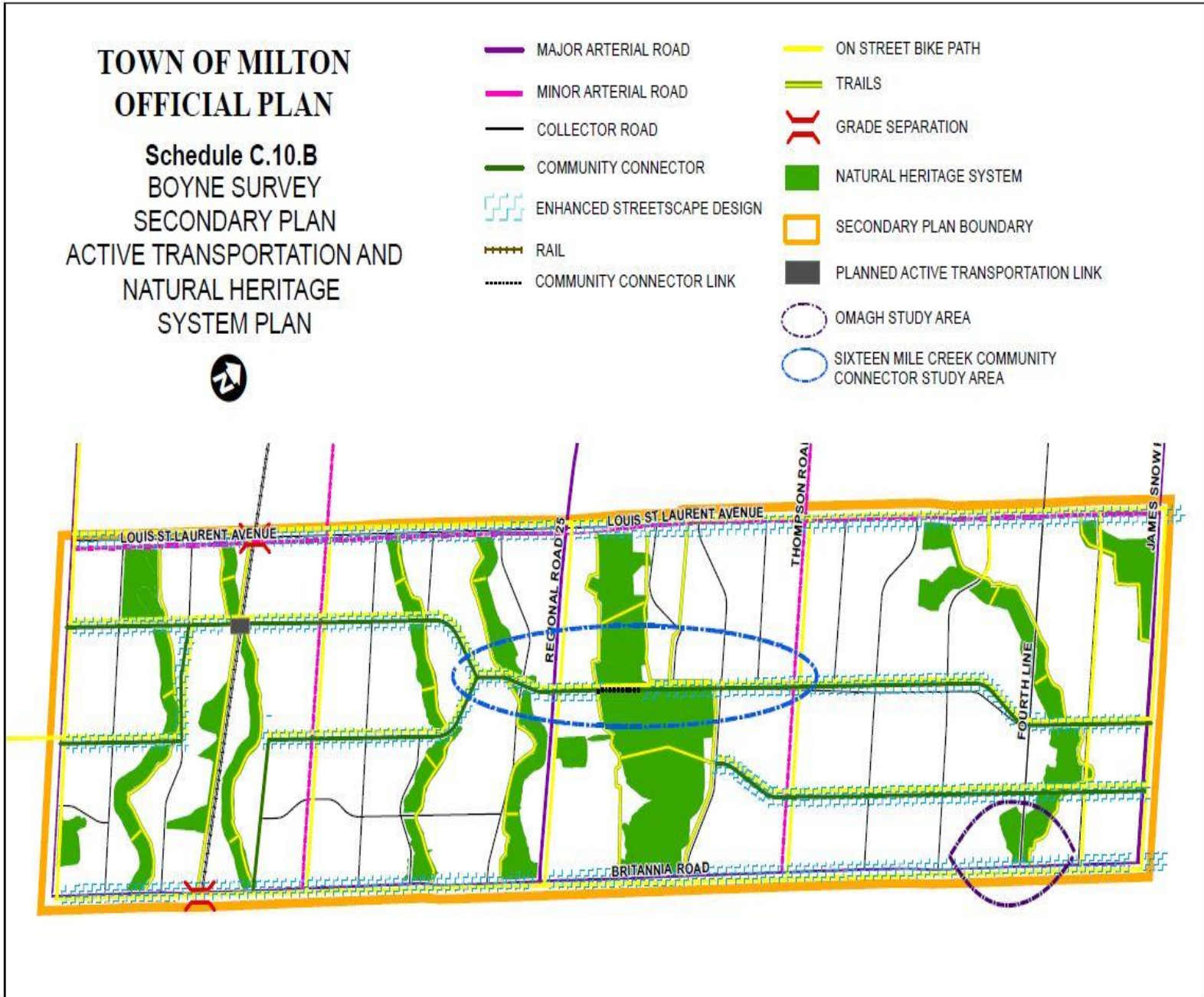
The road system within the framework of the Active Transportation Plan shown on Schedule "C.10.B" will be designed with a modified grid pattern. The grid pattern reflects the historical pattern of the established urban area and the development pattern of the Boyne Survey. This ensures:

- i. maximum connections within the Planning District and with other areas of the Town and with the arterial road system;*
- ii. maximum potential for provision of transit service;*
- iii. ease of pedestrian/bicycle movement;*
- iv. maintenance of views to the Niagara Escarpment; and,*
- v. potential for the creation of views of key public facilities and landmark structures.*

In addition, the alignment of the road pattern shall be designed in a manner which is respectful of and sensitive to the Natural Heritage System, particularly valleylands, to the extent possible.

