
PLANNING JUSTIFICATION REPORT

APPLICATIONS FOR ZONING BY-LAW AMENDMENT DRAFT PLAN OF SUBDIVISION

Town of Milton
Branthaven Fourth Line Inc.

October 2024

GSAI File No. 656-025

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Planning Justification Report

Zoning By-law Amendment

Draft Plan of Subdivision

Town of Milton

1.0 Introduction

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Branthaven Fourth Line Inc. and Ashley Oaks Homes Inc. to assist in obtaining the necessary planning approvals to facilitate a residential development (the 'Proposed Development') on lands in the Town of Milton municipally addressed as 9755 Derry Road as well as an abutting unaddressed parcel to the northwest. These lands will be collectively referred to in this Report as the 'Subject Lands' or 'Site'. The Subject Lands are legally referred to as:

PART LOT 11, CONCESSION 4 TRAFALGAR NEW SURVEY, AS IN 244173, 257255 SAVE AND EXCEPT PART 2 20R15510; MILTON (9755 *Derry Road*); and,

PART LOT 11 CONCESSION 4 TRAFALGAR NEW SURVEY, PART 1, 20R16000 SAVE AND EXCEPT PART 1, 20R16679 AND EXCEPT PLAN 20M1213; MILTON (*unaddressed northwest parcel*).

The Subject Lands are generally located on the north side of Derry Road, west of Fourth Line, south of Laurier Avenue, and east of Laking Terrace. The Subject Lands are currently vacant with an area of approximately 6.2 hectares (15.3 acres), with a frontage of approximately 373.18 metres on Derry Road. The Subject Lands are bisected by an existing natural heritage system feature. Section 2.0 of this Report further outlines the Site, area context, and surrounding land uses.

Applications are being submitted to the Town of Milton for a Zoning By-law Amendment and Draft Plan of Subdivision (the 'Applications') to facilitate the Proposed Development. The Proposed Development generally consists of freehold street townhouses, condominium rear lane townhouses, back-to-back townhouses, street townhouses and an 8 storey mid-rise building. The Proposed Development also includes a public park (referred to as a 'Village Square'), an internal road network, and a protected natural heritage system/channel. A detailed description of the Proposed Development is provided in Section 4.0 of this Planning Justification Report ('the Report').

The Applications, as well as supporting materials, including this Report, are submitted in accordance with communications received from Planning Staff at the Town of Milton and are intended to satisfy the requirements for a complete application as described in the *Planning Act*.

This Report presents an outline of the Proposed Development in the context of the applicable planning policy framework and good planning principles. This Report evaluates the merit of the Proposed Development through consistency with the Provincial Planning Statement and Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Halton Region Official Plan ('ROP'), the Town of Milton Official Plan ('Official Plan'), and the Bristol Survey Secondary Plan ('Secondary Plan').

2.0 Site Description and Surrounding Land Use

The Subject Lands are generally located on the north side of Derry Road, west of Fourth Line, south of Laurier Avenue, and east of Laking Terrace (see *Figure 1- Aerial Context Plan*). The Subject Lands have an area of approximately 6.2 hectares (15.3 acres), with a frontage of approximately 373 metres on Derry Road. The Subject Lands are bisected by an existing natural heritage system/channel.

The east limits of the Subject Lands are bordered by an unopened road allowance, which currently provides a pedestrian connection from Cedar Hedge Road to Derry Road. To the north, the Subject Lands are bordered by the Dyane-Adam Elementary School and associated natural heritage system/channel. The western limits of the Subject Lands generally border the rear yards of existing townhouse dwellings with frontage onto Laking Terrace.

The surrounding land uses are as follows (see *Figure 2 – Surrounding Context Plan*):

- North: immediately north of the Subject Lands is the natural heritage system/channel (which continues northward) and Costigan Pond. Further north is a residential neighbourhood comprised of low-rise residential dwellings, including single-detached, townhouse, and mid-rise apartment forms. Surrounding schools include the Dyane-Adam Elementary School, St. Anthony of Padua Catholic Elementary School. Additionally, several parks are located north of the Subject Lands, including Clarke Neighbourhood Park (North), Clark Neighbourhood Pond (North), Cedar Hedge Park, Central Bark Dog Park
- East: east of the Subject Lands is characterized by established low-rise residential dwellings, including single-detached, semi-detached, and townhouse forms. Several parks are located east, including Harwood Park, Trudeau Park, and James Snow Pond. A small retail shopping plaza (Hawthorne Village Square) is located east along Derry Road at the Trudeau Drive/Derry Road intersection.
- South: immediately south of the Subject Lands are mid-rise apartment dwellings with frontage onto Sauve Street, the Irma Coulson Public School, and a southward continuation of the natural heritage system/channel. Further south is characterized by low-rise residential dwellings, including single-detached, semi-detached, and townhouse forms. Other schools and parks in the area include Beaty Trail Park, Watson Park, Menefy Park, Beaty Neighbourhood Park (North), Beaty Neighbourhood Park (South), Bennet Park, Hutchison Park, Guardian Angels Catholic Elementary School, and Hawthorne Village Public School.
- West: west of the Subject Lands is characterized by low-rise residential dwellings, including single-detached, semi-detached, and townhouse forms, including back-to-back townhouses. Schools and parks in the area include Barclay Park, Wallbrook Parkette, Field Park, Clark Neighbourhood Park South, Laidlaw Park, and Bruce Trail Public School. A retail shopping area is located at the northeast (Thompson Square Shopping Plaza), southeast, and southwest corners of the Thompson Road South/Derry Road intersection. The Milton GO Station is located approximately 1.8 kilometres northwest of the Subject Lands.

2.1 Transportation Context

Public Transit in the Town of Milton is operated by Milton Transit, with all routes starting and ending at the Milton GO Station. There are several Milton Transit stops in close proximity to the Subject Lands (refer to *Figure 3 – Transit Context Plan*), which include:

- Route #3 (Trudeau) operates in the Clarke and Beaty neighbourhoods along a series of roadways to the north, east, and south of the Subject Lands, including Trudeau Drive. Route 3 has a general frequency of 30 minutes.
- Route #4 (Thompson/ Clark) also operates in the Clarke and Beaty neighbourhoods along a series of roadways to the west and south of the Subject Lands, including along Thompson Road South and Louis St. Laurent Avenue. Route 4 has a general frequency of 30 minutes.

The Subject Lands are located approximately 1.8 kilometres from the Milton GO Station, which is designated a Major Transit Station Area (MTSA). The Milton GO provides both GO train and GO bus services which offer Regional and municipal connections. There are three accessible GO bus routes adjacent to the Subject Lands, including #21 (Milton), #22 (Milton/North York), and #27 (Milton/Oakville).

3.0 Consultation Strategy

Public engagement and consultation are important components of the planning process. The engagement strategy to guide consultation through this process is designed to create open and transparent opportunities for the public to communicate comments and questions.

To commence the submission process for this application, a Pre-Consultation meeting was convened with Halton Region staff and the Town of Milton staff. This meeting provided the applicant with an opportunity to present preliminary plans for the subject property, including ideas and options for the development of the property, and to listen to preliminary comments and feedback from Regional and Town staff to assist the applicant in making a complete and comprehensive application. A Pre-Consultation Summary Checklist was provided to the applicant following the Pre-Consultation meeting outlining preliminary comments and required materials to satisfy the complete submission requirements for the Zoning By-Law Amendment and Draft Plan of Subdivision application.

The applicant is committed to continuing to engage with the public throughout the planning process. The following steps are proposed to ensure continued dialogue and openness in order to ensure the public is kept informed and their feedback is provided to the applicant:

- A Community Information Meeting has been scheduled for October 16, 2024; and,
- A Statutory Public Meeting.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the application and will assist the applicant in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the application will follow the requirements of the *Planning Act* for statutory meetings and the Town of Milton's processes, at a minimum.

4.0 Proposed Development

Branthaven Fourth Line Inc. and Ashley Oaks Homes Inc. are proposing a residential development that generally consists of freehold street townhouses, two condominium blocks, a “Village Square” park, an internal road network, and a protected natural heritage system/channel. The natural heritage system/channel bisects the Subject Lands, resulting in developable area on the west and east limits of the existing channel.

For the purpose of this Report, the Proposed Development is generally described by two distinct development areas; ‘west’ and ‘east’. Between both ‘west’ and ‘east’ development areas, approximately 365 residential units are proposed.

Key characteristics of the **‘west’ development area** include:

- The extension of Rusk Avenue to Derry Road;
- The extension of Beacham Court to Rusk Avenue;
- A “Village Square” park block, with an area of approximately 0.53 hectares (1.31 acres), with frontages on the Rusk Avenue and Beacham Court extensions;
- 30 freehold townhouse units with frontages on the Rusk Avenue and Beacham Court extensions; and;
- A medium-density condominium block with an area of approximately 1.53 hectares (3.78 acres);

With regard to the ‘west’ medium-density condominium block, a total of 92 residential units are proposed. The ‘west’ medium-density block will include:

- 16 rear lane townhouses, with frontages onto Derry Road and the Rusk Avenue extension. Vehicle access will be limited to the internal private road network. No direct vehicular access for individual units onto Derry Road is proposed;
- 60 back-to-back townhouse dwellings, with frontages onto the internal private road network and the Rusk Avenue extension; and
- 16 two-storey street townhouse units with frontages onto the internal private road network. The townhouse units have been configured to provide for a rear yard to rear yard transition with the existing townhouse dwellings that front onto Laking Terrance.

The overall unit count for the ‘west’ development area is approximately 122 residential units, resulting in an overall net residential density of 56.4 units/hectare.

Key characteristics of the **‘east’ development area** include:

- A medium-density condominium block with an area of approximately 1.77 hectares (4.37 acres);
- The Town of Milton is exploring the extension of Cedar Hedge Road to Derry Road. These details are shown on the applicant’s submission materials in support of the Proposed Development.

With regards to the ‘east’ medium-density condominium block, approximately 243 residential units are proposed. The ‘east’ medium-density block will include:

- 29 two storey street townhouses, with frontages onto the internal private road network;

- 54 back to back townhouse dwellings, with frontages onto the internal private roads;
- An 8-storey mid-rise building, with approximately 160 residential apartment units. Parking for the proposed mid-rise building will be accommodated via an underground parking garage, as supported with a parking ratio of 1.2 spaces per unit (1.0 space per unit for residential parking and 0.2 spaces per unit for visitor parking); and,
- Access to the 'east' medium-density block will be provided from the proposed extension from Cedar Hedge Road.

Based on an overall unit count of approximately 243, the 'east' development area results in an overall net residential density of 138 units/hectare.

Natural Heritage System/Channel

A natural heritage system/channel bisects the Subject Lands. The configuration of the channel and development buffers are in keeping with the Sixteen Mile Creek Subwatershed Study and Scoped Subwatershed Impact Study for the Central Tributary.

Access and Parking

The parking ratio of the proposed townhouses is 2 spaces per unit, including one space in the private garage and one space in the driveway. The built form of the proposed rear-lane townhouses, including concealed garages and an uninterrupted street edge, contributes positively to the built form character and urban streetscape appearance of the neighbourhood.

Vehicle access to the 'west' medium-density block is proposed from the Rusk Avenue extension to Derry Road. No vehicle access is proposed directly to Derry Road from this block. The proposal provides for 17 visitor parking spaces, at a visitor parking ratio of 0.20 spaces per unit.

Vehicle access to the 'east' medium-density block is proposed via the Cedar Hedge Road extension to the east, with no direct vehicular access to Derry Road. A total of 17 surface vehicle parking spaces are proposed to accommodate visitor parking for the townhouses. An underground parking structure with three levels is proposed to accommodate the apartment building visitor parking. The 'east' medium-density block provides for a total visitor parking ratio of 0.20 spaces per unit.

4.1 Zoning By-law Amendment

The draft Zoning By-law Amendment proposes to rezone the Subject Lands as follows:

- A site-specific RMD1 zone for the freehold townhouses;
- A site-specific RMD1 and RMD2 zone for the 'west' medium density block;
- A site-specific RH4 zone for the 'east' medium density block; and,
- OS and NHS zones for the "Village Square" park and natural heritage system/challenge, respectively.

The site-specific zoning will include regulations for the proposed mid-rise building, townhouses, rear lane townhouses, and back-to-back townhouses. Discussion on the draft Zoning By-law Amendment is provided in Section 6.8 of this Report.

A copy of the draft Zoning By-law Amendment is provided as **Appendix B** to this Report.

4.2 Draft Plan of Subdivision

The Draft Plan of Subdivision is required to facilitate the following:

- Freehold townhouse blocks (Block 1 – 7);
- Medium Density Blocks for future residential development (Blocks 8 and 9);
- Natural Heritage System/Channel and associated development buffers (Blocks 11 and 12);
- A noise buffer block to Derry Road (Block 13);
- A “Village Square” Park (Block 14)
- A road widening along Derry Road and the extension of the local road network (Rust Avenue and Beacham Court.

A copy of the Draft Plan of Subdivision is provided as **Appendix C** to this Report.

4.0 Summary of Supporting Technical Reports

The following provides a summary of the findings and recommendations of the technical studies completed in support of the Proposed Development.

Stage 3 Archaeological Report prepared by Amick Consultants Limited (July 18th, 2018)

Amick was previously retained to prepare an Archaeological Report for 500 Cedar Hedge Road, to the north of the Subject Lands. This Archaeological Report additionally covers a study area that includes a north portion of the ‘west’ development area in the Proposed Development. The Archaeological Report describes the results of the 2018 Stage 3 Site Specific Assessment and concludes that the sites examined held no additional cultural heritage value or interest and that the site has been sufficiently documented. Amick recommends that no Stage 4 mitigation of impacts is required for the Study Area.

Stage 1 Archaeological Report

Parslow Heritage Consultancy Inc., prepared a Stage 1 Archaeological Assessment (dated October 10, 2024). The objectives of the Stage 1 archaeological assessment are defined in the Ministry of Citizenship and Multiculturalism’s (MCM) Standards and Guidelines for Consultant Archaeologists (2011). A Stage 1 archaeological assessment provides compiled information about the study area’s geography, history, current land conditions as well as any previous archaeological research and listed archaeological sites on or within the vicinity, as well as specific direction for the protection, management and/or recovery of these resources. This is a desktop only study and did not include a property inspection.

Based on the findings of this desktop study it has been determined that the remainder of the study area as depicted on Map 9 retains archaeological potential due to: proximity to potable water, registered archaeological sites, and early Settler transportation routes. The study area is recommended to undergo Stage 2 property assessment; the Stage 2 assessment should begin with a property inspection to determine areas of disturbance or slope which should undergo photo documentation, followed by a combination of test pit survey at 5 metre intervals per MCM Standards and Guidelines.

A Stage 2 Archaeological Assessment is being prepared and will be submitted under a separate cover.

Noise Feasibility Study prepared by Howe Gastmeier Chapnik Limited (October 7th, 2024)

HGC was retained to conduct a noise feasibility study in support of the Proposed Development. The Study concluded that with suitable noise control measures integrated into the design of the buildings, it is feasible to achieve Ministry of Environment, Conservation and Parks (MECP) guideline sound levels. The Study makes the following recommendations:

- Acoustic barriers have been recommended in Section 2.4.1. The heights of the noise barriers shall be selected subject to the approval of the City.
- Central air conditioning systems are required for the 8-storey building and the first row of townhomes adjacent to Derry Road. The location, installation and sound ratings of the air conditioning devices should comply with NPC-300.
- Dwelling units in townhomes further from Derry Road are required to be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion. The initial installation of central air conditioning will meet this requirement.
- Upgraded building constructions will be required for façades of the proposed buildings. Minimum STC requirements for glazing are included in Section 3.4.3.
- When lotting information is available, the acoustic requirements should be refined for inclusion in the subdivision agreement.
- Warning clauses are required in the property and tenancy agreements and offers of purchase and sale in order to inform future owners/tenants of the sound level excesses and the proximity to the retail/commercial uses.

These mitigation measures as well as warning clauses will be addressed at the subsequent detailed design stage of the Proposed Development.

4.3 Traffic Impact Study prepared by GHD (October 8th, 2024)

GHD was retained to prepare a Traffic Impact Study (dated October 8th, 2024) in support of the Proposed Development. GHD's report determines the site related traffic and subsequent traffic related impacts based on the projected future background traffic and road network conditions derived for a 2029 future planning horizon year. GHD's report concluded:

- Based on ITE Trip Generation rates, the subject site is expected to generate a total of 140 two-way vehicle trips during the a.m. peak hour consisting of 40 inbound and 100 outbound trips. During the p.m. peak hour, it is expected to generate 135 new two-way vehicle trips consisting of 105 inbound and 30 outbound trips.
- Under existing traffic conditions, all intersections are operating at acceptable v/c ratios and levels of service during the a.m. peak and p.m. peak hours.
- Under the 2029 future background conditions, with the addition of corridor growth, background development traffic, and signal improvements, all intersections are operating at acceptable v/c ratios and levels of service during the a.m. peak and p.m. peak hours with the exception of:
 - Derry Road West and Trudeau Drive
 - The eastbound shared through/right-turn movement with a v/c ratio of 0.87 LOS B (a.m. peak hour)

- Under the 2029 future total conditions, with the addition of site traffic from the proposed development, all intersections are reported to continue to operate with acceptable v/c ratios and levels of service during the a.m. peak and p.m. peak hours with the exception of:
 - Derry Road West and Trudeau Drive
 - The overall intersection with a v/c ratio of 0.86 LOS C (a.m. peak hour)
 - The shared through/right-turn movement with a v/c ratio of 0.89 LOS C (a.m. peak hour)
- As requested by the Region, a sensitivity analysis was completed assuming Cedar Hedge Road is not extended to Derry Road. The study road network continues to operate at satisfactory levels despite no right-in/right-out access from Cedar Hedge Road to Derry Road West
- The site provides a total of 631 vehicle parking spaces (566 resident spaces and 65 visitor spaces), including 9 barrier free spaces, and 88 bicycle spaces. Resident parking for the townhouse dwelling units is proposed to be provided at a rate of 2.0 spaces per unit, meeting the Town's By-law requirement.
- It is proposed to provide resident parking for the apartment dwelling units at a reduced rate of 1.0 space per unit and all visitor parking will be provided at a rate of 0.20 spaces per unit. GHD is of the opinion that a reduced parking supply of 1.0 spaces per unit for the medium density block and 0.20 spaces per unit for visitors throughout the site is appropriate.
- GHD assessed the site circulation for emergency vehicles, MSU trucks, waste collection vehicles, and passenger vehicles and confirmed no issues with the site circulation.
- The traffic study confirms that the proposed residential development can be accommodated within the existing and planned road network without significant negative effects on traffic flow, capacity, or safety.

4.4 Tree Inventory and Preservation Plan Report prepared by Jackson Arboriculture Inc. (September 18th, 2024)

Jackson Arboriculture was retained to prepare a Tree Inventory and Preservation Plan Report (dated September 18th, 2024) in support of the Proposed Development. Prior to conducting a site visit, the topographic survey and current aerial photography were overlaid utilizing geographic information software for use on site during the completion of the tree inventory. A site visit was conducted on the 11th of September 2024 to complete the tree inventory.

The results of the tree inventory indicate that a total of 46 trees 10 cm in diameter or larger reside on subject property, on neighbouring property within 6 m and within the road allowance. No rare, threatened or endangered tree species were documented in the tree inventory. The results of the impact assessment indicate that the removal of 21 trees will be required to accommodate the proposed development. The preservation of several trees will be possible with the use of appropriate tree protection measures.

