

Hannover Trafalgar Farms Limited & Milton Sheeva Land Limited O/A Hornby Land JV

Planning Rationale Report

Prepared for: York Trafalgar Homes

DECEMBER 2025



Planning & Design Inc.

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Appendix A

1 Introduction



SGL Planning & Design Inc. (SGL) was retained by York Trafalgar Homes to prepare this Planning Rationale Report (PRR) in support of a Draft Plan of Subdivision and Zoning By-law Amendment application for Hannover Trafalgar Farms Limited & Milton Sheeva Land Limited (O/A Hornby Land Joint Venture) located at 6583 Trafalgar Road within the Trafalgar Secondary Plan Area (subject lands) in the Town of Milton as shown on **Figure 1**.

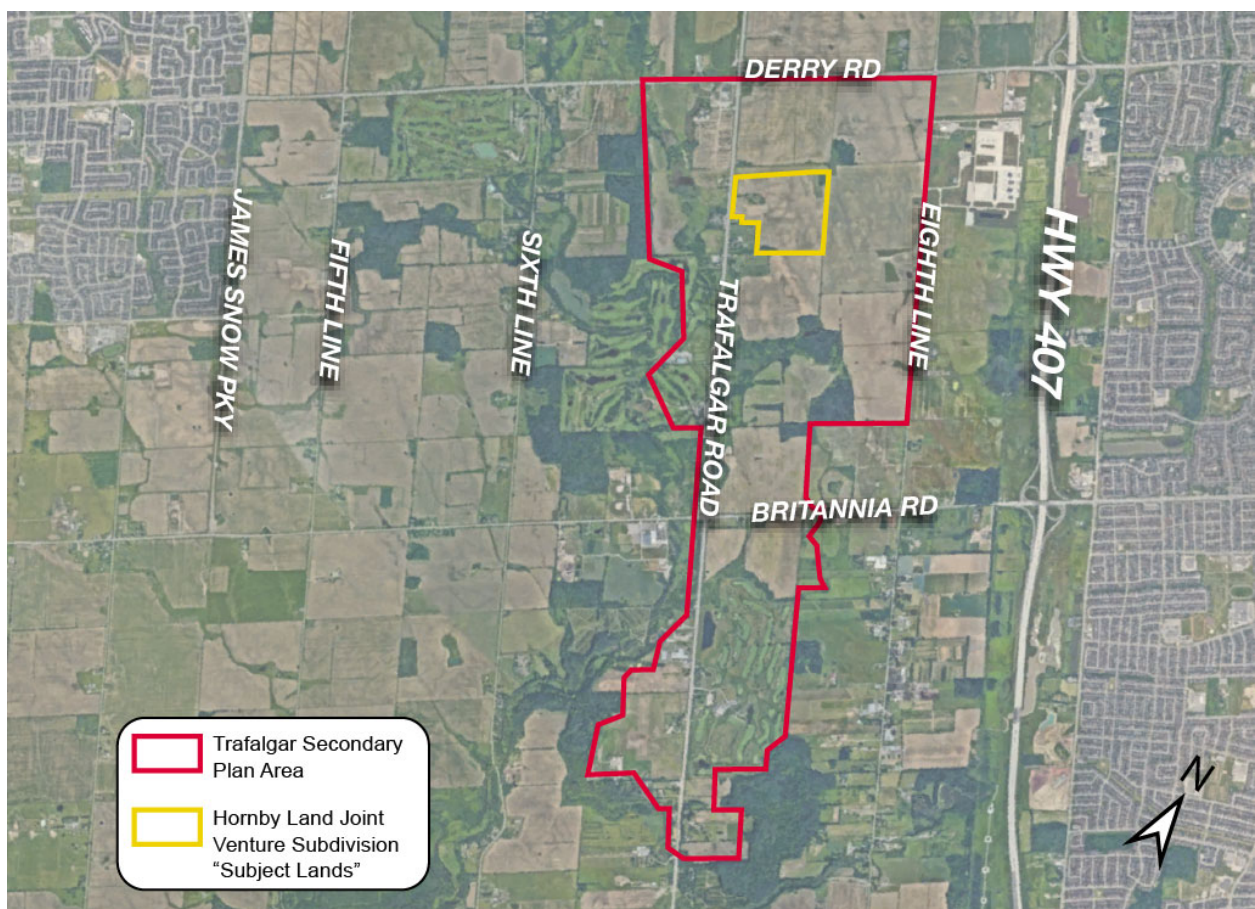


Figure 1: Aerial Context Map

The purpose of this PRR is to support the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Hornby Land Joint Venture Subdivision and demonstrate how it is consistent with and conforms to the applicable Provincial, Regional and Local policies.