Schedule C.10.B – Boyne Survey Secondary Plan Active Transportation and Natural Heritage System Plan identifies a planned network of transportation infrastructure for auto and non-auto users (**Figure 7**). The Schedule identifies the location of roads which will be designed to accommodate either a bicycle path as part of a roadway or as a separate pathway. A series of on street bike paths and trails are proposed or existing within proximity of the Subject Lands. On street bike paths are proposed within Street "1" and Street "2" along with a trail system abutting the channel on the westerly side of the development as shown on the Draft Plan of Subdivision. Pedestrian connectivity will be established with the proposed sidewalk system and designed as per municipal standards. The community will be connected to public open spaces, the proposed village square, the natural heritage system and other amenities throughout Milton through this existing and proposed road and trail network. As further described within the Urban Design Brief, prepared by John G. Williams Limited, streetscape elements, pedestrian-oriented spaces, landscaping and interesting architecture will be used to create a safe and comfortable environment that promotes active transportation.

Figure 7 – Schedule C.10.B – Boyne Survey Secondary Plan Active Transportation and Natural Heritage System Plan



Copyright 2017: Town of Milton, Teranet Inc



C.10.3 GOAL AND OBJECTIVES

- C.10.3.2.1 *To create strong physical connections with the rest of the Milton Urban Area and planned future Sustainable Halton Plan expansion areas, particularly the Milton Education Village, to ensure maximum opportunities for integration of all components of the Urban Area.*
- C.10.3.2.2 *To ensure through the establishment of urban design guidelines and other measures high quality and consistent level of urban design for both public and private areas of the community.*
- C.10.3.2.3 *To create, in consultation with the Region of Halton and Conservation Halton, a linked Natural Heritage System/natural heritage and open space system, including a trail system, connected with other areas of the Town, particularly the Greenbelt/Protected Countryside, and the Niagara Escarpment. This system will form a central feature of the community, protect and enhance key existing natural features, including woodlots, and be easily accessible and visible to residents and visitors.*
- C.10.3.2.5 *To create a road system based on a modified grid pattern.*
- C.10.3.2.7 *To develop a residential community with its own special character which maintains the “small town” character of the established Milton urban area, while providing for a diverse range of housing options as well as employment opportunities, and transit supportive development patterns and densities.*
- C.10.3.2.8 *To develop neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities for social, cultural, recreational, educational and religious purposes within neighbourhoods, with a particular emphasis on parks which are designed as “meeting” points for the immediate area.*
- C.10.3.2.9 *To ensure that the integrated street and path system is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit pedestrian, bicycle and other similar movement.*

The design vision for the development is to provide a cohesive mix of housing types and densities, together with open space amenities, a school and an urban activity node of higher intensity uses to create a distinct character that will contribute to the emerging urban character of the Boyne Survey Secondary Plan Area. This will be accomplished by using distinctive streetscape elements, high quality architecture, tree lined streets and landscaped community features will help to reinforce the design vision for the subdivision. Further commentary is provided within the Urban Design / Architectural Control Guidelines.

C.10.4.4 HOUSING MIX

Boyne Survey is designed to provide for a diverse range of housing options and transit supportive development. To assist in achieving these objectives, the following housing mix target, which anticipates a higher percentage of medium and high-density development than in other parts of the Urban Expansion Area, is established:

- a) low density 48%*
- b) medium density 35%*
- c) high density 17%*

The proposed housing mix will achieve a higher percentage of medium and high-density development than in other parts of the Urban Expansion Area. The housing mix is as follows:

- low density = 25%
- medium density = 50%
- high density = 24%

C.10.4.5 URBAN DESIGN

C.10.4.5.3 *Further to the policies of Section C.10.4.5.2, development shall also be designed in accordance with the following:*

a) Significant views of, and accessibility to, public spaces including parks, schools, stormwater management facilities and other community facilities will be provided in strategic locations through the use of single loaded roads adjacent to such spaces or through the use of other approaches having regard to the Boyne Survey Urban Design Guidelines.

b) Vistas of the Natural Heritage System will be incorporated strategically into development to afford views and managed public access

g) Development shall be designed to support and facilitate access to public transit

C.10.5.1 RESIDENTIAL AREA

C.10.5.1.1 Permitted Uses

The following uses shall be permitted in the Residential Area designation on Schedule “C.10.C” together with the uses permitted in Section B.3.2.2 d), e), f), i) and j):

- a) Medium Density Residential I uses consisting of low-rise residential units such as single detached dwellings, duplex and semi-detached dwellings, townhouses, triplexes and quattroplices and similar grade-related multiple attached housing forms with a density range of 31 to 45 units per net hectare in accordance with the policies of Section B.3.2.3.1 and C.10.5.1.2.*
- b) Medium Density Residential II uses consisting of mid-rise multiple attached residential units such as stacked townhouses and apartments with a density range of greater than 45 to 100 units per net hectare in accordance with the policies of Section B.3.2.3.2 and C.10.5.1.3;*
- c) High Density Residential uses consisting of apartment buildings and stacked townhouse dwelling units with a common underground parking area, generally containing the equivalent of the required tenant parking, with a density range of greater than 100 to 200 units per net hectare in accordance with the policies of Section C.10.5.1.4.*