4.5 Phase One Environmental Site Assessment, Part of Lot 4, Concession 4, prepared by DS Consultants (October 6th, 2024)

DS Consultants was retained to prepare a Phase one ESA for Part of Lot 4, Concession 4 (dated October 6, 2024) in support of the Proposed Development. The Phase One ESA was completed in general accordance with the requirements, methodology and practices for a Phase One ESA as described in Ontario Regulation 153/04 (as amended). The objective of the Phase One ESA

is to identify the presence or absence of potentially contaminating activities (PCAs), and to determine if the PCAs identified are likely to result in an Area of Potential Environmental Concern (APEC) on the Subject Lands.

Based on the information obtained as part of this investigation, one (1) PCA was considered to be contributing to one (1) APEC on, in or under the Phase One Property with respect to application of de-icing salts along Derry Road. Based on the findings of this Phase One ESA, it is concluded that the APEC was deemed not to warrant investigation per Section 49/1 (1) of O.Reg. 153/04. Further investigation in the form of a Phase Two ESA will not be required to meet the requirements of O.Reg.153/04 (as amended). A Record of Site Condition may be filed for the Phase One Property based on the findings of this Phase One ESA

4.6 Phase One Environmental Site Assessment, Part Lot 11 Concession 4, prepared by DS Consultants (September 19th, 2024)

DS Consultants was retained to prepare a Phase one ESA for Part Lot 11, Concession 4 (dated September 19th, 2024) in support of the Proposed Development. The Phase One ESA was completed in general accordance with the requirements, methodology and practices for a Phase One ESA as described in Ontario Regulation 153/04 (as amended). The objective of the Phase One ESA is to identify the presence or absence of potentially contaminating activities (PCAs), and to determine if the PCAs identified are likely to result in an Area of Potential Environmental Concern (APEC) on the Subject Lands.

Based on the information obtained as part of this investigation, it is concluded that five (5) PCAs were identified within the Phase One Study Area, three (3) of which are considered to be contributing to three (3) APECs on, in or under the Phase One Property. Further investigation in the form of a Phase Two ESA will be required in order to meet the requirements of O.Reg.153/04 (as amended).

4.6 Urban Design Brief

NAK Design Strategies prepared an Urban Design Brief (dated October 2024), which demonstrates how the Proposed Development responds to the relevant design policies and guidelines. The brief concludes that the proposed development is consistent with planning and urban design framework, including Town of Milton Official Plan Bristol Survey Secondary Plan, and the Town of Milton Mid-rise Guidelines. It is compatible with the adjacent and existing land uses surrounding the site, proposing a precedent for design development, and will positively enhance and contribute to the established character of the adjacent neighbourhoods. There are no significant design challenges or major development constraints that will impact the process and/ or negatively influence the development outcome.

5.0 Policy and Regulatory Context

The following sections provide a review and analysis of the applicable Provincial, Regional, and Municipal policies and regulations. The following statutory documents have been reviewed:

- *Planning Act, R.S.O. 1990 c.P.13*
- Provincial Planning Statement, 2024
- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2019, as amended;

- Halton Regional Official Plan (2024);
- Town of Milton Official Plan (Office Consolidation, 2024) and;
- Town of Milton Zoning By-law (0.16-2014).

It is understood that as of October 20th, 2024, the Province of Ontario will be adopting the 2024 Provincial Planning Statement ('2024 PPS'), which is intended to be a new, comprehensive and province-wide land use planning framework. This PPS will replace and/or integrate relevant policy from both the existing and in-effect Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019, as amended). Once the 2024 PPS is adopted, these latter documents are expected to no longer be in force within the Provincial planning framework.

The final version of the 2024 PPS was made public on August 20, 2024. While this document is not yet in force at the time of this Report, the policies contained therein have been considered as they are expected to come in force shortly and identify Provincial planning intent (see Section 5.2 below). The current Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe are additionally considered in this Report for consistency with the existing Provincial planning framework.

5.1 Planning Act, R.S.O. 1990 c.P.13

Section 2 of the *Planning Act* sets out matters of provincial interest as it pertains to land use and requires that municipal councils have regard to these in all decision-making. Section 2 sets out the following matters of Provincial interest to be addressed:

- (2) *The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
 - (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;*
 - (j) the adequate provision of a full range of housing, including affordable housing;*
 - (p) the appropriate location of growth and development;*
 - (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.*

It is our opinion that the Proposed Development will make efficient use of existing transportation, sewage, and water systems through appropriate development of the Subject Lands and will develop in an orderly manner to support a safe, healthy, and barrier-free development. The Proposed Development will provide for a range of housing forms and sizes to accommodate a range of housing needs. The Subject Lands are within proximity to public transit routes, including the Milton GO Station/MTSA, active transportation infrastructure, and community amenities. The Proposed Development represents the development of lands that are currently vacant and underutilized. The Proposed Development is well-designed and will integrate without adverse impact into the surrounding community while providing a high-quality, safe, accessible, and vibrant streetscape. The Proposed Development has regard for and implements matters of provincial interest as directed by the *Planning Act*.

Section 51(24) of the *Planning Act* establishes criteria to be considered when evaluating a request to subdivide land, including consideration for the health, safety, convenience, accessibility for persons with disability, and welfare of the present and future inhabitants of the municipality. In order to facilitate the Proposed Development, a Plan of Subdivision is required, the proposed Condominium Blocks ('west' and 'east') will be further subdivided through a Plan of Condominium.

The Proposed Development satisfies these criteria as follows:

| Section 51(24) Criteria | Response of the Proposed Development |
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| (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2; | No matters have been identified. Section 2 of the <i>Planning Act</i> has been addressed in this Report. |
| (b) whether the proposed subdivision is premature or in the public interest; | The Proposed Development is in keeping with the existing and planned context for the surrounding area and builds on the principle of complete communities. The public interest is protected in this application. |
| (c) whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any; | The Draft Plan of Subdivision conforms with the Town of Milton Official Plan. In addition, the Draft Plan of Subdivision conforms with the Halton Region Official Plan and the Bristol Survey Secondary Plan. An analysis of the Halton Region Official Plan, the Town of Milton Official Plan, and the Bristol Survey Secondary Plan is provided in Sections 6.5, 6.6, and 6.7 of this Report. |
| (d) the suitability of the land for the purposes for which it is to be subdivided; | The Halton Region Official Plan and the Town of Milton Official Plan designate the Subject Lands for residential development. |
| (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing; | No affordable housing units are being proposed. The Proposed Development will facilitate approximately 365 residential units, consisting of street townhouse units as well as condominium apartment and townhouse units, including street, rear-lane, and back-to-back townhouses. |
| (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 technical materials submitted in support of the development applications support and confirm that the broader highway system can accommodate the Proposed Development and that all grading considerations have been accommodated. |

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| (f) the dimensions and shapes of the proposed lots; | The dimensions and shapes of the lots within the Proposed Development are appropriate to facilitate the intended land use and built form. |
| (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; | Restrictions and regulations for the development and subdivision are included in the implementation Zoning By-law Amendment. |
| (h) conservation of natural resources and flood control; | A stormwater management plan will be prepared to address flood control, while natural resources will be accommodated through the appropriate stewardship and conservation of the environmentally significant lands in the area and sustainable practices |
| (i) the adequacy of utilities and municipal services; | Adequate municipal services will be available, the particulars of which will be established through conditions of approval. |
| (j) the adequacy of school sites; | The Subject Lands are located within a community with access to schools. |
| (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes; | <p>Through the Proposed Development, Rusk Avenue will be extended to Derry Road. Additionally, a portion of the Subject Lands will be dedicated to the Town for a road widening along Derry Road. A further portion will be dedicated for a 'Village Square' park.</p> <p>The Proposal also demonstrates the extension of Cedar Hedge Road to Derry Road, which is a proposed Town initiative.</p> |
| (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and | The layout and design of the Proposed Development will support the installation of energy efficient infrastructure. |
| (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 or subsection 114 (2) of the <i>City of Toronto Act, 2006</i> . 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4). | The proposed condominium blocks will be subject to Site Plan Control. All freehold townhouse units are not subject to Site Plan Control. |

5.2 Provincial Planning Statement (2024)

The 2024 Provincial Planning Statement ('2024 PPS') is expected to come into force and effect on October 20, 2024. The 2024 PPS will replace both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, while building upon housing-supportive policies from both documents. Per the *Planning Act*, all planning decisions are to be consistent with the policy statements issued under the Act, including the 2024 PPS.

The 2024 PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the 2024 PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. It acknowledges that a Municipal Official Plan are the most important vehicle for implementing the Provincial Planning Statement and for achieving comprehensive, integrated, and long-term planning. Official plans should coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial outcomes.

The 2024 PPS is to be read in its entirety and in conjunction with other Provincial plans. The 2024 PPS does not take precedence over other Provincial plans in the instance of a conflict. The 2024 PPS understands that local official plans are the most important vehicle for the implementation of 2024 PPS direction.

Chapter 2 of the 2024 PPS provides policy direction related to "*Building Homes, Sustaining Strong and Competitive Communities*" and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of housing options to meet Provincial growth forecasts, as well as the achievement of complete communities.

Planning for People and Homes

Section 2.1.1 and 2.2.2 of the 2024 PPS, direct planning authorities to base population and employment forecasts on either the Ontario Population Projections, as published by the Ministry of Finance, or continue to rely on growth forecasts previously issued by the Province for the purpose of land use planning.

The Ontario Population Projections identifies Halton Region as one of five census divisions in the Greater Toronto Area, which includes: Toronto, Durham, Halton, Peel and York. The Ontario Population Projections provides that, "*census divisions with over 70% projected growth in number of seniors over 2022-2046 include: Waterloo, Wellington, Dufferin, Simcoe, Halton, Peel, York, Durham, Ottawa, Prescott & Russell.*" More specifically, the suburban GTA, which includes Durham, Halton, Peel and York are projected to add approximately 2.1 million people between 2022 – 2046. Peel (62.6%), Halton (59.5%) and Durham (43.8%) are projected to grow faster than the average for Ontario.

Prior to the 2024 PPS, the Growth Plan for the Greater Golden Horseshoe (2019), identified a population and employment forecast for 1,100,000 people and 500,000 jobs for the 2051 planning horizon. More specifically, Milton's population is projected to grow to 333,900 people by 2041 and 400,400 people by 2051.

The Ontario Population Projections, as well as the Growth Plan for the Greater Golden Horseshoe (2019), acknowledge Halton Region fast growing region, whereas Milton is anticipated to accommodate a significant portion of the projected growth.

Section 2.1.6 provides that “*Planning Authorities should support the achievement of complete communities*” by:

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

The 2024 PPS defines “Complete Communities” as “*places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations*”.

The Proposed Development will contribute approximately 365 residential units to the Town of Milton. The proposed variety of unit sizes will support a range of income levels for current and future residents of the Town. Additionally, the Proposed Development will further support the Growth Plan policies by contributing to the achievement of complete communities and allowing more housing choices for residents.

Housing

Section 2.2 of the 2024 PPS states that “*Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction*

of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

The Proposed Development represents a form of residential intensification as it provides for a compact built form on lands that are currently vacant and unimproved. The Subject Lands are located in the Town's Settlement Area and are in close proximity to transit and local facilities, and represent an opportunity to develop an underutilized site.

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

The Proposed Development utilizes existing infrastructure, including municipal servicing and transportation infrastructure, and will be built at supportive densities to optimize this infrastructure and area facilities. These densities respect existing residential development patterns and the constraints of a natural heritage feature. The Proposed Development further extends and expands the area's transportation network, increasing active transportation options, and provides a housing mix to support complete communities.

- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations."*

The Town of Milton Official Plan identifies Derry Road as an "*Intensification Corridor*". The Proposed Development is located on an Intensification Corridor, accessible to the Milton GO Major Transit Station Area, and will be built at transit-supportive densities. As illustrated in Figure 3 (*Transit Context Plan*) of this Report, the Subject Lands are accessible to multiple public transportation options.

Settlement Areas and Settlement Area Boundary Expansions

The Subject Lands are located in the Town's Settlement Area and along the Derry Road Intensification Corridor, which is identified as a Strategic Growth Area in the Town of Milton Official Plan. Per Section 2.3.1.1 of the 2024 PPS, growth and development should be focused in these areas.

Per Section 2.3.1.5, the 2024 PPS identifies a minimum density target of 50 residents and jobs per hectare in designated growth areas of large and fast-growing municipalities, which includes the Town of Milton. The PPS further encourages planning authorities to go beyond this minimum target where appropriate.

Strategic Growth Areas

Section 2.4.1 directs that "*Planning Authorities are encourage to identify and focus growth and development in strategic growth areas*". The 2024 PPS defines "*Strategic Growth Areas*" and area "*within settlement areas, nodes, corridors, and other 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.*"

Section 2.4.2 states that complete communities in “*Strategic Growth Areas*” are supported by “*a range of housing options, intensification and mixed use development,*” and should be planned as follows:

- a) *to accommodate significant population and employment growth;*
- b) *as focal areas for education, commercial, recreational, and cultural uses;*
- c) *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) *to support affordable, accessible, and equitable housing.*

The Proposed Development contributes to the achievement of complete communities along the Derry Road Intensification Corridor and provides a supportive population in a compact built form. As noted, a range and mix of housing types are provided, and the Proposed Development represents intensification in an area currently well-served by existing amenities and public transportation (refer to *Figure 2- Surrounding Context Plan* and *Figure 3- Transit Context Plan*).

Sewage, Water, and Stormwater

Chapter 3 of the 2024 PPS provides policy direction related to “*Infrastructure and Facilities*” and is applicable to the Subject Lands. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.2 of the 2024 PPS outlines policy relating to transportation, where development is encouraged to use existing transportation infrastructure and incorporate multimodal options with an emphasis on connectivity. The Proposed Development is located on a major arterial (Derry Road) and defined “*Intensification Corridor*” and proposes to expand the local road network, including associated pedestrian pathways and sidewalks. Notably, providing additional connectivity to area residents, as well as facilitating the expansion of a trail system adjacent to the natural heritage system/channel.

Section 3.6 of the 2024 PPS outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the 2024 PPS, existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. As such, the Proposed Development is planned to use existing municipal sewage services and water services, and in a manner that protects human health and the natural environment. As detailed in the Functional Servicing, Stormwater Management, and Preliminary Design Report submitted in support of this application, prepared by DSEL, the Proposed Development can be appropriately serviced using existing infrastructure.

Natural Heritage

Chapter 4 of the 2024 PPS provides policy direction related to “*Wise Use and Management of Resources*” and is applicable to the Subject Lands. It generally encourages the protection of natural resources, and sustainable development where adjacent to those resources.

Section 4.1 states that “*Natural features and areas shall be protected for the long term*” and that their diversity and connectivity should be maintained, restored, or improved.

The Subject Lands is bisected by an existing natural heritage system/channel, which runs north-south and links to a larger channel system. The Proposed Development will realign and implement development buffers on the east and west sides of the channel, that are consistent with the findings of the Sixteen Mile Creek Subwatershed Study, Scoped Subwatershed Impact Study for the Central Tributary. The channel alignment and development buffers are consistent with the natural heritage analysis completed as part of the Secondary Plan Approval process for the Bristol Survey.

Conclusion

The above analysis of the applicable policies of the 2024 PPS demonstrates that the Proposed Development is consistent with the emerging policies of the 2024 PPS by allowing for development, at an appropriate density, in an area served by existing infrastructure and in support of the goals of the 2024 PPS. As such, the Proposed Development and corresponding Zoning By-law Amendment and Draft Plan of Subdivision are consistent with the policies of the 2024 PPS.

5.3 Provincial Policy Statement (2020)

In effect at the time of this Report, the Provincial Policy Statement ('Policy Statement') represents Provincial direction and intent for development and provides minimum standards for development in the Province. It is to be read in its entirety and in conjunction with other Provincial plans. The Policy Statement does not take precedence over other Provincial plans in the instance of a conflict.

Section 1.0 of the Policy Statement provides direction related to "*Building Strong Healthy Communities*" and is applicable to the subject property. It generally encourages a variety of land uses and built-forms within communities and encourages initiatives that make efficient use of infrastructure. Redevelopment and intensification are encouraged.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1.1 states that "*healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

The Proposed Development will promote efficient development patterns by providing for a dense, compact built form and a variety of market-based dwelling types, including multi-unit housing. The Proposed Development will introduce new residential units in an area well-served by surrounding employment, institutional, recreation, parks and open space uses.

The Proposed Development will introduce new residential units in an area currently served by surrounding institutional, commercial, and recreation uses, as well as existing municipal services. The surrounding residential area is primarily developed with single detached homes and townhouses, and the Proposed Development will contribute to a diverse and compact housing mix in the area. The proposed 'Village Square' park will provide further recreation opportunities for the surrounding community, while the natural heritage system/channel will be maintained. No environmental or public health and safety concerns are anticipated in the Proposed Development.

In keeping with Section 1.1.1 of the Policy Statement, the Proposed Development will provide for transit-supportive residential density on existing municipal services in order to minimize land consumption and servicing costs and achieve cost-effective development that provides for a compact urban built form in close proximity to higher-order and local transit. This transit-supportive land use pattern responds to Provincial objectives on climate change and supports future investment in public transportation for the area. Detailed climate change mitigation measures within the Proposed Development will be more directly addressed through future detailed design.

Settlement Areas

Section 1.1.3.1 of the Policy Statement notes that "*settlement areas shall be the focus of growth and development.*" As noted above in Section 5.2 of this Report, the Subject Lands are located in a Settlement Area and the Derry Road Intensification Corridor is identified as a "*Strategic Growth Area*". The Policy Statement notes that these areas, including the Subject Lands, should be a focus for growth and development.

Section 1.1.3.4 provides that "*appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*"

Furthermore, Section 1.1.3.6, provides that "*new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of*

uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

The Proposed Development represents a density and mix of land uses and housing types that support these policy objectives of the Policy Statement. The Proposed Development facilitates an efficient use of land and resources through intensification of an underutilized site in proximity to public service facilities, as well as a major arterial road that supports higher-order transit (Milton GO routes, connecting to Milton GO station). Local public transportation and active transportation facilities are accessible from the Subject Lands, which may facilitate a reduction in emissions via a transition from personal vehicle travel, and thus improve public health.

Housing

Section 1.4 of the Policy Statement outlines policies relating to housing goals within municipalities, where an appropriate range and mix of housing options and densities is encouraged. Section 1.4.3 of the Policy Statement provides that *“planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents”*.

The Proposed Development will provide approximately 365 units, at a density of 56.7 units/hectare for the ‘west’ development area and 137.2 units/hectare for the ‘east’ development area, and serve to further increase the range and quantity of housing units within the Town of Milton. These units, varied in form and tenure, will offer choice and opportunity for existing and future residents to live in this area and have their needs met at different stages of life. The Proposed Development represents residential intensification in an area designated for growth and will utilize existing municipal services to efficiently deliver that growth.

Infrastructure and Public Facilities

Section 1.6.6 of the Policy Statement outlines policies relating to municipal infrastructure, including sewage, water, and stormwater services. Per the Functional Servicing, Stormwater Management, and Preliminary Design Report, the Proposed Development can be serviced by existing municipal infrastructure and internal stormwater management strategies for the east developable area.

