



# Planning & Urban Design Rationale

**6692 Eighth Line**  
Town of Milton

**Prepared For**  
Frontenac Forest Estates Inc.

June 2025



Job Number

2070

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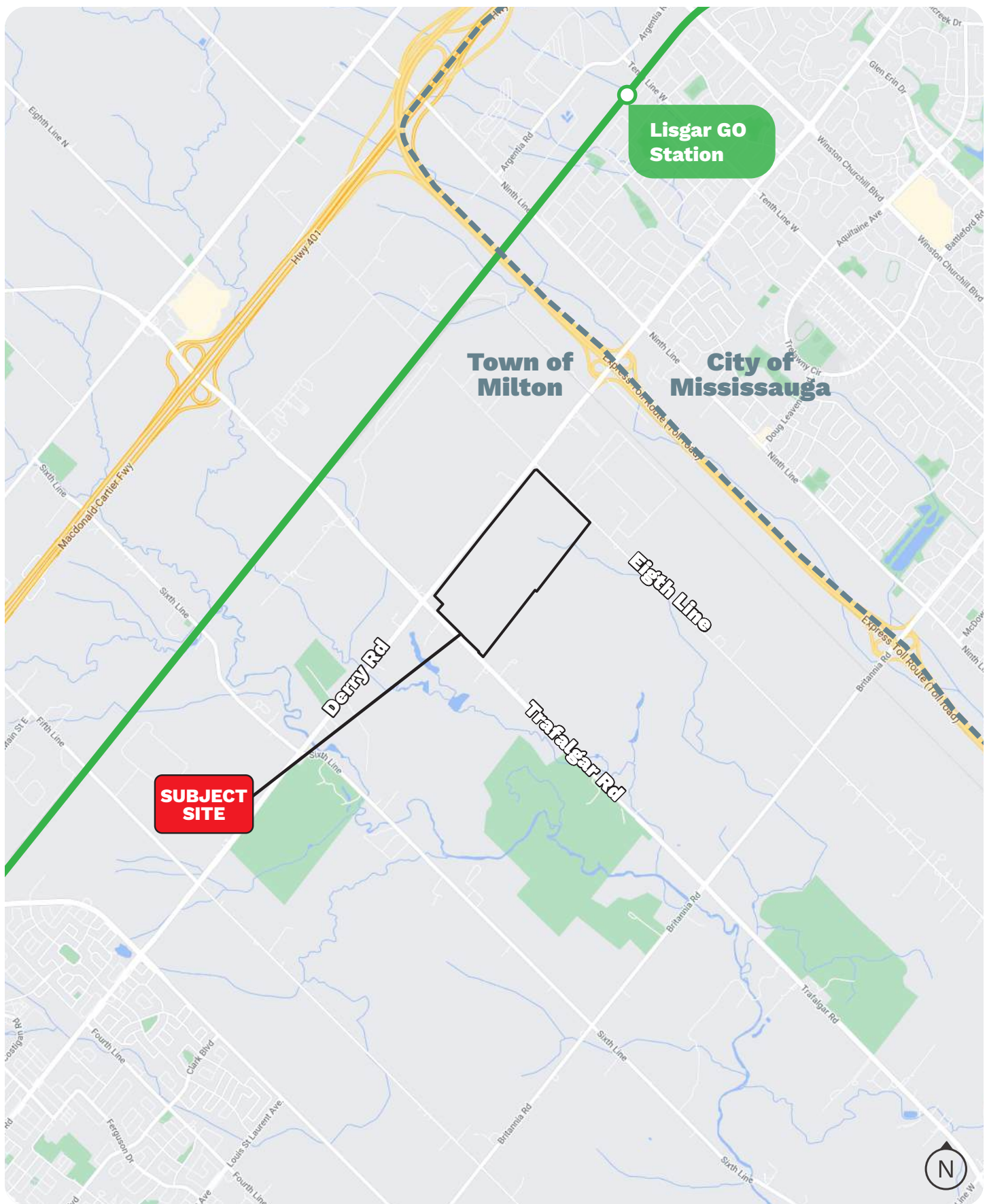
This Planning and Urban Design Rationale report has been prepared in support of applications by Frontenac Forest Estates Inc. for a Draft Plan of Subdivision and Zoning By-law Amendment for the lands municipally known as 6692 Eighth Line, in the Town of Milton. The Applications seek to implement the policies and land use designations of the recently approved Trafalgar Secondary Plan and the draft Tertiary Plan which envisions the area to be developed as a vibrant, mixed-use and transit-supportive community.



The background of the slide features a photograph of two hands pinning a map. One hand is in the foreground, placing a red pushpin, while the other is slightly behind it. The map shows various geographical features and lines. The entire image is covered with a semi-transparent red filter. Overlaid on the left side of the image is a large white circle containing the number '1'.

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# Introduction



**Figure 1 - Location Map**

This Planning and Urban Design Rationale report has been prepared in support of applications by Frontenac Forest Estates Inc. for a Draft Plan of Subdivision and Zoning By-law Amendment (the “Applications”) for the lands municipally known as 6692 Eighth Line, in the Town of Milton (the “subject site”). The subject site encompasses an area of 79.8 ha and is bound by Derry Road to the north, Eighth Line to the east, the pipeline corridor to the south, and Trafalgar Road to the west.

The Applications seek to implement the policies and land use designations of the recently approved Trafalgar Secondary Plan and the draft Tertiary Plan which envisions the area to be developed as a vibrant, mixed-use and transit-supportive community. A total of 2,417 new residential dwelling units are proposed in a variety of built forms including single- and semi-detached dwellings, on-street townhouse dwellings, back-to-back townhouse dwellings, lane-access townhouses and apartment units within mixed use blocks. In addition to the proposed residential uses, the Draft Plan of Subdivision application proposes a variety of mixed-use blocks which will accommodate a mix of commercial and retail uses within the Neighbourhood Centre and Local Centre designations. There are a number of public, community, and natural heritage uses proposed to be anchored by a network of new public streets and laneways. These uses include: an elementary school block; two (2) public parks (Park Type 2); two (2) village squares; two (2) stormwater management blocks; and 4.58 ha of environmental lands.

The requested Zoning By-law Amendment (“ZBA”) proposes to rezone the subject site from Future Development (FD) to a combination of zones including site-specific Residential Medium Density (RMD), Mixed Use (MU), Open Space (OS), Major Institutional (I) and Natural Heritage System (NHS), per By-law 016-2024, in order to implement the land use and community uses coordinated through the Secondary Plan (approved) and Tertiary Plan (draft).

This report concludes that the Applications are consistent with the Provincial Planning Statement, 2024, conforms to the Halton Regional Official Plan, the Town of Milton Official Plan including the Trafalgar Secondary Plan, and implements the draft Tertiary Plan. From a land use and built form perspective, the proposed Applications provide an appropriate mix and range of housing options and built form types at densities that conform to the Trafalgar Secondary Plan. The Applications support the achievement of a complete, connected, and well-serviced community that provides an appropriate mix of jobs, local stores and services, a full range of housing, transportation, and community uses through the mix of residential, commercial, and public service facility blocks connected by a network of public parks, open spaces, environmental, and public realm areas.





## Site & Surroundings



## 2.1 The Site

The subject site is generally bound by Derry Road to the north, Eighth Line to the east, the Enbridge pipeline corridor to the south and Trafalgar Road to the west (see **Figure 2**). It is generally rectangular in shape with a generally flat topography. It is approximately 79.88 hectares (197.39 acres) in area with approximately 589 metres of frontage along Eighth Line, 1,260 metres of frontage along Derry Road and 512 metres of frontage along Trafalgar Road. A small tributary of the Sixteen Mile Creek runs diagonally along the eastern portion of the subject site and a woodland is located in the south-central portion of the subject site, approximately mid-block between Trafalgar Road and Eighth Line.



On Trafalgar Road looking north east towards subject site



On the subject site looking south towards existing woodlot



**Figure 2** - Aerial Photo - Site Context



The subject site is currently used as agricultural cropland. Historically, there was a residential farm dwelling and wooden barn structure located along Eighth Line with a second dwelling on the southwest corner of the subject site along Trafalgar Road. These structures were demolished within the last 5 years to expand the crop cultivation area on the subject site.

Vehicle access to the subject site is currently provided through several gravel driveways and farm access gates including one access on Trafalgar Road, one on Eighth Line, and one on Derry Road.

## 2.2 Existing Context

To the immediate **north** of the subject site is Derry Road. Derry Road is an arterial road with a 4-lane cross section with an existing and planned right-of-way width of 47 metres as per "Map 4 – Right-of-Way Requirements of Arterial Roads" of the Region of Halton Official Plan ("ROP"). The north side of Derry Road is occupied primarily by agricultural cropland with existing farm dwellings.

Similar to the subject site, the lands on the north side of Derry Road and south of the CP railway were added to the Urban Area through ROPA 38 and a Secondary Planning process is currently underway for this area, known as Agerton.

Further north lies the Milton GO Transit Line and the Canadian Pacific ("CP") Rail Line. Highway 401 is located approximately 2.5 kilometres north of the subject site which is a Provincial Series 400 Highway and is in the process of being widened to a 12-lane cross section which will include new High Occupancy Vehicle (HOV) lanes.

To the **east** of the subject site is Eighth Line, a 2-lane collector road, as per Schedule E – Transportation Plan of the Town of Milton Official Plan, with an existing and planned 20 metre right-of-way, as per Table 2 (Section 2.6) of the Town of Milton Official Plan.

On the east side of Eighth Line are agricultural croplands and the Union Gas Parkway Compressor Station (6699 Eighth Line). There is also a First Nations Healing Garden and a Wildlife Habitat Enhancement Area. Further east of the compressor station is a freight rail spur that traverses in a north-south direction. Beyond the rail spur is Highway 407, running generally in a north-south direction with the City of Mississauga located on the east side of Ninth Line.



On Derry Road looking north west towards existing farm dwelling at 13079 Derry Road



On Eighth Line looking east towards the Union Gas Parkway Compressor Station



Directly **south** of the subject site, along the southern boundary of the property, is a sub-surface Union Gas natural gas pipeline that runs in an east-west direction from Trafalgar Road in the west to Eighth Line in the east. This pipeline is a part of Union Gas’s Hamilton-Milton transmission system route which runs east-west from Hamilton to the Compressor Station located on the east side of Eighth Line. Further south is a mix of agricultural cropland, farm-related dwellings, agricultural out buildings and woodland pockets.

To the **west** of the site is Trafalgar Road, a major arterial road with a 5-lane cross-section and a planned right-of-way of 47 metres, as per “Map 4 – Right-of-Way Requirements of Arterial Roads” of the Regional Official Plan. Abutting the subject site, Trafalgar Road has an existing right-of-way of 47 metres for the majority of the Trafalgar Road frontage.

West of the subject site, on the west side of Trafalgar Road, is the Van Dongen’s Garden Centre and tree farm at 6750 Trafalgar Road. The primary garden centre consists of a 2-storey retail building, a greenhouse, associated storage yards, surface parking areas and a large tree farm area. Beyond the Van Dongen’s Garden Centre, west towards Sixth Line, is an approximately 1.1 km-wide corridor within the Greenbelt Plan boundary that generally runs north-south. This area is designated Protected and is located within the Greenbelt’s Natural Heritage System.

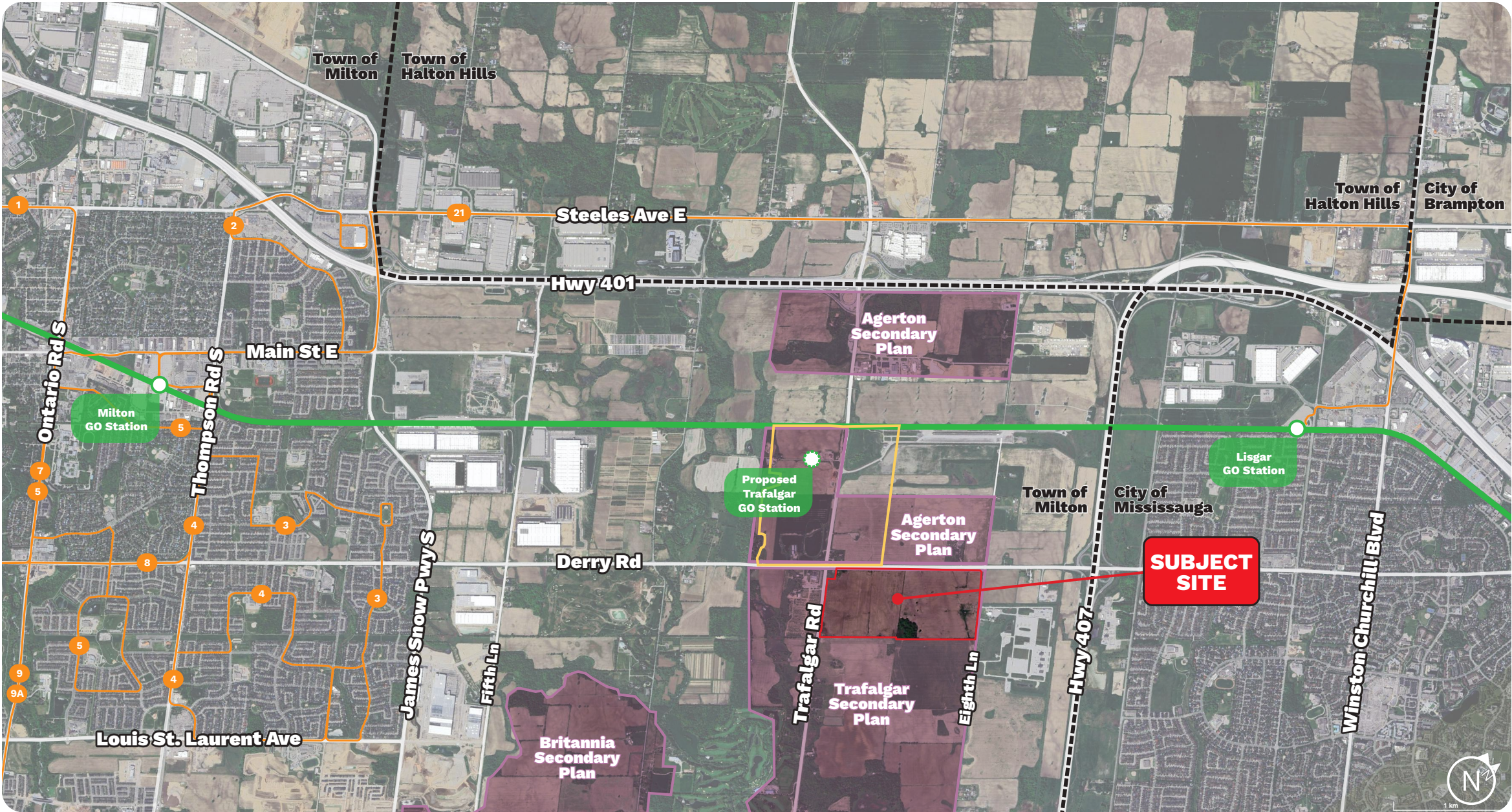






Figure 3 - Aerial Photo - Area Context



On Trafalgar Road looking northeast towards the pipeline



At southeast corner of Derry Road and Trafalgar Road, looking southwest towards Van Dongen’s Garden Centre

- Legend**
-  Milton Transit
  -  GO Line
  -  Proposed Major Transit Station
  -  Major Transit Station Area



## 2.3 Transportation Context

### 2.3.1 Road Network

The subject site has excellent access to the municipal and regional public road network, as well as to the provincial highways in the immediate area.

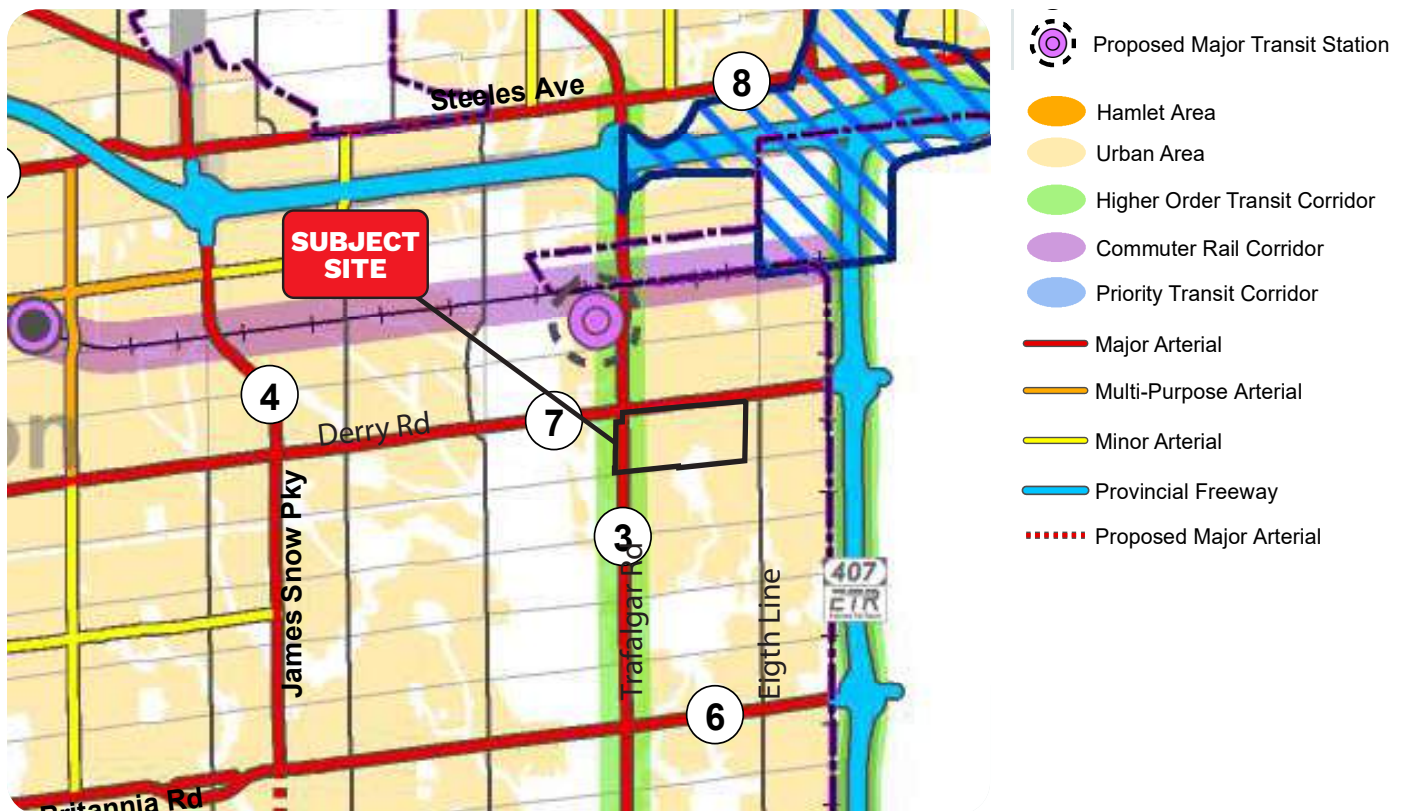
The subject site has frontage on three public roads: Trafalgar Road to the west; Derry Road to the north; and Eighth Line to the east.

Trafalgar Road (Regional Road 3) is a regional arterial road and currently has a 5-lane cross section with paved shoulders and a planned right-of-way of 47 metres. Based on the 2011 Region of Halton Transportation Master Plan (TMP), Trafalgar Road is intended to be widened and urbanized, including the addition of two HOV lanes, active transportation facilities, and sidewalks by 2031. Trafalgar Road is identified as a "Regional Intensification Corridor in the Regional Urban Boundary" on "Map 1h – Regional

Urban Structure" of the ROP and as a "Higher Order Transit Corridor" as per "Map 3 – Functional Plan of Major Transportation Facilities" of the ROP (**Figure 4**).

Derry Road (Regional Road 7) is a regional arterial road that abuts the subject site to the north. The portion of Derry Road that abuts the subject site currently has a 4-lane cross section. Based on the 2011 Regional TMP, Derry Road is planned to be widened and urbanized with a 6-lane cross section with sidewalks on both sides and active transportation facilities.

Eighth Line runs along the subject site's eastern boundary and is a collector road with an existing and planned 20 metre right-of-way as per Table 2 (Section 2.6) of the Town of Milton Official Plan. The road currently has a 2-lane cross section with gravel shoulders.



**Figure 4 - Map 3 – Functional Plan of Major Transportation Facilities – Halton Region Official Plan**

The Highway 401 and Trafalgar Road interchange is located approximately 2.5 kilometres to the north and the Derry Road and Highway 407 interchange is located approximately 1 kilometre to the east of the subject site. Similarly, the Trafalgar Road and Highway 407 interchange is located approximately 6.5 kilometres to the south.

### 2.3.2 Transit Network

#### Existing Transit

The subject site is currently serviced by the 27 (Milton/North York) and 21 (Milton) GO bus routes, which operate along Derry Road and provide stops at Ninth Line (approximately 1.3 km to the east) (see **Figure 5**).