C.10.5.1.2 Medium Density Residential I

- k) Street Oriented Medium Density Residential Uses*

Where street-oriented medium density residential uses, such as street townhouses, are interspersed with single and semi-detached dwelling units in blocks of 15 to 30 units, the policies of Sections B. 3.2.3.1 a), b) i) and e) of this Plan shall not be applicable. However, such development shall be evaluated through the development review process, to the satisfaction of the Town, to ensure appropriate integration with the adjacent low density dwelling units having regard to the Boyne Survey Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

l) Minimum Density Requirements

Notwithstanding the minimum density requirement for Medium Density Residential I uses, consideration may be given by the Town in areas abutting or across a road from the Natural Heritage System to allowing limited areas of housing at a minimum density of 20 units per net hectare. However, the Town shall be satisfied that the total number of units which would have been required had the subdivision been developed at minimum density of 31 units per net hectare is maintained. Density shall be calculated on the basis of individual plans of subdivision. Where the registration of a draft plan of subdivision is phased, prior to registration of the first phase, a phasing plan for the entire subdivision shall be submitted and approved by the Town demonstrating the manner in which the overall density requirements are achieved across the entire subdivision area.

C.10.5.1.3 Medium Density Residential II

Medium Density Residential II development shall be permitted in accordance with the policies of Section B.3.2.3.2. Such development shall be encouraged to locate adjacent to arterial, and Community Connector roads to facilitate access to public transit. Furthermore, Medium Density Residential II development shall be evaluated through the development review process, to the satisfaction of the Town, to ensure appropriate integration with the adjacent lower density residential development having regard to the Boyne Survey Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

C.10.5.1.4 High Density Residential Uses

Applications for development of apartment buildings in the High-Density Residential use category shall be evaluated based on conformity with all of the following criteria:

a) Site:

- i) The area of the site is sufficient to provide appropriate on-site recreation and/or open space amenities, adequate parking facilities and landscaping.*
- ii) The site is generally located abutting an arterial road to facilitate access to public transit.*

b) Mixed Use Development:

The residential uses may form part of a mixed-use building or be located in a purposely designed building.

c) Height and Density:

- i) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, with a maximum height of 15 storeys and a maximum FSI of 3.0; and,*
- ii) The height or bulk of the proposal will not unduly overshadow any adjacent low and medium density residential uses. Shadow studies may be required from the applicant to satisfy this criterion.*

The Secondary Plan Area permits an array of land uses within the Residential Area land use designation. The development will have a mix of Medium Density Residential I, Medium Density Residential II and High-Density Residential uses. The development conforms with the policies of the Secondary Plan as the types of units proposed in each designation is consistent with the forms of housing permitted within each category (e.g., single-detached, townhouses, apartments etc.). Each built form has cognizance of its relation to the surrounding area, including a transition from the arterial streets and higher densities to the interior of the subdivision. The massing and height variation will be guided through the urban design vision for the Secondary Plan. The residential area policies are being achieved by the creation of the mix of housing permitted in each designation and the density ranges. The densities proposed are described below:

- The density of the low-rise residential portion of the development is proposed at 53.53 units per hectare overall;

- The Medium Density Residential I area is proposed at a density of 31.54 units per hectare and meets the density target as set out in Section C.10.5.1.1.a) in the Secondary Plan (i.e., 31 to 45 units);
- The Medium Density Residential II area is proposed at a density of 81.87 units per hectare and meets the density target set out in Section C.10.5.1.1.b) in the Secondary Plan (i.e., 45 to 100 units per hectare).
- The high-density apartment residential area, it coincides with the Major Node designation of the Secondary Plan will have an estimated density of 200 units per hectare to satisfy Section C.10.5.1.1.c) of the Secondary Plan; and
- The net density for the overall development is 64.69 units per hectare.

C.10.5.6 MAJOR NODE AREA

C.10.5.6.1 Purpose

The Major Node Area designation on Schedule “C.10.C” identifies integrated concentrations of mixed uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for surrounding residential neighbourhoods, be pedestrian-oriented and maximize the use of public transit.

C.10.5.6.2 Permitted Uses

The Major Node Area designation on Schedule “C.10.C” means that the main uses permitted may include a variety of high density residential, institutional and office uses and community facilities. The following additional uses may also be permitted:

a) Medium Density Residential II uses, including limited grade-related multiple attached housing forms subject to the policies of Section C.10.5.1.1. b) and C.10.5.5.1 e).

c) Assisted and special needs housing for seniors and people requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan;

d) Local Institutional uses in accordance with the policies of Section C.10.5.1.1.d).

e) Retail and service commercial uses in purpose designed buildings, generally not exceeding a combined total gross floor area of 1860 meters square within a single node, provided that the size of the node is sufficient in size to accommodate the residential unit mix and density for the node in addition to any retail and service commercial uses. Purpose designed commercial buildings shall have a minimum height of 2 storeys with commercial primarily on the ground floor and with office, institutional and/or community uses primarily on the second floor. It is strongly encouraged that retail and service commercial uses be developed in combination with one or more mixed use buildings and the combined total gross floor area of the commercial uses shall not exceed 2,750 square metres in accordance with this policy and Sections 3.2.3.6 and 3.2.3.7. Retail and service commercial uses in the node shall not be permitted to be developed in conjunction with local commercial uses permitted in the Residential Area designation and/or Residential Office Area designation; and,

f) Drive through service facilities and gas stations with or without car washes and convenience retail stores ancillary to the gas station use and subject to the polices of Section C.10.5.5.1 g).