Section 1.6.7 of the Policy Statement outlines policies relating to transportation. As noted previously, the Proposed Development is located on a major arterial (Derry Road); a *“Intensification Corridor”* and is supported by existing transportation services. The Proposed Development provides for the extension of an existing local road network to increase connectivity through the Proposed Development and the surrounding community.

Conclusion

The above analysis of the applicable policies of the Policy Statement demonstrates that the Proposed Development is consistent with the Policy Statement by allowing for development, at an appropriate density, in an area served by existing infrastructure. As such, the Proposed Development and corresponding Applications are consistent with the policies of the Policy Statement.

5.4 Growth Plan of the Greater Golden Horseshoe (2019)

In effect at the time of this Report, the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) took effect on May 16, 2019. The Growth Plan was further amended in 2020, primarily with respect to growth targets. The Growth Plan established minimum growth targets for municipalities, including a target of 1,100,000 people and 500,000 jobs by the year 2051 for the Region of Halton. The Growth Plan density target is a minimum of 50 residents and jobs combined per hectare in the Region of Halton.

The Growth Plan represents Provincial direction for municipalities within the Greater Golden Horseshoe Region and intends to guide development towards the creation of complete communities that meet the needs of people throughout their lifetime. The Growth Plan defines *complete communities* as:

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

Managing Growth

Section 2.2 of the Growth Plan addresses growth management, including direction about how to manage growth in a manner that ensures a better use of land and infrastructure and encourages a compact built form. This section generally directs growth to existing urban areas, encouraging the development of compact built-form and transit-supportive communities.

Per Policy 2.2.1.2 b) of the Growth Plan, forecasted growth will be allocated to settlement areas that “*have a delineated built boundary; have existing or planned municipal water and wastewater systems; and can support the achievement of complete communities*”. Additionally, Policy 2.2.1.2 c), provides that, “*within settlement areas, growth will be focused in: delineated built-up areas; strategic growth areas; locations with existing or planned transit, with a priority on higher order transit...; and areas with existing or planned public service facilities*”. The Subject Lands are located on the Derry Road Intensification Corridor, which is identified as a “*Strategic Growth Area*” and provides existing transit accessibility. The Subject Lands are additionally accessible to multiple public service facilities in the surrounding area. The Milton GO Station is located approximately 1.8 kilometres to the northwest and is accessible by public transit. A major community hub at the Thompson Road North/Main Street East intersection is located approximately 1.5 kilometres to the north and is also accessible by public transit.

Section 2.2.1.4 of the Growth Plan states that “*applying the policies of this Plan will support the achievement of complete communities*” via a diverse mix of land uses, improved social equity and quality of life, a range and mix of housing options, and convenient access to transportation options, and public service facilities and recreation. The Proposed Development responds to this policy direction through the provision of contributing to a range and mix of housing options. The Proposed Development additionally provides a ‘Village Square’ park and new recreation use, a protected natural heritage corridor and biodiversity linkage, as well as an expanded transportation network, including pedestrian paths and trails.

Housing

Section 2.2.6 of the Growth Plan contains policies related to housing and the achievement of complete communities. Municipalities are directed to support housing choice and achievement of the minimum intensification target by *“identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and establishing targets for affordable ownership housing and rental housing;”*

Additionally, Section 2.2.6.3 encourages municipalities to support the achievement of complete communities through a *“mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

The Proposed Development will contribute to the achievement of density requirements outlined in the Growth Plan by contributing an additional 365 housing units to the Town of Milton. The proposed variety of unit sizes will support a range of income levels for current and future residents of the Town. Additionally, the Proposed Development will further support the Growth Plan policies by contributing to the achievement of complete communities and allowing more housing choices for residents.

Designated Greenfield Area

The Subject Lands are located outside of the Town of Milton's Built Boundary, but within the Town's Settlement Area, as such, they are considered *“Designated Greenfield Area”* and subject to Section 2.2.7 of the Growth Plan. New development within the Designated Greenfield Area will be planned to *“support the achievement of complete communities, support active transportation, and encourage the integration and sustained viability of transit services.”* As noted, the density target applicable to this area is 50 residents and jobs combined per hectare, as measured over the entire *“Designated Greenfield Area”*.

The Proposed Development provides a density of 56.7 units/hectare for the 'west' development area and 137.2 units/hectare for the 'east' development area, and meets and exceeds the Growth Plan minimum. In keeping with provincial policy, the Proposed Development supports the achievement of complete communities via a range of housing units and mix of land uses, as well as expands the active transportation network and supports transit services through development at a transit-supportive density.

Water and Wastewater Systems

Per Section 3.2.6 of the Growth Plan, the Proposed Development and the proposed residential density can be serviced through existing municipal systems, which may create efficiencies in service delivery. Similarly, the Proposed Development will have adequate stormwater facilities that connect to municipal infrastructure. This is further detailed in the Functional Servicing, Stormwater Management, and Preliminary Design Report submitted in support of the Proposed Development.

Conclusion

The Growth Plan directs growth and development to appropriate areas with an emphasis on areas well-served by transit and existing and planned infrastructure. The above analysis demonstrates that the Proposed Development and corresponding Applications conform to the Growth Plan by providing for residential development, at an appropriate density, and in an area served by existing transit and municipal infrastructure. The Proposed Development will also provide a range of

housing types that implement the principles and targets for intensification anticipated in the Growth Plan and further establish the area as a complete community.

5.5 Region of Halton Official Plan (2024)

The Region of Halton Official Plan (“ROP”) was initially adopted by Regional Council in 1994 and approved with modifications by the Minister of Municipal Affairs and Housing (MMAH) in 1995. The ROP has been subsequently amended by Regional Council, including recent ROPA 48 (2021) and ROPA 49 (2022), which were approved by the MMAH.

In December 2023, Bill 150, *Planning Statute Law Amendment Act, 2023* received Royal Assent and resulted in specific decisions issued under the *Planning Act* by the MMAH deemed to have never been made. This included the 2022 decision to approve ROPA 49 with modifications. In May 2024, Bill 162, *Get It Done Act, 2024* received Royal Assent and the Province reinstated ROPA 49 with specific modifications from their original November 2022 decision that were supported by the Local Municipalities in Halton.

The Province has considered revisions to the role of Halton Region through Bill 23 (which identified Halton Region as an “upper-tier municipality without planning responsibilities”) and Bill 185 (which identified a date of July 1, 2024 for Halton Region’s transition out of land use planning authority). As a result, as of July 1, 2024, the ROP is no longer a Regional Plan. The ROP is now in force as a Local Plan of the local municipalities, including the Town of Milton. Applicable policy from the ROP is thus included and responded to below.

Urban Area

The Subject Lands are designated as “Urban Areas” in the ROP as shown in Map 1 (Regional Structure) (refer to *Figure 4- Region of Halton Official Plan*). The Regional Structure is based on a strategy to accommodate population and employment growth to 2051 by directing growth to the “Urban Areas” within the Regional Urban Boundary. Per Table 1 of the ROP, the Town of Milton is projected to accommodate a population of 350,870 within the Urban Area and within the 2051 planning horizon. Per Table 2 of the ROP, the Town of Milton is projected to accommodate a density of 59 people and jobs per hectare in the Designated Greenfield Area.

Within the ROP, the objectives of the Urban Area are outlined in Section 72. Urban Areas are intended to accommodate growth and support a form that is compact, transit-supportive, and provides for a range of complete communities of various sizes, types, and characters which afford maximum choices for residents. Urban Areas are also intended to facilitate and promote intensification and increased densities. The Proposed Development is in conformity with the intent of Urban Areas as it is a compact development with a transit-supportive density, and consists of a range of residential forms and additional land uses to support complete communities. A further diverse mix of land uses are located in close proximity to the Subject Lands, offering residents a neighborhood in which they can live, work, and play.

Housing

Section 84 of the ROP outlines housing objectives and provides that the “goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social, and economic needs.” The Proposed Development provides for approximately 365 housing units in varying sizes across townhouse and apartment built forms. Additionally, the

surrounding area land use is primarily residential and generally comprised of single detached and townhouse built forms.

The ROP identifies specific housing targets. Section 86(6)(a) of the ROP states that, as measured across the entire Region of Halton, *“the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter”*. The Proposed Development satisfies this policy target by offering approximately 389 new market-based townhouse and apartment units to the Region of Halton’s housing stock.

Section 86(11) of the ROP further permits intensification of land use provided that the physical character of existing neighbourhoods can be maintained. The Proposed Development follows the existing development pattern of the surrounding area, including the road network, and is compatible with adjacent land uses, including residential, natural heritage, and elementary schools. The Proposed Development represents an opportunity for intensification through built forms that are in keeping with, and compatible with, the surrounding neighbourhood. For instance, the proposed townhouse configurations on both the west and east side of the natural heritage system/channel provide a compatible interface and transition with the existing townhouses on abutting lands and the broader surrounding community, and the higher density built forms on Site is situated along Derry Road, providing for consistent building massing and contributing to a vibrant public realm along those Arterial Roads.

Water Supply and Wastewater Treatment Services

Section 87 of the ROP states that the goal for urban services is to ensure adequate provision to achieve development while protecting the environment. Section 89 further states that development in the Urban Area will be serviced by municipal infrastructure wherever possible, including within the Region’s physical and financial ability to provide servicing. As demonstrated in the Functional Servicing, Stormwater Management, and Preliminary Design Report, completed by DSEL, the Proposed Development can be adequately serviced within the existing municipal infrastructure capacity.

Transportation

Section 172 of the ROP details that the transportation objectives of the Region are in part to balance transportation modes – including a reduction of dependency on automobile use, a promotion of a competitive public transit system, and a promotion of active transportation. Derry Road itself is an *‘Intensification Corridor’* and major arterial road, and per Table 3 of the ROP (Function of Major Transportation Facilities), major arterials are intended to accommodate higher order transit services and accommodate active transportation. Major arterials are also encourages *“Transit-supportive, high density, mixed use development”* as well as pedestrian infrastructure and/or bike paths.

Conclusion

The Proposed Development and corresponding Zoning By-law Amendment and Draft Plan of Subdivision conform to the Region of Halton Official Plan by providing for a residential development, at an appropriate density, in an area served by existing local transit, active transportation network, and other municipal infrastructure.

5.6 Town of Milton Official Plan

The Town of Milton Official Plan (Office Consolidation, January 2024) (the ‘Official Plan’) contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the Town should grow. It includes Official Plan Amendments No. 31 to 78 (excluding Official Plan Amendments 54 and 62). It is recognized that the Town of Milton is currently undergoing an Official Plan Review to process to plan for the 2051 planning horizon.

The Subject Lands are designated “*Urban Area*” and “*Natural Heritage System*” on Schedule 1 – Town Structure Plan (see *Figure 5- Town of Milton Official Plan*). The Subject Lands are located along the Derry Road Intensification Corridor and located outside of the existing Built Boundary (see *Figure 5- Town of Milton Official Plan*). From a land use perspective, the Subject Lands are designated “*Residential Area*”, “*Residential Office Area*”, and “*Natural Heritage System*” on Schedule B – Urban Land Use Plan (see *Figure 6- Town of Milton Official Plan*). The Subject Lands are further subject to the Bristol Survey Secondary Plan (discussed in Section 6.7).

Section 2.1.6 of the Official Plan outlines the Town’s policies for *Intensification*. More specifically, Policy 2.1.6.2 states:

“Strategic Growth Areas are located within the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes along with specific sites. These areas along with the Built Boundary as delineated by the Province, have been identified on Schedule “K”.”

On Schedule ‘K’ of the Official Plan, Derry Road between James Snow Parkway South and Tremaine Road North is identified as an “*Intensification Corridor*”. The Town’s Official Plan defines “*Intensification Corridor*” as “*Strategic Growth Areas identified along major roads, arterial or higher order transit corridors that have the potential to provide a focus for higher density mixed use developments consistent with planned transit service levels*”. Policy 2.1.6.3 directs:

“Intensification and the development of Strategic Growth Areas shall be promoted to achieve the following objectives:

- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;*
- b) To provide opportunities for more cost-efficient and innovative urban design;*
- e) To create a vibrant, diverse and pedestrian-oriented urban environment;*
- f) To cumulatively attract a significant portion of population and employment growth;*
- h) To support transit and active transportation for everyday activities;*
- i) To generally achieve higher densities than the surrounding areas;*
- j) To achieve an appropriate transition of built form to adjacent areas;”*

Furthermore, Policy 2.1.6.5, provides that it is the policy of the Town to:

- b) Provide opportunities for further intensification within Intensification Corridors and Secondary Mixed Use Nodes in accordance with the policies of this Plan;*

- c) *Encourage alternative and innovative forms of housing, including those that support Affordable Housing and, in particular, high density housing types that can accommodate a range of household types;*
- f) *Ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design;*
- g) *Prohibit site-specific Official Plan or Zoning By-law amendments to reduce development density within an Strategic Growth Area except through a review of the Local Official Plan or a review of the Area Specific Plan for the Strategic Growth Area and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b of the Regional Official Plan;*

Derry Road is identified as an “*Intensification Corridor*”. In keeping with the above policy framework, “*Intensification Corridors*” are areas intended for a mix of uses and higher residential densities. These areas are intended to be the focus of urban activity for surrounding residential neighbourhoods, as well as be pedestrian-oriented and maximize the use of public transit. Furthermore, the Proposed Development introduces a range and mix of high-quality built forms, contributes to a vibrant and healthy public realm, as well as provides opportunities for enhanced community connections, including connectivity to public transit and active transit opportunities. The Proposed Development supports the Town’s objectives for locating growth and development along an “*Intensification Corridor*”.

Section 2.2 of the Official Plan outlines policy regarding natural areas and ecosystems within the Town. The goals of this Section are to establish and promote an environmental management system which will enhance the existing environment and livable space of the Town and to encourage “*development that is environmentally and economically sustainable*”.

Schedule 1 of the Official Plan (refer to *Figure 5- Town of Milton Official Plan*), the Subject Lands are partially designated “*Natural Heritage System*”, corresponding with the natural heritage channel that bisects the Subject Lands. The extent and buffers associated with the existing natural heritage system are in keeping with the Subwatershed Study for the Bristol Survey Secondary Plan. Residential development abutting this natural heritage channel includes rear yards of townhouse dwellings, as well as the ‘Village Square’ park. No development on or access to this natural heritage feature is proposed, and it will be protected through development.

Section 2.7 outlines policy regarding housing in the Town of Milton. Per Section 2.7.3.1, the Official Plan identifies a housing target of “*at least 50 percent of new housing units produced annually be in the form of townhouses or multi-storey buildings*”. The Proposed Development will contribute to this Official Plan target. Per Section 2.7.3.2 of the Official Plan, the proposed 365 units further represent an appropriate mix of housing by density, type, and affordability.

Per Section 2.7.3.15 of the Official Plan, redevelopment of sites and buildings through intensification *will be considered based on conformity with all of the following criteria:*

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| Policy 2.7.3.15 Infill development and redevelopment of sites and buildings through intensification, will be considered based on conformity with all of the following criteria: | Response: |
| a) <i>the proposed development meets locational criteria in the Official Plan;</i> | The Subject Lands are located within the Town’s Urban Area and front onto Derry Road |

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| | which is identified as an “ <i>Intensification Corridor</i> ”. |
| b) <i>the existing hard infrastructure, including wastewater and water services, can support additional development;</i> | As discussed in the Functional Servicing and Stormwater Management, and Preliminary Design Report prepared by DSEL, the Proposed Development can be accommodated by existing municipal services. |
| c) <i>the required parking can be accommodated;</i> | <p>The parking ratio of the proposed townhouses and back-to-back townhouses is 2 spaces per unit, including one space in the private garage and one space in the driveway. The built form of the proposed rear-lane townhouses, including concealed garages and an uninterrupted street edge, contributes positively to the built form character and urban streetscape appearance of the neighbourhood.</p> <p>Parking for the proposed mid-rise building will be provided via an underground parking garage.</p> <p>The proposed parking standards are supported by the Traffic Impact Study prepared by GHD.</p> |
| d) <i>the local road network can accommodate any additional traffic;</i> | As discussed in the Transportation Impact Study, the local road network can accommodate the increased density and activity resulting from the Proposed Development. |
| e) <i>compliance with the zoning by-law;</i> | The Subject Lands are zoned Future Development. A Zoning By-law Amendment is required to align the site's zoning with Provincial policy direction and the Town's Official Plan objectives for growth and development. |
| f) <i>compatibility with the existing development standards and physical character of the adjacent properties and the surrounding neighbourhood</i> | <p>The Proposed Development has been designed to consider compatibility with the surrounding low density residential neighbourhood.</p> <p>With regards to the proposed mid-rise building, it has been designed to consider the compatibility with the surrounding</p> |

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| | <p>neighbourhood. The mid-rise building fronts onto Derry Road, which is identified as a <i>"Intensification Corridor"</i>. Vehicle access to the mid-rise building in the east condominium block will be limited to the future Cedar Hedge Road extension to Derry Road.</p> <p>The townhouse units have been designed and oriented to sufficiently separate the proposed mid-rise buildings and act as a built-form buffer from the existing low-rise community to the north/east of the Subject Lands.</p> <p>Where the Subject Lands directly abut adjacent residential dwellings to the west, a rear yard-to-rear yard condition is proposed. Where the Subject Lands abut the existing Dyane-Adam elementary school to the north, a similar rear yard condition is proposed with suitable privacy fencing, ensuring privacy for both residents and school users.</p> |
|--|--|

Section 2.8 of the Official Plan outlines policy regarding urban design. Multiple objectives are noted, including practicing sustainable development, employing a high standard of design, maximizing use and enjoyment of urban streets, providing human-scale development, achieving a varied pattern of built form, enhancing character and compatibility, and access to multimodal transportation options. More specifically, Policy 2.8.3.5 states that *"human scale or human understanding of buildings should be promoted in design"*.

Section 2.8.3.6 of the Official Plan states that *"the development of urban design guidelines by the proponent shall ensure that proposed high density residential, mixed use or commercial centres:*

- a) is compatible in architectural form with abutting neighbourhoods;*
- b) forms a cohesive and unified cluster of buildings which are architecturally compatible with each other;*
- c) provides links with the pedestrian, cycle, transit and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and,*
- d) maintains and enhances remaining elements of valued historic development patterns in the layout of new development."*

Section 2.8.3.9 of the Official Plan encourages a transition between high and low profile buildings through measures including *"incremental changes in height, substantial space separation of a planting buffer, or through the use of an existing topographical break or waterway"*. The Proposed Development is compatible and provides an appropriate transition to the existing built form with the surrounding neighbourhood and proposes strategic design strategies to support an appropriate transition. In addition, the proposed mid-rise building fronts onto Derry Road, which

supports higher densities and built forms. The Proposed Development will achieve neighbourhood connections, high quality-built form and landscaping treatments.

Chapter 3 of the Official Plan outlines the Town's policy framework for urban land uses. From a residential land use perspective, the Subject Lands are subject to both the Town's "*Residential Area*" designation and the "*Residential Office Area*" designation. The "*Residential Area*" designation applies to the lands on the west side of the existing natural heritage system and the "*Residential Office Area*" designation applies to the east side of the existing natural heritage system.