Chapter 1: Introduces the purpose and structure of the report.

Chapter 2: Outlines the existing site condition including the immediate surrounding area, existing transportation network and status of nearby active development applications.

Chapter 3: Outlines the existing Official Plan designation and zoning as well as the applicable Tertiary Plan and Trafalgar Secondary Plan policies.

Chapter 4: Describes the proposed development for the subject lands including details regarding the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications.

Chapter 5: Provides a basis for the proposed Draft Plan of Subdivision and Zoning By-law Amendment application through summaries of supporting studies.

Chapter 6: Summarizes the consistency and conformity of the proposed applications in relation to applicable Provincial, Regional, and Local policies.

Chapter 7: Concludes and summarizes the report.

2 Site Context



2.1 Subject Lands

The subject lands are within the Trafalgar Secondary Plan Area as shown on **Figure 1** and have a gross land area of 32.41 hectares. The subject lands are “L” shaped and bound by the gas corridor to the north, one lot east of Eighth Line to the east, Louis St. Laurent (when it extends eastward past Trafalgar Road) to the south and Trafalgar Road to the west. The subject lands are a greenfield area and currently contain agricultural fields with some rural residential and commercial uses (i.e., plant nurseries).

2.2 Surrounding Area

Adjacent land uses include:

North

- Directly to the north is an east-west gas corridor and just north of that is an agricultural field owned by Trinison Developments also participating landowner within the Trafalgar Secondary Plan.
- Further to the north is Derry Road East and just north of that is the Agerton Secondary Plan Area.

East

- East of the subject lands is an agricultural field. It is noted that the owner immediately to the east is not a participating landowner of the Trafalgar Secondary Plan.

South

- A portion of the lands to the south contain rural residential uses whom are non-participating landowners in the Trafalgar Secondary Plan. The remaining lands to the south are agricultural fields owned by a participating landowner.

West

- West of the subject lands (across Trafalgar Road) is a garden centre and nurseery as well as rural residential and agricultural field uses also owned by non-participating landowners in the Trafalgar Secondary Plan area.

2.3 Nearby Development Activity

Table 1: Nearby Development Applications			
Address	Proposed Development	Application Type	Status
6692 Eighth Line	<ul style="list-style-type: none"> • 2,417 residential units <ul style="list-style-type: none"> ▪ 366 single detached ▪ 138 semi-detached ▪ 856 townhouses ▪ 701 Neighbourhood Centre Mixed Use II ▪ 208 Medium Density Residential II ▪ 148 Medium Density Mixed Use 	<ul style="list-style-type: none"> • Draft Plan of Subdivision • Zoning By-law Amendment 	Submitted June 2025 – Under Review

2.4 Transportation and Active Transportation

Transit

Milton Transit is the local transit agency that provides local bus service to residents within the Town of Milton. There are currently no bus routes that service the subject lands within the Trafalgar Secondary Plan area. The Trafalgar Secondary Plan encourages the opportunity for local transit to support higher-order transit service along Trafalgar Road and to Agerton, the future Major Transit Station just west of Trafalgar Road north of Derry Road along the existing Milton GO Train Line with connections to Toronto Union Station. As part of the Trafalgar Secondary Plan process as well as the proposed Tertiary Plan, future transit routes will be planned throughout the Trafalgar Secondary Plan area including within the subject lands and provide transit service to future residents.

Active Transportation

There are currently no active transportation facilities within the subject lands but the Trafalgar Secondary Plan identifies a trail network along the north boundary of the gas corridor. The Trafalgar Secondary Plan policies in Policy C.11.3.3 note to foster a connected and accessible on- and off-road pedestrian and cycling path network which promotes a culture of active transportation. The Tertiary Plan proposes a series of bicycle lanes and multi-use paths along the boundaries of the subject lands. Multi-use paths are proposed along the collector roads, on-street bike lanes are proposed on both sides of Louis St. Laurant Avenue and multi-use paths are also proposed on both sides of Trafalgar Road as shown on **Figure 2**.