C.10.5.6.3 The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. In addition, the following policies apply:

a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;

b) A variety of building heights and forms is encouraged with the highest buildings being orientated to the primary intersection, and stepped back or terraced abutting development outside of the Node;

c) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, however development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. For the purposes of this policy, the FSI shall be calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be

zoned to ensure the achievement of the FSI at the time of the approval of the first development application or any phase thereof;

d) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

e) Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;

f) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the street line; and,

g) Development shall be designed to facilitate access to public transit.

C.10.5.6.4 *Notwithstanding the foregoing, the Major Node Area designation on Schedule "C.10.C" is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.*

The purpose of the Major Node Area designation as identified on Schedule C.10.C – Boyne Survey Secondary Plan Land Use Plan is to identify and integrate concentrations of mixed uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for the surrounding residential neighbourhood and to be pedestrian-oriented and transit-supportive. The Major Node land use designation is located on the south-eastern portion of the Subject Lands. Block 334 on Draft Plan of Subdivision and the adjacent townhouses are generally consistent with the 2.76 ha Major Node identified in the Secondary Plan. The uses proposed within the Major Node will be consistent with the permitted uses as detailed within Section C.10.5.6.2. At this time 64 townhouses and 256 high-density / apartment units are contemplated within this area. The detailed design of Block 334 will be developed through a future site plan application. However, this application has given consideration to the site layout of the buildings, internal roads, the architectural styles, relationship to the streets and adjacent built form amongst many other items.

C.10.5.8 NATURAL HERITAGE SYSTEM

C.10.5.8.1 Purpose

Within the Boyne Secondary Survey Plan, the “Greenlands A Area”, “Greenlands B Area” and “Greenlands Restoration Area”, designations as established in the Official Plan are collectively designated “Natural Heritage System” in order to better reflect the systems approach taken to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed.

The purpose of the Natural Heritage System designation in the Boyne Survey Secondary Plan Area is:

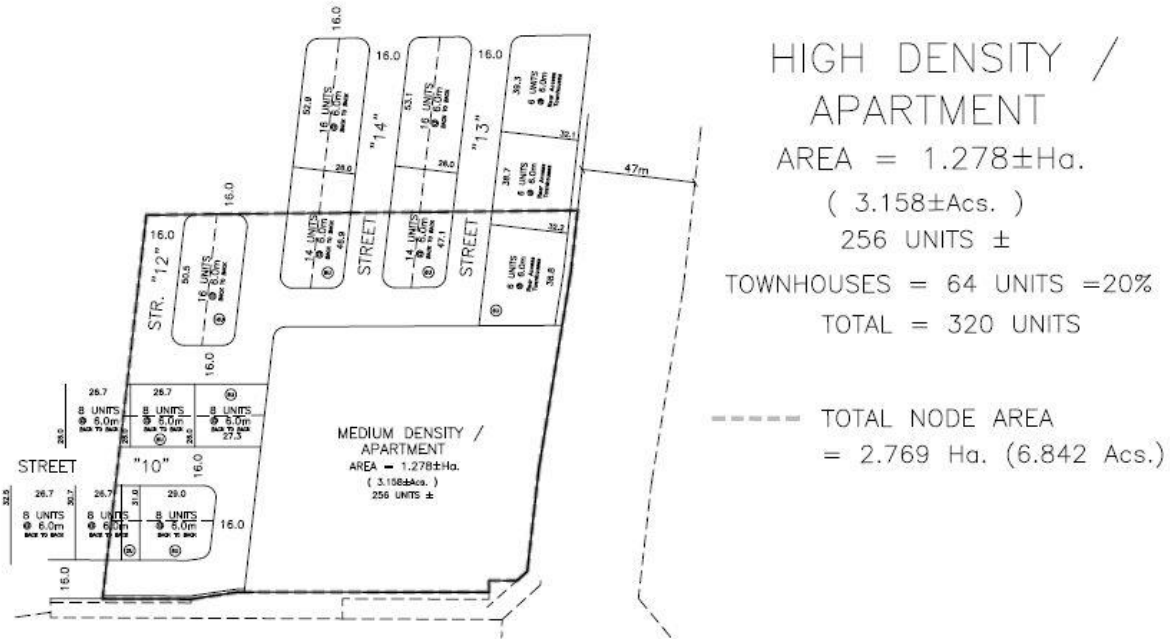
a) to protect areas which have been identified as having environmental significance based on the functional recommendations of the SUS, the FSEMS and CFCP for the Boyne Survey Secondary Plan Area; and,

b) to establish a Natural Heritage System achieving enhanced natural habitat areas and ecological functions that will be resilient to the impacts of the adjacent urban development.