Policy 3.2.1.2 states that, "*Intensification within the "Residential Area" designation is encouraged within the built-up area and is generally directed to the Strategic Growth Areas and to nodes and corridors as identified on Schedule 'K' and in Section 2.1.6 of this Plan. Residential intensification shall generally take the form of medium and high-density residential uses in accordance with policies 3.2.3.1, 3.2.3.2, 3.2 and 3.3 of this Plan and shall be guided by the following criteria:*

| <i>Policy 3.2.1.2 Intensification within the "Residential Area" designation is encouraged within the built-up area and is generally directed to the Strategic Growth Areas and to nodes and corridors as identified on Schedule "K" and in Section 2.1.6 of this Plan. Residential intensification shall generally take the form of medium and high density residential uses in accordance with policies 3.2.3.1, 3.2.3.2, 3.2 and 3.3 of this Plan and shall be guided by the following criteria:</i> | <i>Response</i> |
|---|--|
| <i>a. The character of adjacent established residential neighbourhoods shall be respected in terms of height, massing and setbacks;</i> | <p>The Proposed Development has been designed to consider compatibility with the surrounding residential neighbourhood.</p> <p>With regards to the proposed mid-rise building on the 'east' medium density block, it has been designed at a height contemplated by the existing Secondary Plan policies.</p> <p>The proposed townhouse units have been designed and oriented sufficiently to transition with the surrounding neighborhood and have been designed with building heights of 2 – 3 storeys.</p> |
| <i>b. Buildings shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms;</i> | <p>The proposed mid-rise built form has been located and configured to the centre of the Subject Lands to allow for an appropriate transition with the surrounding neighbourhood.</p> |
| <i>c. Rear or side yards abutting existing residential development shall be designed to</i> | <p>The Proposed Development abuts existing rear and side yards on the 'west' development</p> |

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| <i>include fencing and landscaping and other design features to mitigate noise, light and visual impacts;</i> | scheme. The townhouse units have been configured to provide for a rear yard to rear yard transition with the existing townhouse dwellings that front onto Laking Terrance. |
| <i>d. The development shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads;</i> | A Transportation Impact Study confirms that the proposed residential development can be accommodated within the existing and planned road network without significant negative effects on traffic flow, capacity, or safety. |
| <i>e. The site shall be easily accessible by public transit;</i> | As discussed in Section 2.1 of this Report, the Proposed Development is serviced by existing transit services. |
| <i>f. Site design shall take advantage of natural topography and vegetation to minimize the impacts of building height on adjacent land uses;</i> | The Proposed Development can be appropriately graded to make grades on abutting properties. |
| <i>g. Surface parking shall be discouraged; and,</i> | The Proposed Development minimizes surface parking where applicable. |
| <i>h. Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized</i> | The Proposed Development can be appropriately graded to make grades on abutting properties. |

In addition to the criteria above, Section 3.2.1.2, also states that intensification within a “Residential Area” “shall generally take the form of medium and high-density residential uses in accordance with policies 3.2.3.1, 3.2.3.2, 3.2 and 3.3. Section 3.2.3.1 of the Official Plan refers to the Town’s policy framework for “*Medium Density Residential I*”. Section 3.2.2 of the Town’s Official Plan characterizes Medium Density Residential I as single detached dwellings, duplex, semi-detached dwellings, townhouse dwellings, stacked townhouses, triplexes, quattroples at a density range of 31 to 45 units per net hectare. Similarly, Section 3.2.2 refers Medium Density Residential I proposals to Section 3.2.3.1. Section 3.2.3.1 established criteria for which applications for development. These criteria are as follows:

a) *Site:*

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

b) *Location:*

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

c) *Height*

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

d) *Services*

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

With regards to the Proposed Development, the 'west' development area is subject to the "Residential Area" designation. There are two distinct built form categories in the 'west' development area; 1. Freehold townhouses fronting onto the extension of Rusk Avenue and Beacham Court, and 2) a condominium block, which includes townhouses, back-to-back townhouses, and rear-lane townhouses.

Based on the above policy framework, the freehold townhouses shown on the 'west' development area met the Town's criteria for "Medium Density Residential I", such that, the proposed townhouse units transition to and provide adequate buffering to adjacent low density residential areas, and are located in close proximity to parks, natural areas, local institutional and commercial facilities. The proposed freehold townhouses do not exceed a height of 3 storeys and can be adequately serviced from a municipal water, wastewater service and storm drainage facilities. With regards to density, the Town of Milton Official Plan directs density to be calculated on a per net hectare basis. The Town's Official Plan defines "Net Residential Area" as "*an area consisting of one or more surveyed and registered lots, blocks or parcels the principal or proposed use of which is dwellings.*" As such, the area subject to the Medium Density Residential I criteria achieves a density of approximately 47 units per net hectare, which is in keeping with the Town's policy framework.

Similarly, Section 3.2.3.1 of the Official Plan refers to the Town's policy framework for "*Medium Density Residential II*". Section 3.2.2 of the Town's Official Plan characterizes Medium Density Residential II as a residential development with a density range 46 to 85 units per hectare in accordance with the policies of Section 3.2.3.2. Section 3.2.3.1 established criteria for which applications for development. These criteria are as follows:

a) *Site:*

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

b) Location:

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

c) Height

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

d) Services:

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

Based on the above policy framework, the 'west' medium density block, which includes, townhouses, back-to-back townhouses, and rear lane townhouses, meets the Town's criteria for "Medium Density Residential II", such that, the proposal allows for an appropriate transition between the proposal and the existing residential development to the west. The configuration of the block allows for a rear yard to rear yard transition with the abutting lands, which provides for an appropriate transition in built forms. The proposed medium density block provides for sufficient on-site recreational amenities and parking facilities. The proposal does not exceed a height of 4 storeys, and can be adequately serviced by municipal water, wastewater service and storm drainage facilities. With regards to density, the area subject to the "Medium Density Residential II" criteria achieves a density of approximately 60 units per net hectare, which is in keeping with the Town's policy framework.

Section 3.3 of the Official Plan outlines policy regarding the "Residential Office Area" designation, which is intended for lands within the Urban Area where higher density development is to be encouraged. The "Residential Office Area" designation permits primarily multiple residential uses, as well as office and accessory local commercial uses. As noted, the "Residential Office Area" designation applies to the east side of the existing natural heritage system. Per Policy 3.3.2, the "Residential/Office Area" Designation on Schedule 'B' means that the main permitted uses shall be high rise residential uses at a minimum density of 85 units per net hectare and a maximum density of 150 units per net hectare.

The portion of the Proposed Development subject to the "Residential Office Area" designation will facilitate the following:

- 29 two storey street townhouses, with frontages onto the internal private road;
- 54 back to back townhouse dwellings, with frontages onto the internal private roads;
- A 8 storey mid-rise building, with approximately 160 residential apartment units; and,

Based on an overall unit count of approximately 243, the 'east' development area, which is subject to the "Residential/Office Area" results in an overall net residential density of 137.2 units/hectare.

Policy 3.3.3.3 outlines criteria for development within areas designated "Residential/Office Area". This criteria is provided and responded to in the following table:

| Policy 3.3.3.3 Development within areas designated "Residential/Office Area" on Schedule "B" shall be permitted subject to: | Response: |
|---|--|
| <p>a) <i>the submission of a master development plan, and further studies as required by the Town which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the Residential/Office Area designation</i></p> | <p>Through the Bristol Survey Secondary Plan process, the Town completed a Master Planning exercise to guide development and land uses within the community. In support of the Proposed Development, a Development Concept Plan has been prepared which demonstrates how the proposal can be integrated with the adjacent land uses.</p> <p>The Proposed Development represents an opportunity for intensification through built forms that are in keeping with, and compatible with, the surrounding neighbourhood. For instance, the proposed townhouse configurations along the Cedar Hedge Road extension (east condominium block) and Rusk Avenue and Beacham Court provide a compatible interface with the existing townhouses on abutting lands, and the higher density built forms on site are situated along Derry Road, providing for consistent building massing and contributing to a vibrant public realm along those Arterial Roads.</p> |
| <p>b) <i>conformity with the Community-wide policies of Section 2.0 including the Urban Design objectives and policies of Section 2.8 of this Plan; and</i></p> | <p>The Proposed Development envisions a compact form of development that supports existing and planned transit services and efficiently uses available land. As detailed in the Urban Design Brief, prepared by NAK Designs Strategies, the proposal reflects pedestrian-oriented development principles and is appropriately scaled within the urban design structure of the city in terms of building height, and scale.</p> |
| <p>c) <i>the availability of adequate water and wastewater treatment capacity to accommodate the proposed use.</i></p> | <p>As detailed in the Functional Servicing and Stormwater Management, and Preliminary Design Report, prepared by DSEL, the Proposed Development can be serviced by existing municipal infrastructure.</p> |

The "Residential/Office Area" designation permits high rise residential uses at a minimum density of 85 units per net hectare and a maximum density of 150 units per net hectare. High High-density residential Uses in a "Residential/Office Area", or proposed sites for such use in Secondary Plans shall be evaluated based on conformity with all the criteria set out in Section 3.2.3.3. The Proposed Development includes a mid-rise building, that is in keeping with the applicable policies

of the Town's "Residential/Office Area" designation. These criteria is provided and responded to in the following table:

| Section 3.2.3.3 Applications for development of high density residential uses in the High Density Residential Use category, or proposed sites for such uses in Secondary Plans shall be evaluated based on conformity with all the following criteria: | Responses: |
|---|---|
| <p>a) <i>Site:</i></p> <p><i>The area of the site is sufficient to provide on-site recreation amenities, adequate parking facilities and landscape.</i></p> | <p>The proposed mid-rise building/block as shown on the Development Concept Plan has been designed to provide sufficient on-site parking and landscaping. Resident and visitor parking for the mid-rise building will be accommodated in an underground parking garage.</p> |
| <p>b) <i>Mixed Use Development:</i></p> <p><i>The residential uses may form part of a mixed use building or be located in a purpose designed building.</i></p> | <p>The Proposed Development contemplates a residential apartment building.</p> |
| <p>c) <i>Height:</i></p> <p>i) <i>the height of the buildings does not exceed eight storeys except in accordance with the policies of subsection 5.5.3.8 of this Plan or unless specifically permitted by other policies of this Plan; and,</i></p> <p>ii) <i>the height or bulk of the proposed development will not unduly overshadow any adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criteria.</i></p> | <p>The proposed mid-rise building maintains a maximum height of eight storeys. The Proposed Development has been designed and configured to provide for an appropriate transition with the surrounding community. Detail on the design configuration and where an appropriate transition is being achieved between the Proposed Development and the existing neighbourhood is provided in the Urban Design Brief prepared by NAK Design Strategies.</p> |
| <p>d) <i>Services:</i></p> <p><i>On-site recreation amenities and adequate parking facilities shall be provided</i></p> | <p>Resident and visitor parking for the mid-rise building will be accommodated in an underground parking garage.</p> |

Conclusion

The Proposed Development, as implemented through the corresponding Zoning By-law Amendment and Draft Plan of Subdivision, confirms to the applicable policies of the Official Plan.

The Proposed Development meets the definition the Town's definition for intensification within a "Residential Area" and satisfies the policies of the applicable "Residential/Office Area" designation. It is our opinion, that the Proposed Development satisfies the City's policies for housing intensification. The Proposed Development represents an appropriate level of intensification that is an efficient use of land that is serviced by existing infrastructure.

5.7 Bristol Survey Secondary Plan

The Bristol Survey Secondary Plan ("Secondary Plan") is intended to establish a more detailed planning framework for the applicable Bristol Survey Planning District lands and to support the policy framework of the Official Plan.

Community Character

Section C.6.2.1 of the Secondary Plan outlines policy regarding community character, where the intent is to create a safe, liveable, attractive and healthy community. This Section supports a connection with the existing Urban Area, a linked open space system, accessible community facilities, and a pedestrian-oriented human scale of development. The built form of the Proposed Development is consistent with the existing residential neighbourhoods in the surrounding area and respects the existing road network and park space. The Proposed Development is further connected via the proposed trail system in the natural heritage system/channel, which directly connects to the east border of the surrounding community (refer to *Figure 11-Town of Milton Official Plan*).

Secondary Plan Goals and Objectives

Section C.6.3 of the Secondary Plan outlines outline the Town's goals and objectives, whereas it is the Town's goal "to create a safe, liveable, attractive and healthy community in Bristol Survey which has the strong sense of community and the environment evident in Milton today, and which is designed to be integrated with the Existing Urban Area and its Central Business District" (C.6.3.1).

This goal is achieved through the following objectives:

- C.6.3.2.1 *To create strong physical connections with the Existing Urban Area to ensure maximum opportunities for integration of the two areas.*
- C.6.3.2.3 *To create a linked open space system connected with other areas of the Town, including a trail system, which forms a central feature of the community, protects key existing natural features, including woodlots, and which is easily accessible and visible for residents and visitors.*
- C.6.3.2.4 *To create a road system with a modified grid pattern to ensure:*
 - a) *maximum connections within the planning district and to other areas of the Town;*
 - b) *maximum potential for the provision of a viable transit service;*
 - c) *ease of pedestrian/bicycle movement;*
 - d) *maintenance of views to the Niagara Escarpment and*
 - e) *potential for the creation of views of key public facilities and landmark structures.*

- C.6.3.2.6 *To develop a residential community with its own special character which maintains the "small town" character of the Existing Urban Area.*
- C.6.3.2.7 *To develop neighbourhoods that each have a "sense of place" created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks which are designed as "meeting" points for the immediate area.*
- C.6.3.2.8 *To ensure that the street and path system is designed to provide for maximum opportunities for pedestrian, bicycle and other similar movement*
- C.6.3.2.12 *To preserve existing natural and cultural heritage features wherever feasible.*

In keeping with the Town's policy direction and objectives, the Proposed Development facilitates growth and development on an underutilized parcel within an existing community and provides for compact housing in the form of apartment units, townhouses, and back-to-back townhouses. The Proposed Development has been designed and configured to provide for an appropriate transition with the surrounding community while improving the overall connectivity in the community through the extension of existing municipal road and local trail network. Detail on the design configuration and where an appropriate transition is being achieved between the Proposed Development and the existing neighbourhood is provided in the Urban Design Brief prepared by NAK Design Strategies.

Urban Design

Section C.6.4.5 of the Secondary plan responds to and expands on the Official Plan policies regarding urban design (Section 2.8 of the Official Plan). Section C.6.4.5.2 states that *all development within the Bristol Survey Planning District shall be designed in a manner which reflects the following urban design objectives and the Urban Design Guidelines in the Bristol Survey Implementation Strategy:*

- *To create a linked open space system that provides well connected, strategically located, highly visible and thereby safe greenspace corridors throughout the community;*

As noted above, the protected natural heritage system/channel connects the Subject Lands to the wider Bristol Survey Secondary Plan area. The Proposed Development is consistent with the "Greenlands A" corridor and Trail System illustrated in Schedule C-6-C of the Secondary Plan.

- *To reinforce and extend the character of the historical portion at the Town of Milton, through compact new development which respects and complements the existing Town scale and character of buildings, public spaces and neighbourhoods;*

The Proposed Development consists of compact new development in townhouse and apartment-built forms, consistent with the existing scale and built form of surrounding residential areas.

- *To provide a high quality streetscape design to accommodate safe pedestrian, bicycle and vehicular links within the Bristol Survey Secondary Plan lands and to the surrounding community;*

The Proposed Development improves connectivity with the existing surrounding neighbourhood, through the extension of Rusk Avenue and Beacham Court. As part of the Proposed Development, the Town of Milton is exploring extending Cedar Hedge Road to Derry Road.

Land Uses

Section C.6.5 of the Secondary Plan outlines land use policies, which are intended to be read in conjunction with the applicable land use policies of the Town's Official Plan. Schedule C-6-D of the Secondary Plan designates the Subject Lands as "Residential Area", "Residential/Office Area", and "Greenlands A Area". In keeping with the Town's Official Plan, the "Residential Area" designation applies to the lands on the west side of the existing natural heritage system and the "Residential Office Area" designation applies to the east side of the existing natural heritage system. The natural heritage system is subject to the "Greenlands A Area" designation.

A stormwater pond is conceptually identified on the Subject Lands to the southeast, and a 'Village Square' west of the natural heritage system. With regards to stormwater management, C.6.4.3 of the Secondary Plan provides that, *"all new development within Subwatershed Areas 2 and 7 shall comply with the recommendations of the Subwatershed Plan. Functional recommendations specifically focused on the Bristol Survey Secondary Plan Area will also apply, subject to verification as part of the completion of the subwatershed planning process. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Plan."* In response, the findings of the Subwatershed Study have been addressed in the Functional Servicing Report prepared by DSEL. Additionally, Section C.6.5.14 of the Secondary Plan states that, *"the Stormwater Management Pond designation on Schedule "C.6.D" represents a general location for these facilities. The location and configuration of the Stormwater Management Ponds shall be further refined through the Subwatershed Plans for Areas 2 and 7 and when plans of subdivision are prepared. Stormwater Management Pond sites can be relocated without an amendment to this Plan, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the Subwatershed Plans for Areas 2 and 7. Stormwater management facilities shall be permitted in all land use designations on Schedule "C.6.D" and shall be designed to be integrated with the open space and trail system."* Through the corresponding Functional Servicing and Stormwater Management Report, a stormwater management pond is not required at the corner of Derry Road and the proposed Cedar Hedge Road extension. The Site's drainage and stormwater management can be accommodated through the existing infrastructure and on-site controls.

Section C.6.5.1 of the Secondary Plan regards the "Residential Area" designation. Per Section C.6.5.1.1 the residential mix in the Secondary Plan area should consider the following:

- a) *High density residential development shall be encouraged to take a variety of forms, the majority of which should be "street oriented";*
- b) *Street-oriented Medium Density I residential uses shall be encouraged to be interspersed with single and semi-detached dwelling units throughout the Planning District in small blocks of from five to 30 units and particularly in areas adjacent to the Neighbourhood Centre Areas, as well as Village Squares and Greenlands A and B Areas;*
- c) *Medium Density II uses shall be encouraged to locate adjacent to James Snow Parkway and other arterial roads; and,*
- d) *All individual residential units shall be encouraged to front on and have access to public roads; however, where development fronts on arterial roads or on Main Street, vehicular access may be provided from hybrid roads, lanes or service roads*

Through C.6.5.1 a), high density residential development within the Bristol Survey Secondary Plan is encouraged to take a variety of forms and should be “street-oriented”. The Proposed Development contributes ground-related housing through the proposed townhouses as well as higher density through the proposed mid-rise building fronting Derry Road. The Proposed Development maintains an active streetscape along the proposed local roads. The proposed mid-rise building at north/west corner of Derry Road and the Cedar Hedge Road extension creates a street edge condition along a “*Intensification Corridor*”.

Through C.6.5.1 b) and c) “*Medium Density Residential I*” and “*Medium Density Residential II*” residential uses are encouraged. Medium Density II uses are generally located adjacent to arterial roads. In keeping with this policy framework, Derry Road is identified as an “*Intensification Corridor*” which supports higher density and development.

In keeping with C.6.5.1 d), all ground-related units in the Proposed Development will have direct access to a local road or private laneway. Units fronting onto Derry Road will engage the street, however, individual vehicular access will be limited to the proposed internal road network and local roads.