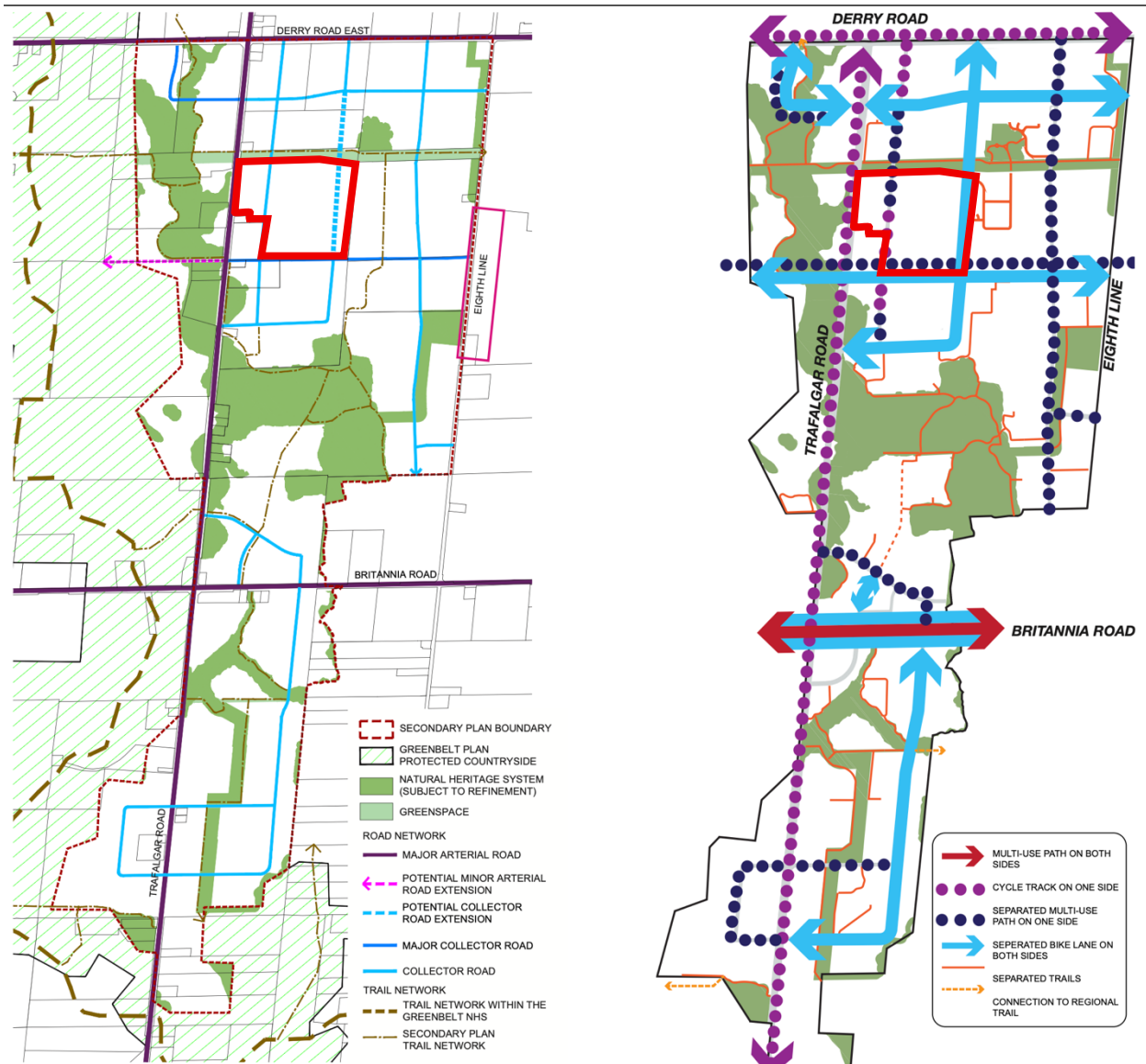


Figure 2: Trafalgar Secondary Plan (left) and Trafalgar Tertiary Plan trail and bike network (right)