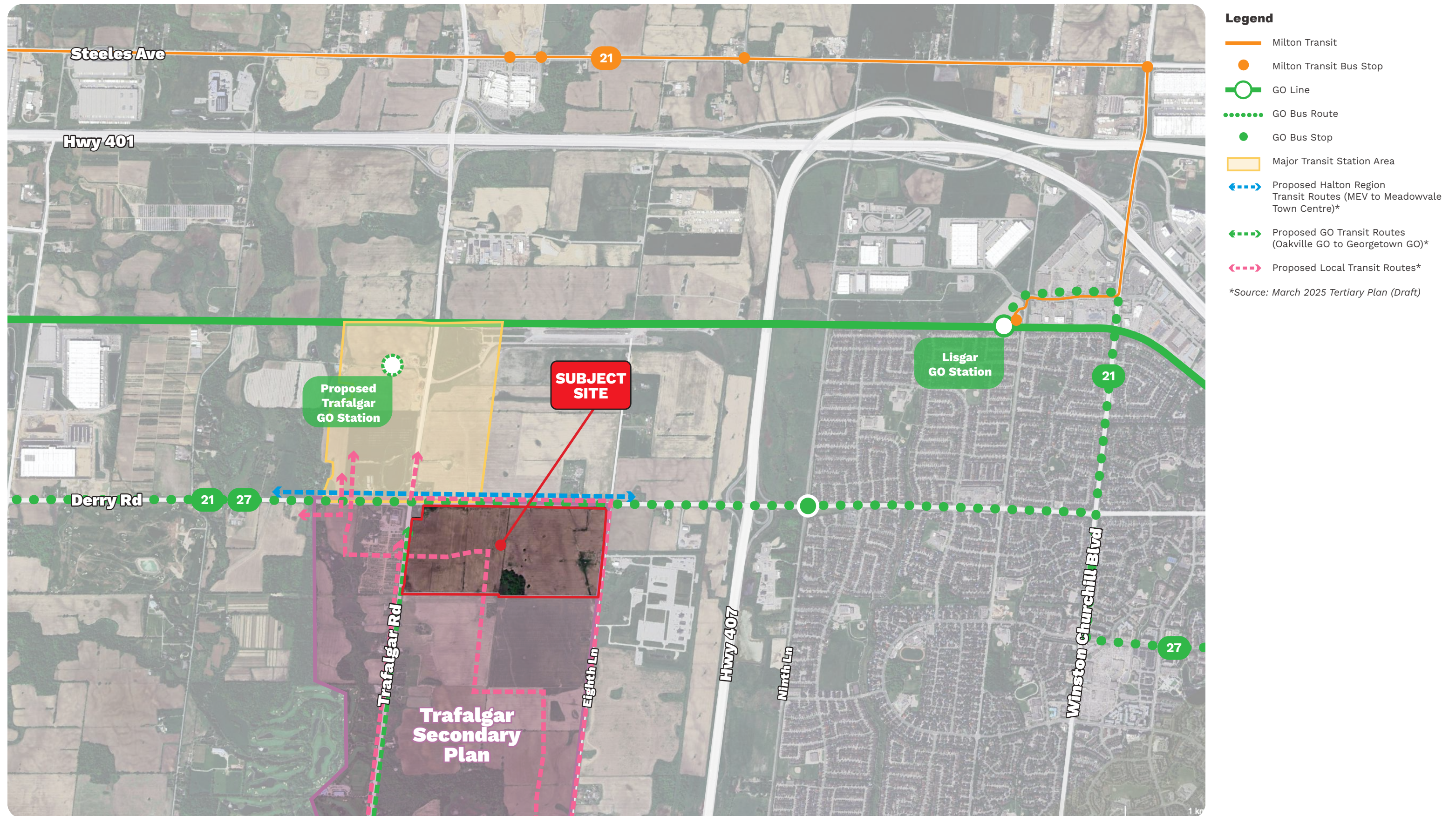
Lisgar GO Station, which provides train service between Toronto's Union Station and Milton GO on the Milton GO train line, is located approximately 3.0 km to the northeast of the subject site. Trains run between Lisgar GO and Union Station every 15-30 minutes in the morning rush hour and run from Union Station to Lisgar GO every 15-30 minutes in the evening rush hour. In between rush-hours, bus service is provided in both directions with headways of approximately 30 minutes.

#### Planned Transit

Local transit (Milton Transit) is planned to be accommodated throughout the Trafalgar Secondary Plan area through the proposed network of collector and local public roads. Specific route planning has been initiated through the Tertiary Planning Process. Halton Region transit routes are proposed along Derry Road and Trafalgar Road along with proposed local routes along Trafalgar and a local route entering the subject site via the collector road network.

Within the Regional Official Plan, Trafalgar Road is identified as a *Higher Order Transit Corridor* with a *Proposed Major Transit Station* located approximately 1.2 kilometres north of the subject site (see **Figure 4**).





**Figure 5 - Public Transit**







3.1 Description of the Proposal

The Applications implement the policies, land use designations, and transportation network outlined in the approved Trafalgar Secondary Plan and the draft Tertiary Plan, and propose a number of public and community uses including public parks, a public school, environmental protection areas as well as multiple village squares.

To accompany the requested Draft Plan of Subdivision, demonstration plans have been prepared by SGL to show how the proposed Neighbourhood Centre and Mixed-Use blocks could be developed in conformity with the applicable Official Plan and Trafalgar Secondary Plan policies.

While the demonstration plans provide detail and support for the creation of the new blocks, the detailed design of buildings and landscaping associated with development in these blocks will be addressed through subsequent site plan control applications and should be viewed as preliminary in nature.

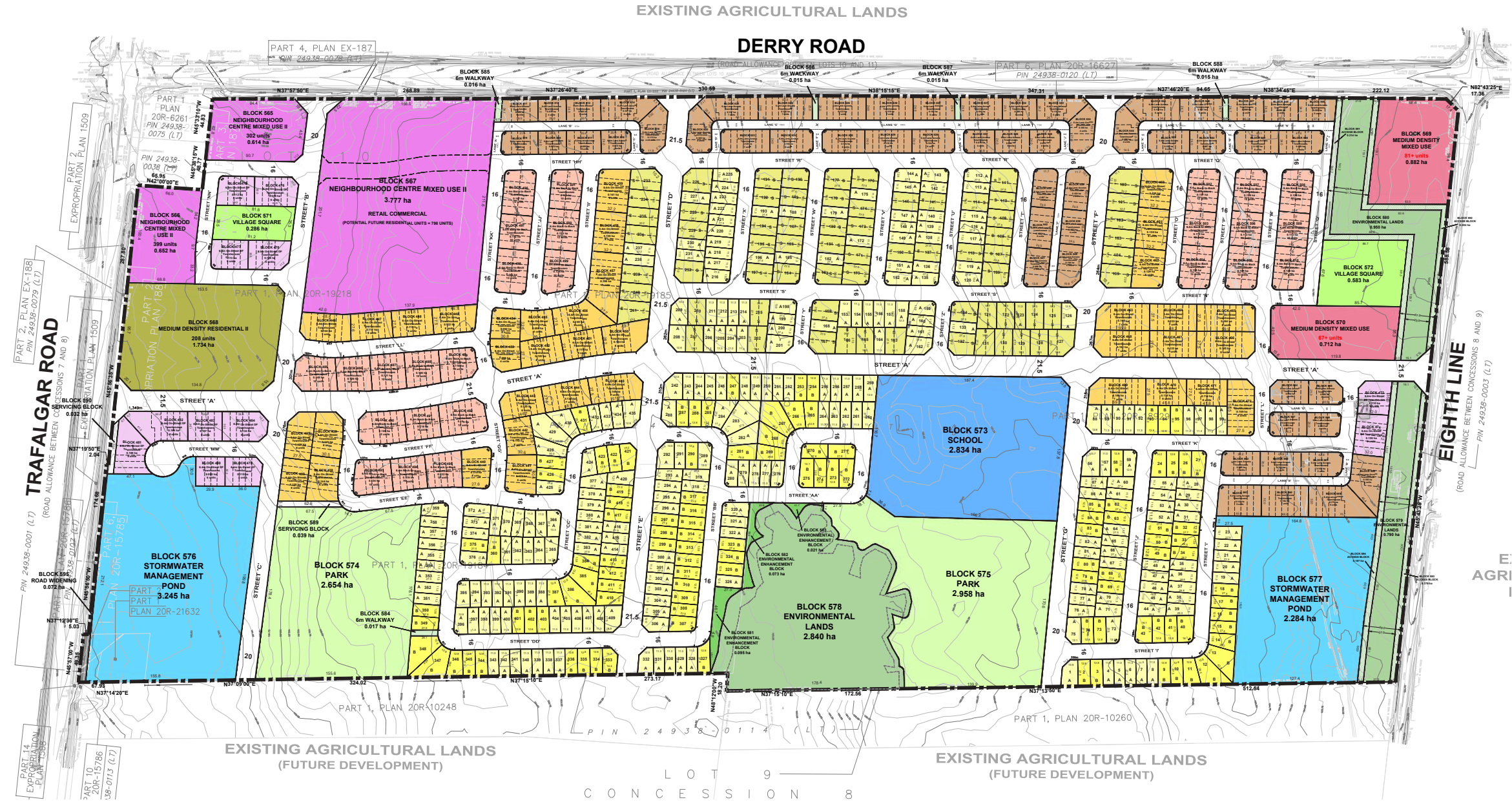
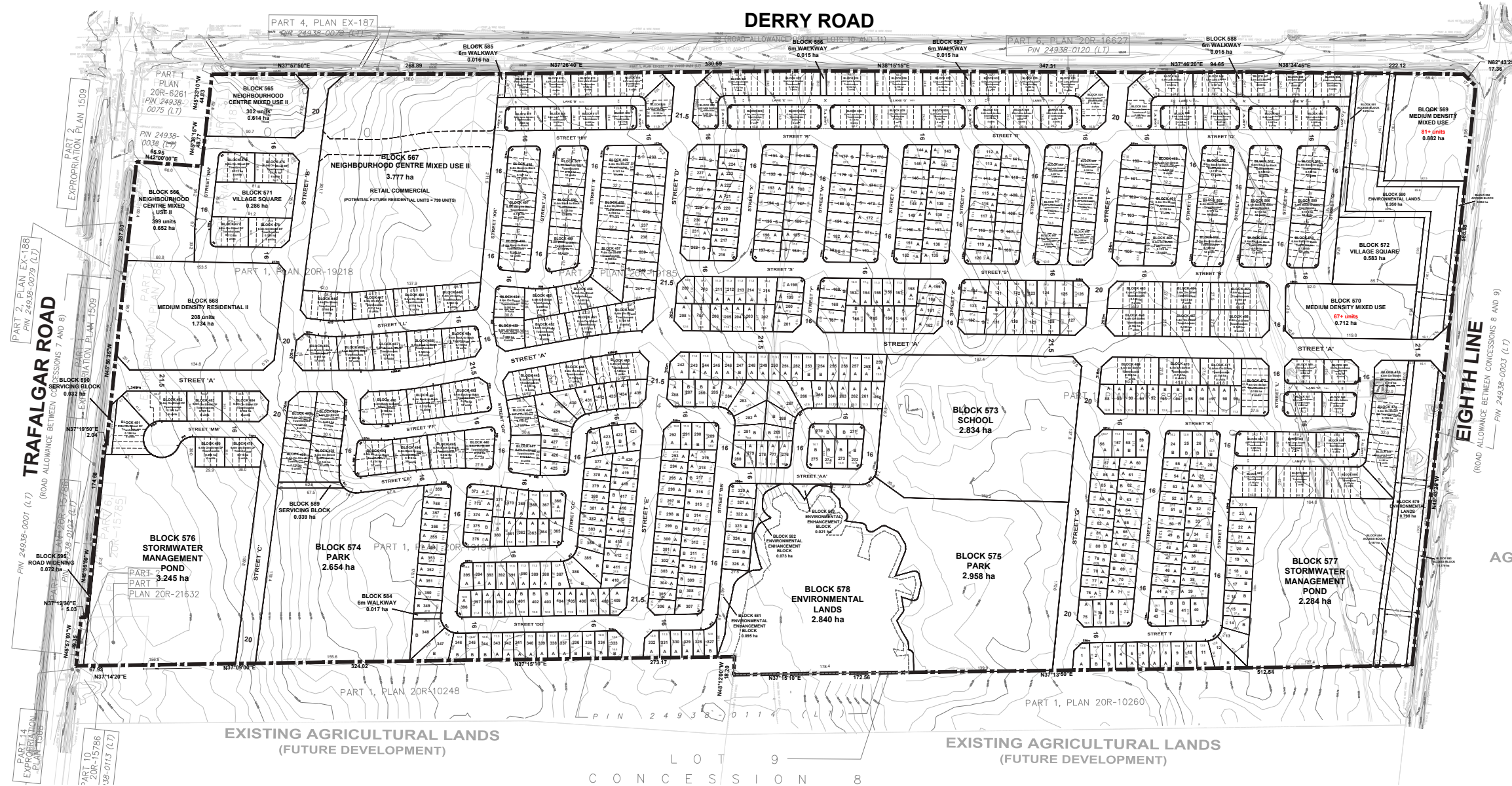


Figure 6 - Concept Plan



## EXISTING AGRICULTURAL LANDS

### DERRY ROAD



**Figure 7 - Draft Plan of Subdivision**

## Structure and Organization

The Draft Plan of Subdivision ("DPOS") has been structured based on the Community Structure Plan established in the Trafalgar Secondary Plan and the draft Tertiary Plan, and includes the following elements:

- the development of a **Neighbourhood Centre** at the intersection of Trafalgar Road and Derry Road (Blocks 565, 566, 567, and 568 of the DPOS) providing a full mix and range of uses at transit-supportive densities, which has been strategically located within the plan area to optimize access to planned higher-order transit service along Trafalgar Road. The Neighbourhood Centre blocks present opportunities to provide a mix of non-residential uses in proximity to multiple neighbourhoods as well as to the travelling public;
- a **Local Centre** generally located at the southwest corner of Derry Road and Eighth Line (Blocks 569 and 570 of the DPOS) to provide opportunities for the location of non-residential/retail/commercial uses appropriate to meet local residents' needs within walking distance to transit and residential areas;
- Medium-density residential uses** along the peripheries of the plan area, particularly along Derry Road and Trafalgar Road and low-density residential uses within the interior of the subject site;
- the protection of key **natural heritage features** and their buffers;
- the provision of two (2) **public parks** (Park Type 2) (Blocks 574 and 575 of the DPOS) in locations that maximize the number of residents within walking distance and two (2) **stormwater management ponds**;
- the provision of a centrally-located **public school block** (Block 573 of the DPOS) located at the intersection of two key collector roads and co-located with a large public park and environmental block; and
- the provision of an extensive network of public collector and local roads and public laneways, with a high urban porosity and walkable block lengths to encourage walking, active forms of transportation and public transit usage.

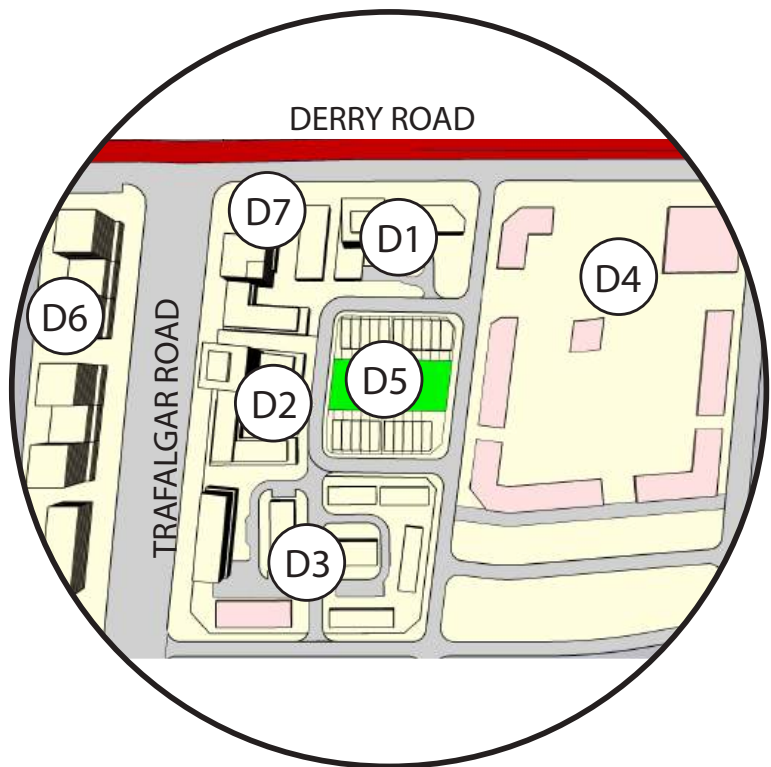
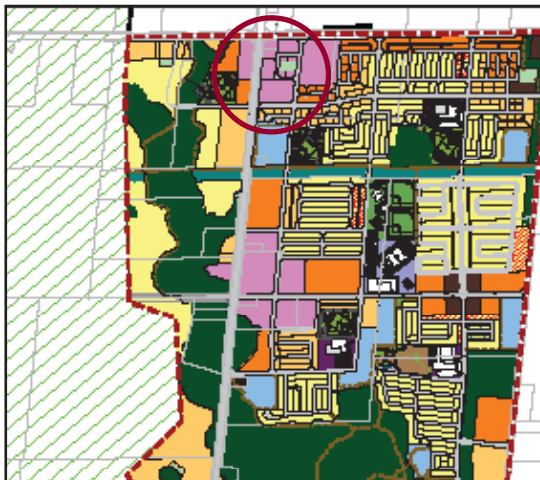
## Neighbourhood Centre

In accordance with the Trafalgar Secondary Plan, three (3) Neighbourhood Centre blocks are proposed at the southeast corner of Trafalgar Road and Derry Road (Blocks 565, 566, 567). These blocks are proposed to accommodate high-density residential and non-residential uses in the form of high-rise and mid-rise buildings. These high-density uses are located close to the Derry Road and Trafalgar intersection. Trafalgar Road, as identified in the Halton Region Official Plan, is a Regional Intensification Corridor and Higher-Order Transit Corridor.

In conformity with the Secondary Plan, the blocks within the Neighbourhood Centre are intended to be developed with mid-rise and tall building forms with commercial uses at grade up to a maximum of 25 storeys in height.

Block 565 is 0.61 hectares in area with approximately 85 metres of frontage on Derry Road, 43 metres of frontage along Street 'B', and 90 metres of frontage on Street 'NN'. Based on the concept plan prepared by SGL on **Figure 7**, this block, identified as D1 could accommodate a 13-storey building containing approximately 150 units. Vehicle access to this block would be provided via Street 'NN', a proposed local road.

Block 566 is 0.65 hectares in area with 100 metres of frontage on Trafalgar Road and 100 metres of frontage on Street 'NN'. Vehicle access to Block 567 is proposed from Street 'NN'. As shown in **Figure 8**, identified as D2, this block could accommodate a high-rise built form with a tower height of 25 storeys and approximately 194 residential units.



**Figure 8** - Demonstration Plan for Neighbourhood Centre (Prepared by SGL)



Block 567 has an area of 3.77 ha with 156 metres of frontage on Derry Road, 211 metres of frontage on Street 'KK', and 207 metres of frontage on Street 'B'. As shown on the Draft Plan of Subdivision (**Figure 6**), a future 16 m-wide east-west public road is conceptually shown, which would provide a future mid-block connection between Block 567, connecting Street "NN" and Street "HH".

As an interim condition, the concept plan shown in **Figure 8** (noted as D4) illustrates seven (7) single storey commercial buildings that frame the edges of the public roads with surface parking within the interior of the block. A total of 9,893 m<sup>2</sup> of non-residential gross floor area is proposed.

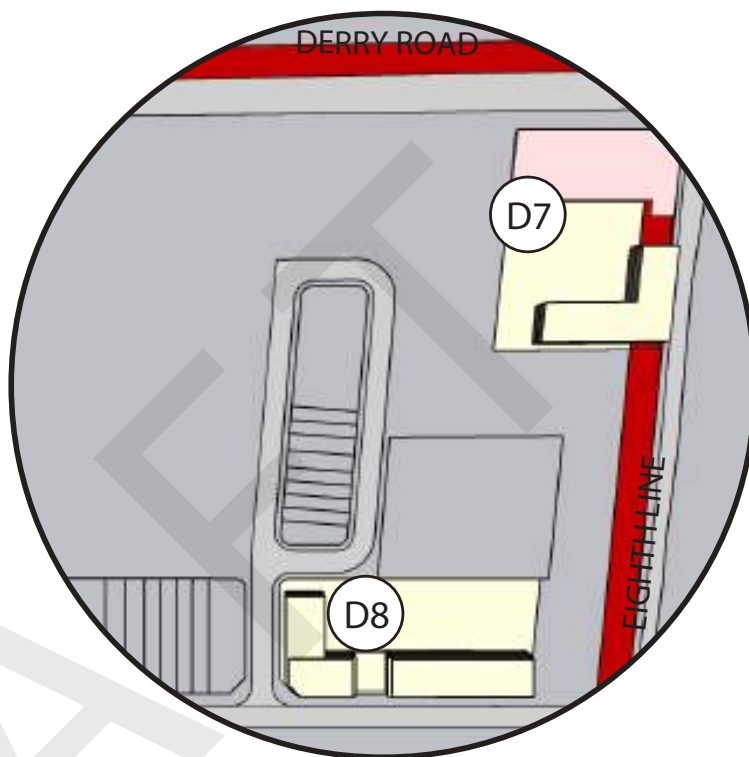
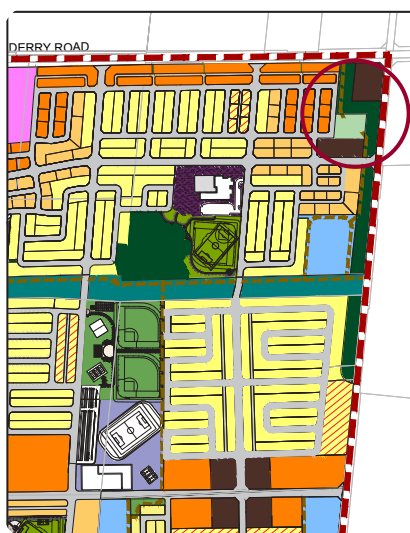
Abutting Block 566 to the south is Block 568. This block is proposed to be 1.73 hectares in area with approximately 95.7 m of frontage on Trafalgar Road, 134.8 m of frontage on Street 'A', 95 metres of frontage on Street 'B' and frontage on Street

'NN'. As shown in **Figure 8**, noted as D3, this block could accommodate 70 units through a mix of 2 and 3-storey residential buildings, a single storey commercial building and an 11-storey mid-rise apartment along Trafalgar Road.

## Local Centre

The Local Centre node, in accordance with the Trafalgar Secondary Plan, is generally located at the northeast corner of the intersection of Street 'A' and Street 'M'. Block 570 is a Medium Density Mixed Use block with an area of 0.71 hectares and frontages of 120 m on Street 'A' and 42.5 m on Street 'M'. As shown in **Figure 9** (labelled as D8), Block 570 could accommodate 6- and 8-storey mid-rise buildings.

At the southwest corner of Eighth Line and Derry Road, is Block 569, a Medium Density Mixed Use Block with an area of 0.88 hectares. As shown in **Figure 9** (labelled as D7), this block could be developed with a single-storey commercial building at the northern end along with a 6-storey mid-rise residential building.



**Figure 9** - Demonstration Plan for Local Centre (Prepared by SGL)



## Medium Density Residential

As per the Trafalgar Secondary Plan, the lands in proximity to the Neighbourhood Centre and the Local Centre along Street "A" are planned to accommodate medium density residential uses within the *Medium Density Residential I* and *Medium Density Residential II* designations, which may include back-to-back townhouses, rear-lane access townhouses, on-street townhouses, and on-street dual-frontage townhouses.