Section C.6.5.2 of the Secondary Plan states that permitted uses of the “*Residential/Office Area*” designation shall be “*designed in conformity with the Subsection C.6.5.11 and shall generally maximize the amount of open space on the site and the setbacks from the Fourth Line. In addition, all development in the Residential/Office Area designation shall be designed to be integrated with adjacent development in the Residential Area designation with respect to building elevations and relationship to the street.*” Section C.6.5.11 of the Secondary Plan refers to the Town’s Character Area policies and states, “*the Character Area designation on Schedule “C.6.A” is an overlay designation. The lands in the Character Area shall be developed in accordance with the underlying land use designation, having regard for the following policies.*”. In response, Derry Road is not identified as a “Character Area”. It is recognized that Cedar Hedge Road from the existing rail line to Harwood Drive is identified as a “Character Area”. In keeping with the Town’s policies and objectives, the Proposed Development represents an opportunity for intensification through built forms that are in keeping with, and compatible with, the surrounding neighbourhood. The proposed townhouse configurations on the east side of the natural heritage channel, closest to Cedar Hedge Road provide a compatible interface with the existing townhouses on abutting lands; the higher density built forms on Site are situated along Derry Road, providing for consistent building massing and contributing to a vibrant public realm along those Arterial Roads.

Section C.6.5.2 directs development subject to the “*Residential/Office Area*” designation to Section 3.3. of the Town’s Official Plan, which establishes a minimum density of 85 units per net hectare and a maximum density of 150 units per net hectare. As previously noted, the Proposed Development achieves a density of 137.2 per net hectare for the lands subject to the “*Residential/Office Area*” designation, which is in keeping with the density permission of the Secondary Plan.

Village Square Area

Section C.6.5.8 of the Secondary Plan provides a policy framework for Villages Squares within the Secondary Plan Area. It states, “*the Village Square designation on Schedule “C.6.D” represents a general location for generally passive open space areas which are intended to serve as focal points for a sub-neighbourhood in accordance with the policies of Section 2.5.3 and Table 1 of this Plan. The location and configuration of the Village Squares shall be further refined when*

plans of subdivision are prepared and these sites will generally include to lots and other passive recreation features such as gazebos and seating areas. Village Square sites can be relocated provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan.” In keeping with discussions with Town Staff, the location and size of the proposed “Village Square” on the corresponding Draft Plan of Subdivision conforms with the Secondary Plan.

Conclusion

The Proposed Development, as implemented through the corresponding Zoning By-law Amendment and Draft Plan of Subdivision, conforms to the applicable policies of the Secondary Plan. The Proposed Development represents an appropriate level of intensification within an existing neighbourhood.

5.8 Town of Milton Zoning By-law (016-2014)

To facilitate the Proposed Development a Zoning By-law Amendment is required.

The Town of Milton Zoning By-law (016-2014) zones the Subject Lands a Future Development (‘FD’) and Natural Heritage (‘NHS’) (*refer to Figure 13*). The FD zone permits only uses that legally existed on the date that the By-law came into effect. The FD zone is often used as a placeholder to recognize existing uses on the Subject Lands, and any redevelopment would be facilitated through a Zoning By-law Amendment. The NHS zone permits only existing uses, conservation uses, forestry uses, and home occupations within existing residential uses

To facilitate the Proposed Development, a site-specific Residential Medium Density I (‘RMD1’), Residential Medium Density II (‘RMD2’), and a Residential High Density (‘RHD’) zone is proposed. In consultation with City Planning and Zoning staff, the draft Zoning By-law Amendment proposes to undertake the following:

- When a unit is associated with a plan of condominium, for the purpose of applying zoning regulations the lands shall be considered a lot for administration purposes;
- Facilitate the following built forms: Apartment building, townhouses, back-to-back townhouses and rear lane townhouses;
- Provide regulations that apply to the proposed mid-rise apartment building, which include establishing: a maximum lot coverage, minimum front yard setbacks to Derry Road, exterior side yard setbacks to the proposed Cedar Hedge Drive extension, maximum building height to align with the Secondary Plan policy framework, and a minimum parking standard of 1 parking space for residential units and 0.2 spaces per unit for visitor parking.
- Provide regulations that apply to the proposed freehold and condominium townhouse building forms, back-to-back townhouse and rear-lane townhouses, which include establishing: a minimum front yard for corner lots, minimum lot coverage, a reduction to the exterior side yard requirements, a minimum rear yard for a rear lane townhouse, regulations for driveway locations, establish encroachment permissions for porches, verandas and balconies.

The Proposed Development is appropriate and justified from a planning perspective. Accordingly,

the proposed draft Implementing Zoning By-Law is appropriate. The requested site-specific zoning relief being sought through this proposal reflects the characteristics of the Subject Lands and applies provisions that will allow for a more efficient use of the Subject Lands.

6.0 Conclusion

As outlined in this Report, together with the supporting technical studies, the Proposed Development and corresponding Zoning By-law Amendment and Draft Plan of Subdivision represent an appropriate form of intensification in an area that is well-served by public transportation, municipal servicing infrastructure and has access to a range of community amenities. The Proposed Development will introduce a range of residential units, including freehold and condominium townhouses, as well as a mid-rise building. The proposed built forms will provide adequate setbacks and transitions to the surrounding neighbourhood, minimizing any potential negative impacts on adjacent properties.

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical studies and reports, it is our opinion that the Proposed Development (and corresponding Zoning By-law Amendment and Draft Plan of Subdivision) is justified and represents good planning for the following reasons:

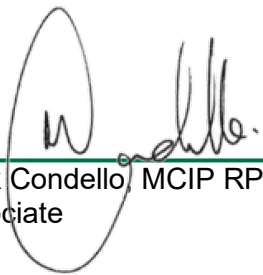
- it is consistent with the Provincial Planning Statement (2024) by providing for intensification within a settlement area where municipal services and public transit, are available, providing for new housing options, and making efficient use of land will contribute to the creation of a complete community;
- it is consistent with the Provincial Policy Statement (2020);
- it conforms to the Growth Plan for the Greater Golden Horseshoe (2019), as amended, by providing for an appropriate form of intensification and contributing to the Town and the Province's housing supply and growth and density targets;
- it conforms to the Region of Halton Official Plan and meets development objectives regarding compact, transit-supportive communities;
- it conforms to the Town of Milton Official Plan objectives and policies with respect to development within residential areas, along a "Intensification Corridor", and adjacent to the existing natural heritage system/channel;
- it can be adequately serviced with existing municipal infrastructure;
- it provides for effective site circulation with consolidated vehicular access to Derry Road, new rights-of-ways, and supportive active transportation connectivity, as well as greater connection to area and regional transit;
- it provides for an appropriate parking ratio that ensures that parking demand generated can generally be accommodated on-site while recognizing transit accessibility;
- it contributes to the pedestrian network of the surrounding area by enhancing the Derry Road frontage and providing alternative pedestrian pathways through the area;

Glen Schnarr & Associates Inc.


- it provides a variety of new housing types in a compact form that increases the supply and diversity of the housing stock in the area;
- it does not create unacceptable shadow impacts on abutting sidewalks, open spaces, or adjacent properties, nor any overlook issues on neighboring properties.
- it is compatible and will transition to and integrate with the surrounding neighbourhood; and,
- it represents good planning and is in the public interest.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Mark Condello, MCIP RPP
Associate



Zechariah Bouchard
Planner



Arthur Walker
Planner

FIGURES



FIGURE

1

AERIAL CONTEXT PLAN

TOWN OF MILTON

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

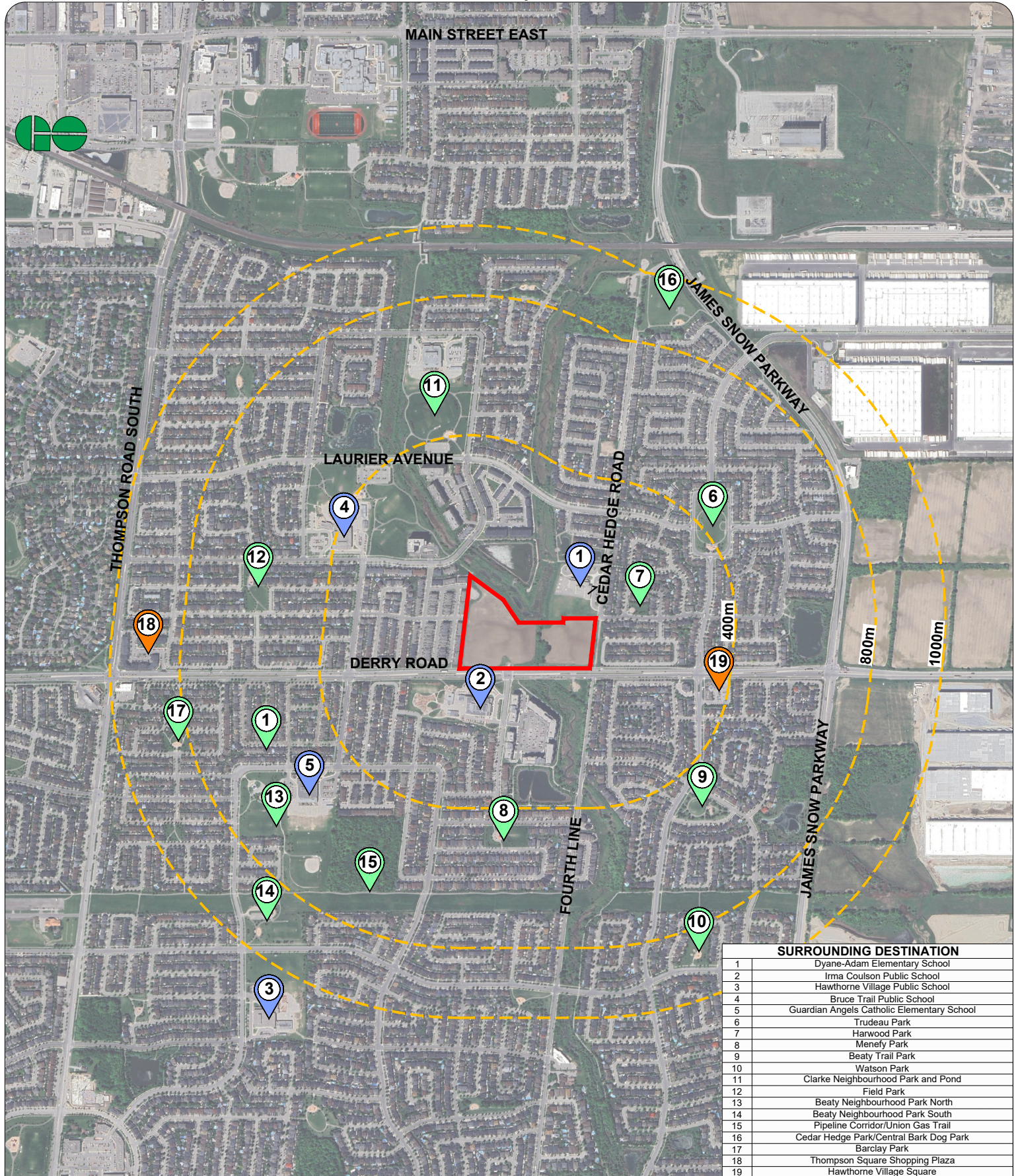


FIGURE 2 SURROUNDING CONTEXT PLAN
TOWN OF MILTON

LEGEND

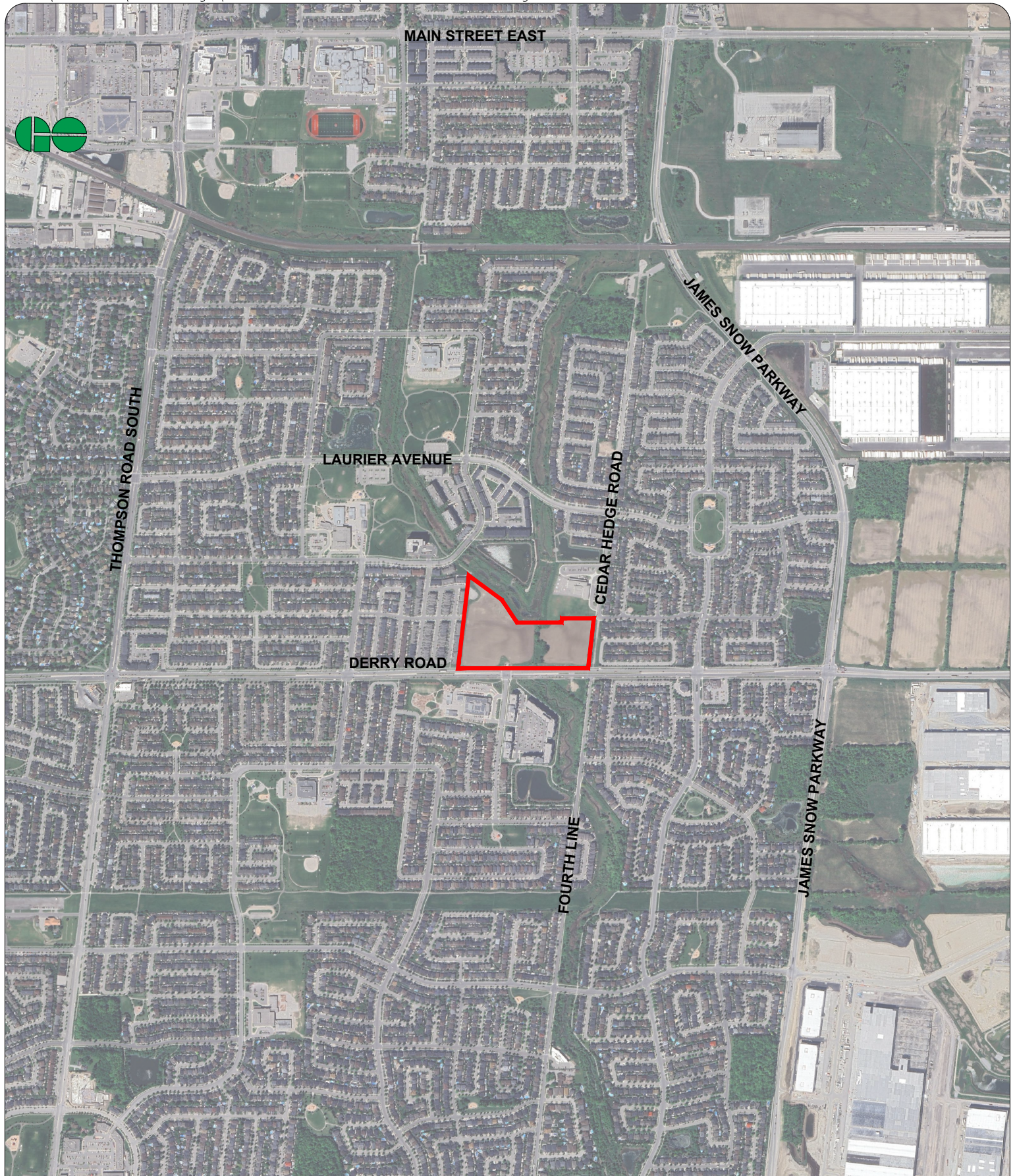
- ▭ Subject Lands
- 📍 Institutional Uses
- 📍 Parks & Open Spaces
- ⬭ Buffer Limits (400m, 800m, 1,000m)

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON

- 📍 Parks & Open Spaces
- 📍 Milton Go Station



SCALE NTS
OCTOBER 04, 2024



FIGURE

3

TRANSIT CONTEXT PLAN

TOWN OF MILTON

LEGEND

 Subject Lands

Milton Go Station

Milton Transit Route 3

Milton Transit Route 4

GO Transit Route 21

GO Transit Route 22

GO Transit Route 27

Milton GO Train

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

 **GSAI**
Glen Schnarr & Associates Inc.



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|---|--|---|
| <ul style="list-style-type: none"> Waterfront Park (See Map 2) Rail Line Proposed Major Arterial Major Road Provincial Freeway Lot and Concession Line Municipal Boundary | <ul style="list-style-type: none"> Urban Area Hamlet Agricultural Area Regional Natural Heritage System * Mineral Resource Extraction Area North Aldershot Policy Area Greenbelt Natural Heritage System (Overlay) | <ul style="list-style-type: none"> Greenbelt Plan Protected Countryside Boundary Niagara Escarpment Plan Boundary Parkway Belt West Plan Boundary Area Eligible for Urban Servicing Halton Waste Management Site Regional Urban Boundary Deferred Area ** |
|---|--|---|