3 Existing Planning Policy Framework



3.1 Town of Milton Official Plan, (Office Consolidation December 2024)

The subject lands are identified “Urban Area” within the SHP Urban Area Boundary and as Urban Area on the Town Structure Plan (Schedule 1) as shown on **Figure 3**. The lands are also designated “SHP Growth Area” on the Urban Area Land Use Plan (Schedule B) in the Town’s Official Plan but the Official Plan does not provide any detailed policies for the SHP Growth Area designation because policy 2.1.7.2 notes that detailed land uses within the SHP Urban Area will be established through a secondary planning exercise. As such, the Trafalgar Secondary Plan provides these detailed land use policies as discussed later in this report.

The northeast corner of the subject lands are also designated Natural Heritage System (NHS) as shown on **Figure 3**, and the goal of the NHS is to ensure that the biological diversity and ecological function of the NHS will be preserved and enhanced for future generations (4.8.1.5). The boundaries of the NHS may be refined through the preparation of a Subwatershed Study, Environmental Impact Assessment or similar studies in consultation with the Region and conservation authority as applicable (4.9.3.12). The boundaries of the NHS were refined through the Trafalgar Secondary Plan process and the portion of lands designated NHS have been removed as shown on **Figure 4**.

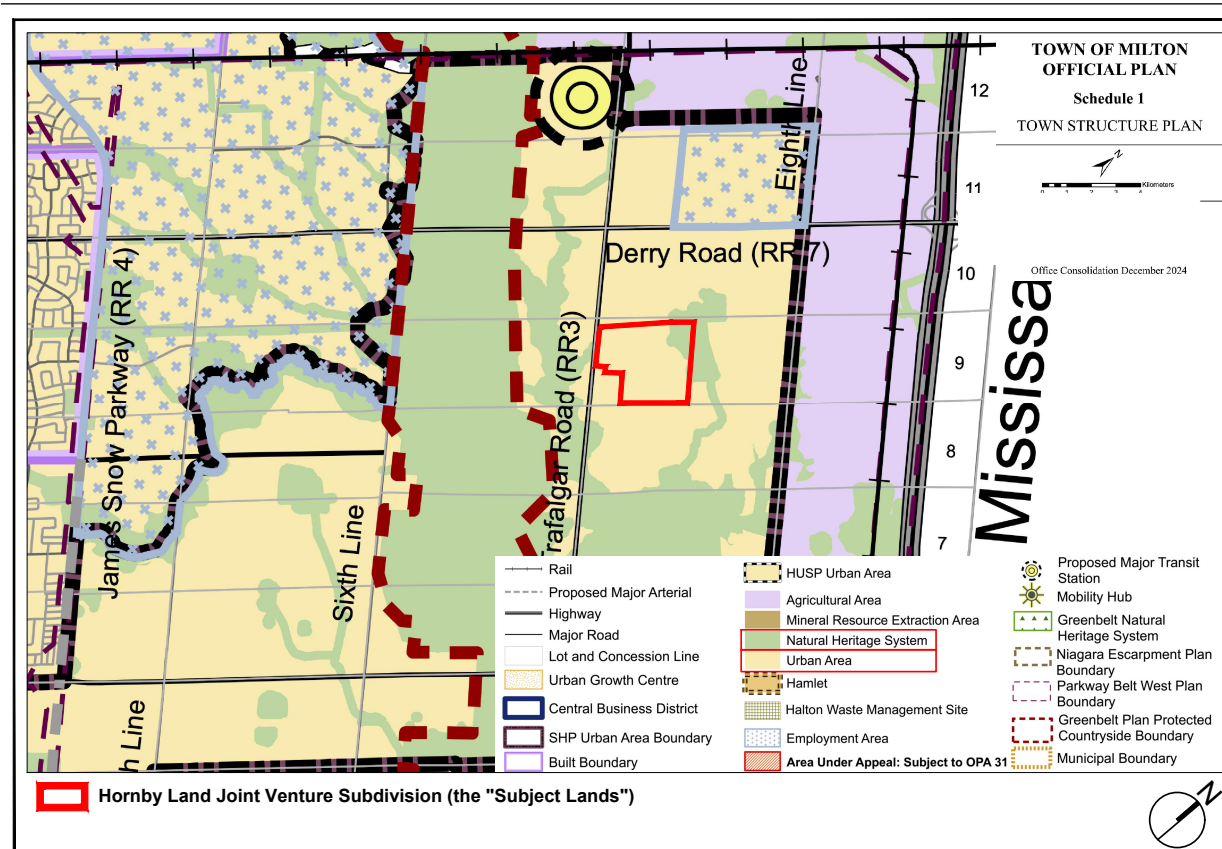


Figure 3: Milton Official Plan Schedule 1 – Town Structure Plan

3.2 Trafalgar Secondary Plan

The Trafalgar Secondary Plan area is envisioned as a mixed-use, high density corridor that supports higher order transit such as the proposed Major Transit Station. The Trafalgar Secondary Plan area is generally bound by Derry Road to the north, Eighth Line to the east and the Greenbelt Plan Area to the south and west as shown on **Figure 1**. The secondary plan area is also adjacent to the Agerton Secondary Plan area, directly to the north. The Trafalgar Secondary Plan was approved by Milton Council in March 2019 and was approved by the Ontario Land Tribunal in July 2024 which establishes a detailed planning and policy framework for the Trafalgar Secondary Plan area.