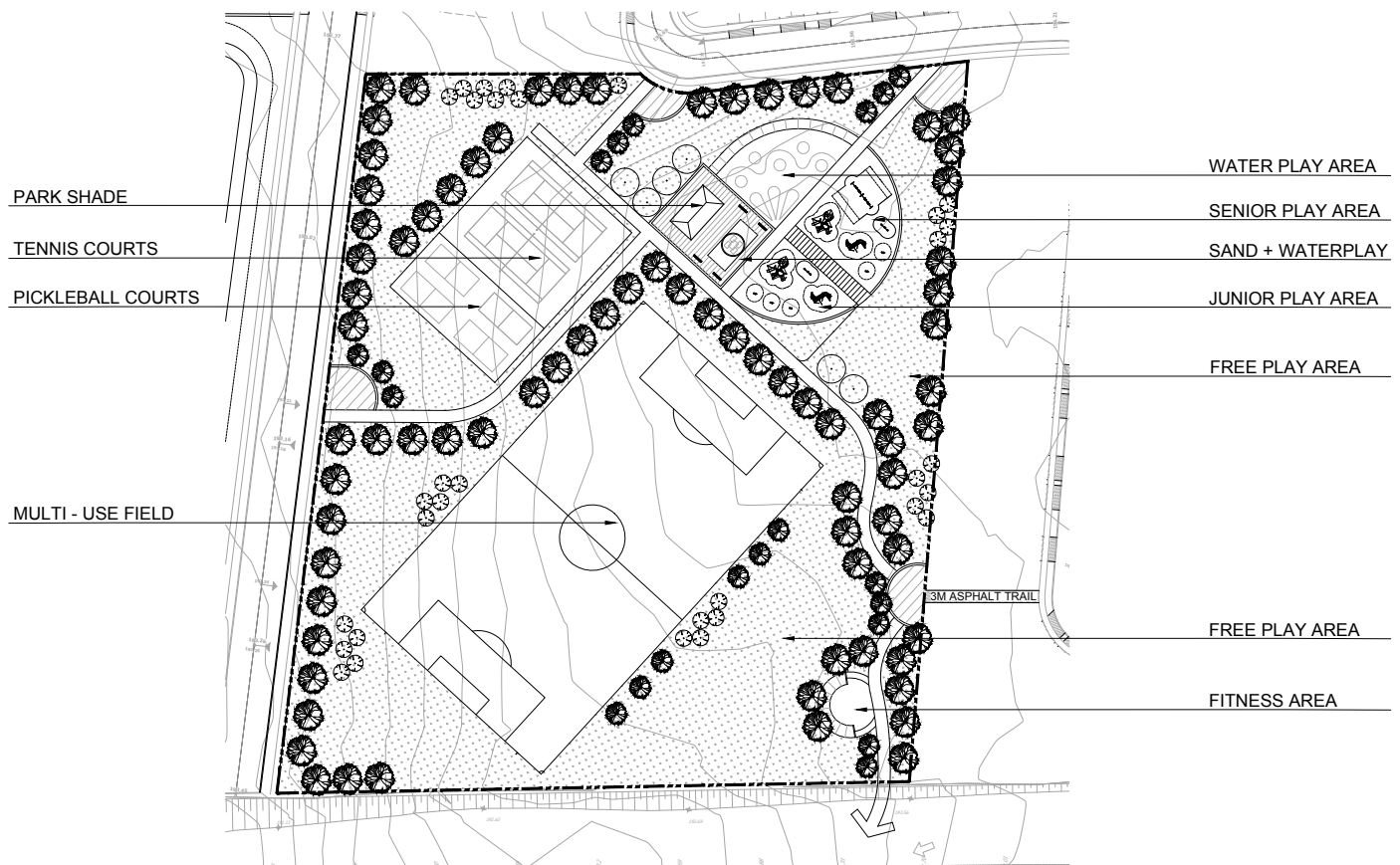
## Low-Density Residential

Within the interior of the subject site, single- and semi-detached dwellings are proposed within the *Low Density Residential* designation. Within the interior of the *Low Density Residential* designation is the public school block, public park blocks and the environmental and environmental enhancement blocks.

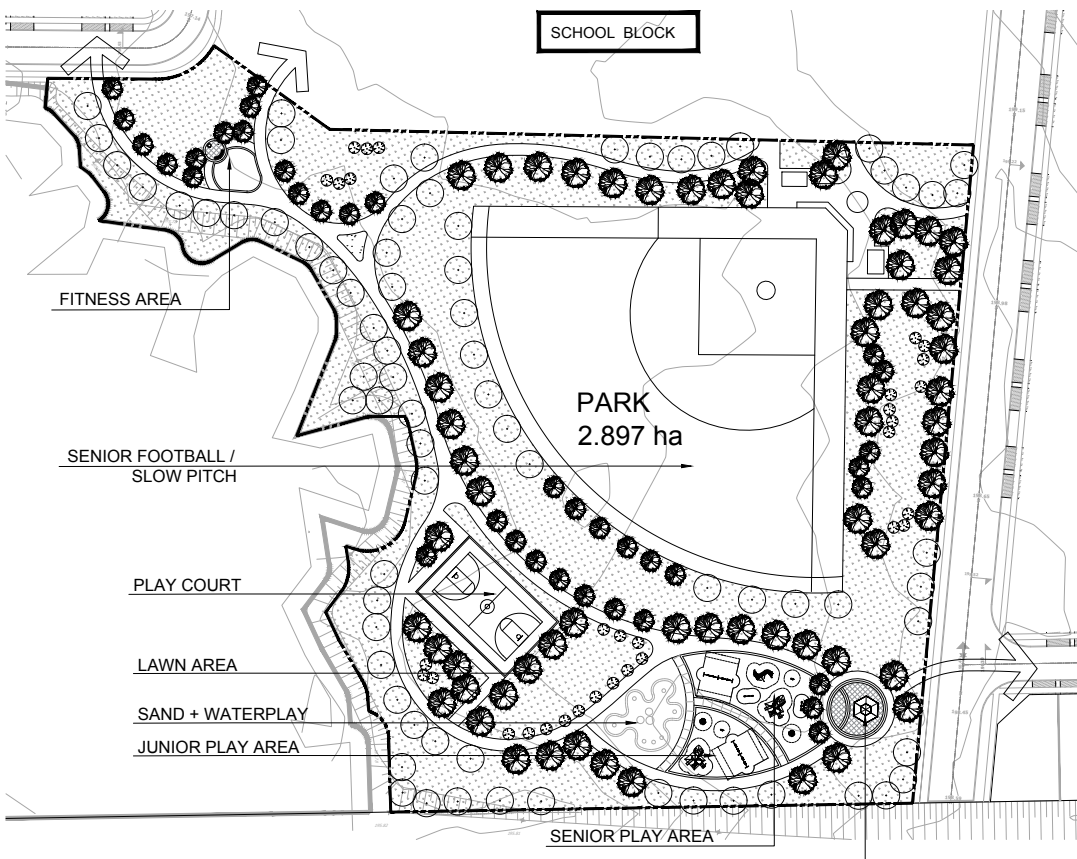
## Public Parks

The Draft Plan of Subdivision proposes two public park blocks (Blocks 574 and 575). Block 574 is situated on the west side of the plan and is proposed to be 2.65 hectares in area with 178 m of frontage on Street 'C' and 82.2 m of frontage on Street 'EE'. A preliminary design for this park is shown in **Figure 10**.

The second park, identified as Block 575 on the DPOS, is 2.95 ha in area with 170.6 m of frontage on Street 'G' and 46 m of frontage on Street 'AA'. This park is co-located with an adjacent natural heritage block (Block 578) and public school block (Block 573). A preliminary design for this park is shown in **Figure 11** and **b**.



**Figure 10** - Facility Fit for Park Block 574 (Prepared by CGLA)



**Figure 11a - Facility Fit Option 1 for Park Block 575 (Prepared by CGLA)**



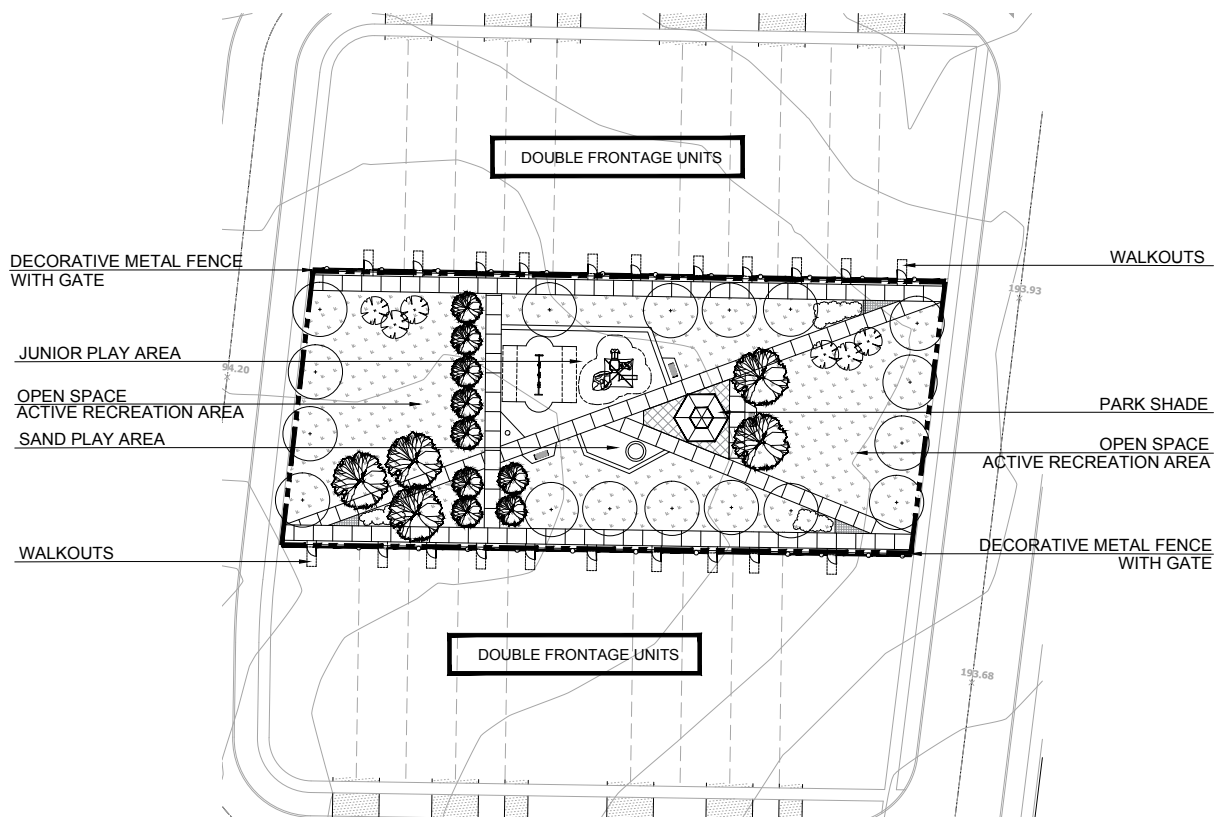
**Figure 11b - Facility Fit Option 2 for Park Block 575 (Prepared by CGLA)**

## Village Squares

Two Village Square blocks are proposed; one within the Neighbourhood Centre and one within the Local Centre. In accordance with the Trafalgar Secondary Plan, the Village Squares are intended to provide public outdoor gathering spaces that provide active and open recreation areas while animating the public realm.

The Village Square block within the Neighbourhood Centre (Block 571) is 0.28 hectares in area with 35.5 m of frontage on Street 'NN' and 35.3 m of frontage on Street 'B'. A preliminary design for this Village Square has been prepared by CGLA, as shown in **Figure 12**.

The Village Square block within the Local Centre (Block 573) has an area of 0.58 ha with a frontage of 67.6 m on Street 'Q'. A preliminary design for this Village Square is shown in **Figure 13**.



**Figure 12** - Facility Fit for Village Square Block 571 (Prepared by CGLA)



**Figure 13** - Facility Fit for Village Square Block 572 (Prepared by CGLA)

### Streets and Laneways

In accordance with the Trafalgar Secondary Plan, four future collector roads are proposed along with several local public roads and a network of public laneways. The proposed roads are as follows:

**Table 1** - Proposed Roads

Street Name	Width	Direction
Collector Roads		
Street 'A'	21.5 m	East-West
Street 'B' & Street 'C'	20 m	North-South
Street 'D' & Street 'E'	21.5	North-South
Street 'F' & Street 'G'	20 m	North-South
Local Roads		
Street 'I' to Street 'NN'	16 m	Varies
Public Laneways		
Lane 'A' to Lane 'H'	9.5 m	Varies

All new local public roads are proposed with right-of-ways in the order of 16.0 metres. The network of local public roads has been designed to maximize porosity and encourage walkability and active forms of transportation, through the grid-like system and walkable block lengths.

A network of public laneways is also proposed throughout the subject site and are generally located at the north end of the DPOS, intended to service the Rear Lane Access Townhouses along Derry Road. These laneways are also located to the south of Street 'A' and just west of Eighth Line, intended to service the Lane Access Townhouses located in this vicinity.

## **Stormwater Management and Environmental Blocks**

Three (3) Environmental blocks are proposed (Blocks 578, 579, and 580). Block 578 is located adjacent to Park Block 576, in the south-central portion of the subject site and contains a woodland, wetland, and required buffer. Three (3) Environmental Enhancement blocks are proposed surrounding Block 578. Blocks 579 and 580 are located along Eighth Line and contain a watercourse that is proposed to be relocated and naturalized through the proposed development.

Two (2) stormwater management blocks are proposed to accommodate traditional stormwater management ponds. These ponds, as detailed in the supporting landscape and stormwater management report/plans, will contain a network of walking trails and will contribute to the amount and availability of open space within the subject site and the Trafalgar Secondary Plan as a whole.



## 3.2 Summary

Below is a summary of the blocks and residential units within the proposed Draft Plan of Subdivision.

**Table 2 - Draft Plan of Subdivision Statistics**

Land Use	Lots/Blocks	Area (ha)	Proportion of Draft Plan of Subdivision Area
Single Detached Dwellings	1-435	16.857 ha	21.1%
Semi-Detached Dwelling			
On-Street Townhouses	436-484	6.364 ha	8.0%
On-Street Dual-Frontage Townhouse			
Back-to-Back Townhouses	485-510	3.433 ha	4.3%
Rear Lane Access Townhouses	509-565	5.599 ha	7.0%
Neighbourhood Centre Mixed Use II	565-567	5.043 ha	6.3%
Medium Density Residential II	568	1.734 ha	2.2%
Medium Density Mixed Use	569-570	1.594 ha	2.0%
Village Square Blocks	5721-571	0.869 ha	1.1%
School	573	2.834 ha	3.5%
Parks	574-575	5.612 ha	7.0%
Stormwater Management Ponds	576-577	5.529 ha	6.9%
Environmental Lands	578-580	4.580 ha	5.7%
Environmental Enhancement Blocks	581-583	0.189 ha	0.2%
Walkways	584-588	0.078 ha	0.1%
Servicing Blocks	589-590	0.039 ha	0.05%
Access Blocks	591-594	0.784 ha	1.0%
Road Widening	592	0.071 ha	0.1%
Collector Roads	--	6.631 ha	8.3%
Local Roads	--	10.818 ha	13.5%
Public Lanes	--	1.222 ha	1.5%
<b>TOTAL</b>		<b>79.880 ha</b>	<b>100%</b>

Below is a summary of the proposed unit types:

Unit Type	Number of Dwelling Units	Proportion of Dwelling Units
Single Detached Dwellings	366	15.1%
Semi-Detached Dwellings	138	5.7%
On-Street Townhouses	224	9.3%
Dual-Frontage Townhouses	61	2.5%
Lane Access Townhouses	289	12.0%
Back-to-Back Townhouses	282	11.7%
Neighbourhood Centre Mixed Use II	701	29.0%
Medium Density Residential II	208	8.6%
Medium Density Mixed Use	148	6.1%
<b>TOTAL</b>	<b>2,417</b>	<b>100%</b>

### 3.3 Required Approvals

A Zoning By-law Amendment application is required to rezone the subject site from Future Development (FD) within the Town's Comprehensive Zoning By-law 016-2024 (HUSP Urban Area) to a combination of site-specific Residential Medium Density (RMD), Mixed Use (MU), Open Space (OS), Major Institutional (I) and Natural Heritage System (NHS) zones, in order to establish development standards that will implement the policies of the Trafalgar Secondary Plan and draft Tertiary Plan that is nearing Council-endorsement.

A Draft Plan of Subdivision application is required to subdivide the land into development blocks and residential lots, in addition to facilitating the delivery of public infrastructure such as the public roads, public parks, and stormwater management facilities. In our opinion, the proposed Draft Plan

of Subdivision conforms with the Halton Region Official Plan, Town of Milton Official Plan, as well as the Trafalgar Secondary Plan and as such, an Official Plan Amendment is not required.

Future Site Plan Control applications will be required at a later stage of the development approval process for the Neighbourhood Centre and Mixed-Use blocks.



4

# Policy & Regulatory Context



As set out below, the Applications are supportive of the overall policy directions set out in the *Planning Act*, the Provincial Planning Statement, the Region of Halton Official Plan, and the Town of Milton Official Plan, including the Trafalgar Secondary Plan, all of which support the efficient use of land and infrastructure within greenfield areas intended for redevelopment.

## 4.1 Planning Act R.S.O 1990 c. P.13

The Planning Act is a provincial document providing the foremost planning framework which guides land use planning in Ontario, and describes how lands may be controlled, and who can control them.

The purposes of the *Planning Act R.S.O. 1990* ("Planning Act") are outlined in Section 1.1 and include the following:

- To promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 provides the matters of Provincial interest and indicates that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under the *Planning Act*, shall have regard for matters of provincial interest, including:

- a. the protection of ecological systems, including natural areas, features and functions;
- b. the protection of the agricultural resources of the Province;

- c. the conservation and management of natural resources and the mineral resource base;
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e. the supply, efficient use and conservation of energy and water;
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g. the minimization of waste;
- h. the orderly development of safe and healthy communities;
  - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j. the adequate provision of a full range of housing, including affordable housing;
- k. the adequate provision of employment opportunities;
- l. the protection of the financial and economic well-being of the Province and its municipalities;
- m. the co-ordination of planning activities of public bodies;
- n. the resolution of planning conflicts involving public and private interests;

- o. the protection of public health and safety;
- p. the appropriate location of growth and development;
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r. the promotion of built form that,
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Section 2.1 (1) of states that when an approval authority or the Tribunal makes a decision under this Act that relates to a planning matter, it shall have regard to,

- a. any decision that is made under this Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 51(24) of the *Planning Act*, specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality and to:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;
- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

- d. the suitability of the land for the purposes for which it is to be subdivided;
  - (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f. the dimensions and shapes of the proposed lots;
- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. conservation of natural resources and flood control;
- i. the adequacy of utilities and municipal services;
- j. the adequacy of school sites;
- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area

As discussed in Section 5.0 of this report, it is our opinion that the Applications have appropriate regard for the matters of provincial interest outlined in Section 2 and meet the criteria for the division of land outlined in Section 51(24).

## 4.2 Provincial Planning Statement, 2024

On August 20, 2024, the Ministry of Municipal Affairs and Housing ("MMAH") released the Provincial Planning Statement (the "Planning Statement"), which came into effect on October 20, 2024. The Planning Statement replaces the former Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe ("Growth Plan") (2019).

The Planning Statement provides policy direction on matters of Provincial interest related to land use planning and development and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the Provincial Planning Statement. In this regard, Policy 6.1 provides that the Planning Statement "shall be read in its entirety and all relevant policies are to be applied to each situation".

Compared with the former Provincial Policy Statement (2020) and Growth Plan (2019), the Planning Statement is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, and cultural heritage and natural areas.

Chapter 1 of the Planning Statement sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

*"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."*

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

*"...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians."*

One of the key policy directions that continues to be expressed in the Planning Statement is to build complete communities with a mix of housing options and promoting efficient development and land use patterns.



Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 contains policies related to Settlement Areas, which the subject site is located within. As it relates to the subject site, Policy 2.3.1(1) directs that settlement areas shall be the focus of growth and development. Policy 2.3.1(2) goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

As per the Planning Statement, the subject site is considered a *designated growth area* which "means lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. *Designated growth areas* include lands which are designated and available for residential growth in accordance with Policy 2.1.4.(a), as well as lands required for employment and other uses."

Policy 2.3.1 (5) states that planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*. As per Appendix – Schedule 1, the Town of Milton is considered a *large and fast-growing municipality*.

Policy 2.3.1(6) also states planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Section 2.9 of the Planning Statement addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Section 2.4 includes policies related to *strategic growth areas* which are relevant to the subject site. *Strategic growth areas* are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, among other things, lands along major roads, arterials, or other areas with existing or planned *frequent transit* or *higher order transit corridors*. As per the Halton Region Official Plan, Trafalgar Road abutting the subject site is identified as a higher order transit corridor.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

Chapter 3 includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, place emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up to date with their official plans and the Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

For the reasons set out in Section 5.0 of this report, it is our opinion that the Applications are consistent with the Provincial Planning Statement.



### 4.3 Provincial Housing and Population Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for the Town of Milton is 21,000 dwelling units. Furthermore, the latest population projections for Halton Region published by the Ministry of Finance, dated October 1, 2024, estimate a population of 735,376 persons by 2031 (980,338 persons by 2051).

### 4.4 Official Plans

On July 1, 2024, through changes to the *Planning Act*, the Province identified the Region of Halton as an "upper-tier municipality without planning responsibilities". As a result, the Regional Official Plan is no longer an official plan for the Regional Municipality of Halton. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Halton (Town of Milton, City of Burlington, Town of Halton Hills, and Town of Oakville), until it is revoked or amended by the respective municipality.

This means that there are now two Official Plans which apply to the Town of Milton – the Halton Regional Official Plan, 1995 ("ROP"), and the Town of Milton Official Plan, 1996.

The Halton Region Official Plan, 1995, was approved by the Minister of Municipal Affairs and Housing, with modifications, on November 27, 1995, and there have since been several subsequent amendments and modifications.

In November 2019, the Town formally initiated the "We Make Milton" Official Plan review project in accordance with Section 26 of the *Planning Act*. On March 17, 2025 Town Council adopted an amendment to the Town of Milton Official Plan, OPA 92. This is

the first comprehensive amendment in the official plan review process and was prepared to conform with all Provincial plans including the new Planning Statement. OPA 92 has since been submitted to the Ministry of Municipal Affairs and Housing and approval from the Ministry is required prior to it being in force and effect.

Through OPA 92, the Town removed Halton Region Official Plan policies that are redundant or no-longer in use and the remaining applicable policies of the Halton Region Official Plan have been incorporated as a new section of the adopted OPA 92. Therefore, once approved by the Minister of Municipal Affairs and Housing, the ROP will no longer be a standalone policy document and its policies will be contained within the Town of Milton Official Plan.

The Trafalgar Secondary Plan, as adopted by the Town of Milton on March 25, 2019 (B-law 030-2019) and approved by the OLT via orders issued February 8, 2024 and July 22, 2024 is incorporated into Part 2, Section C.11 of OPA 92. Through OPA 92 some of the detailed implementation policies in Part 2, which contains all the Town's Secondary Plans, were updated to ensure they are consistent with the new policies or are consistent with new studies such as the Transportation Master Plan, 2024. Other policies remained the same and will be updated through the next phase of the Official Plan review process. The next phase of work for the review process will include updating policy cross references within the Secondary Plans.

Given a decision by the Minister of Municipal Affairs and Housing is pending, we have reviewed the in-effect ROP policies for the purposes of this report.