FIGURE

4

REGION OF HALTON OFFICIAL PLAN

MAP 1 - REGIONAL STRUCTURE

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

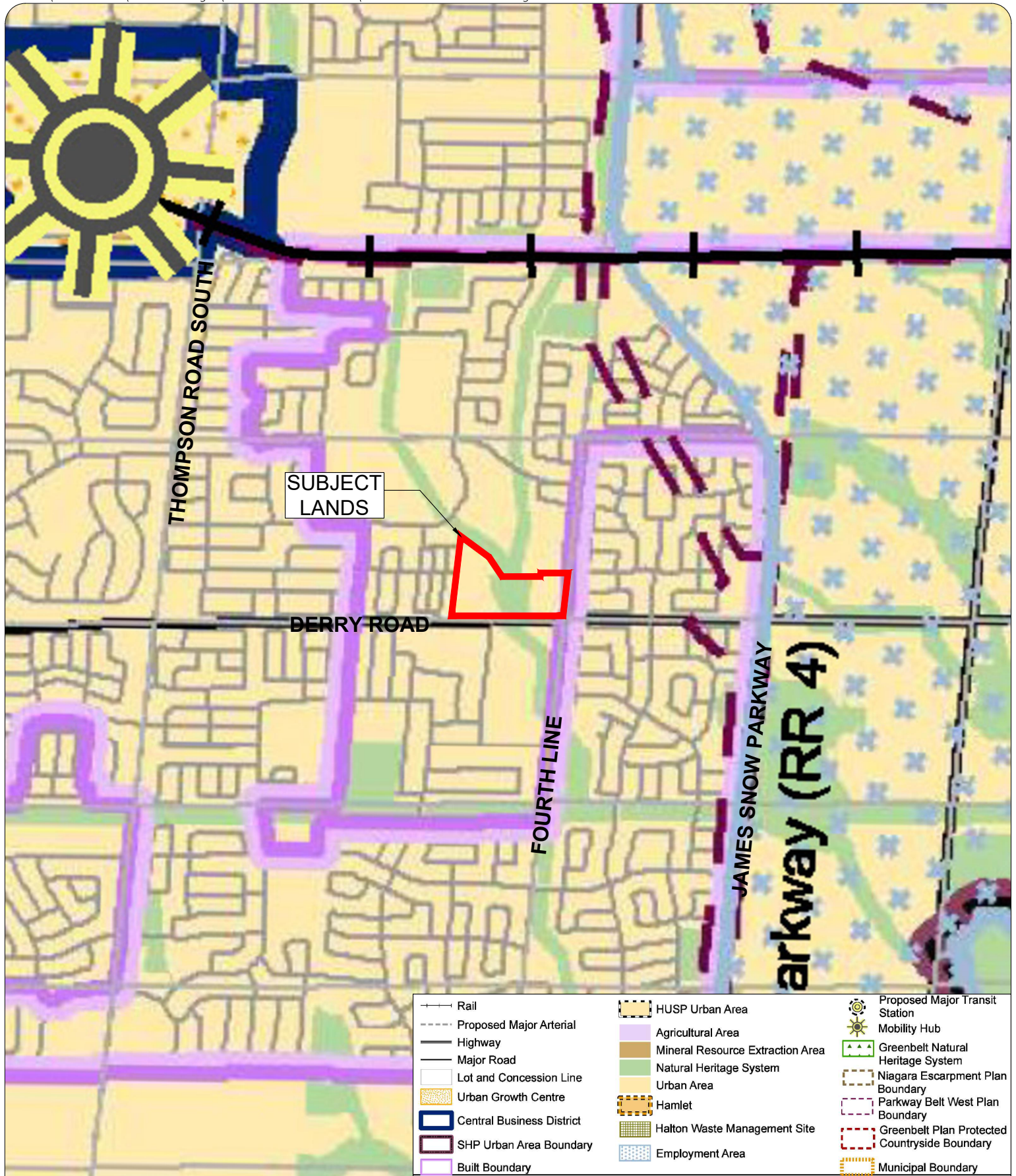


FIGURE 5 **TOWN OF MILTON OFFICIAL PLAN**
SCHEDULE 1 - TOWN STRUCTURE PLAN

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

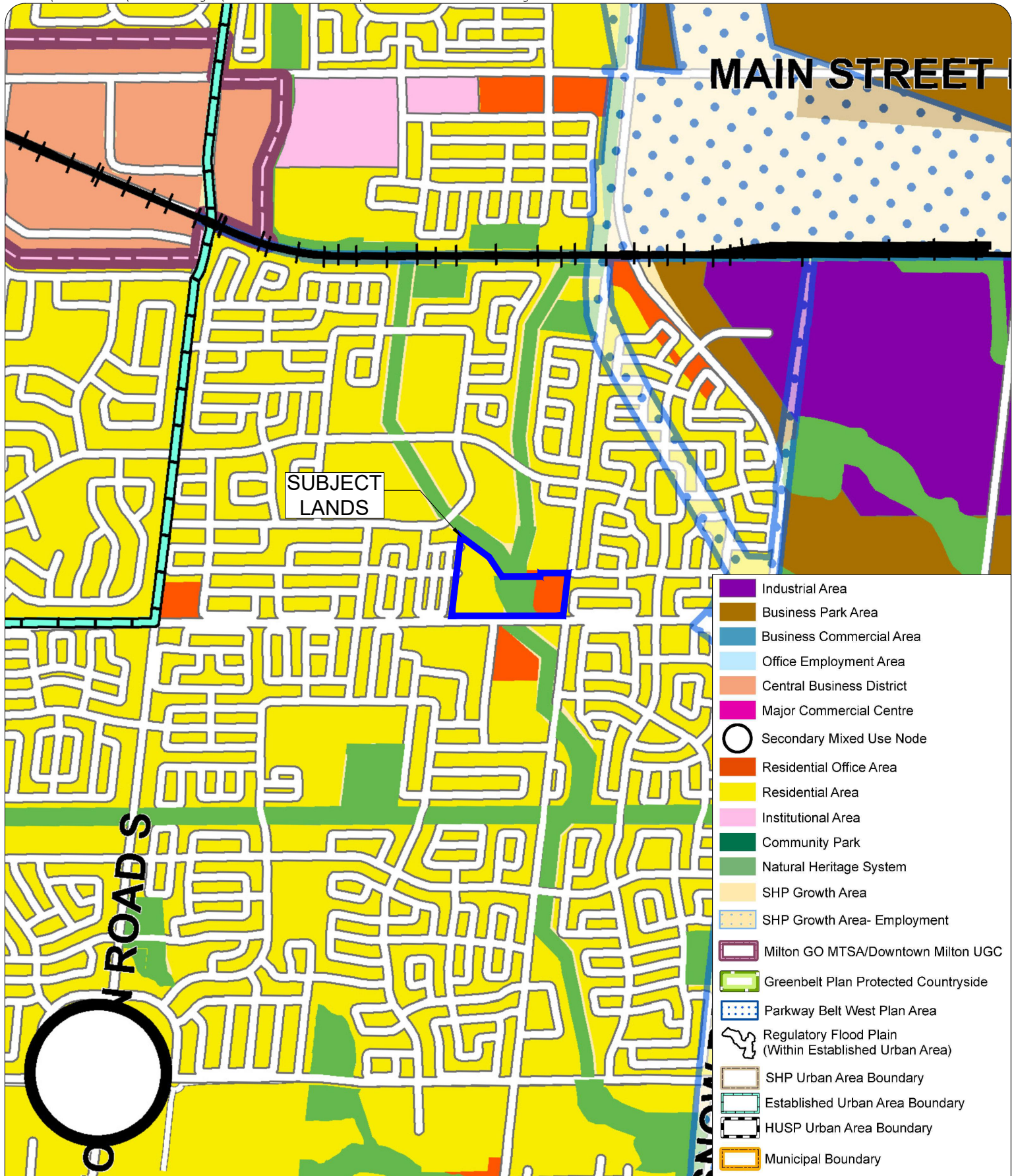


FIGURE 6 TOWN OF MILTON OFFICIAL PLAN SCHEDULE B - URBAN AREA LAND USE PLAN

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

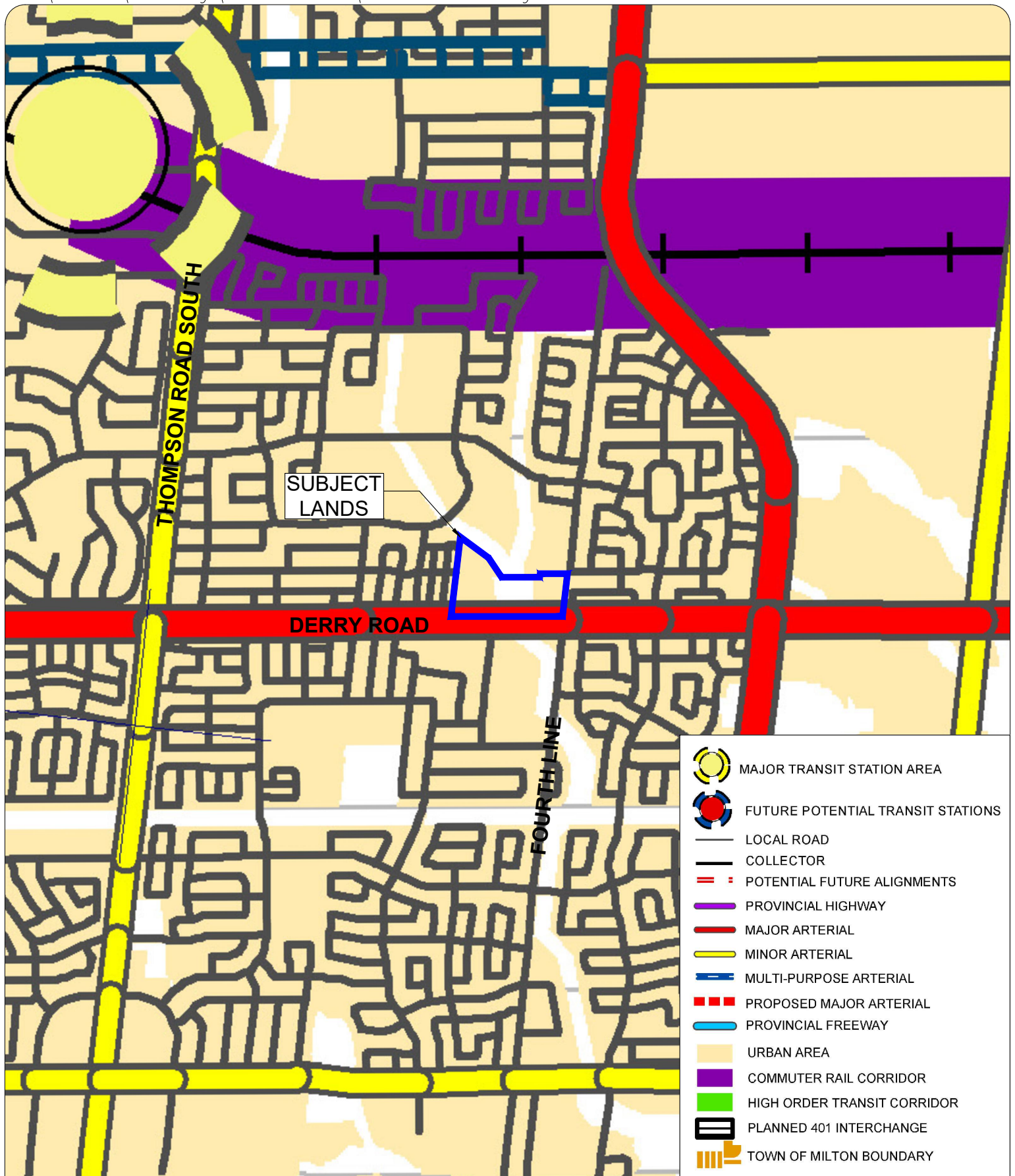



FIGURE 7 **TOWN OF MILTON OFFICIAL PLAN**
SCHEDULE E - TRANSPORTATION PLAN

LEGEND

 Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

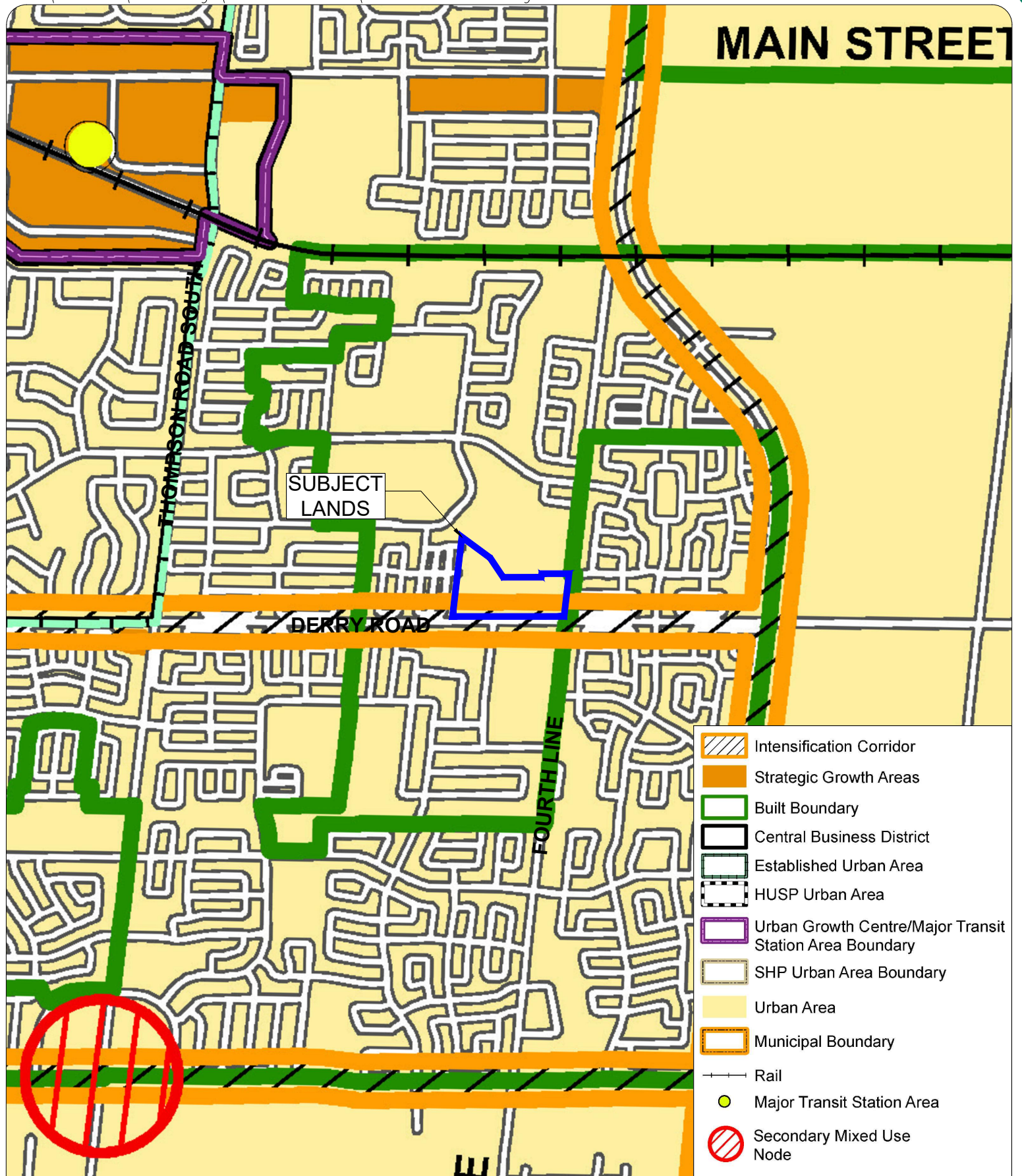


FIGURE 8 **TOWN OF MILTON OFFICIAL PLAN**
SCHEDULE K - STRATEGIC GROWTH AREAS

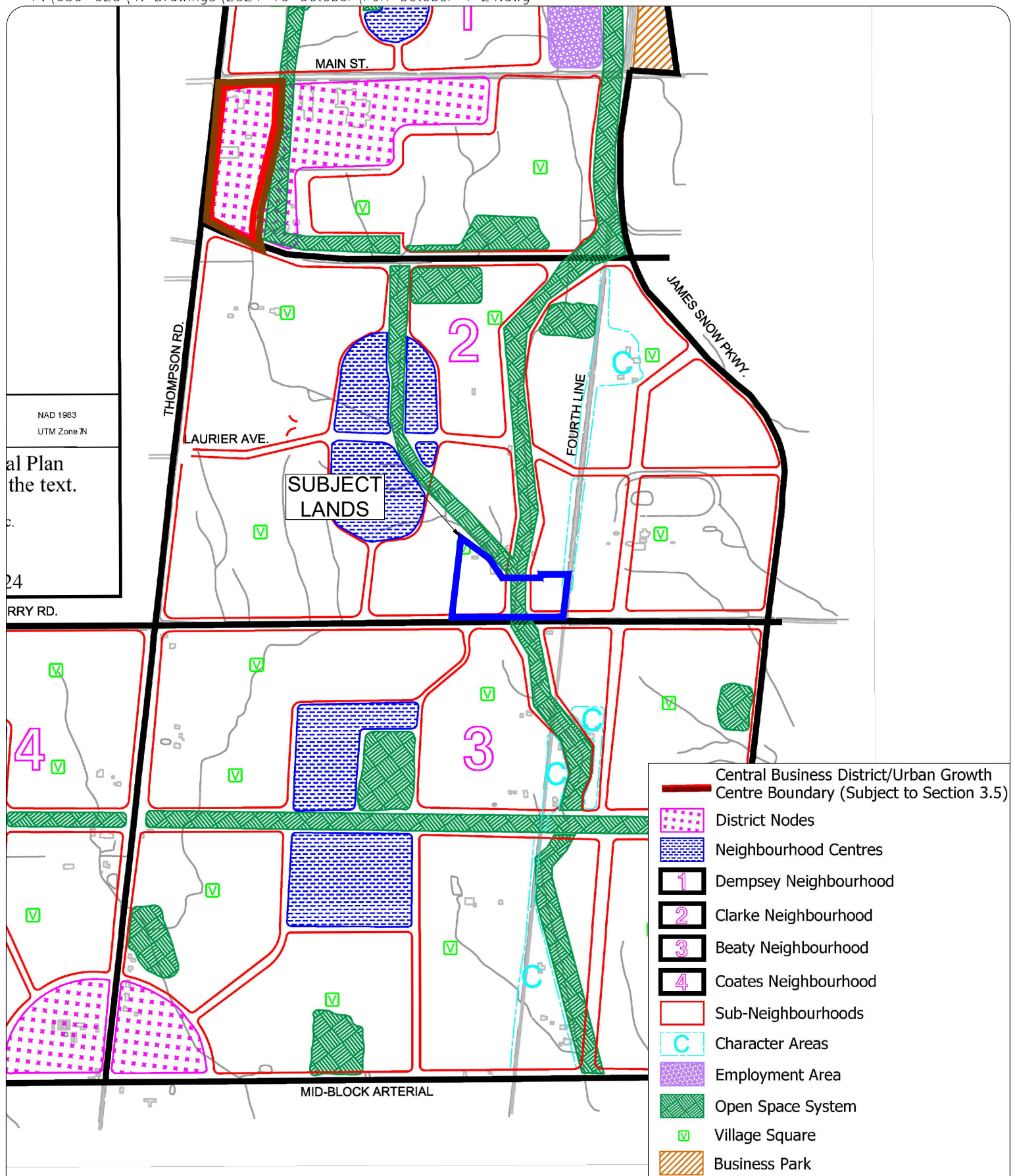
LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024



FIGURE

9

BRISTOL SURVEY SECONDARY PLAN

SCHEDULE C-6-A - COMMUNITY STRUCTURE PLAN

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

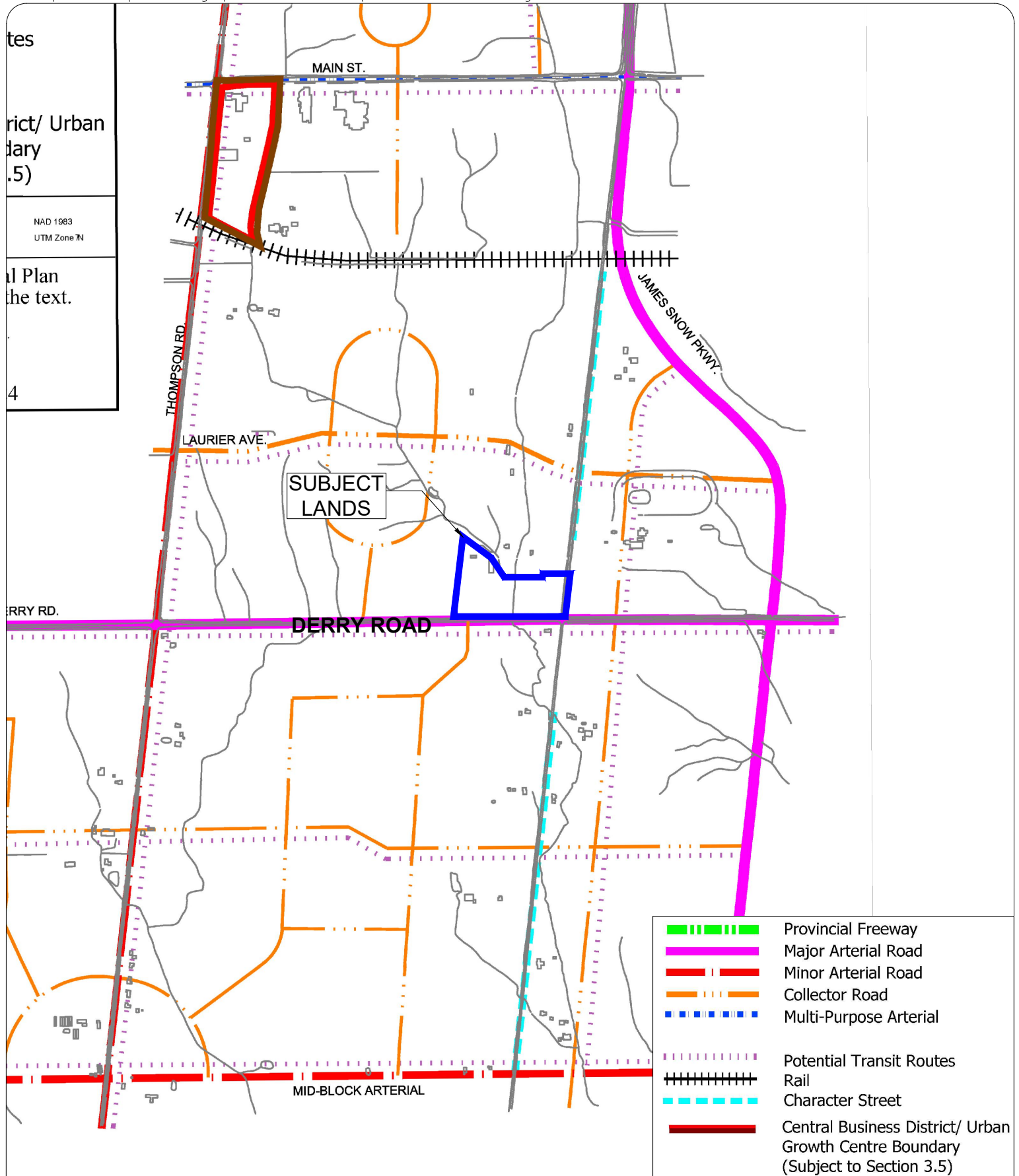
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4