Schedule C.11.C of the Trafalgar Secondary Plan Land Use Plan identifies the following land use designations for the subject lands: Neighbourhood Centre Mixed Use II, Medium Density Residential II, Medium Density Residential I and Low Density Residential as shown on **Figure 4**. Permitted uses and height and density requirements for each designation are summarized in **Table 2**.

Table 2: Permitted Uses and Height and Density Requirements		
Designation	Permitted Uses	Height and Density
Low Density Residential	<ul style="list-style-type: none"> • Single detached • Semi-detached • Townhouses (stacked and back-to-back) 	<ul style="list-style-type: none"> • Minimum density: 27 units per hectare
Medium Density Residential I	<ul style="list-style-type: none"> • Single detached • Semi-detached • Townhouses (stacked and back-to-back) 	<ul style="list-style-type: none"> • Maximum building height: 4 storeys • Minimum density: 35 units per hectare • Maximum density: 100 units per hectare
Medium Density Residential II	<ul style="list-style-type: none"> • Street townhouses • Stacked townhouses • Back-to-back townhouses • Multiplex • Apartments 	<ul style="list-style-type: none"> • Maximum building height: 8 storeys • Minimum density: 60 units per hectare (towns) • Maximum density: 120 units per hectare (towns) • Maximum density: 3.0 FSI (apartments)
Neighbourhood Centre Mixed Use II	<ul style="list-style-type: none"> • Street townhouses • Stacked townhouses • Back-to-back townhouses • Multiplex • Apartments • Retail • Gas station • Institution 	<ul style="list-style-type: none"> • Maximum building height: 25 storeys • Minimum density: 60 units per hectare (towns) • Maximum density: 120 units per hectare (towns) • Maximum density: 6.0 FSI (apartments)

In accordance with the policies of the Trafalgar Secondary Plan, a tertiary plan will have to be submitted and endorsed by Council before any development application may be brought forward unless the development application is “substantially advanced” and the Town can make informed decisions on the planning application’s consistency with the secondary plan. The tertiary plan implements the secondary plan and is intended to demonstrate how development will be phased and coordinated to address concerns including but not limited to servicing, hazard management, risk mitigation and impacts to road networks.