## Halton Region Official Plan (May 16, 2024 Consolidation)

The ROP establishes policies to guide how the Region of Halton will grow and develop.

In 2009, the Region of Halton concluded a Municipal Comprehensive Review ("MCR") process with the adoption of ROPA 38 (By-law 162-09). In November 2011, the Province modified and approved ROPA 38. This decision was subsequently appealed in its entirety to the Ontario Municipal Board (OMB), now known as the Ontario Land Tribunal (OLT). On January 13, 2016, the OMB issued an Order confirming the approvals in principle it granted on May 7, 2015, May 19, 2015, June 15, 2015, and September 28, 2015. This is in addition to Orders dated March 17, 2015, October 2, 2014 and February 4, 2014.

ROPA 38 updated the ROP based on a preferred growth scenario for the Region that required lands be added to the urban boundary to accommodate population and employment growth to 2031. This included lands in the Town of Milton and specifically the subject site.

The ROP has undergone a number of additional amendments since the adoption of ROPA 38 with the most recent amendments being ROPA 48 and ROPA 49. Starting in 2014, the Region of Halton commenced another MCR to update the ROP to conform to Provincial plans and policies since the last MCR. The purposes of this MCR were to ensure that the ROP continues to meet the needs of the community and to develop a strategy to accommodate growth in Halton Region to the year 2051. The first amendment adopted by Regional Council as part of this review was ROPA 48, which defined a Regional Urban Structure in Halton, was approved by the MMAH on November 11, 2021 and is now in-effect.

Regional Council also adopted ROPA 49 (By-law 35-22) on June 15, 2022 which implemented Regional Council's direction to accommodate population and employment growth within Halton's existing

Regional Urban Boundary to 2041 and provides a framework for planning for growth within the Region from 2041 to 2051. ROPA 49 also includes other updates that support Halton's growth strategy, including updates to intensification and density targets, development phasing, the Regional Urban Structure, Strategic Growth Areas, Employment Areas, and corridor protection, among other things.

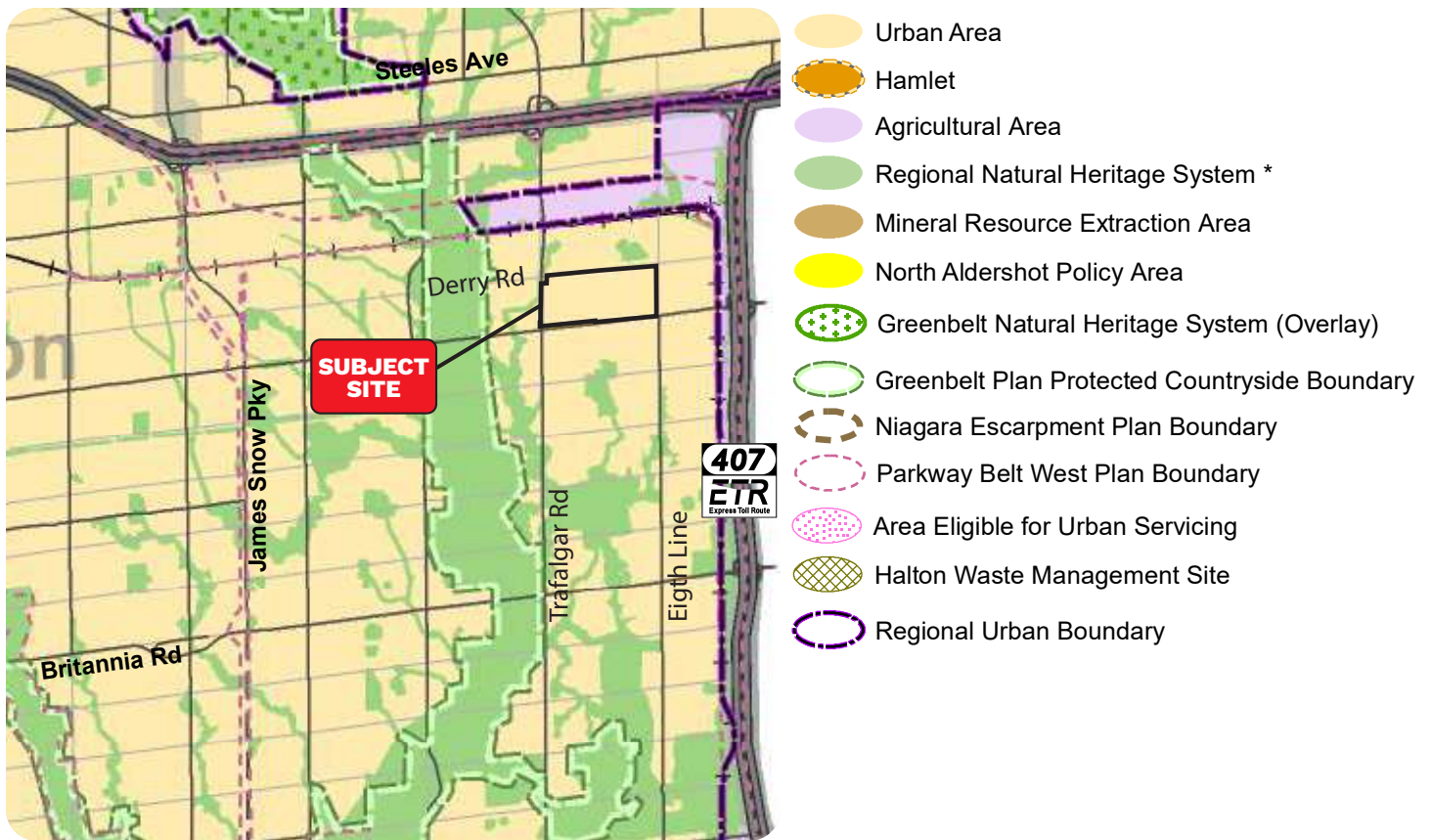
### Halton's Regional Structure

The subject site is within the Regional Urban Boundary. It is designated *Urban Area* and a portion of it is within the *Regional Natural Heritage System*, as shown on Map 1 – Regional Structure (**Figure 14**). The lands to the south, west and north are also designated *Urban Area* and are within the Regional Urban Boundary. The lands north of the railway, to the north of the subject site, and the lands on the west side of Highway 407, are outside of the Regional Urban Boundary and are designated *Agricultural Area*.

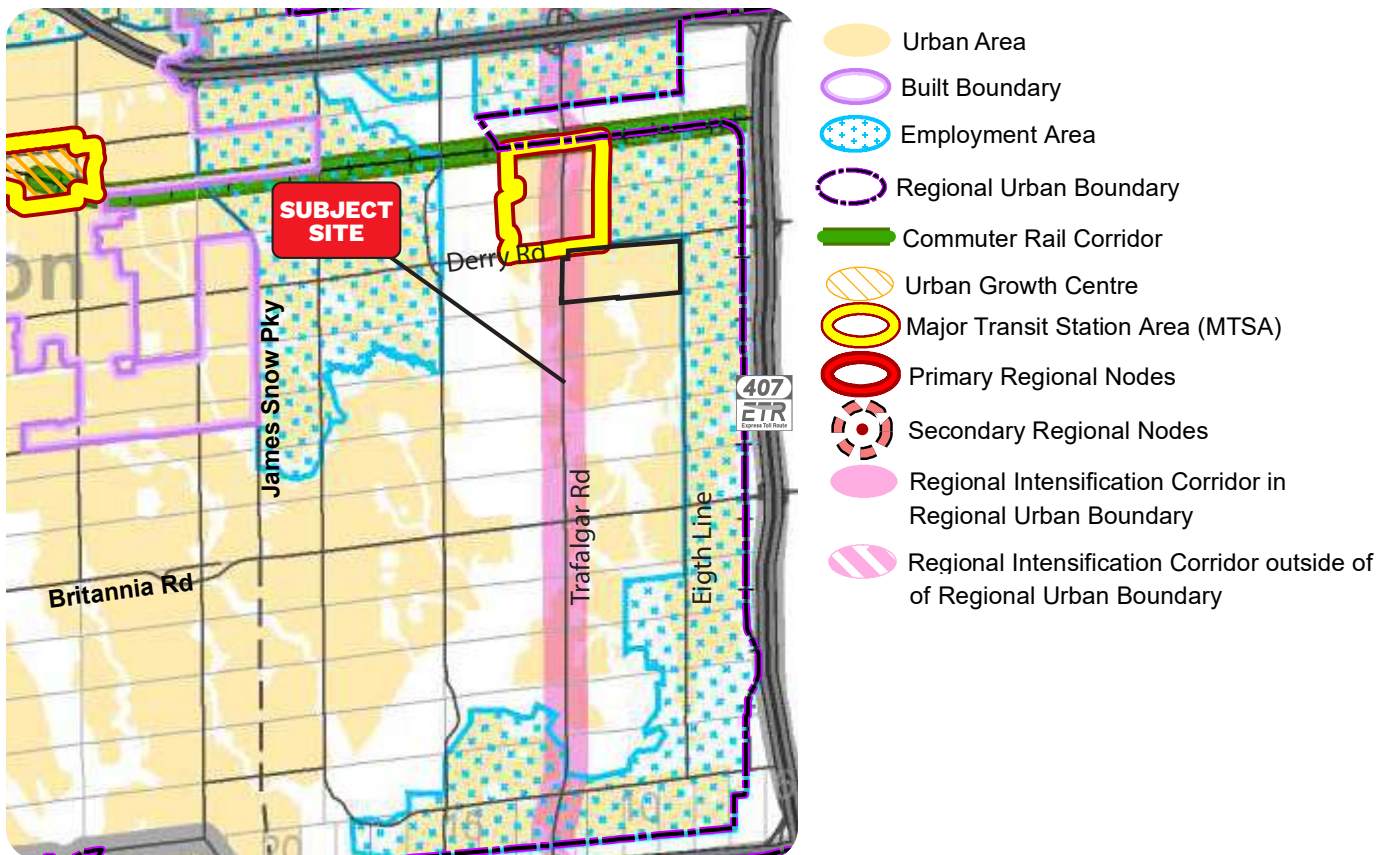
The Region's structure is further explained on Map 1H, which identifies the *Built Boundary* of the Region's municipalities, as well as Regional transit corridors and Nodes. The subject site is located within the *Urban Area* and is located outside of the *Built Boundary* of the Town of Milton (**Figure 15**). Trafalgar Road is identified as a "Regional Intensification Corridor in the Regional Urban Boundary".

On Map 3 – Functional Plan of Major Transportation Facilities, Trafalgar Road is identified as a *Higher Order Transit Corridor* with a *Proposed Major Transit Station* located approximately 1.2 kilometres north of the subject site.

Both Derry Road and Trafalgar Road are classified as *Major Arterial* roads on Map 3 – Functional Plan of Major Transportation Facilities. Derry Road has a right-of-way requirement of 42 metres while Trafalgar Road has a requirement of 47 m (Map 4 – Right-of-Way Requirements of Arterial Roads).



**Figure 14 - Halton Region Official Plan Map 1 – Regional Structure**



**Figure 15 - Halton Region Official Plan Map 1H– Regional Urban Structure**



## Urban Area

Part III, Policy 72 sets out the objectives for the Urban Area which states the goal of the *Urban Area* and Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility access across Halton, addresses climate change, and improved housing affordability, sustainability, and economic prosperity. As per Policy 72.1, the primary objectives of the *Urban Area*, are to: accommodate growth in a manner that improves and maintains units within the Region; support growth that is compact, transit-supportive and conducive to non-motorized modes of travel to reduce the dependence on the automobile, make efficient use of space and services, promote live-work relationships and foster a strong and competitive economy; provide complete communities with growth taking place commensurately both within and outside the *Built Boundary*.

## Designated Greenfield Areas

Pursuant to Policy 75 and Table 2 of the ROP, the *Designated Greenfield Areas* within the Town of Milton, which includes the subject site, are planned to accommodate a minimum overall development density of 59 residents and jobs per gross hectare.

Policy 77(2.4) provides that development in the *Designated Greenfield Areas* is required to:

- a. contribute towards achieving the development density and Regional phasing targets as outlined in Table 2 and 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*.

## Strategic Growth Areas and Regional Intensification Corridor

*Strategic Growth Areas* are defined by the ROP as lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment *intensification* and higher-density mixed uses in a more compact built form. *Strategic Growth Areas* include Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes as identified in Local Official Plans.

Regional Corridors are defined as "*Strategic Growth Areas* identified along major roads, arterials or higher order transit corridors that are planned to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects". As shown on Map 1H – Regional Urban Structure, Trafalgar Road is shown as a *Higher Order Transit Corridor*. In this regard, the subject site forms part of a *Strategic Growth Area*, as defined by the ROP.

Policy 79 outlines the objectives for Strategic Growth Areas which include, but are not limited to, providing an urban form that complements the existing context, reducing reliance on the automobile and fostering active transportation in order to promote the development of complete communities. Policy 79 further provides that *Strategic Growth Areas* are to:

- (4) provide a diverse and compatible mix of land uses, including residential and employment uses to support neighbourhoods;

- (5) create a vibrant, diverse, and pedestrian-orientated urban environment;
- (7) provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities; and
- (8) support transit and active transportation for everyday activities.

Policy 79.1(4) states that *Regional Intensification Corridors* on Map 1H are subject to policies in Sections 82.3 to 82.7.

Policy 82.3 contains the objectives of the *Regional Intensification Corridors* which includes but are not limited to:

- achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and
- to achieve a mix of residential, office, institutional, and commercial development, where appropriate.

## Housing

With respect to housing, Policy 84 states that the goal for housing is to supply an adequate mix and variety of housing to meet various physical, social and economic needs.

To achieve the Region's housing goals, Policy 86(1) states that the Region will monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole. In addition, Policy 86(6) states that it is the policy of the Region to adopt housing targets whereby at least 65% of new housing units produced annually in the Region be in the form of townhouses or multi-storey buildings to 2031 and that at least 30% of new housing units be affordable or assisted housing.

## Urban Services

Sections 87 to 89 of the ROP provide the goals, objectives and policy framework with respect to urban water and wastewater treatment services. The goal for urban services throughout the Region, is to ensure the adequate provision of urban services to achieve Halton's development objectives while being conscientious of the need to protect the environment. One objective for urban services in Halton Region are to provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.

## Regional Natural Heritage System and Environmental Quality

Part III, Section 114 is also applicable, given the *Regional Natural Heritage System* designation on a portion of the subject site. Policy 116.1 states that the boundaries of the Regional Natural Heritage System may be refined through the completion of an Environmental Impact Assessment and where it is demonstrated to the satisfaction of the Region that development or site alteration will not result in any negative impacts.

The Region also seeks to maintain, protect and enhance the quality and quantity of both ground and surface water by (in part) restricting development and site alteration in or near sensitive surface and ground water features and requiring an Environmental Impact Assessment to protect, improve or restore such features.

## Transportation

Sections 171 to 173 of the ROP provide the goals, objectives and policy framework with respect to transportation in the Region. Regional objectives with respect to transportation include but are not limited to:

- Developing a balanced transportation system that:
  - reduces dependency on automobile use;
  - includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
  - promotes active transportation.
- Supporting the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.
- Ensuring development is designed to support active transportation and public transit.
- Supporting the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.

Policy 173(22) of the ROP requires the completion of a Transportation Impact Study ("TIS") for any development that will impact traffic in the Region along any road. The TIS must assess the impact of the proposal and recommend any necessary improvements to the transportation network and services consistent with the goals, objectives and policies of the ROP.

Based on our analysis provided in Section 5.0 of this report, it is our opinion that the Applications conform to the applicable policies of the Halton Region Official Plan.

## Town of Milton Official Plan (in effect)

The Town of Milton Official Plan ("OP") (office consolidation December 2024) was adopted by Council on August 26, 1996 and approved by Halton Region on December 14, 1997 with deferrals. The Ontario Municipal Board granted further approvals on July 19, 1999.

Of importance, the Town adopted Official Plan Amendment No. 31 (OPA 31) which was required to bring the OP into conformity with the Growth Plan for the Greater Golden Horseshoe as well as ROPA 38, which brought the subject site along with other lands into the urban boundary. OPA 31 was adopted by the Town of Milton on June 14, 2010 and approved by Halton Region with modifications on November 22, 2018. While a limited number of site-specific appeals remain outstanding, OPA 31 is in full-force and effect as it relates to the subject site.

Subsequently, OPA 92 was adopted by Town Council in March 2025 which represents the first amendment resulting from the Town's latest official plan review. As a result of Bill 185, the ROP became an Official Plan of the Town of Milton. OPA 92 includes the consolidation of certain ROP policies into the Town of Milton Official Plan and will remove the ROP as a standalone policy document, once approved by the MMAH.

Given a decision by the Minister of the MMAH is pending, we have reviewed the in-effect OP policies for the purposes of this report and we have reviewed the adopted policies in OPA 92 in Section 4.6.

Section 2.1 of the Official Plan provides the Planning Framework for the Town. Policy 2.1.1.1 identifies Milton's vision as being an engaging, balanced and safe, liveable, healthy, and connected community. Further goals include a responsible, cost effective and accountable local government, well managed growth and well planned spaces, a diverse and sustainable economy, and a thriving natural environment.



## Urban Area Designation

The subject site is within the *Urban Area* and portions of the site are within the *Natural Heritage System*, as shown on Schedule 1 – Town Structure Plan (**Figure 16**). Within the Urban Area Land Use Plan (Schedule B), the subject site is designated *Sustainable Halton Plan (SHP) Growth Area* with portions designated *Natural Heritage System* (**Figure 17**). The subject site is also located within the “Trafalgar” Planning District (Schedule D – Urban Area Planning Districts, Character Area and Community improvement Area) and within the SHP Urban Area (Schedule D1 – Urban and Rural Districts)

As outlined in Section 2.1.3.2 of the Official Plan, the Town’s *Urban Area* consists of a full range of residential, commercial, industrial / employment, institutional, and open space land uses, and is intended to be the focus of urban development.

Section 2.1.7 contains policies with respect to the Sustainable Halton Plan (“SHP”) *Urban Area* designation. This designation represents land that has been designated to accommodate population and employment growth in the Town for the planning period 2021 to 2031. Policy 2.1.7.2 states that prior to development within the SHP *Urban Area*, land uses shall be established through a secondary planning exercise in accordance with Section 5.4.3 of the OP and supported by appropriate phasing and financial plans. In addition, adequate water supply and wastewater treatment services must be available to accommodate such future development and amenities.

## Growth Management

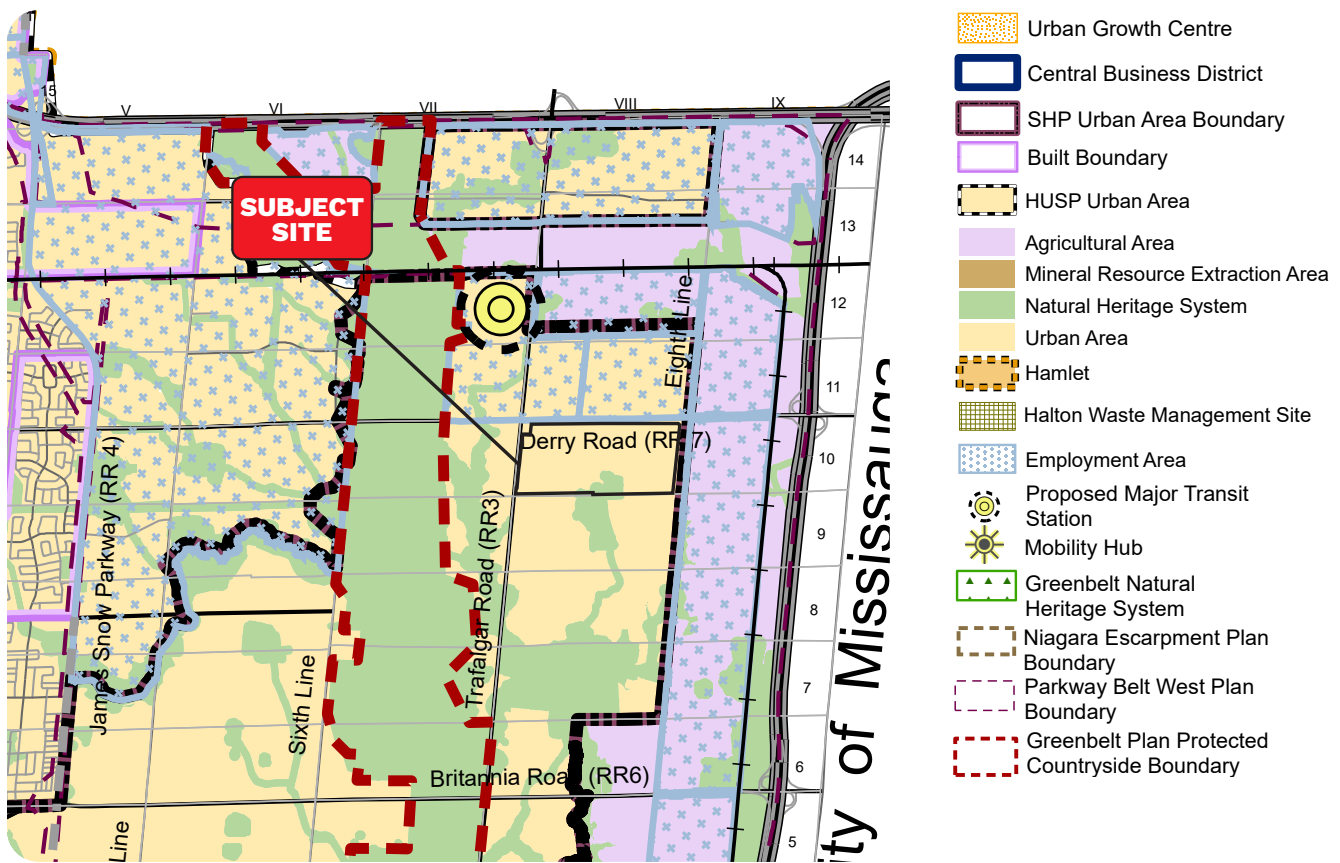
Section 2.1.4 of the Official Plan outlines the Town’s growth management policies, which are intended to plan and manage growth and support the development of a compact, vibrant and complete urban community while protecting and preserving the surrounding agricultural and natural heritage landscapes. Pursuant to Policy 2.1.4.2, the Urban Area is anticipated to accommodate 238,000 people and 114,000 jobs by the year 2031.

Within *designated greenfield areas* specifically, Policy 2.1.4.4 requires a minimum overall development density target of 58 residents and jobs combined per gross hectare be achieved. Policy 2.1.4.5 directs that the minimum density shall be in accordance with the approved Secondary Plans. The subject site is within the Trafalgar Secondary Plan area, which was adopted by Town of Milton Council in March of 2019 and approved by the OLT in 2024. The Secondary Plan is discussed in detail at Section 4.5 of this report.