Summary

The Draft Plan of Subdivision meets the intent of the Boyne Survey Secondary Plan, as it proposes the desired mix of a higher percentage of medium and high-density residential dwellings. The Plan maintains the existing Natural Heritage System features and they will be integrated into the Boyne Survey area as a whole through the greenland channel. The natural heritage feature will be blended into the active transportation network which links the neighbourhood to surrounding communities and into existing network. A 5-metre trail is proposed adjacent to the greenland channel. Furthermore, the NHS will be conveyed into public ownership and zoned into an appropriate zoning category to ensure its protection and preservation for the long-term. We note, the Major Node Area is approximately 2.76 hectares in size and is consistent with the Boyne Survey Tertiary Plan Appendix C.10.D in the Secondary Plan, see **Figure 8**. The block will be designed in further detail as part of a subsequent planning process.

Figure 8 – Major Node



James Snow Parkway and Britannia are both identified as “Major Arterial Roads” on Schedule C.10.B – Active Transportation and Natural Heritage System. These Major Arterial Roads will connect the subdivision to neighbouring communities within Milton, the broader Halton Region and beyond. Pedestrian connections will be provided throughout the development with designed features to ensure safety, access to open spaces and parks and street furniture to add to the tangible and intangible qualities to create a sense of place and community. The road network will be cyclist friendly and will consist of on street bike paths, trails and other connections that build into the local and regional cycling network to promote a healthy lifestyle and reduce the dependence and reliance on automobiles for local trips. Pedestrian and cycling elements will be intermingled throughout the development to ensure pedestrian and cycling circulation is encouraged and implementing active transportation objectives. The development will be serviced by transit and these connections will assist with creating a transit-supportive development.

John G. Williams Limited has prepared an Urban Design / Architectural Control Guidelines document to detail how the proposed development will implement design elements and objectives of the Secondary Plan. As noted previously, the guidelines will reinforce the design vision for the Subject Lands to achieve the following objectives:

- Promote an attractive architectural character that will create a sustainable and positive urban presence within Milton’s Boyne Survey Secondary Plan future urban fabric.
- Provide for a pedestrian-oriented development that appropriately integrates with the built form, streetscape and road network of adjacent developments.
- Provide residential forms and densities, together with Major Node development at the corner of Britannia Road and James Snow Parkway, that will help to sustain local and regional transit initiatives.
- Establish an appropriate interface with the Omagh Special Character Area at the southwest corner of the subdivision that recognizes and respects the cultural heritage and natural heritage of this existing rural village and surrounding landscape.
- Encourage harmonious and attractive streetscapes that promote a sense of place and identity by providing design criteria that will guide the appearance of new housing, dwelling facade variety, building materials and colour palettes.
- Establish design requirements for buildings in prominent locations (Priority Lots).
- Minimize the visual impact of garages within the streetscape.
- Promote the use of integrated front porches and recessed garages to foster pedestrian-friendly streetscapes.
- Establish requirements for the appropriate siting of dwellings according to size, style and location within the development.

The design recognizes the importance of enhanced streetscape design and regard to the Urban Design Guidelines within significant corridors in and throughout the Boyne Survey and the Milton Urban Area. Additionally, John G. Williams Limited provides detailed commentary on how key design elements and in particular, the gateway objectives in the Secondary Plan (e.g., C.10.2.2.f) will be achieved within the proposed development.

A range of housing typologies (i.e., single-detached dwellings, street townhouses, rear access townhouses, back-to-back townhouses, apartment residential) will be available to future residents of the community. The low-rise residential portion of the development is proposed at a density of 53.53 units per hectare and the high-density apartment residential area will have an

estimated density of 200 units per hectare. An elementary block will be created and designed in accordance with collaboration with the Halton District School Board. A 0.32 ha (0.79 acres) Village Square is situated within the southeast portion of the subdivision. The Village Square will provide a focal point for the neighbourhood and will be characterized by a mix of open green spaces for passive and active play, seating amenities with a shade structure, and a variety of recreational features. The public realm will be connected both visually and physically with the public spaces in the subdivision to create a vibrant and complete community.

The proposed Draft Plan of Subdivision conforms with the policies and permitted uses in the Boyne Survey Secondary Plan.

5.3.2 TOWN OF MILTON ZONING BY-LAW

The Subject Lands are currently zoned as Future Development (FD) and Natural Heritage System (NHS) within the Town of Milton Comprehensive Zoning By-law 016-2014, as amended. At the time of creation of By-law, the Future Development Zone was identified to have no immediate development potential. However, the Town recognizes that the lands within this zoning designation will ultimately be rezoned to permit some form of urban development in the future once the required secondary plans and development plans among other matters have been approved.

The Future Development zone only permits uses that legally existed on the date the By-law came into effect. The development of new buildings and structures are not permitted, however, additions to existing buildings and structures are permitted.