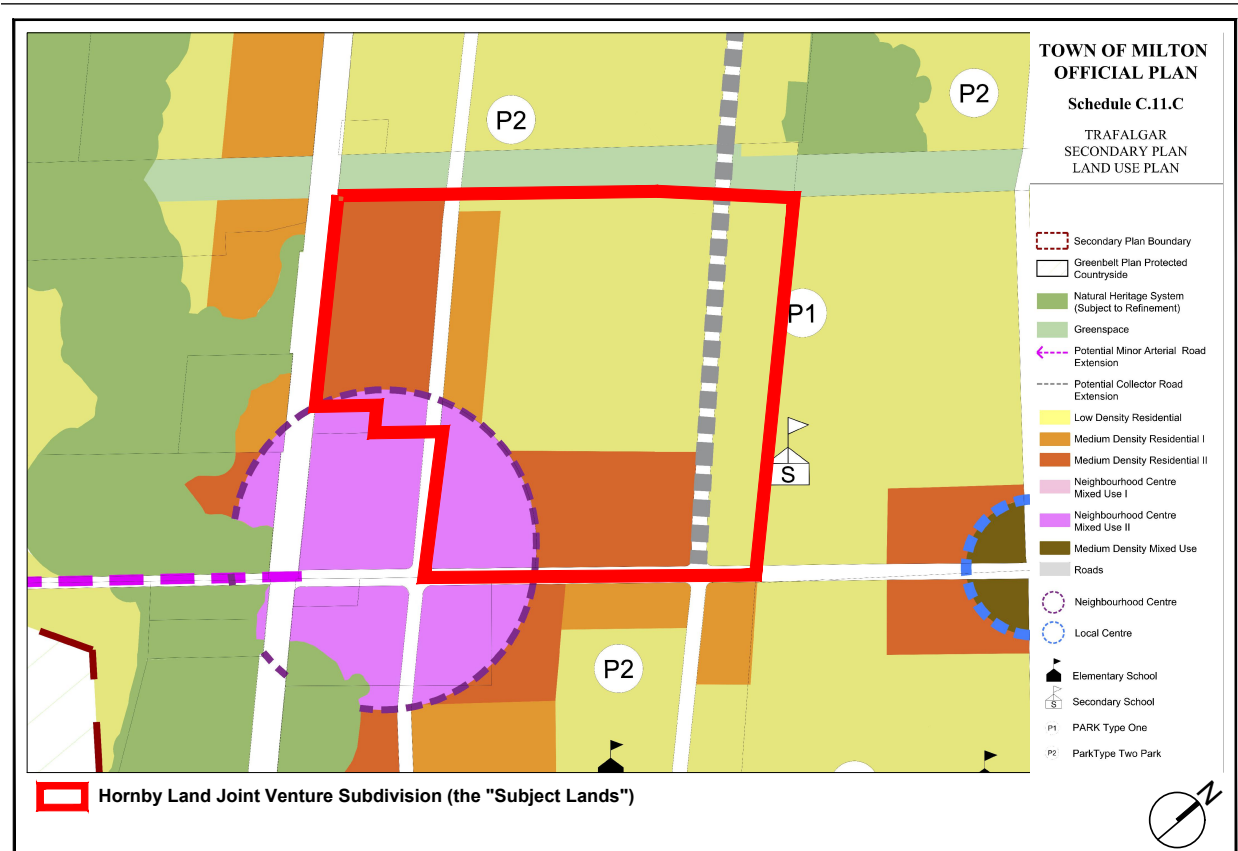


Figure 4: Trafalgar Secondary Plan Land Use Plan – Schedule C.11.C

3.3 Tertiary Plan

The Trafalgar Tertiary Plan provides detailed design direction for the development of the Trafalgar Secondary Plan area and it also provides a framework for achieving the coordinated development of the secondary plan area as a complete community. The Trafalgar Tertiary Plan was deemed substantial advanced in June 2025. The Trafalgar Tertiary Plan refines the land use designations for the subject lands as shown on **Figure 5** but the variety of land use designations and their associated requirements in **Table 2** remain the same.

The Tertiary Plan proposes a mix of trails, multi-use paths and bike lanes along the boundary of the subject lands (on Trafalgar Road, Louis St-Laurent Avenue extension) and along the two proposed north-south collector roads within the subject lands. Trafalgar Road to the west is classified as a major arterial road with right-of-way widths up to 47 metres, Louis St. Laurent Avenue to the south is classified as a 26.0 metre major collector road and the two new north-south collector roads are proposed as 20.0 metre and 21.5 metre minor collector roads in the Trafalgar Tertiary Plan.