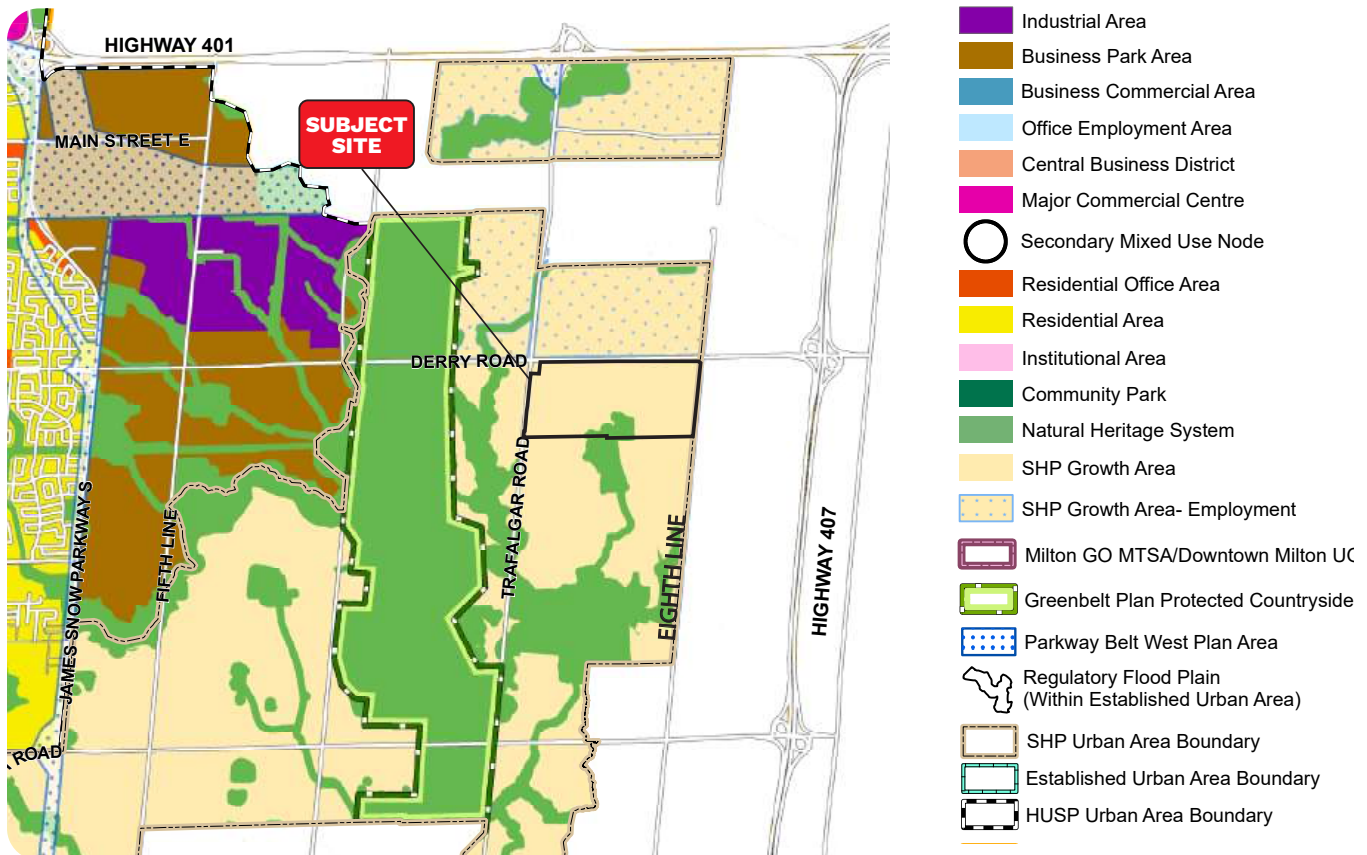
## Environment and the Regional Natural Heritage System

Section 2.2 and 4.8 of the Town of Milton Official Plan contains policies with respect to the natural environment, including the *Regional Natural Heritage System*, which applies to a portion of the subject site. Policy 4.8.1.5 of the Official Plan states that the goal of the *Regional Natural Heritage System* is to ensure that the biological diversity and ecological functions within the Town and broader Halton Region will be preserved and enhanced for future generations.

Policy 4.9.3.1(c) states that refinements to the boundaries of the *Regional Natural Heritage System* may be made through the development approval process and through the preparation of supportive studies, such as a Subwatershed Study and an individual Environmental Impact Assessment, to the satisfaction of the Region and the Town, so long as it has been demonstrated that there are not negative impacts on the natural features and areas or their ecological functions.



**Figure 16 - Town of Milton Official Plan Schedule 1 – Town Structure Plan**



**Figure 17 - Town of Milton Official Plan Schedule B – Urban Area Land Use Plan**

## Energy Conservation

Policies 2.3.3.3 through 2.3.3.5 provide direction with relation to energy conservation. Policy 2.3.3.5 directs that the Town shall promote energy conservation in the review of all development applications. Policy 2.3.3.5(a) states that new development will be encouraged to integrate features that minimize energy consumption, including items such as: the inclusion of mixed-use developments; the retention and augmentation of vegetation; the orientation of development to provide for solar gain; and the integration of renewable energy technologies where appropriate.

Policy 2.3.3.5(b) further states that all new development within the *Urban Area* will be required to consider in its design the provision of accessible active transportation through active transportation such as pedestrian walkways and bicycle paths, and access to public transportation within a maximum walking distance of 400 metres.

## Community and Cultural Services

Section 2.5 of the OP provides direction relating to community and cultural services for residents. Policy 2.5.2.1 states that it is the objective of the Town to provide and maintain a system of parks, open space, and leisure facilities for both active and passive recreation. Policy 2.5.2.2 states it is the objective of the Town to develop an open space system which incorporates a full range of environmental, open space and recreation facilities and Policy 2.5.2.4 speaks to the development of a system of pedestrian trails and a separate system of bikeways for the Urban Area that will link all residential areas, employment areas, the Central Business District and the Town's major open space system.

With respect to parkland, Policy 2.5.3.1 recognizes the importance of recreation facilities, park amenities, trail networks and open space systems in providing opportunities for health and fitness for all its residents. The hierarchy of parks and recreational facilities includes community, district and neighbourhood parks as well as village squares.

## Transportation

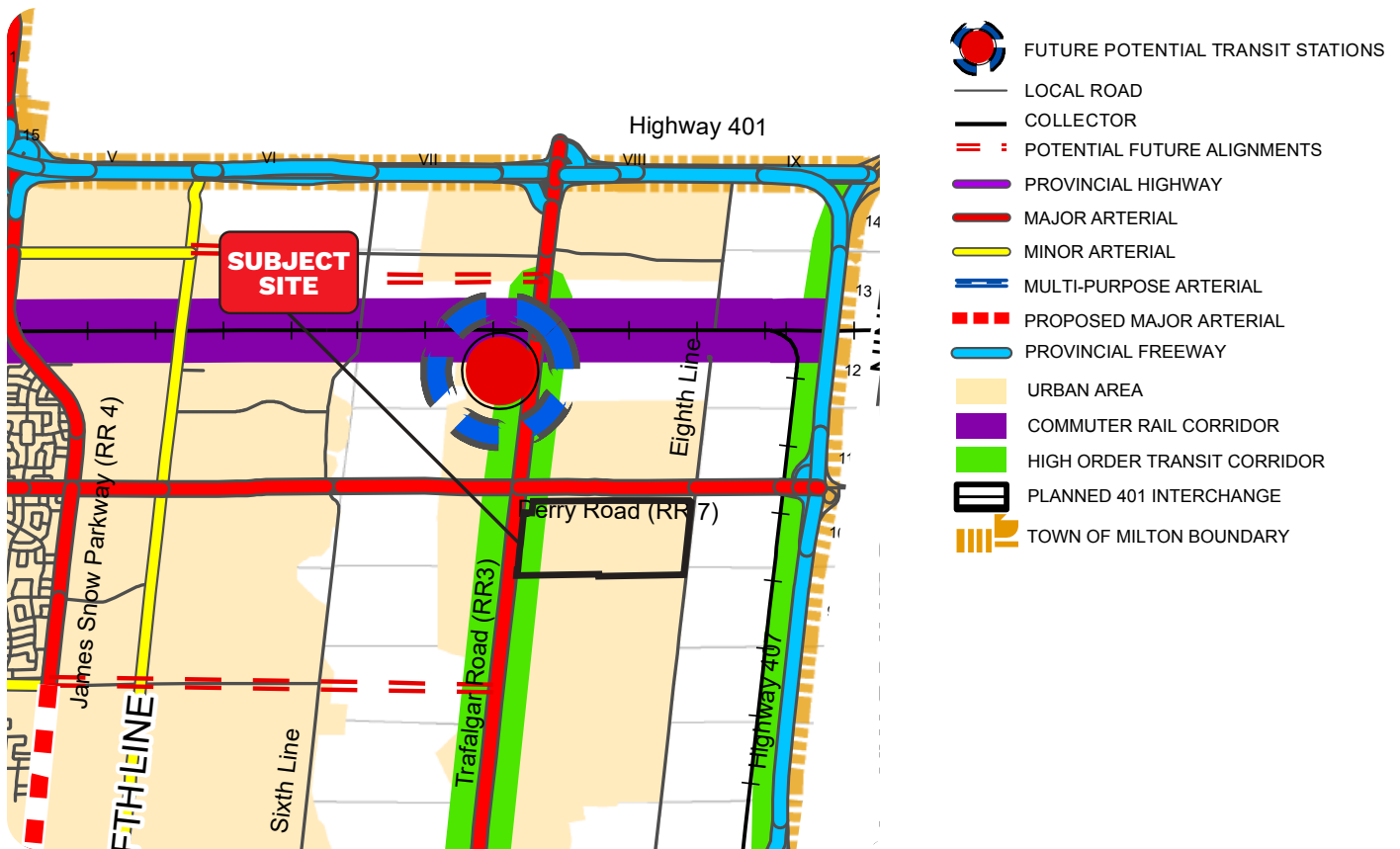
Policy 2.6.3.1 provides policies relating to the Town's transportation system, providing that it shall promote and support traffic movement by walking, cycling and public transit, provide a safe, economic, and efficient rail and highway network, integrate all travel modes, and provide transit service within the *Urban Area*.

As shown on Schedule E – Transportation Plan, Derry Road and Trafalgar Road are both classified as *Major Arterial* roads and Trafalgar Road is also identified as a *High Order Transit Corridor* (**Figure 18**). Table 2 – Function of Transportation Facilities of the OP, provides the general design guidelines for roads within the Town and indicates that Major Arterial roads should:

- be designed with a high degree of access control; and
- be transit-supportive with high density, mixed use development along the right-of-way.

With respect to Higher Order Transit Corridors, the OP includes general design guidelines that state they should be transit-supportive and that high density, mixed use development should be encouraged around stations.





**Figure 18 - Town of Milton Official Plan Schedule E - Transportation Plan**

## Urban Design

Section 2.8 of the Official Plan contains the Town's urban design policies, which are intended to ensure development is designed to achieve a high design standard and positively contributes to the form and function of the built environment. As the subject site is located within the Trafalgar Secondary Plan Area, it is subject to area-specific urban design standards, as outlined in the Trafalgar Urban Design Guidelines and discussed in Section 4.8 below.

## Housing

As it relates to housing, in Section 2.7 of the OP, it is the Town's goal to ensure that a full range of housing types are permitted within the Town to meet a wide range of needs of current and future households and to encourage the inter-mixing of different housing forms and types within neighbourhoods to foster community integration.

Policy 2.7.3.1 provides that housing mix targets for the *Urban Area* shall generally be at least 50 per cent of new housing units produced annually and be in the form of townhouses or multi-storey buildings. Additionally, at least 30 per cent of new housing units produced annually are targeted to be affordable or assisted housing.

## New Milton Official Plan (currently with Minister for approval)

Policy 2.7.3.2 provides that in order to meet the housing targets, the Town will require an appropriate mix of housing by density, type and affordability throughout the *Urban Area* once servicing issues have been resolved. In areas identified for major residential development, proposals which provide a mix of housing forms and densities in each Planning District in the *Urban Area* shall be generally encouraged.

It is our opinion that the Applications conform to the applicable policies of the Town of Milton Official Plan, as discussed in Section 5.0 of this report.

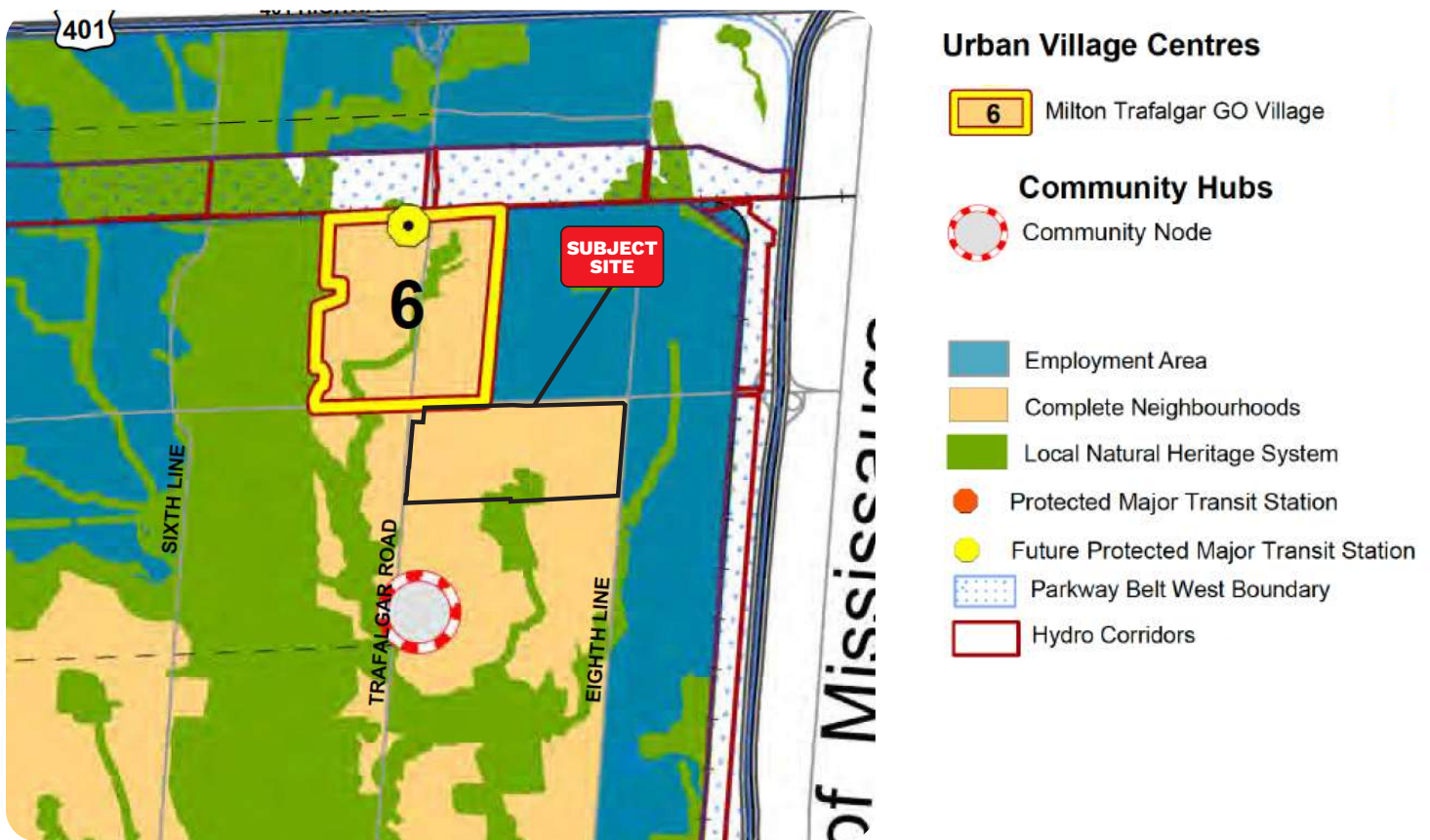
In November 2019, the Town formally initiated the "We Make Milton" official plan review project in accordance with Section 26 of the *Planning Act*. On March 17, 2025, Town Council adopted an amendment to the Town of Milton Official Plan through Official Plan Amendment 92 (OPA 92) ("Adopted OP"). OPA 92 is now with the Minister of MMAH for review and approval.

This is the first comprehensive amendment in the official plan review process and was prepared to conform with all Provincial plans including the new Planning Statement. The adopted amendment also provides updated directions to guide growth to the year 2051; inserts policies to implement the new growth management directions; and incorporates regional policy directions to facilitate coordination with Halton Region.

Through the current phase of the new Official Plan project, Milton planning staff have removed the Halton Region Official Plan policies that are redundant or no-longer in use. The remaining applicable policies of the Halton Region Official Plan have been incorporated as a new section of the Milton Official Plan. Therefore, once approved by the Minister of Municipal Affairs and Housing, the ROP will no longer be a standalone policy document and its policies will be within the Town of Milton Official Plan.

As the Minister's decision is pending at the time of writing this report, we have provided an overview of the applicable adopted policies as they represent the latest Council direction.

Chapter 2 of the Adopted OP includes population and growth forecasts and phasing, as projected by the "Phase 1 Residential and Non-Residential Needs Analysis Study" which includes a Town population of 400,400 by 2051 and Town employment of 156,300 by 2051.



**Figure 19** - Schedule 4 of OPA 92 – Urban Structure

Schedule 2 of the Adopted OP (Growth Phases and Planning Policy Areas) identifies the subject site within the "New Complete Neighbourhoods" category.

Schedule 4 of the Adopted OP (Urban Structure) (**Figure 19**) identifies the subject site as "Complete Neighbourhoods" and located just south of the Milton Trafalgar GO Village.

Similar to the current ROP, Schedule 9 – Local Transportation Plan of the Adopted OP identifies Trafalgar Road as a High Order Transit Corridor.

The Trafalgar Secondary Plan Schedules are also incorporated into the Adopted OP.

Maps 3 (Functional Plan of Major Regional Transportation Facilities) and Map 4 (Right-of-Way Requirements of Regional Arterial Roads) of the ROP, have been included as Maps 1 and 2 which are consistent with the in-effect ROP schedules noted above.

No amendments were made to the Trafalgar Secondary Plan.

In our opinion the requested applications conform to the applicable adopted policies of OPA 92.



## 4.5 Trafalgar Secondary Plan

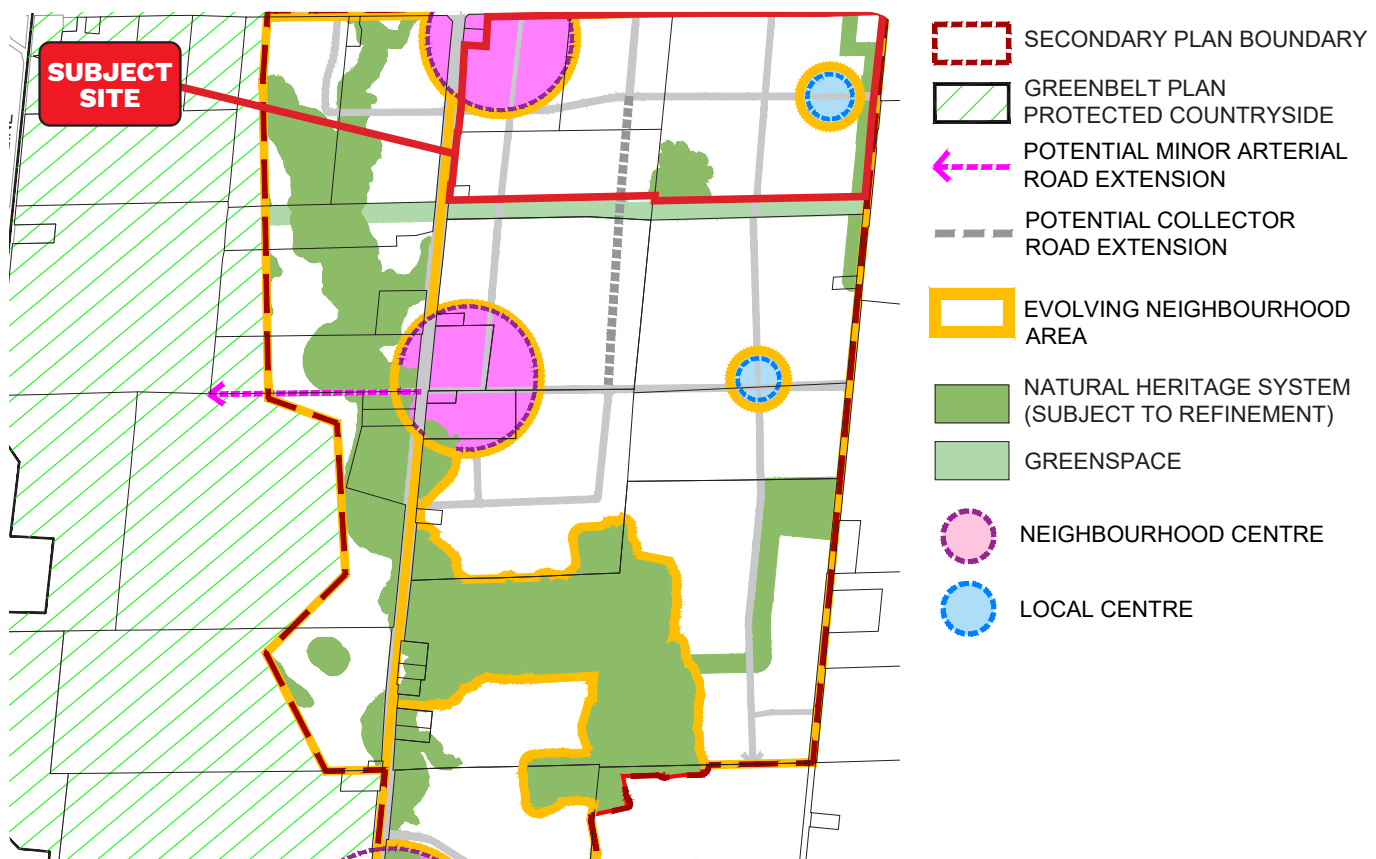
The Town of Milton adopted the Trafalgar Secondary Plan (the "Secondary Plan") through Official Plan Amendment 54 (OPA 54) on March 25, 2019. Following adoption, it was approved by Halton Region, with modifications in September 2022. The Secondary Plan was subsequently appealed to the OLT and was fully approved by the OLT on July 22, 2024. It is therefore now in full force and effect.

The Secondary Plan provides guidance for the development of the new community along the segment of Trafalgar Road between Derry Road and the area to the south of Britannia Road. The Secondary Plan envisions these lands to be developed as a compact, complete community that is transit-supportive, walkable, environmentally sustainable and attractive with high-quality green spaces and a varied mix of housing, jobs, services and community uses. The Trafalgar Secondary Plan area is being planned concurrently with the Agerton Secondary Plan area to the north of the subject site.