FIGURE

BRISTOL SURVEY SECONDARY PLAN

SCHEDULE C-6-B - TRANSPORTATION PLAN

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

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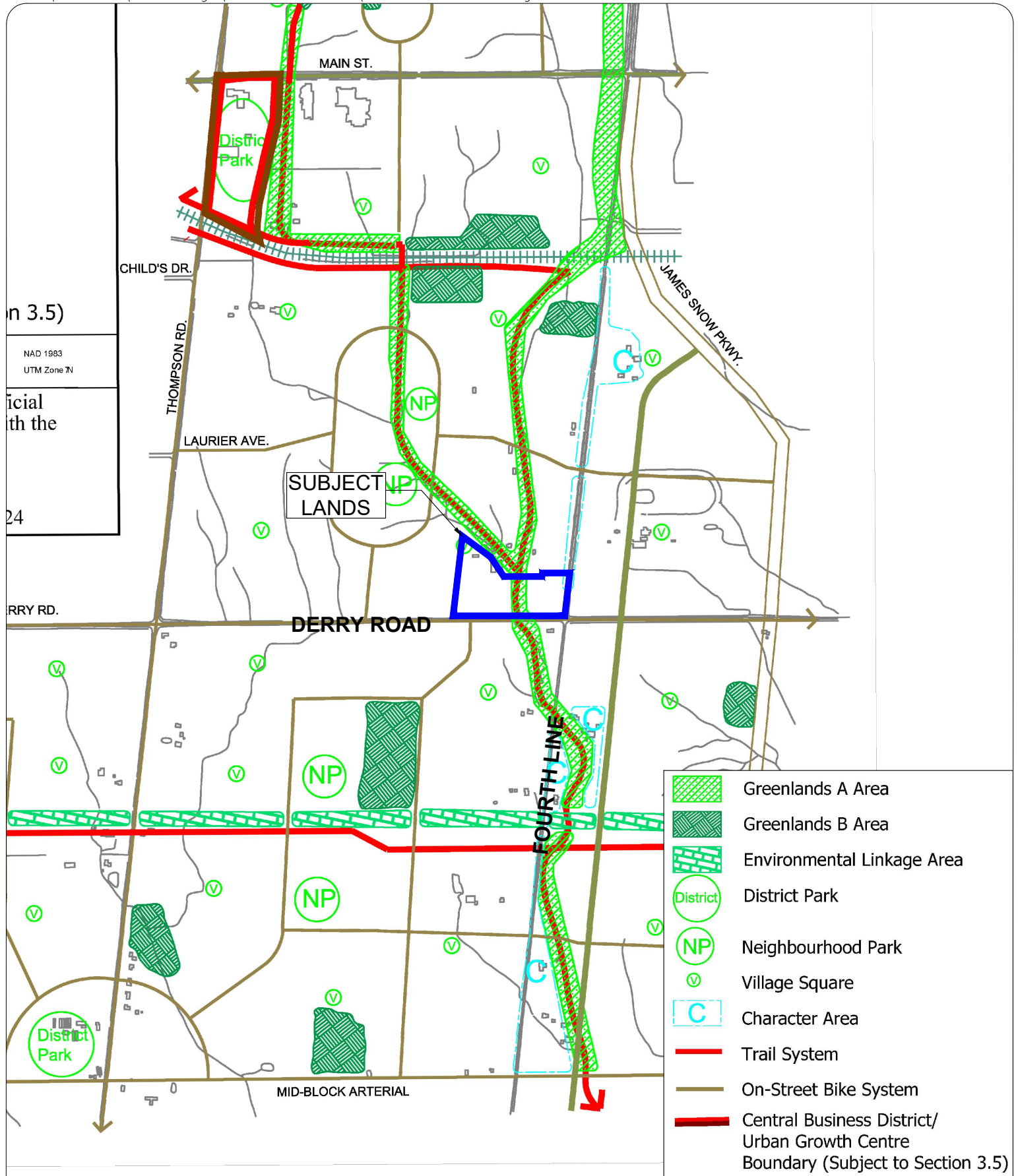


FIGURE 11 **BRISTOL SURVEY SECONDARY PLAN**
SCHEDULE C-6-C - OPEN SPACE PLAN

LEGEND

Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

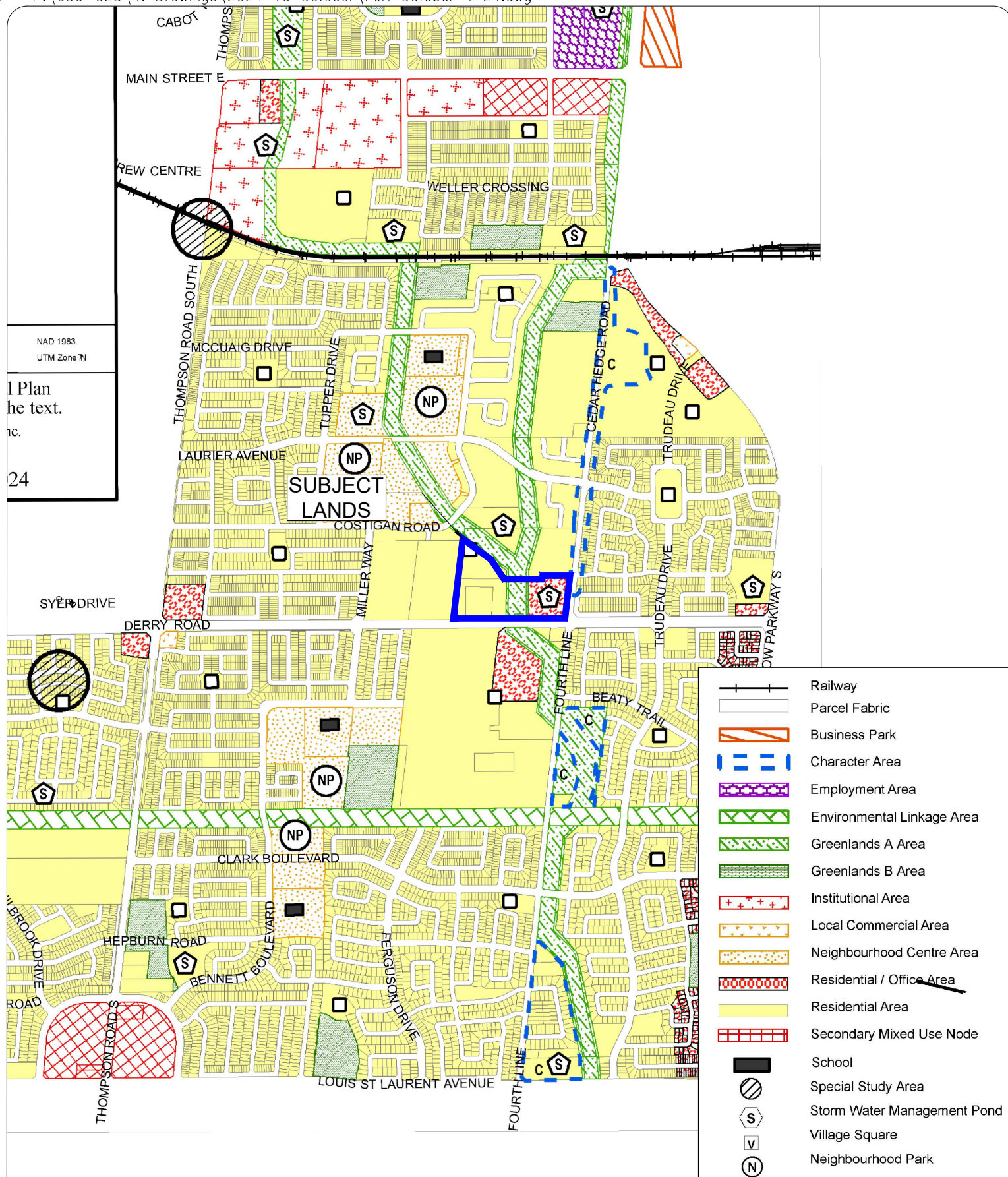


FIGURE 12 **BRISTOL SURVEY SECONDARY PLAN**
SCHEDULE C-6-D - LAND USE PLAN

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
OCTOBER 04, 2024

LEGEND

 Subject Lands

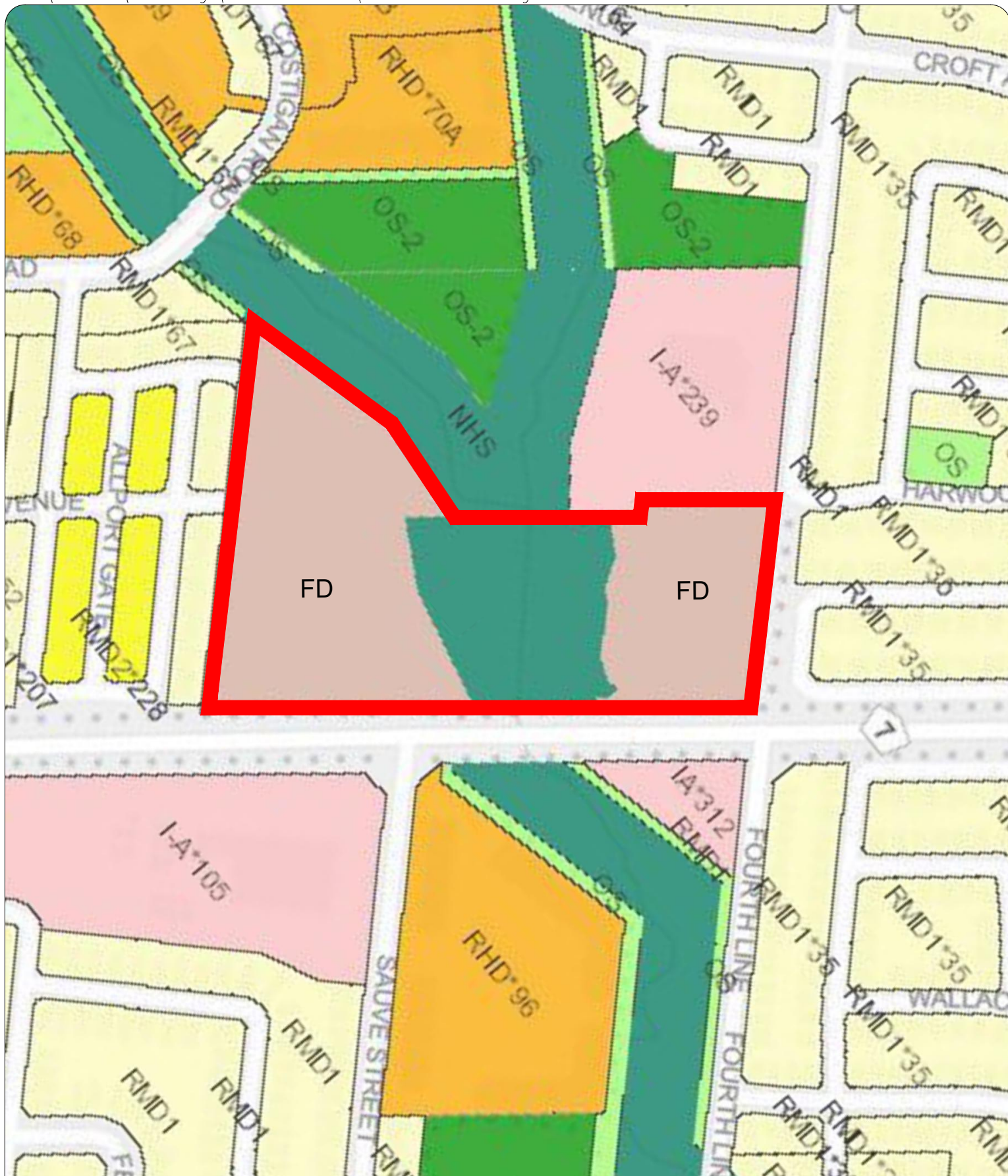


FIGURE 12 **TOWN OF MILTON**
ZONING BY-LAW 016-2014 - SCHEDULE A

LEGEND

 Subject Lands

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON,
REGIONAL MUNICIPALITY OF HALTON

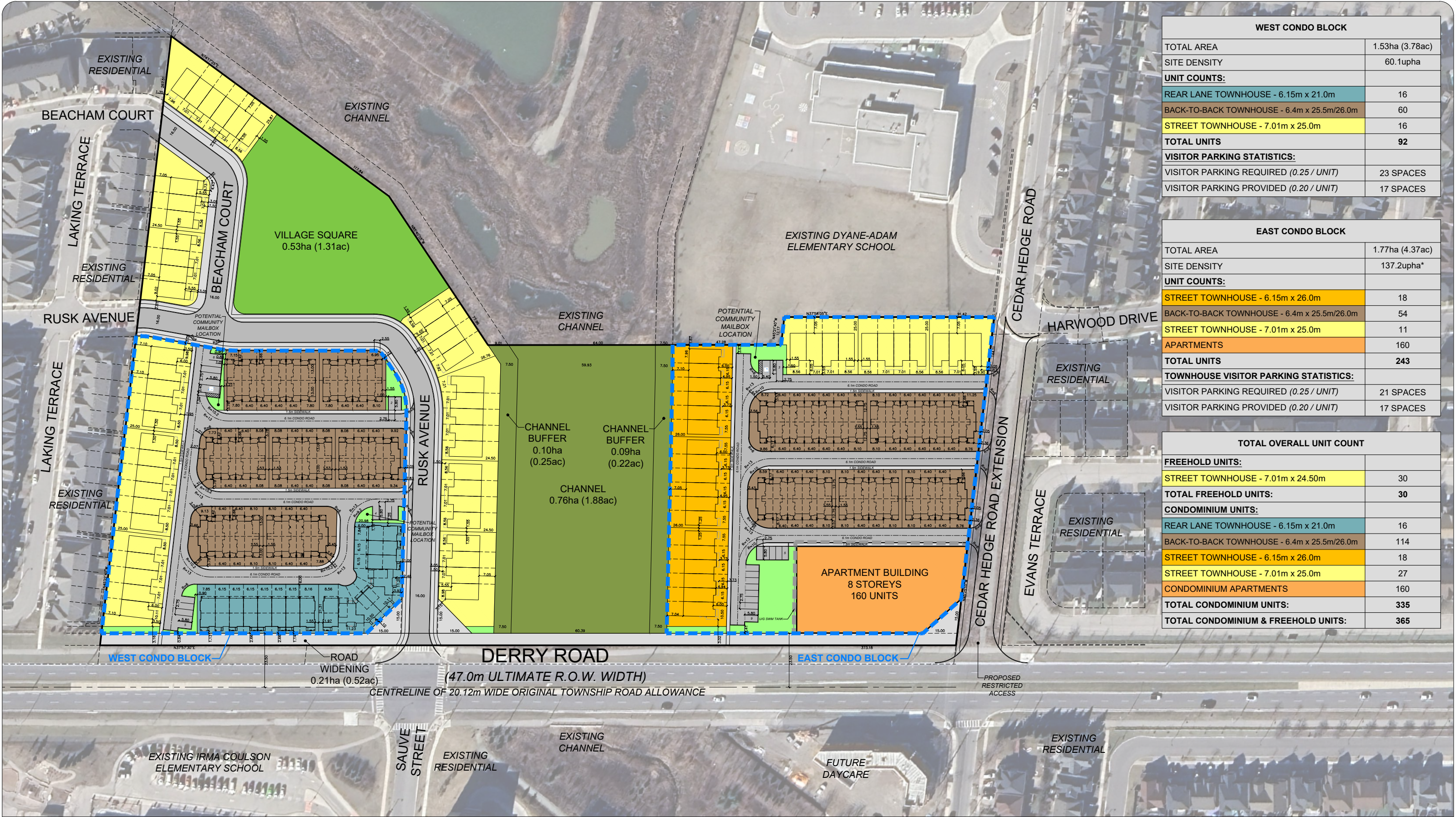


SCALE NTS
OCTOBER 04, 2024



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APPENDIX A/ Proposed Development



| WEST CONDO BLOCK | |
|---|-----------------|
| TOTAL AREA | 1.53ha (3.78ac) |
| SITE DENSITY | 60.1upha |
| UNIT COUNTS: | |
| REAR LANE TOWNHOUSE - 6.15m x 21.0m | 16 |
| BACK-TO-BACK TOWNHOUSE - 6.4m x 25.5m/26.0m | 60 |
| STREET TOWNHOUSE - 7.01m x 25.0m | 16 |
| TOTAL UNITS | 92 |
| VISITOR PARKING STATISTICS: | |
| VISITOR PARKING REQUIRED (0.25 / UNIT) | 23 SPACES |
| VISITOR PARKING PROVIDED (0.20 / UNIT) | 17 SPACES |

| EAST CONDO BLOCK | |
|--|-----------------|
| TOTAL AREA | 1.77ha (4.37ac) |
| SITE DENSITY | 137.2upha* |
| UNIT COUNTS: | |
| STREET TOWNHOUSE - 6.15m x 26.0m | 18 |
| BACK-TO-BACK TOWNHOUSE - 6.4m x 25.5m/26.0m | 54 |
| STREET TOWNHOUSE - 7.01m x 25.0m | 11 |
| APARTMENTS | 160 |
| TOTAL UNITS | 243 |
| TOWNHOUSE VISITOR PARKING STATISTICS: | |
| VISITOR PARKING REQUIRED (0.25 / UNIT) | 21 SPACES |
| VISITOR PARKING PROVIDED (0.20 / UNIT) | 17 SPACES |

| TOTAL OVERALL UNIT COUNT | |
|--|------------|
| FREEHOLD UNITS: | |
| STREET TOWNHOUSE - 7.01m x 24.50m | 30 |
| TOTAL FREEHOLD UNITS: | 30 |
| CONDOMINIUM UNITS: | |
| REAR LANE TOWNHOUSE - 6.15m x 21.0m | 16 |
| BACK-TO-BACK TOWNHOUSE - 6.4m x 25.5m/26.0m | 114 |
| STREET TOWNHOUSE - 6.15m x 26.0m | 18 |
| STREET TOWNHOUSE - 7.01m x 25.0m | 27 |
| CONDOMINIUM APARTMENTS | 160 |
| TOTAL CONDOMINIUM UNITS: | 335 |
| TOTAL CONDOMINIUM & FREEHOLD UNITS: | 365 |

DEVELOPMENT CONCEPT PLAN BRANTHAVEN - DEMARCHI PROPERTY

PART OF LOT 11, CONCESSION 4,
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

* NOTE: OVERALL RESIDENTIAL / OFFICE DESIGNATION DENSITY (EAST CONDO BLOCK): 243 UNITS / 1.77ha = 137upha
(RESIDENTIAL / OFFICE DESIGNATION RANGE: 85-150upha)



SCALE 1:1500
OCTOBER 7, 2024

APPENDIX C/ Draft Zoning By-law Amendment

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 0XX-2024

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 11, CONCESSION 4 TRAFALGAR NEW SURVEY, PART 1, 20R16000 AND PART LOT 11, CONCESSION 4, TRAFALGAR NEW SURVEY, AS IN 244173, 257255 EXCEPT PT 2 20R15510; MILTON.