Areas subject to the Natural Heritage System zone are restricted from the use, erection, construction or alteration of any land, building or structure unless determined that a lot or portion thereof is within the Conservation Authority's regulated area and a permit has been issued to facilitate the development or alteration of any land, building or structure.

In light of the above, a Zoning By-law Amendment application has been submitted to implement the approved Boyne Survey Secondary Plan. The proposal seeks to amend the Zoning By-law to rezone the Subject Lands into the appropriate zoning designations (e.g., Residential Medium Density I, Residential Medium Density II, High Density Residential, Natural Heritage System, Open

Space – Stormwater Management, Institutional Minor) with site-specific exceptions to permit the proposed development.

A copy of the draft Zoning By-law Amendment has been included as part of the submission materials and is appended to this report as **Appendix A**.

5.3.3 FUTURE MINOR VARIANCE(S)

Section 45(1.3) of the *Act* restricts a landowner from applying for a Minor Variance Application(s) to the Committee of the Adjustment within two years of the day on which a Zoning By-law was amended. The *Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment.

The Owner requests that the Town’s Planning Department, in recognition of the nuances of this development, include a recommendation in the approval report for endorsement by Milton Council to permit the Owner to apply for a Minor Variance Application(s), if required, prior to the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the development. We recommend that this Council resolution should be consistent with the following wording or wording having a similar effect:

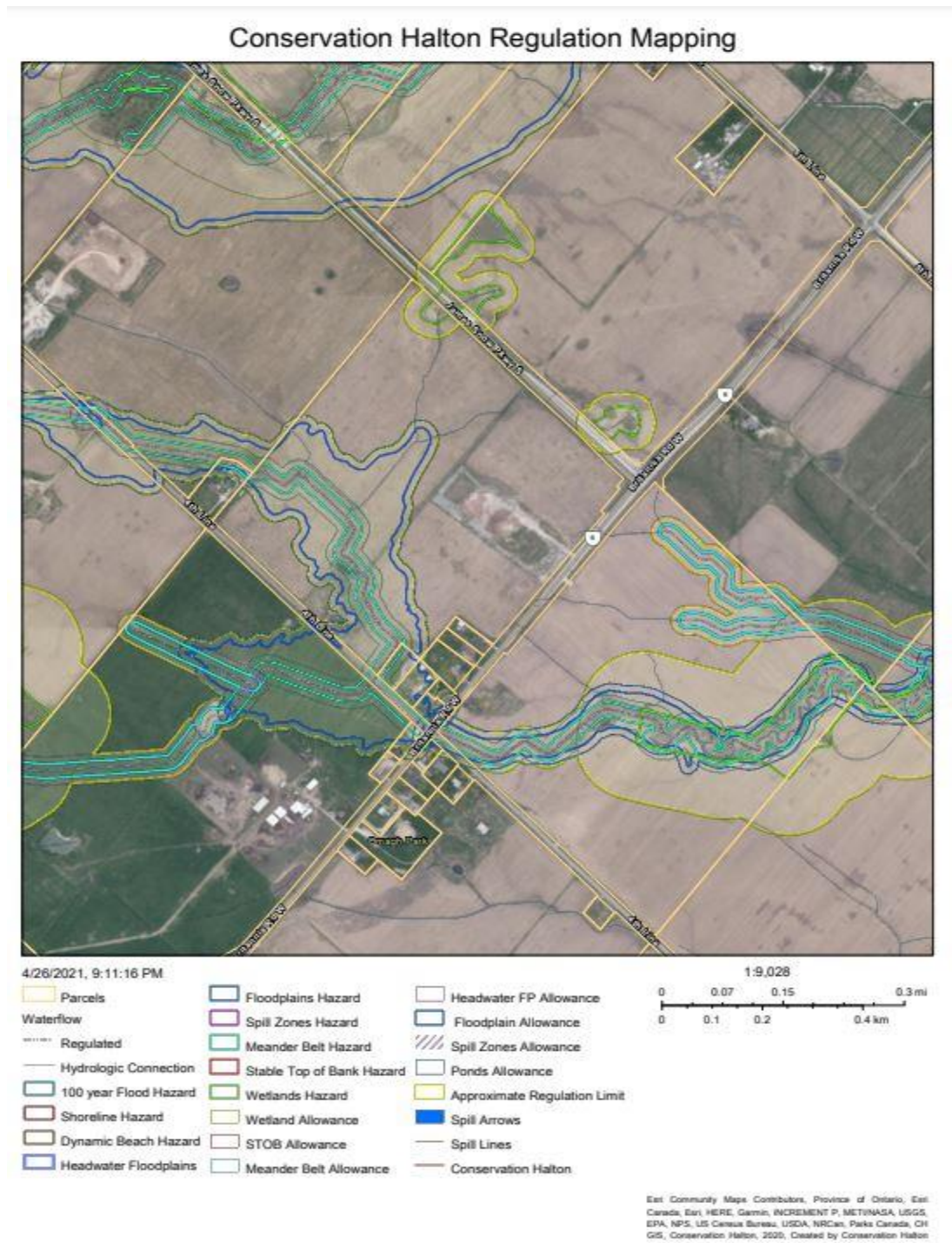
“That the Owner be permitted to apply for a Minor Variance Application(s) to the Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law.”