## Community Structure

The future development of the Secondary Plan area is primarily guided by a Community Structure Plan, which establishes a land use planning framework that supports higher-order transit.

As per the Secondary Plan's Community Structure Plan (Schedule C.11.A), the northwest corner of the subject site is identified as a *Neighbourhood Centre*. To the west of the intersection of the east-west collector road and Eighth Line is a Local Centre. The interior of the subject site is identified as the Evolving Neighbourhood Area. A portion of the subject site, generally in the south central area of the plan, is identified as the Natural Heritage System, as shown on Schedule C.11.A of the Secondary Plan (**Figure 20**).



**Figure 20 - Trafalgar Secondary Plan Community Structure Plan (Schedule C.11.A)**

## Neighbourhood Centres

Neighbourhood Centres are intended to be the major focal points within the Secondary Plan area and, in this regard, are planned to accommodate the greatest intensity of uses, height and density to optimize planned higher-order transit in the vicinity of Derry and Trafalgar Roads. As stated in Policy C.11.5.4 of the Secondary Plan, Neighbourhood Centres are *strategic intensification areas* and each are intended to provide a "full mix and range of uses at transit-supportive densities between 100 and 160 residents and jobs per gross hectare". The Neighbourhood Centre located at Trafalgar Road and Derry Road may be planned to accommodate 4,800 square metres of non-residential floor area and a minimum of 750 people.

Policy C.11.6.2.3.b).iii) provides that the size, location and configuration of Neighbourhood Retail within each *Neighbourhood Centre Mixed Use II* designation will be determined at the Tertiary Plan stage.

As it relates to density and height, Policy C.11.6.2.3.d) states that development within the *Neighbourhood Centre Mixed Use II* is required to achieve a minimum density of 160 residents and jobs per gross hectare and Policy C.11.6.2.3.e) allows development up to a maximum of 25 storeys.

## Local Centres

As per Policy C.11.5.3, Local Centres are intended to be minor focal points for local neighbourhoods and are to provide some intensification and mixing of uses including local commercial, appropriate for resident needs. Each Local Centre is to be planned to accommodate 2,000 square metres of non-residential floor area, the limits of which are required to be delineated in the Tertiary Plan.

## Evolving Neighbourhoods

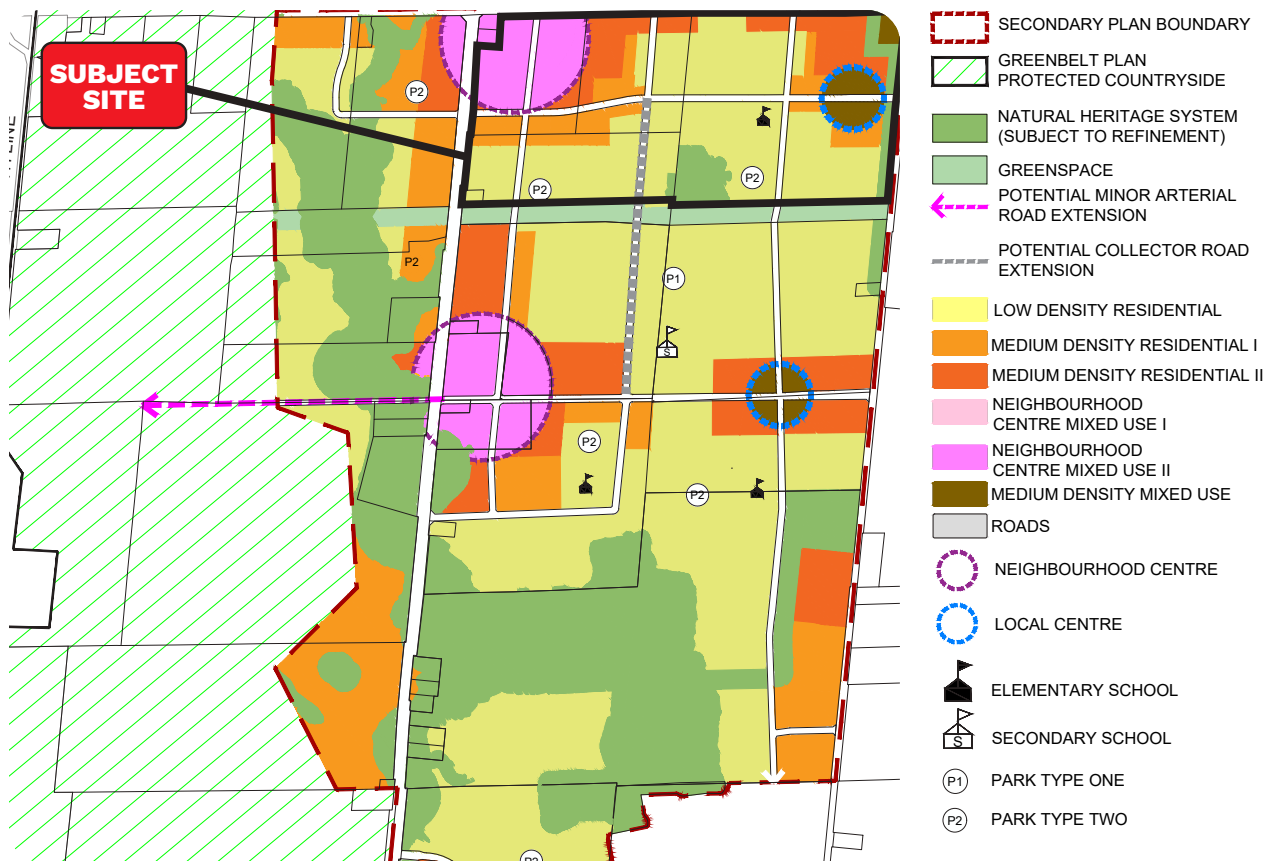
The Evolving Neighbourhoods are intended to accommodate a range of housing types and elements of the open space system (e.g., trails and parks) (Policy C.11.5.2) and it is noted that all permitted residential use types within a land use designation are considered inherently compatible.

## Land Use

As shown on Schedule C.11.C – Land Use Plan (**Figure 21**) of the Secondary Plan, the lands within the Neighbourhood Centre and Local Centre are designated *Neighbourhood Centre Mixed Use* and *Medium Density Mixed Use*, respectively.

Within the Evolving Neighbourhoods Area is a mix of lands designated *Medium Density Residential II*, specifically around the periphery of the centres and along Derry Road, and lands designated *Medium Density Residential I*, located along the east-west collector road. Within the interior of the subject site are the lands designated *Low Density Residential*.

With respect to the calculation of residential densities, Policy C.11.6.1 states that residential densities shall be calculated on a net residential hectare basis for each land use designation within a Draft Plan of Subdivision. Where the first phase of development within a block will not meet minimum density requirements the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.6 demonstrating how the following phases of the block will be developed to achieve the ultimate density and how other objectives for the site can be achieved.



**Figure 21 - Trafalgar Secondary Plan Land Use Plan (Schedule C.11.C)**

## Neighbourhood Centre Mixed Use II

The *Neighbourhood Centre Mixed Use II* designation is noted to be conceptual and is intended to serve the surrounding community and optimize access to planned higher-order transit service. The following uses are permitted in stand-alone or mixed-use building formats along with the permitted density and building heights:

- Residential Uses including multiple attached units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments:
  - 60-120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
  - A maximum Floor Space Index ("FSI") density generally of 6.0 for apartment and mixed-use buildings;
- The height of buildings does not exceed 25 storeys.
- Neighbourhood Retail (full range of retail uses), which together total 9,000 to 24,000 square metres, are generally anchored by a larger tenant such as a food store or pharmacy. The size, location, and configuration of Neighbourhood Retail shall be determined at the Tertiary Plan stage.
- Local Institutional Uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.



## Medium Density Mixed Use

The *Medium Density Mixed Use* designation permits the following uses in stand-alone or mixed-use building formats with the following permitted density and building heights:

- Residential Uses including medium density units such as street townhouses, stacked townhouses, back-to-back townhouses, and multiplexes. Apartments may be permitted if generally located adjacent to collector or arterial roads up to 8-storeys:
  - 60-120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes up to 4 storeys;
  - A maximum Floor Space Index ("FSI") density generally of 3.0 for apartment buildings.
- Local Commercial Uses, which are generally small-scale retail commercial development up to approximately 2,000 square metres, anchored by retail commercial, pharmacy, financial institution, personal service uses, or small-scale community uses. The size, location, and configuration of Local Commercial development is to be determined at the Tertiary Plan stage.
- Local Institutional Uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

## Medium Density Residential I and Medium Density Residential II

The *Medium Density Residential II* designation is intended to provide a range and mix of housing types and to locate more intensive residential development along arterial roads, collector roads proximal to transit stops/stations, and Neighbourhood Centres. Generally, the *Medium Density Residential II* designation will be located proximal to higher-order transit and Neighbourhood Centres to support transit and retail commercial uses (Policy C.11.6.2.4). Permitted uses (Policy C.11.6.2.1(c)) include mid-rise multiple attached residential units such as:

- Street townhouses;
- Stacked townhouses;
- Back-to-back townhouses;
- Multiplexes;
- Apartments in accordance with the policies of Section B.3.2.3.2 and C.11.6.1.4.

The following policies apply (Policy C.11.6.1.4):

- Housing mix is predominantly medium density units such as street townhouses, stacked townhouses, back-to-back townhouses and multiplexes (with a density of 60-120 units per net hectare and a maximum height of 4 storeys);
- Apartments may be permitted if generally located adjacent to collector or arterial roads up to 8-storeys (with a maximum FSI generally up to 3.0).

The *Medium Density Residential I* designation is intended to provide a range and mix of housing types in order to provide transition between more intensive development within *Medium Density Residential II* designations and *Neighbourhood Centres* to the *Low Density Residential* designation (Policy C.11.6.2.3 a). Permitted uses (Policy C.11.6.2.1(c)) include low-rise residential uses such as:

- Single detached dwellings;
- Semi-detached dwellings;
- Townhouses (i.e., stacked and back-to-back townhouses), where higher density forms of townhouses will be directed to arterial roads, in accordance with the policies of Sections B.3.2.3.1 and C.11.6.1.3;

The following policies apply (Policy C.11.6.2.3 b):

- The housing mix is predominantly street, back-to-back and stacked townhouses. To achieve 2031 population projections, a maximum of 20% single and semi-detached units are permitted;
- A minimum density of 35 units per net hectare and maximum density of 100 units per net hectare is required; and,
- A maximum building height of 4 storeys.

## Low Density Residential

The *Low Density Residential* designation is planned to consist predominantly of ground-related housing types that are generally located internal to development blocks. Permitted uses (Policy C.11.6.2.1 a) include low-rise residential uses such as:

- Single detached dwellings;
- Semi-detached dwellings;
- Street townhouses; and,
- Back-to-back townhouses (excluded stacked townhouses).

The following policies apply (Policy C.11.6.2.2):

- a minimum density of 27 units per net hectare is required;
- a maximum of 25% of street townhouses and back-to-back townhouses are permitted provided that back-to-back townhouses are dispersed, as demonstrated in the Tertiary Plan, and no more than 20% of the housing mix within the *Low Density Residential* designation is permitted to be made up of townhouses.

## Natural Heritage System (NHS)

The south-central portion of the subject site is within the *Natural Heritage System*, which is intended to enhance biological diversity and ecological functions and is an integral part of the open space system within the Milton Urban Area. The Secondary Plan, in Policy C.11.6.4 states:

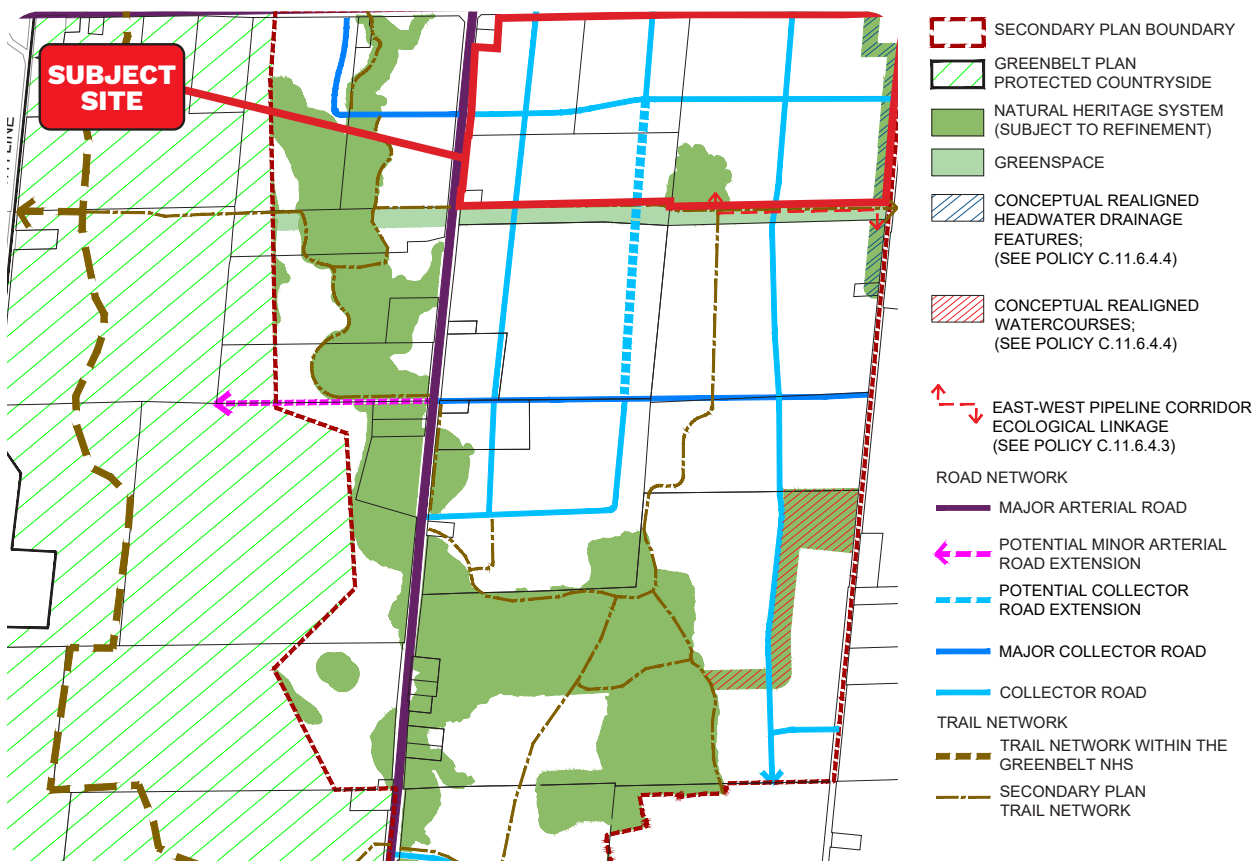
Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the SWS and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments may occur without amendment to this Official Plan where they are supported by either a SWS, MESP, a DAEFSS, and/or EIA or equivalent study and approved by the Town, in consultation with any appropriate Public Agency, including the Conservation Authority where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a Planning Act process.

## Active Transportation and Road Network

Policies related to active transportation and roads are provided in Section 11.4.2 of the Secondary Plan. As it relates to public transit, the Secondary Plan states that the Town will ensure development within the Secondary Plan maximizes the potential for the provision of transit service through the achievement of appropriate densities and transit-supportive design.

Schedule C.11.B (**Figure 22**) establishes the planned road pattern through the Secondary Plan area. As shown on **Figure 22**, the subject site is planned to accommodate a new Collector Road system that establishes a logical grid road pattern across the

site. Policy C.11.4.5.2.c) provides that collector roads within neighbourhoods are encouraged to result in a collector road block sizing of approximately 400 metres to achieve a 5-minute walking distance across a block. It goes on to say that the local road pattern should be designed to promote active transportation and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods.





## Parks

One of the key objectives of the Secondary Plan is to identify and establish an interconnected system of parks and open spaces. The Secondary Plan's general parks and open space policies are provided in Section C.11.6.3.2; the main goal of the policies are to create a desirable and attractive mix of passive and active spaces that support the Town's Community Services Master Plan.

To achieve these objectives, the Secondary Plan identifies a range of parks and open spaces, including Village Squares, two park types (Park Type 1 and Park Type 2), Greenspaces and a Trail Network that spans the Secondary Plan area. Similar to the other organizing elements of the Secondary Plan, Section C.11.6.3.2 establishes that the location and configuration of parks are conceptual and may be established and modified through the development approvals process and Tertiary Plan.

Schedule C.11.C of the Secondary Plan shows two parks (both Park Type 2) located on the subject site; one is planned on the west side of the subject site, closer to Trafalgar Road, and the other is planned on the east side of the subject site towards Eighth Line. Policy C.11.6.3.5 provides that Type 2 Parks should provide outdoor recreation facilities, including sports fields, outdoor rinks, pools, baseball and softball diamonds and hard surfaced sports courts, as well as playgrounds, splash pads, etc. They are also encouraged to be co-located with elementary schools or places of worship with frontage on at least one public street.

In terms of size, the Secondary Plan states that Type 2 Parks will be approximately 2.5 hectares in size and distributed to achieve a spatial separation distance that represents an approximate 5-to-10-minute walk.

## Schools

In addition to the provision of parks and open spaces, Section C.11.6.3 of the Secondary Plan also speaks to the provision of public service facilities including schools and places of worship. Based on Schedule C.11.C, a new elementary school is planned on the eastern portion of the subject site at the intersection of two Collector Roads. The co-location of public service facilities is encouraged and Policy C.11.6.3.1 of the Secondary Plan states that schools, and parks shall be located together where possible. It is recognized that the location of schools on Schedule C.11.C is conceptual and is intended to identify general potential locations for these facilities.

## Urban Design

Section C.11.4.5 of the Secondary Plan contain policies regarding urban design which are intended to be read in coordination with Section B.2.8 of the Official Plan.

As per Policy C.11.4.5.1, all *development* within the Trafalgar Secondary Plan shall be designed in a manner which: reflects the goal and objectives of this Secondary Plan in Section C.11.3; and, has regard for the Trafalgar Secondary Plan Urban Design Guidelines.

Policy C.11.4.5.2 states that further to the policies of Section C.11.4.5.1, development shall also be designed in accordance with the following high-level guidelines:

- a. The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b. All roads within the Secondary Plan shall be designed as *Complete Streets*;
- c. The design of a grid system of collector roads within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400-metres to achieve a 5-minute walking

distance across a block. The local road pattern should be designed to promote *active transportation* and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods;

- d. Arterial roadways, including Trafalgar, Derry, and Britannia Roads, shall be designed with boulevards that will be vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists. Landscaped boulevards considered on Trafalgar Road, Derry Road, and Britannia Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;
- e. The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the *Region*;
- f. Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g. Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
- h. All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i. New buildings shall be positioned to positively define the shape and function of open spaces;
- j. There shall be a "Special Character" collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The "Special Character" collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines;
- k. Special consideration shall be given to the relationship between the Trafalgar corridor and the parallel north-south "Special Character" collector road. *Development* between Trafalgar Road and this road should reflect its active transportation focus and shall be designed accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the collector road;
- l. There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary. All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;
- m. New *development* shall be sensitive to adjacent built *cultural heritage resources*. This may include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, and/or d) utilizing complementary materials and design;
- n. *Public Service Facilities* shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a compact development form;
- o. A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a *complete community*; and
- p. The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

## Housing

Section C.11.4.4 provides that the Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Official Plan. In this regard, no more than 50% of the residential units within the overall Secondary Plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. A full range and mix of housing to meet the life-cycle needs of the population will be required within each Stage.

Based on the analysis provided in Section 5.0 of this report, it is our opinion that the Applications conform to the Trafalgar Secondary Plan.

### 4.6 Trafalgar Tertiary Plan (Draft March 2025)

The Secondary Plan establishes a Tertiary Plan Area and identifies the requirements for the preparation of a more detailed plan to be substantially advanced prior to submission of development applications. The Tertiary Plan process is a non-statutory requirement of the Town intended to provide detailed and coordinated planning for the Trafalgar Secondary Plan area.

On behalf of the Milton P4 Trafalgar Landowners Group Inc. ("LOG"), SGL Planning and Design Inc. has prepared the Trafalgar Tertiary Plan which encompasses the entire Secondary Plan area. A resubmission of this Tertiary Plan was submitted to the Town in March 2025 and is awaiting Council-endorsement. This Tertiary Plan supports the recently approved Secondary Plan.

The Tertiary Plan provides a framework for achieving coordinated development contributing to Milton as a complete community. The Tertiary Plan provides design direction for the development of this community and reflects the Town's and development community's commitment to good community design and provides a consistent vision to be applied to all development applications.

The Tertiary Plan is organized to describe the vision and plan, provide details regarding the community design and how it addresses the secondary plan policies, design guidance reflective of the vision and details on the phasing and staging of the plan.

Section 1.7 of the Tertiary Plan notes that the Tertiary Plan provides for additional design standards such as road and land cross sections and urban design guidelines. Where there may be a conflict, the Tertiary Plan should be followed.