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

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

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

- 1.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Future Development (FD) and Natural Heritage System (NHS) to Residential Medium Density 1 – site-specific (RMD1*XXX), Residential Medium Density 2 – YYY (RMD2*YYY), Residential High Density – XXX (RHD*XXX), Open Space (OS) and Natural Heritage System (NHS) zone symbols on the land shown on Schedule A attached hereto.
- 2.0 THAT** Section 13.1 (Special Provisions) is amended by adding Section 13.1.1.___ to read as follows:

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

i) Special Site Provisions

- a. For the purpose of this by-law, a “unit” within a plan of condominium, on which a townhouse dwelling unit is situated, shall be considered a lot for administering the Zoning By-law.
- b. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 m or less that has been established by the Town to restrict or control access to an abutting public street, the reserve shall be deemed to constitute part of the lot for the purposes of calculating required setbacks only. Reserves used for such purposes must remain clear and unencumbered.
- c. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3m or less that has been established by the Town to restrict or control access to an abutting street, the lot is considered to have frontage on a public street.
- d. Within plan of condominium, visitor parking shall be provided at a rate of 0.20 parking spaces per unit.
- e. Notwithstanding Section 4.8.1 i), within an exterior side yard setbacks, along Derry Road, the maximum fence height shall be 2.0 metres.

- f. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area may be located within 0.0 metres of a private street line.
 - g. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area shall be setback 0.9 metres from a lot line, except where a parking area abuts:
 - i. a sidewalk, the setback shall be a minimum of 1.5 metres
- ii) Notwithstanding any provisions to the contrary, for Townhouse Dwelling – Street Access, the following shall apply:
- a. Minimum Lot Frontage: 6.0 metres.
 - b. Minimum Exterior Side Yard (corner unit): 2.0 metres to the building if the yard abuts a right-of-way of less than 18.0 metres wide.
 - c. At the intersection of two local public or private streets, no part of any residential driveway shall be located closer than 4.7 metres from the point of intersection of the two street lines.
 - d. Notwithstanding Table 4.19.5, Table 4H, balconies are permitted to encroach 1.6 metres into a required yard.
 - e. Bay or boxed windows may encroach into a required yard up to a maximum of 0.6 metres for a width of up to 4.0 metres.

3.0 **THAT** Section 13.1 (Special Provisions) is amended by adding Section 13.1.1.____ to read as follows:

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

i) Special Site Provisions

- a. For the purpose of this by-law, a “unit” within a plan of condominium, on which a townhouse dwelling unit is situated, shall be considered a lot for administering the Zoning By-law.
- b. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 m or less that has been established by the Town to restrict or control access to an abutting public street, the reserve shall be deemed to constitute part of the lot for the purposes of calculating required setbacks only. Reserves used for such purposes must remain clear and unencumbered.
- c. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3m or less that has been established by the Town to restrict or control access to an abutting street, the lot is considered to have frontage on a public street.
- d. Within plan of condominium, visitor parking shall be provided at a rate of 0.20 parking spaces per unit. Where a Back-to-Back Townhouse fronts onto a public street and are considered part of a plan of condominium, no visitor parking shall be required.
- e. Notwithstanding Section 4.8.1 i), within an exterior side yard setbacks, along Derry Road, the maximum fence height shall be 2.6 metres.
- f. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area may be located within 0.0 metres of a private street line.

- g. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area shall be setback a minimum of 0.9 metres from a lot line, except where a parking area abuts:
 - i. a lot line adjacent to Derry Road, the setback shall be a minimum of 1.5 metres.
- ii) Notwithstanding any provisions to the contrary, for Townhouse Dwelling – Private Street, Rear Access, the following shall apply:
 - a. For all lane-based townhouses, the yard where the driveway is located is deemed to be the rear yard.
 - b. Minimum Lot Frontage (Corner Unit): 7.8 metres.
 - c. Minimum Lot depth (all unit types): 18.0 metres.
 - d. Minimum Exterior Side Yard (corner unit): 2.0 metres to building if the yard abuts a right-of-way of less than 18.0 metres wide.
 - e. Rear yard setback (minimum), all unit types – 1.0 metre.
 - f. Notwithstanding Section vii) d. above, units with driveways abutting the inside or outside of a rounding or curve shall have a minimum rear yard setback of 0.6 metres.
 - g. Notwithstanding Table 4.19.5, Table 4H, porches/verandas and balconies are permitted to be located no closer than 0.9 metre to a street line.
 - h. The minimum required outdoor amenity area per unit is 10 m², to be provided on a balcony.
 - i. Notwithstanding any provisions of the By-law to the contrary, in those instances where the front yard is included as part of a common element of a condominium, the minimum required front yard setback between a condominium dwelling unit and a common element shall be 0.0 metres.
 - j. A maximum driveway width of 6.2 metres shall be permitted for lots with frontage less than or equal to 11.5 metres.
 - k. Section 5.6.2 viii b) shall not apply.
- iii) Notwithstanding any provisions to the contrary, for Back to Back Townhouse Dwellings, the following shall apply:
 - a. Minimum Lot frontage (corner unit): 8.0 metres; 6.8 metres for a lot fronting onto Rusk Avenue.
 - b. Minimum Lot Depth: 12.0 metres.
 - c. Minimum Front yard setback (all unit types): 2.0 metres to building.
 - d. Minimum Exterior yard setback (corner lot): 2.0 metres to building if the yard abuts a right-of-way of less than 18.0 metres wide.
 - e. The minimum required outdoor amenity area per unit is 6 m², to be provided on a balcony.
 - f. Notwithstanding Table 4.19.5, Table 4H, Porches/verandas and balconies are permitted to be located no closer than 0.9 metre to a street line. Balconies are permitted to encroach 2.4 metres into a required yard.
 - g. For a corner unit at the intersection of two local public or private streets:
 - i. the outside of the garage door shall not be located any closer than 5.4 metres from the corner rounding.
 - ii. no part of any residential driveway shall be located closer than 2.5 metres from the point of intersection of the two street lines.

- h. Notwithstanding Section 5.6.2 iv) d) A), a maximum driveway width of 3.5 metres shall be permitted for lots with frontage less than or equal to 6.5 metres.
- i. For units that do not have an interior side yard, air conditioning and heat exchange units may be located in a required front or exterior side yard and are permitted to be located no closer than 0.6 metres to a front or exterior side lot line.
- j. Bay or boxed windows may encroach into a required yard up to a maximum of 0.6 metres for a width of up to 4.0 metres.

4.0 **THAT** Section 13.1 (Special Provisions) is amended by adding Section 13.1.1.____ to read as follows:

Residential High Density – Special Section XXX (RHD*XXX)

Notwithstanding any provisions to the contrary, the following shall apply:

- i) Additional permitted uses:
 - a. Dwelling, Townhouse;
 - b. Dwelling Back-to-Back Townhouse;
- ii) Zoning standards for Apartment Buildings:
 - a. Maximum Lot Depth – Not Applicable.
 - b. Maximum Lot Coverage – Not Applicable.
 - c. Minimum Front Yard Setback – 4.5 metres.
 - d. Minimum Exterior Side Yard Setback – 3.0 metres.
 - e. Maximum height: 8 storeys.
 - f. Minimum Parking Standards: 1 parking space for residential unit; 0.2 parking spaces for visitor parking.
 - g. Notwithstanding Table 4.19.5, Table 4H, balconies are permitted to encroach 1.6 metres into a required yard. Notwithstanding Section 4.19.5, Table 4H, to the contrary, balconies may project a maximum distance of 2.0 metres into a required.
- iii) Zoning Standards for Townhouse Dwellings:
 - a. Shall be subject to the RMD1*XXX zone provisions.
- iv) Zone Standard for Back-to-Back Townhouse:
 - a. Shall be subject to the RMD2*XXX zone provisions.
- v) Special Site Provisions:
 - a. For the purpose of this by-law, a “unit” within a plan of condominium, on which a townhouse dwelling unit is situated, shall be considered a lot for administering the Zoning By-law.
 - b. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3m or less that has been established by the Town to restrict or control access to an abutting street, the lot is considered to have frontage on a public street.
 - c. Notwithstanding Section 5.12, Table 5L, to the contrary, a underground parking area may be located within 0.0 metres of a line.

- d. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area may be setback a minimum of 0.9 metres from a lot line, except where a parking area abuts a sidewalk, the setback shall be a minimum of 1.5 metres.

READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this

day of _____, 2024.

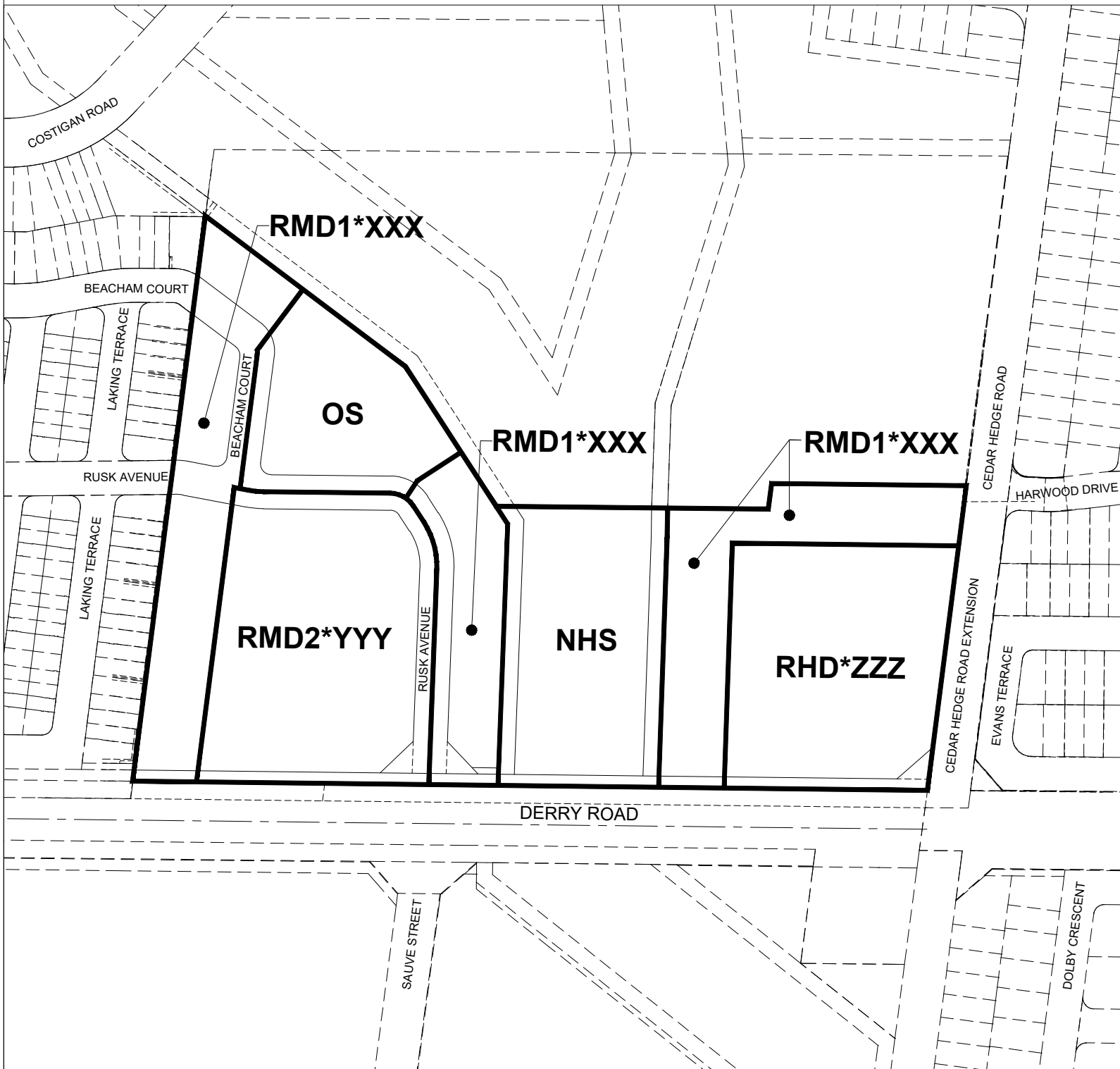
G.A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE 'A'
TO BY-LAW No. 016 - 2014

TOWN OF MILTON

PART OF LOT 11, CONCESSION 4, NEW SURVEY
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON



THIS IS SCHEDULE A
TO BY-LAW No. 016 - 2014

MAYOR

CLERK

REZONED FROM FUTURE DEVELOPMENT ZONE (FD) AND
NATURAL HERITAGE SYSTEM (NHS)

TO:

'RMD1*XXX' - RESIDENTIAL MEDIUM DENSITY 1 _____

'RMD2*YYY' - RESIDENTIAL MEDIUM DENSITY 2 _____

'RHD*ZZZ' - RESIDENTIAL HIGH DENSITY _____

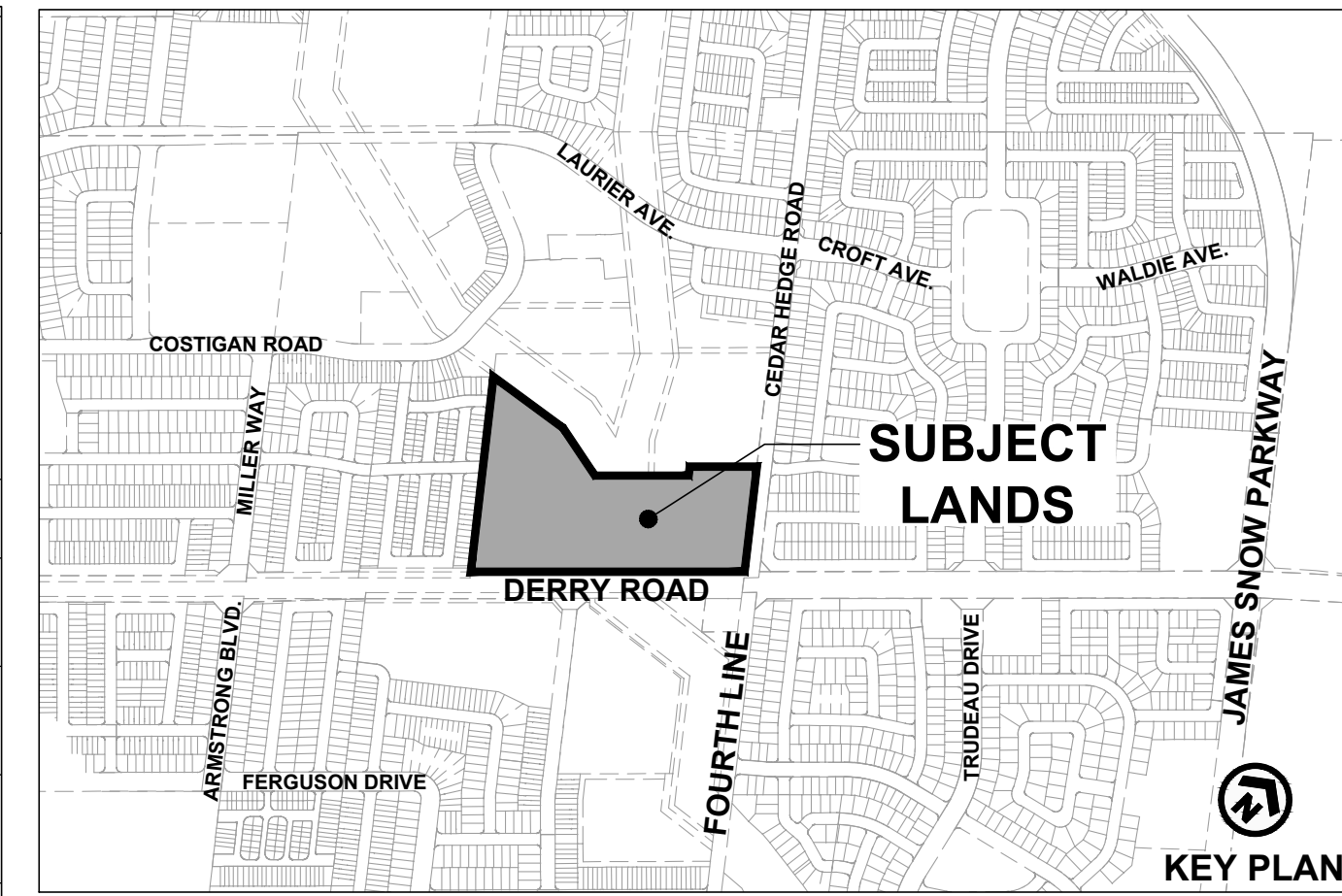
'NHS' - NATURAL HERITAGE SYSTEM

'OS' - OPEN SPACE



SCALE: 1:2500
SEPTEMBER 23, 2024

APPENDIX D/ Draft Plan of Subdivision



**DRAFT PLAN OF SUBDIVISION
BRANTHAVEN WATERLOO INC.
FILE # 24T-**

**PART OF LOT 11, CONCESSION 4,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON**

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED _____ DATE: _____
ARDEN SEMPER, A.S.O.
BRANTHAVEN WATERLOO INC.

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE: _____
ROSS DENBROEDER, OLS
R-PE SURVEYING LTD.
643 CHRISLEA ROAD, SUITE 7
WOODBRIDGE ON, L4L 8A3
PHONE: (416) 635-5000
WEB: www.r-pe.ca

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

| LAND USE | BLOCKS | AREA (ha) | AREA (ac) | UNITS | DENSITY (UPHA) |
|---------------------------------|-----------|-------------|--------------|-------|----------------|
| STREET TOWNHOUSES - 7.01m (23') | 1-7 | 0.63 | 1.56 | 30 | 47.62 |
| MEDIUM DENSITY RESIDENTIAL | 8,9 | 3.29 | 8.13 | | |
| NHS CHANNEL | 10 | 0.76 | 1.88 | | |
| NHS CHANNEL BUFFER | 11,12 | 0.19 | 0.47 | | |
| BUFFER | 13 | 0.003 | 0.007 | | |
| VILLAGE SQUARE | 14 | 0.53 | 1.31 | | |
| ROAD WIDENING | 15 | 0.21 | 0.52 | | |
| 0.3m RESERVE | 16,17 | 0.01 | 0.02 | | |
| 16.0m R.O.W. - (341m LENGTH) | | 0.57 | 1.41 | | |
| TOTAL | 17 | 6.19 | 15.30 | | |

NOTES
- PAVEMENT IS DIAGRAMMATIC ONLY