5.4 ONTARIO REGULATION 162/06, AS AMENDED

The Subject Lands are located within the jurisdiction of the Conservation Halton, as the site is within the Sixteen Mile Creek Watershed. A tributary of the Sixteen Mile Creek traverses the westerly portion of the site, in a north to south direction.

A development permit under Ontario Regulation 162/06, as amended will be required from Conservation Halton to undertake the proposed site alteration works associated with the development application. **Figure 9** illustrates the Conservation Authority’s regulation limit on the Subject Lands.

Figure 9 – Conservation Halton’s Regulation Limit



6.0 CONCLUSION

Based upon a comprehensive review, the proposed development is consistent with and in conformity to the relevant policy framework outlined in the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal also conforms of the policies of the Halton Region Official Plan and the Town of Milton Official Plan (2008). Overall, the design and layout of the development has been undertaken in a manner to ensure compatibility with the surrounding land uses and provides an enhanced aesthetic and functional improvement to an underutilized parcel. Additionally, all of the studies and reports prepared in support of this application confirm that the proposed development is feasible and appropriate from a technical perspective.

It is our opinion that the proposal represents good land use planning and is appropriate for the Subject Lands.

KLM PLANNING PARTNERS INC.



Keith MacKinnon BA, MCIP, RPP
Partner



Aidan Pereira
Senior Planner



Lucy Pronk
Intermediate Planner

APPENDIX A

Draft: July 27, 2021

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XX – XXXX

BEING A BY-LAW OF THE TOWN OF MILTON TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 6, CONCESSION 5, NEW SURVEY, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON – TOWN FILE Z-XX/21

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 016-2014, as amended;

AND WHEREAS the Town of Milton Official Plan will provide for the lands affected by this By-law to be zoned as set forth in this By-law;

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Future Development (FD), Natural Heritage System (NHS) Zone symbols to Residential Medium Density 1 - XXX (RMD1*XXX), Residential Medium Density 2 -YYY (RMD2*YYY), Residential High Density (RHD), Natural Heritage System (NHS), Open Space (OS), Open Space – Stormwater Management (OS-2) and Minor Institutional (I-A) Zone symbol shown on Schedule A attached hereto.
2. **THAT** Section 13.1 of Comprehensive Zoning By-law 016-2014 is hereby further amended by adding subsection 13.1.1.XXX as follows:

Residential Medium Density 1 – Special Section ___(RMD1*XXX) Zone

- i. Zone Standards
 - a. Lot Frontage (minimum): 9.15 metres

3. **THAT** Section 13.1 of Comprehensive Zoning By-law 016-2014 is hereby further amended by adding subsection 13.1.1.YYY as follows:

Residential Medium Density 2 – Special Section ___(RMD2*XXX) Zone

- ii. Zone Standards
 - a. Lot Frontage (minimum) for a Townhouse Dwelling Interior Unit: 6.0 metres
 - b. Lot Frontage (minimum) for a Townhouse Dwelling End Unit: 7.2 metres
 - c. Lot Frontage (minimum) for a Back-To-Back Townhouse Dwelling Interior Unit: 6.0 metres
 - d. Lot Frontage (minimum) for a Back-To-Back Townhouse Dwelling End Unit: 7.2 metres

- e. Lot Depth (minimum) for a Back-To-Back Townhouse Dwelling:
13.0 metres

4. **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 the passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34(26) of the Planning Act, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON _____, 2021.