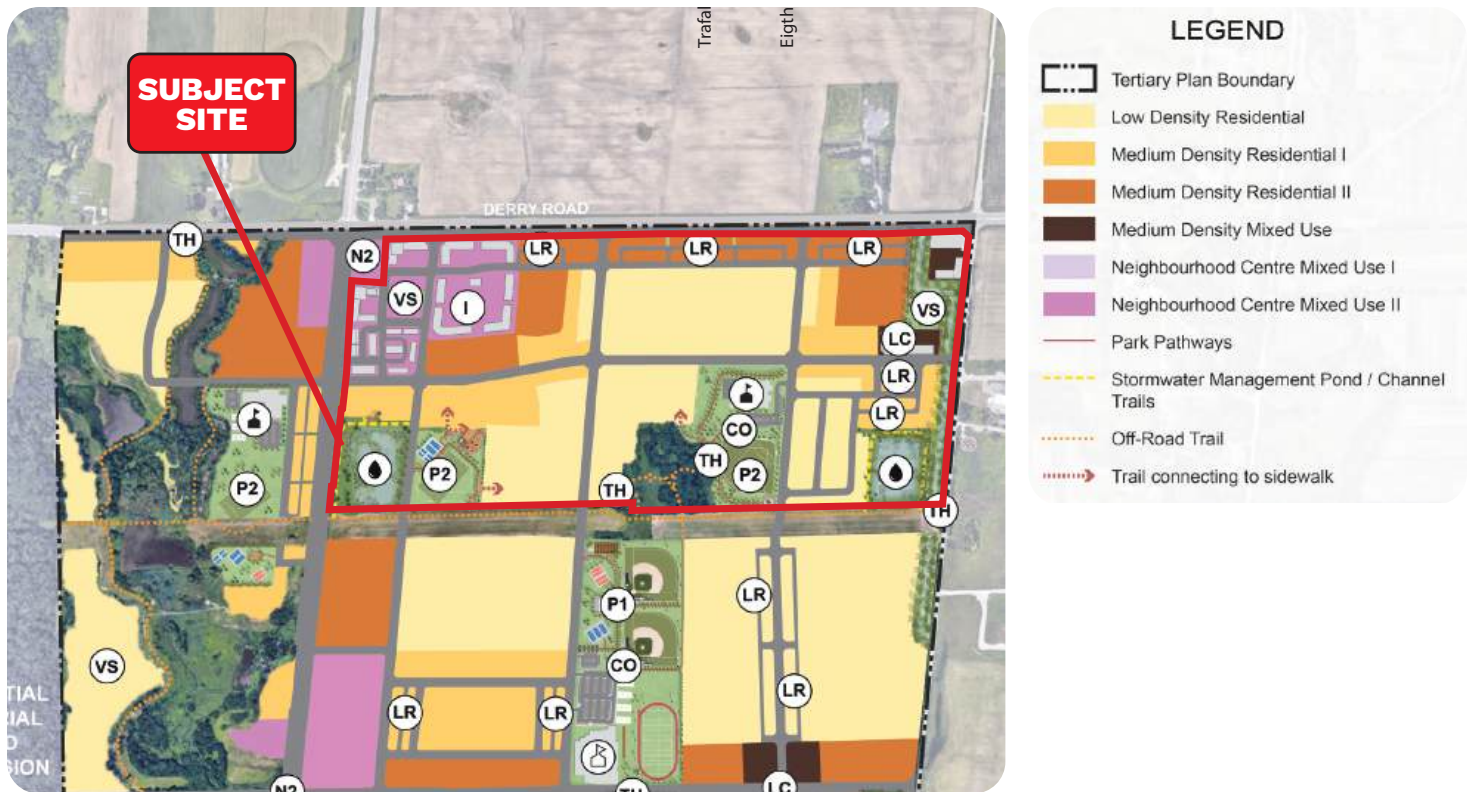
The Tertiary Plan includes **guiding principles** based on the objectives of the Secondary Plan for:

- Building compact, complete communities;
- Protecting and enhancing the Natural Heritage System;
- Provisions for mobility options;
- Establishing a local road network; and
- Creating high quality urban spaces all in a fiscally responsible manner.

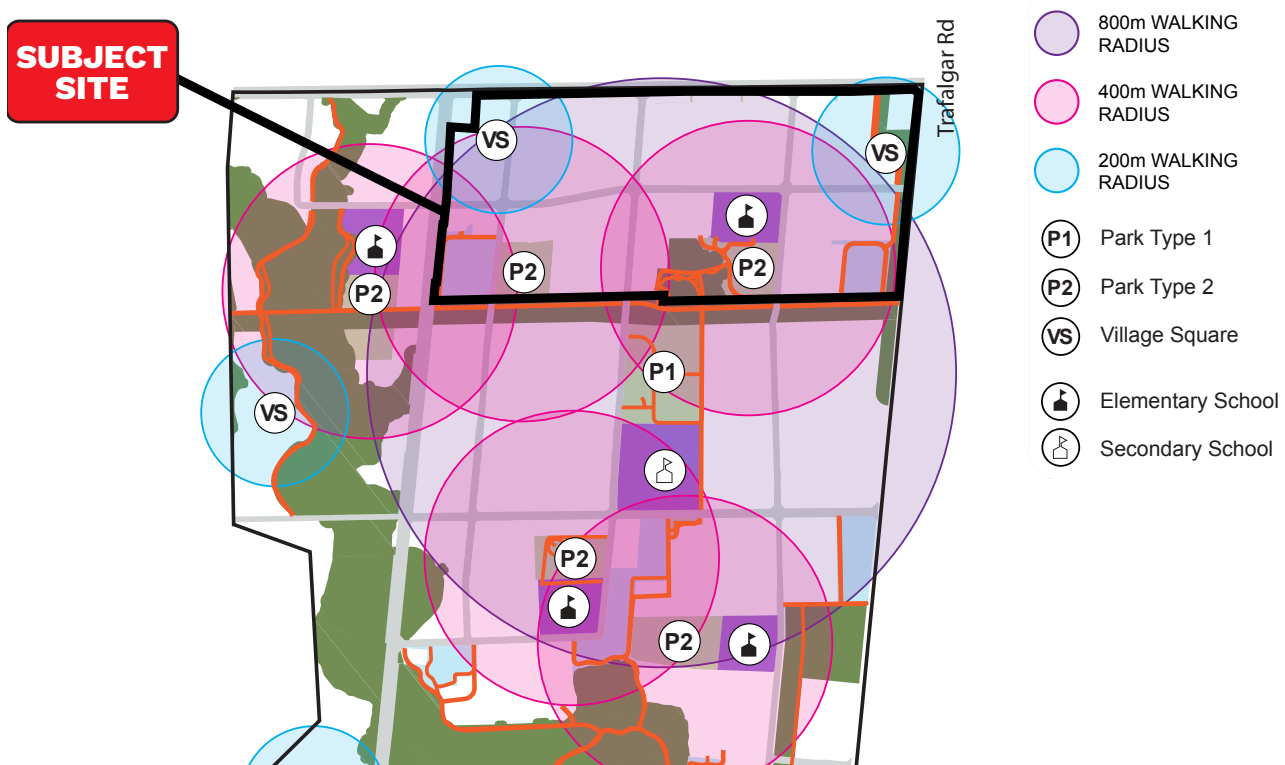
The Tertiary Concept Plan (**Figure 23**) illustrates anticipated land uses, road configurations and layouts, locations for schools and parks, stormwater management ponds, and an extensive trail network centered around the community's central spine.

A strong central spine helps create a link of compatible, community uses connected by multi-use paths, trails, parks, schools, and stormwater management all adjacent to a mix of built form and land uses. This spine provides for a distribution of parks and village squares in accordance with the Secondary Plan to ensure a walkable and porous community (**Figure 24**).





**Figure 23** - Tertiary Plan – Demonstration Plan (March 2025)



**Figure 24** - Tertiary Plan Distribution of Parks, Community Centres, and Village Squares (Figure 8 from March 2025 Tertiary Plan)

The NHS depicted in the Tertiary Plan is the result of site-specific studies for the Subwatershed Study ("SWS"), the Master Environmental Servicing Plan ("MESP") and the Development Area Environmental Functional Servicing Study ("DAEFSS"). This includes comprehensive ecological studies (e.g., wildlife studies) and the staking of features to identify natural heritage feature boundaries. The NHS includes appropriate buffers that, when coupled with other avoidance and mitigation measures incorporated into the community design, will ensure the protection of Key Features in the NHS. It is our understanding that there is agreement between the LOG, the Town, and Conservation Halton staff that the MESP has been "substantially advanced" and in accordance with Policy C.11.5.1, it is appropriate for a development application to be submitted.

An ecological enhancement plan has been incorporated into the Tertiary Plan NHS to improve the function of and increase the resilience of the NHS.

The Tertiary Plan outlines a trail network that generally follows the same configuration as the Secondary Plan which will contribute to a complete active transportation network.

The Tertiary Plan also outlines that the design of the Tertiary Plan meets the intent of Policy C.11.3.3 b) of the Secondary Plan to provide opportunity for local transit to support higher order transit on Trafalgar Road, Derry Road and Britannia Road. **Figure 25** shows the proposed Halton Region and local transit routes within the Tertiary Plan area, including the subject site.

With respect to the road network, **Figure 26**, illustrates that road network within the Tertiary Plan including the right-of-way widths in accordance with the policies of the Secondary Plan.

In accordance with Policy C.11.4.5.2 of the Secondary Plan, there shall be a "Special Character" collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The "Special Character"

collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines. Policy C.11.4.5.2 k) states that special consideration shall be given to the relationship between

the Trafalgar corridor and the parallel north-south "Special Character" collector road. This Special Character Road is on the subject site and the cross-section of this road is provided in the Tertiary Plan.

With respect to laneways, the Tertiary Plan in Section 3.5.4.2 contains criteria for the use of laneways within Draft Plans of Subdivision which include:

- Garages are set back a minimum of 0.6 metres;
- Public lighting is to be provided in the lane;
- Snow storage areas are provided along flankage boulevards along "T" lanes; and,
- Laneways are required to accommodate fire trucks.

Regarding new community facilities within the Tertiary Plan, Policy C.11.7.5.2.c directs that the Tertiary Plan include potential locations for libraries, community centres, emergency services, and places of worship. The Tertiary Plan notes that the Fire Services master Plan identifies the preferred location for a new fire station is on the north side of Derry Road within the Agerton Secondary Plan. A community centre is also proposed within the Agerton Secondary Plan area to accommodate both the Trafalgar and Agerton Secondary Plan areas. With respect to schools, the Tertiary Plan identifies the elementary school on the subject site, in accordance with the Secondary Plan.

As discussed in Section 5.0 of this report, it is our opinion that the Applications appropriately implement the goals, vision and direction provided for in the Tertiary Plan policies.

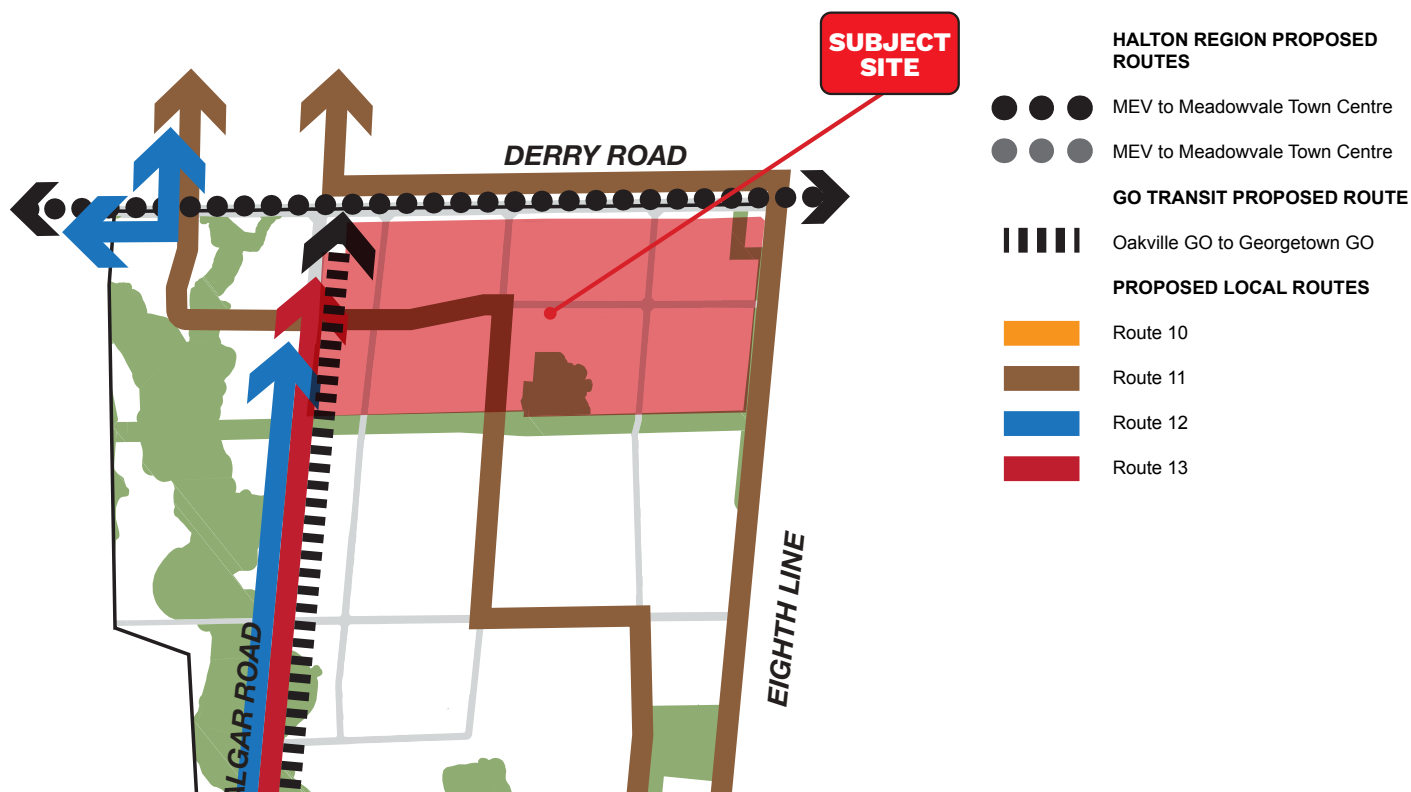


Figure 25 - Proposed Transit Map

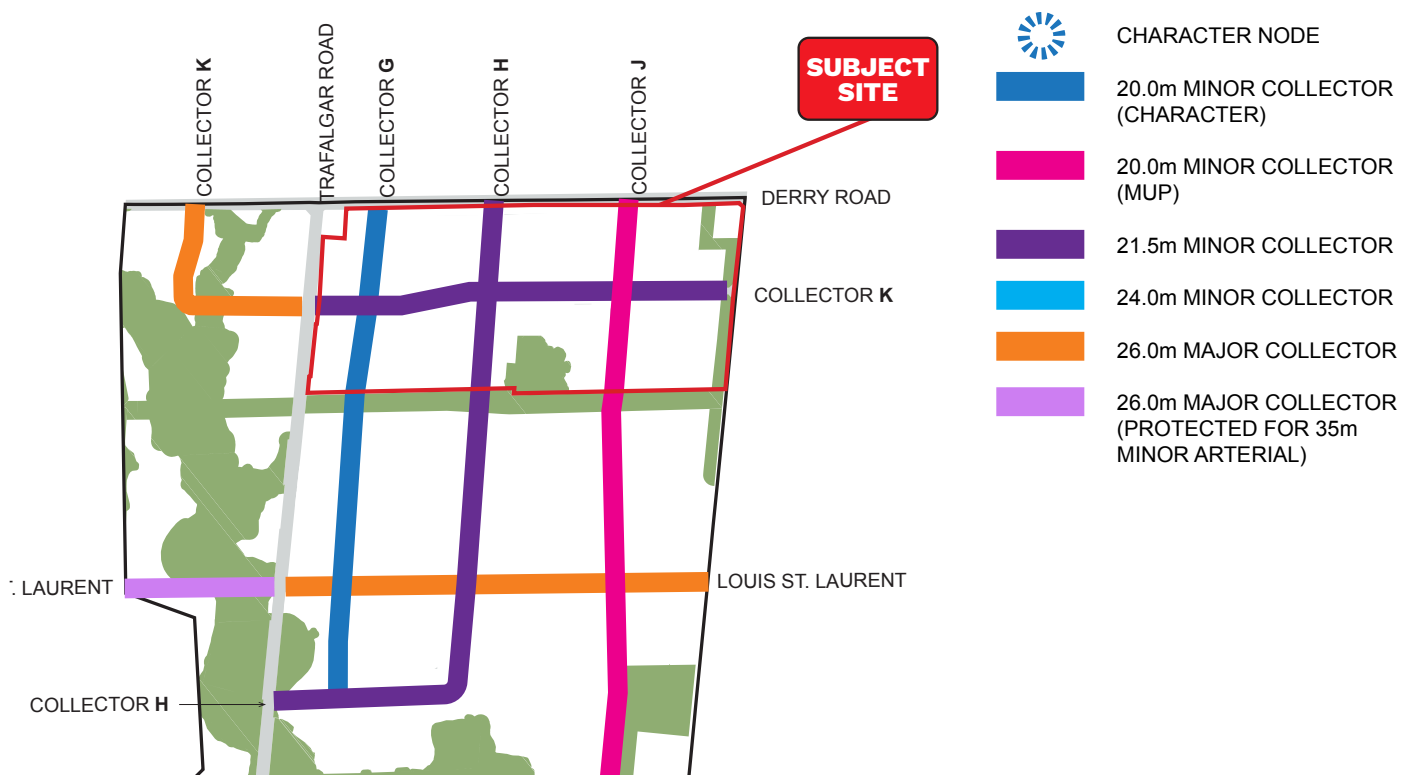


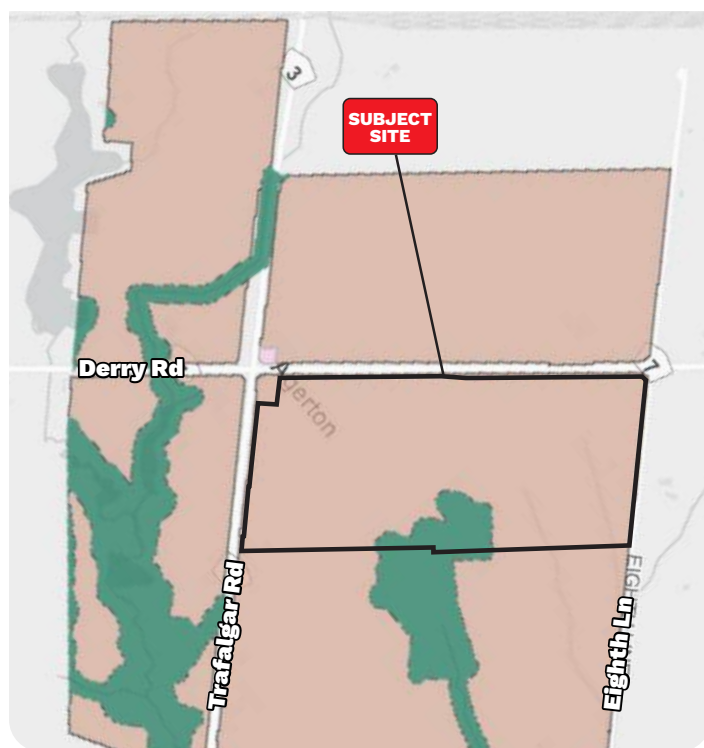
Figure 26 - Trafalgar Tertiary Plan Road Network



## 4.7 Zoning By-law 016-2014

The Town of Milton's Urban Area Zoning By-law, Zoning By-Law 016-2014, zones the subject site as Future Development (FD) (**Figure 27**). By-law 016-2014 notes that lands within the Future Development zone have no immediate development potential but that these lands 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 only uses currently permitted on the subject site within the FD zone are uses that legally existed on the date By-law 016-2014 came into effect. The development of new buildings and structures are not permitted, however, additions to existing building, structures are permitted.



Future Development (FD)

**Figure 27** - Zoning By-law 016-2014

## 4.8 Urban Design Guidelines

### Trafalgar Urban Design Guidelines

The Trafalgar Urban Design Guidelines ("TUDG"), dated November 19, 2020, were authored by Malone Given Parsons (on behalf of the Town of Milton) to guide the design of new development within the Trafalgar Secondary Plan area. The TUDG function as a companion to the Town-wide Urban Design Guidelines, the Trafalgar Secondary Plan and future Tertiary Plans. The Urban Design Guidelines provide additional guidance at the community design scale, including street and block patterns, community focal points, streetscapes, open spaces and parks, community hubs and sustainable design.

A comprehensive review of the applicable guidelines, as it relates to the subject site, can be found under separate cover in the Urban Design Brief prepared by John G. Williams Ltd. Architect. A summary of the applicable guidelines is provided below, with a focus on guidelines related to community and block design and built form.

The Trafalgar UDGs are split into seven (7) sections – Introduction, Community Structure, Character Areas and Design Vision, Public Realm Design, Site Design, Built Form Typologies, and Implementation.

Section 2 of the Trafalgar UDGs identifies the community structure of the Secondary Plan Area which follows the structure outlined in both the Trafalgar Secondary Plan and the Tertiary Plan. The Secondary Plan area has been designed with a system of higher density Centres and Corridors with a continuous and connected modified-grid-based street network to maximize permeability and provide redundancy in the system (Section 2.3.2), connected through a central natural heritage system spine (Section 2.3.7)

Section 3 provides guidance regarding the public realm and its design.

Guideline 3.1 encourages block lengths to be a maximum of 180 metres, with high permeability to avoid the need for mid-block pedestrian connections. Where block lengths exceed 180 metres, a mid-block pedestrian connection should be provided, and should be a minimum width of 6 metres. The hierarchy of road uses as noted in Figure 3.2 in order of importance is: pedestrians, bicycles, transit/freight, ride sharing/taxi, and private cars.

Section 3.3 contains guidelines for development along Arterial Streets (i.e., Derry Road and Trafalgar Road) and Section 3.4 includes guidelines for development along Collector Streets:

- Sidewalks along Arterial Streets should be provided with a minimum 3.0 metre pedestrian clearway.
- Building facades facing the Arterial Streets should have a high level of visual transparency. However, it is not anticipated that a significant proportion of the ground floor will have active uses such as retail, except in Neighbourhood Centres. Instead, residential units may front onto the Arterial Streets, with vehicular access from rear laneways.
- Within Neighbourhood and Local Centres along Collector Streets, driveway access from a rear laneway is preferred and front yard driveway/garage access may be considered outside of Centres.
- A variety of residential and non-residential built forms are encouraged along Collector Streets (i.e., single detached, townhouses, small apartments, schools, parks).

Policy 3.5 relates to the special character street, which is intended to function as the main street for the Trafalgar Secondary Plan Area and is intended to be a slow moving, pedestrian-orientated environment which is to be maintained through the various built forms which will vary with pedestrian

amenities and cycle infrastructure. Within the subject site, this special character street is the northern leg of the western-most Collector Street. Driveway access to private property is encouraged to be limited.

Related to the Mixed Use Neighbourhood Centres (Section 3.5.1), active commercial and ground floor uses with transparency along the street frontage are encouraged along with minimal setbacks from the street edge (0-1.5 metre). Residential uses are encouraged to be horizontally (max 3.0 metres) and vertically (max. 1.0 metre) separated from the street edge by a landscape privacy buffer.

Within medium and low density residential areas, a maximum 4 metre front yard setback is encouraged along with front porches on ground related uses. Driveways are encouraged to be accessed from a rear laneway instead of front driveways.

Section 3.8 provides direction regarding public laneways. Primary building facades and entrances are not to be located on public laneways and should have a minimum right-of-way of 1.0 metre with a minimum 6.0 metres paved roadway surface.

Section 3.11 provides guidelines for development adjacent to public lands. For development abutting an NHS feature, public access is encouraged to be maintained and the implementation of Low Impact Development (LID) measures is encouraged. Rear yard back-lotting of low-rise residential uses is discouraged and should be used sparingly. For development that abuts a public park, active building frontages are encouraged to face the park (i.e., front yards) and rear yard back-lotting is discouraged. Buildings should be massed to minimize shadow impacts on more active park uses such as sports fields, seating areas, or water features.

Section 3.12 provides design direction for village squares which are encouraged to have active building uses orientated towards the squares and are encouraged to be flexible spaces designed to accommodate a wide range of uses such as event spaces, small concerts, gatherings and retail spill out spaces. Village squares are encouraged to have a depth to width ratio of between 1:3 and 1:1.

Section 4 of the TUDG provides guidance regarding the design of the private realm within the Secondary Plan Area. The guidelines mostly relate to site design at the Site Plan Control level of detail. While concept plans for the Neighbourhood Centre, Local Centre, and Mixed-Use blocks have been provided, these blocks are expected to require a site-specific Urban Design Brief at the appropriate stage (i.e., Site Plan Control).

Section 5.1 provides guidance regarding low rise residential buildings, including single- and semi-detached dwellings as well as townhouses. These guidelines encourage:

- Units should frame the street by using similar setbacks along a streetwall while some variation for visual interest is encouraged;
- Excessively long blocks should be avoided and townhouses should be limited to 8 modules or 48 metres in length;
- Building heights and roof forms are encouraged to vary to create visual interest.
- A mix of unit types is encouraged within a single block.

Section 5.2 provides direction regarding mid-rise residential forms including stacked townhouses, stacked back-to-back townhouses and mid-rise apartments. The guidelines note:

- Buildings should transition in scale to areas of low rise residential development.
- Buildings taller than 6 storeys (or with a streetwall taller than 80% of the adjacent right of way width) should step back on upper floors to minimize shadow impacts and preserve a human scale of development.
- Mid-rise buildings limited to 80 metres in length and where feasible should be further broken up by varied building articulation and height.

Section 5.3 provides direction on the design of high-rise residential buildings. The Town of Milton also has Tall Building Guidelines which are to be referred to for additional guidance. The guidelines include, but are not limited to:

- As a greenfield site, the building base is unencumbered by existing built form, and as such, the building base should be a minimum of 10.5 metres (three storeys) up to a maximum of 80% of the adjacent right of way width.
- Ground floor heights are encouraged to be a minimum of 4.5 metres.
- Towers should be set apart by a minimum of 25 metres to provide access to sunlight and maintain views and minimize shadow impacts.
- Towers are encouraged to have maximum floor plates of 1,000 m<sup>2</sup> for Levels 8 to 15 and 750 m<sup>2</sup> for levels 16 and above.
- Towers are encouraged to have a stepback of 3.0 metres above the building base.



- Intrusions into the angular plane by the tower are permitted for tower portions of the building above the 8th floor, provided that it can be demonstrated that appropriate mitigation measures are in place to preserve a high-quality public realm (e.g., mitigation measures for wind, sun/shadow impacts, etc.).
- Mechanical components should be screened from view.

Section 5.4 provides direction regarding mixed-use buildings, encouraging that 60% of the main frontage of buildings in Neighbourhood Centres have active retail and commercial uses, providing direct access to the public sidewalk, with a minimum ground floor height of 4.5 metres. Surface parking should be limited to the minimum amount needed to provide convenient access for patrons of the retail uses.

Section 5.5 provides direction regarding standalone and large format retail buildings which are noted as being permitted in the Secondary Plan area. Retail buildings, specifically large format retailers within the Neighbourhood Centres, are encouraged to have a clear glazed street-orientated storefront with direct access to the public sidewalk. Where standalone retail uses such as big-box stores are proposed, an intensification plan is required to identify how the site will be redeveloped and intensified over time. As an interim use, standalone retail should integrate buildings and parking into a consistent pattern of streets and blocks that meet or municipal street design requirements to permit the future parcellation of land for redevelopment, and should locate commercial buildings close to the main street frontage with parking located to the rear.

Section 5.6 relates to the design of community facilities, directing them to be located close to an intersection with high visibility, and provide high quality landscaping where possible.

Section 6 of the TUDG outline implementation of the guidelines, noting they provide a detailed response to the policies expressed by the Secondary Plan, and provides further detailed guidance in the preparation of the Tertiary Plan, implementing draft plans of subdivision, and zoning bylaws. The TUDG are also noted to provide the framework and criteria to which future site plan applications can be reviewed.

In our opinion, the Applications and supporting documents have appropriate regard for the Trafalgar Urban Design Guidelines given the early nature of the proposed plan of subdivision.

A photograph of two women in a professional setting, likely an office or design studio. They are looking down at a large sheet of paper or a model. In the foreground, there is a blurred architectural model with several white rectangular blocks. The image has a dark blue overlay.

5

# Planning & Urban Design Analysis

## 5.1 Land Use

The Applications are consistent with the Planning Statement and conform to the applicable Halton Region Official Plan, Town of Milton Official Plan and Trafalgar Secondary Plan policies, all of which support the efficient use of lands within the Town urban area boundary, and more specifically seek to appropriately densify lands within a designated greenfield area. Development of the subject site will contribute to accommodating the projected provincial and regional growth targets and supports the Town's growth management objectives.

With respect to residential land uses and densities, the Draft Plan of Subdivision implements the land uses on Schedule C.11.C of the Trafalgar Secondary Plan and within the draft Tertiary Plan, as well as conforms to the densities outlined in Section C.11.6 of the Trafalgar Secondary Plan which are summarized in the table below. The heights and densities specified for the *Neighbourhood Centre Mixed Use II* and *Medium Density Mixed Use* designations are based on the demonstration plans prepared by SGL and are meant to represent a hypothetical concept that conforms to the Secondary Plan policies.

**Table 3 - Land Use**

Designation	Built Form Type & Mix		Building Height		Density	
	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed
Medium Density Mixed Use	Street townhouses; Stacked townhouses; Back-to-back townhouses; Multiplexes.	Street townhouses (dual-frontage), Street townhouses, Back-to-Back Townhouses	--	N/A	60-120 uph (net)	60 uph
	Apartments	Apartments	Max. 25 storeys	Max. 25 storeys	6.0 FSI	0.66-2.46 FSI
	Street townhouses; Stacked townhouses; Back-to-back townhouses; Multiplexes.	N/A	4-storeys	N/A	60-120 uph (net)	N/A
	Apartments	Apartments	8-storeys	8-storeys	3.0 FSI	1.46-2.59 FSI
Medium Density Residential II	Street townhouses; Stacked townhouses; Back-to-back townhouses; Multiplexes.	Rear lane townhouses and back-to-back townhouses	4-storeys	3-storeys	60-120 uph (net)	63 uph
	Apartments	N/A	8-storeys	N/A	3.0 FSI	N/A



Designation	Built Form Type & Mix		Building Height		Density	
	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed
Medium Density Residential I	Single and Semi-Detached Dwelling (max. 20% of housing mix)			N/A		N/A
	Street townhouses; Stacked townhouses; Back-to-back townhouses	Street townhouses (dual-frontage), Street townhouses, Back-to-Back Townhouses, Rear-lane townhouses	4-storeys	3-storeys	35-100 uph (net)	49 uph
Low Density Residential	Single detached dwellings; Semi-detached dwellings	Single detached dwellings; Semi-detached dwellings	N/A	3-storeys	27 uph (net)	30 uph
	Street townhouses; Back-to-back townhouses.	N/A	N/A	N/A	27 uph (net)	NA

With respect to the overall residential density, the Draft Plan of Subdivision proposes a total of 6,044<sup>1</sup> residents and 314<sup>2</sup> jobs for a gross density of 84.65 people and jobs per hectare. This meets and exceeds the density target of 50 people and jobs per hectare for *designated growth areas* within *large and fast-growing municipalities* in the Planning Statement (Policy 2.3.1 (5)) and the designated greenfield area density target noted within the ROP (Policy 75, Table 2). This also exceeds the minimum overall density target of 58 residents and jobs per hectare within the in-effect Town of Milton Official Plan (Policy 2.1.4.4 of the OP).

<sup>1</sup> Assumes Persons per unit (PPU) of 3.803 for low-density (504 single and semi-detached dwellings), 2.860 for medium-density (856 multiples except apartments) and 1.590 for high-density (1,057 apartments).

<sup>2</sup> Assumes employment density of 475 ft<sup>2</sup>/employee and 13,871 m<sup>2</sup> (149,306 ft<sup>2</sup>) of retail space based on SGL Modelling Plans. Source: Town of Milton Development Charges Background Study, 2021 (Watson & Associates Economists Ltd.)

The Proposal meets and exceeds the non-residential gross floor area targets specified within the Secondary Plan for the Neighbourhood Centre and Local Centres. Based on the SGL demonstration plans, the Neighbourhood Centre could accommodate up to approximately 10,822 square metres of non-residential space in a combination of standalone commercial buildings along with non-residential uses located within the base of tall and mid-rise mixed-use buildings. This exceeds the target of 4,800 square metres of non-residential gross floor area specified in Policy C.11.5.4 of the Secondary Plan. The anticipated population within the Neighbourhood Centre also exceeds the target of 750 people noted in Policy C.11.5.3 of the Secondary Plan as a total of approximately 1,445 people<sup>3</sup> are anticipated.

Within the local centre, approximately 3,049 square metres of non-residential gross floor area is proposed, exceeding the target of 2,000 square metres outlined in Policy C.11.5.3 of the Secondary Plan.

The proposed Environmental and Environmental Enhancement blocks are based on detailed studies completed throughout the Secondary Plan, Tertiary Plan, and MESP and the Applications implement these studies through the proposed block sizes, configurations and locations.

The Draft Plan of Subdivision proposes a road network of public roads and laneways that align with the collector road network identified through the Secondary Plan and Tertiary Plan process. The proposed block lengths are minimized to ensure a high level of porosity and walkability to support active modes of transportation.

The public roads and laneways within the Draft Plan of Subdivision align with the Official Plan, Secondary Plan and Tertiary Plan with respect to widths including:

- Streets B & C: 20.0 metre Minor Collector (Character Road);
- Streets A, D, & E: 21.5 metre Minor Collector;
- Streets F & G: 20.0 metre Minor Collector (with Multi-use Pathway).

The cross-sections of each public road and laneway type established through the Tertiary Planning process will be implemented through the Draft Plan of Subdivision process. The cross-sections implement the policies of the Official Plan and Secondary Plan with respect to supporting the use of active transportation through a comprehensive network of facilities such as on-street bicycle lanes, multi-use pathways ("MUP") as well as the provision of sidewalks and street trees. The Draft Plan of Subdivision also implements the policies regarding the Special Character Roads (Streets B & C).

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<sup>3</sup> Based on 909 units with PPU of 1.590.

The proposed public school and park block locations and sizes have been the subject of multi-year discussions with the Halton District School Board ("HDSB") and the Halton Catholic District School Board ("HCDSB"), as well as the Town of Milton and Halton Region planning departments. The park and school block locations shown on the Draft Plan of Subdivision and corresponding Draft Zoning By-law schedules are consistent with the preliminary locations shown on Schedule C.11.C – Trafalgar Secondary Plan Land Use Plan as well as on the Tertiary Plan. These locations are based on the principle and policy directions to ensure that the parks and schools throughout the Secondary and Tertiary Plan area are spatially separated and distributed to maximize the number of residents within walking distance to each facility. As encouraged by Policy C.11.6.3.1 of the Secondary Plan, the proposed school block is collocated with a public park.

Each of the public park blocks are greater than 2.5 hectares in size and preliminary facility fit plans shown earlier in this report (**Figures 11a and 11b**) demonstrate that the park sizes and configurations are appropriate to conform to the size and programming policies in the Secondary Plan with respect to Park Type 2 parkland (Policy C.11.6.3.5).

Two (2) village squares are also proposed in conformity with the Trafalgar Secondary Plan (Policy C.11.6.3.6) and in accordance with the Tertiary Plan.

In our opinion, the Applications conform to and appropriately implement the applicable land uses, heights, and densities within the Trafalgar Secondary Plan and draft Tertiary Plan.



## 5.2 Draft Plan of Subdivision *Planning Act* Criteria

With respect to the requirements under the *Planning Act* when considering Draft Plans of Subdivisions, the table below provides a detailed analysis of how the proposed Draft Plan of Subdivision meets the applicable criteria in Subsection 51(24) of the *Planning Act*:

Criteria	Response
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	Among other matters, the proposed development has had regard for: the orderly development of safe and healthy communities; the adequate provision and distribution of educational, health, social, cultural and recreation facilities; the adequate provision of a full range of housing; protection of public health and safety, the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be orientated towards pedestrians; and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.
(b) whether the proposed subdivision is premature or in the public interest;	The Applications are not premature. They are the result of an extensive and collaborative planning process that has spanned over a decade and which brought the subject site into the Region and Town's settlement area boundary, subsequently undertaking Secondary and Tertiary Planning processes which included several other concurrent processes (MESP and DAEFFS). The Draft Plan of Subdivision is the next logical step in the planning process to implement the policies and coordinated work completed by numerous disciplines including environmental, civil engineering, and transportation.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any	The proposed subdivision conforms to the Secondary Plan, as discussed in Section 4.4 of this report, and has been coordinated amongst adjacent landowners most recently through the (draft) Tertiary Plan process with respect to public roads, servicing, and the distribution of community facilities.
(d) the suitability of the land for the purposes for which it is to be subdivided;	Numerous technical studies have been completed for both the subject site and the entire Secondary Plan area. The lands are suitable for the mix of uses proposed as they conform to and meet the objectives of the Secondary Plan and Tertiary Plan, as they locate development outside of the agreed upon limits of the natural heritage features and their buffers.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	N/A

Criteria	Response
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The proposed road network, including the number and location of collector roads as well as the cross sections for the collector and local roads within the proposed Draft Plan of Subdivision, have all been coordinated between the various landowners in the Secondary Plan Area and municipal staff. The Draft Plan of Subdivision implements the road network identified in the approved Secondary Plan.
(f) the dimensions and shapes of the proposed lots;	The dimensions and shapes of lots are appropriate to accommodate the proposed dwelling types.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	N/A
(h) conservation of natural resources and flood control;	The natural heritage features on the subject site and their appropriate buffers have been identified and refined through the substantially advanced MESP. The natural heritage features and their buffers have been appropriately protected for through the proposed Environmental Protection and Buffer blocks in the proposed Draft Plan of Subdivision.
(i) the adequacy of utilities and municipal services;	Halton Region has approved servicing allocation for the subject site through its 2020 Allocation Program and the owner has entered into an “Early Payment and Allocation Agreement” with the Region for 828 SDEs. An Area Servicing Plan was prepared by the Town, confirming the Trafalgar Secondary Plan area can be appropriately serviced from a water and sanitary perspective (subject to implementing several recommendations). The DAEFSS (currently in draft form) will provide details with respect to how the subject site will implement the recommendations outlined in the Area Servicing Plan.
(j) the adequacy of school sites;	The Halton District School Board (“HDSB”) and Halton Catholic District School Board (“HCDSB”) has been involved and consulted throughout the Secondary and Tertiary Planning process. A total of six (6) elementary schools and one (1) secondary school have been identified as requirements for the Secondary Plan area as a whole. One (1) HDSB elementary school site is proposed on the subject site. The location, configuration, and size of the school block have been agreed to in principle by HDSB through the draft Tertiary Planning process.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	The public parks and village squares will be dedicated to the Town of Milton through the registration process and the environmental blocks will be conveyed to Conservation Halton.

Criteria	Response
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	<p>The proposed Draft Plan of Subdivision implements the policies, including the densities and land uses, in the Secondary Plan and Tertiary Plan, both of which are founded on the guiding principles of building compact and complete communities.</p> <p>The proposed development's densities and land uses along with the location of community facilities have been placed throughout the Secondary Plan Area in a coordinated manner to ensure residents are within walking distance to these facilities (i.e., schools, parks, trails). Planned public transit will encourage residents to take active forms of transportation, which represents greater a conservation of energy than single-occupant vehicle trips.</p>
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act	The proposed blocks within the Neighbourhood and Local Centres will require future Site Plan Control applications. A concept plan has been provided to demonstrate the appropriateness of the block sizes and locations but are intended for demonstration purposes only at this time.

## 5.3 Phasing

The Tertiary Plan (draft) provides a general overview of the Tertiary Plan's phasing strategy which encompasses the entire subject site within Phase 1. Within Phase 1, multiple stages are proposed based on approved servicing allocation and to ensure that the majority of community facilities are delivered as early as possible. Within the proposed DPOS, the entirety of the subject site is within Stage 1, Phase 1

## 5.4 Supporting Studies

### 5.4.1 Master Environmental Servicing Plan (MESP)

The Master Environmental Servicing Plan (MESP) for the Agerton and Trafalgar Secondary Plan areas is being undertaken by the Town of Milton and will build upon and refine the recommendations of the South Milton Urban Expansion Area Subwatershed Study (SWS) with respect to servicing and Natural Heritage System identification and protection. The MESP is an integrated environmental and engineering study supporting the Tertiary Plan on matters such as refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the Natural Heritage System, natural hazard management and risk mitigation approaches. The MESP has been underway and is substantially advanced in providing assessments of potential impacts to the NHS, identification of design and mitigative measures to demonstrate no negative impacts to that portion of the NHS, approaches to monitoring and identification of future study needs.

With the MESP being substantially advanced, we do not expect any significant modifications to the development limits within the subject site but the MESP is required to be completed prior to the approval of the Draft Plan of Subdivision.

### 5.4.2 Development Area Environmental Functional Servicing Study (DAEFSS)

In 2019, Halton Region approved servicing allocation for the participating landowners within the Trafalgar Secondary Plan area as part of the 2020 Allocation Program. The owner has since entered into an Allocation Agreement with the Region for 828 single detached equivalents ("SDE") for the subject site.

A Water and Wastewater Area Servicing Plan was prepared by Wood Environmental & Infrastructure Solutions (retained by the Town of Milton) in 2021 for the Agerton and Trafalgar Secondary Plan areas. This report concluded that these areas can be serviced, subject to implementing the recommendations of the report.

A Development Area Environmental Functional Servicing Study ("DAEFSS") is currently being completed for the Trafalgar Secondary Plan area to ensure that all required servicing infrastructure is coordinated amongst landowners within the Secondary Plan as well as non-participating landowners. It is also being completed to ensure the recommendations of the Area Servicing Plan are implemented.

The DAEFSS is currently underway, and its completion will be required prior to the approval of the Draft Plan of Subdivision.



### 5.4.3 Transportation Impact Assessment

A Traffic Impact Study was prepared by TY Lin for the proposed applications. The report reviewed the Draft Plan of Subdivision to confirm that the Town's standards were achieved (i.e., road bends, horizontal curvature, intersection spacing, daylighting) as well as assessed baseline traffic conditions and future total traffic conditions in 2031 and 2041. The proposed subdivision is expected to generate a total of 1,278 net auto trips, consisting of 483 inbound and 795 outbound trips, are estimated to be generated by the subject site during the weekday AM peak hour. During the weekday PM peak hour, 749 inbound and 548 outbound net auto site trips are estimated, totaling 1,297 trips. The report concluded that under 2041 future total conditions, all existing, arterial-to-collector, and collector-to-collector intersections are expected to operate with some reserve capacity and acceptable delays, with all movements achieving LOS E or better. The westbound right-turn movement at Derry Road and Trafalgar Road is an exception, operating at LOS F but still within available capacity.

### 5.4.4 Noise and Vibration Study

A Noise Feasibility Study was prepared by HGC Noise Vibration Acoustics for the proposed applications. The study states that sound level predictions indicate that the future road traffic sound levels will exceed MECP guidelines at the dwellings closest to the roadways. HGC notes that air conditioning is required for the dwellings closest to Trafalgar Road and Derry Road and that upgraded building and glazing constructions are required for dwellings adjacent to Trafalgar Road and Derry Road. They recommend that when detailed floor plans and building elevations are available for dwellings adjacent to Trafalgar Road and Derry Road, an acoustical consultant should review the drawings to refine building construction and window glazing requirements. With respect to the remainder of the dwellings in the Draft Plan of Subdivision, they note that any building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the remaining dwellings. Associated acoustical requirements are specified in this report. Warning clauses are recommended to inform future residents of the road traffic noise impacts and to address sound level excesses.

Site-specific noise studies will be required at the Site Plan Control stage for each of the mixed-use blocks.

## 5.5 Public Engagement

The subject site has been involved in multiple multi-year public planning processes that began with the Region's MCR in 2009 (ROPA 38) and which brought the subject site into the urban boundary. More recently the Trafalgar Secondary Plan was approved by the OLT.

The Town began its consultation on the Trafalgar Secondary Plan in June of 2018 with a public engagement event introducing goals and objective of the Secondary Plan and its process. A subsequent public engagement opportunity was held in December 2018 that focused on land use concept options and evaluation criteria. At this time a preferred concept was determined and a draft Secondary Plan was prepared. The Statutory Public meeting was held on February 4, 2018. The Secondary Planning process established the underlying land use and built form policies as well as the policies regarding community and public uses which form the foundation for the requested applications.

Following submission of the these Applications, public notice signs will be installed on all major frontages of the subject site (Derry Road, Trafalgar Road, and Eighth Line), in accordance with the *Planning Act*. Following the Town's review and upon the Town deeming the applications complete, notifications will be sent to property owners within 120 metres of the subject site to notify nearby landowners and residents about the applications. Following this, a Statutory public meeting is required for the Zoning By-law Amendment application under the *Planning Act* which is typically held during Town Council meetings. Although a public meeting is not statutorily required for the Draft Plan of Subdivision, it is expected that the public meeting to be held during Town Council would address both applications.



# Conclusion

For the reasons set out in this report, it is our opinion that the requested Zoning By-law Amendment and proposed Draft Plan of Subdivision (the Applications) represent an appropriate use of the subject site to implement the policies and objectives of the approved and applicable planning policy framework.

The applications will facilitate the development of the subject site with multiple residential lots and blocks, consisting of single detached dwellings, semi-detached dwellings, a variety of townhouse built form types including street townhouses, back-to-back townhouses, and rear-lane townhouses, and apartment dwelling units within the Neighbourhood Centre and Mixed-Use blocks. The Proposal will also provide for two (2) public parks, the protection of natural heritage areas, one school block co-located with one of the public parks, two (2) village squares, two (2) stormwater management ponds, as well as provide a network of grid-like collector and local streets, and will contribute new trail connections, all of which is in accordance with the approved Trafalgar Secondary Plan and the draft Tertiary Plan.

From a land use planning perspective, the Applications are consistent with the Provincial Planning Statement, 2024, and satisfy the criteria for land division under Section 51(24) of the *Planning Act*. The applications promote the achievement of complete communities and support a wide variety of housing types as well as a variety

of commercial and retail uses within the Neighbourhood Centre and Local Centre designations. The Proposal also conforms to the applicable policies of the Halton Region Official Plan and the Town of Milton Official Plan.

From a built form and urban design perspective, the Proposal represents an appropriate design that is compatible within the planned context by focusing additional height and density towards Trafalgar Road, a higher-order transit corridor. The Proposal represents a mix of land uses, densities, heights and distribution that efficiently makes use of the land intended for a mix of low-, mid-, and high-rise housing by providing an efficient layout of streets and blocks. The Proposal is appropriately scaled and ensures the protection of existing natural heritage features.

In conclusion, it is our opinion that the Applications are appropriate and desirable for the subject site and represent good planning and urban design. Accordingly, the Applications should be approved.