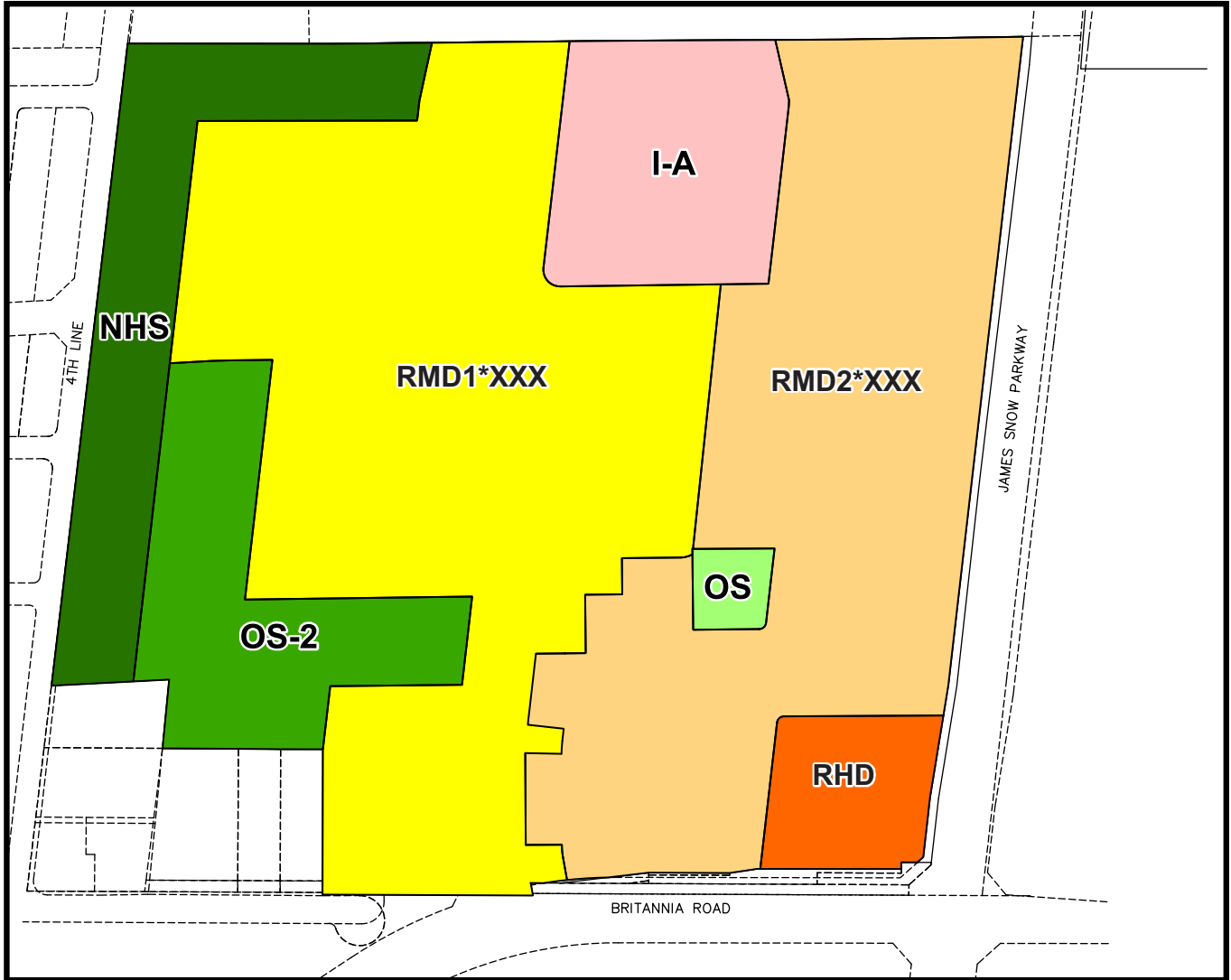
Gordon Krantz, Mayor

Meaghen Reid, Town Clerk

Draft: July 27, 2021

SCHEDULE A
TO BY-LAW No. -2021
TOWN OF MILTON
PART LOT 6 CONCESSION 5 NEW SURVEY








Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS ___ DAY OF _____, 2021.

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid

-  Residential Medium Density 1 XXX (RMD1*XXX)
-  Residential Medium Density 2 XXX (RMD2*XXX)
-  Residential High Density (RHD)
-  OS - Open Space
-  OS-2 Open Space- Stormwater Management
-  I-A - Minor Institutional
-  NHS - Natural Heritage System



APPENDIX B

From: Stirling.Todd@milton.ca
To: [Aidan Pereira](mailto:Aidan.Pereira@milton.ca)
Cc: Aaron.Raymond@milton.ca
Subject: RE: Pre-consultation Meeting - Sundial Homes PWBP Designations
Date: February 4, 2021 9:48:44 AM
Attachments: [esiq_cb7daa72-4770-4979-b68f-eed4c3985ef2.png](#)

Aidan,

Further to our conversation this morning regarding the Parkway Belt West Designation on the Sundial lands west of James Snow Parkway, please find the following direction.

The Town believes that the existing references to the PBWP in the Town of Milton Official Plan to be a mapping error at the Region and it will be cleaned up through a future housekeeping amendment there and following that at the Town. The intent of the PBWP was to ensure that the road infrastructure associated with James Snow Parkway was captured in all planning documents at the Region and at the Town and that the road was implemented accordingly. That has all taken place. There is no other functional purpose for the PBWP designation along JSP and no other requirements for the developers of lands adjacent to JSP and this designation that we are aware of.

I trust this information is helpful and clarifies how we will deal with the PBWP designations in the Town of Milton Official Plan adjacent to JSP in the Boyne Secondary Plan.

Regards,

Stirling



Stirling Todd, MES, MCIP, RPP
Senior Planner, Development Review
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 x2272
www.milton.ca

Confidentiality notice: This message and any attachments are intended only for the recipient named above. This message may contain confidential or personal information that may be subject to the Municipal Freedom of Information Act and must not be distributed or disclosed to unauthorized persons. If you received this message in error, please notify the sender immediately. Thank you for your assistance.