The subject lands are part of Phase 1 of the secondary plan which represents the largest of the two phases as part of the Trafalgar Secondary Plan. Phase 1 is

forecasted to introduce a population of approximately 28,000 people with about 10,500 units, 4,000 jobs and 43,000 square metres of commercial gross floor area.

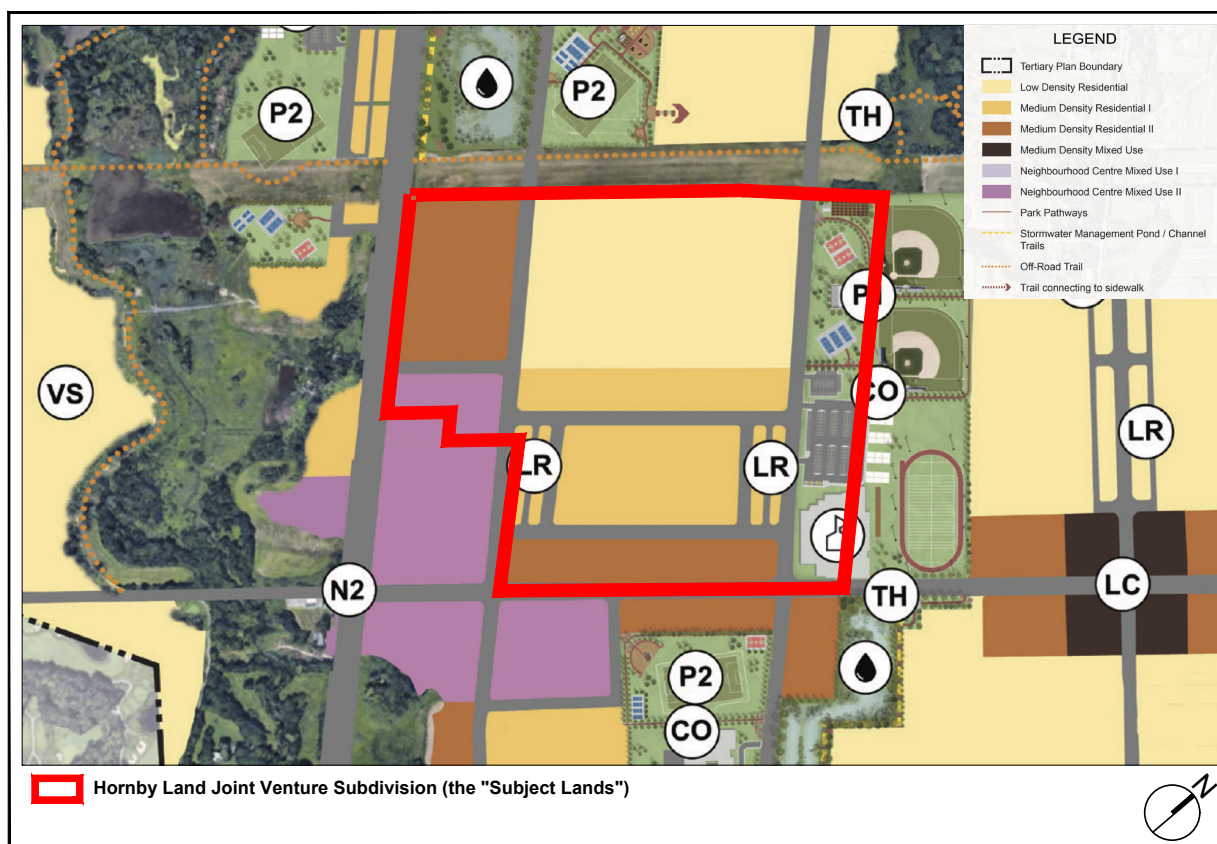


Figure 5: Trafalgar Tertiary Plan

3.4 Milton Urban Zoning By-law 016-2014

The subject lands are primarily zoned “Future Development (FD)” with portions of the lands zoned “Natural Heritage System (NHS)” in the Town’s Urban Zoning By-law 016-2014 as shown on **Figure 6**. The FD zone does not have any development potential but is intended to be rezoned as part of a development application process to permit future urban development on the lands. The NHS zone may be refined subject to additional studies to the satisfaction of the Town without further amendment to the zoning by-law as noted in Section 2.8.iii of the zoning by-law.

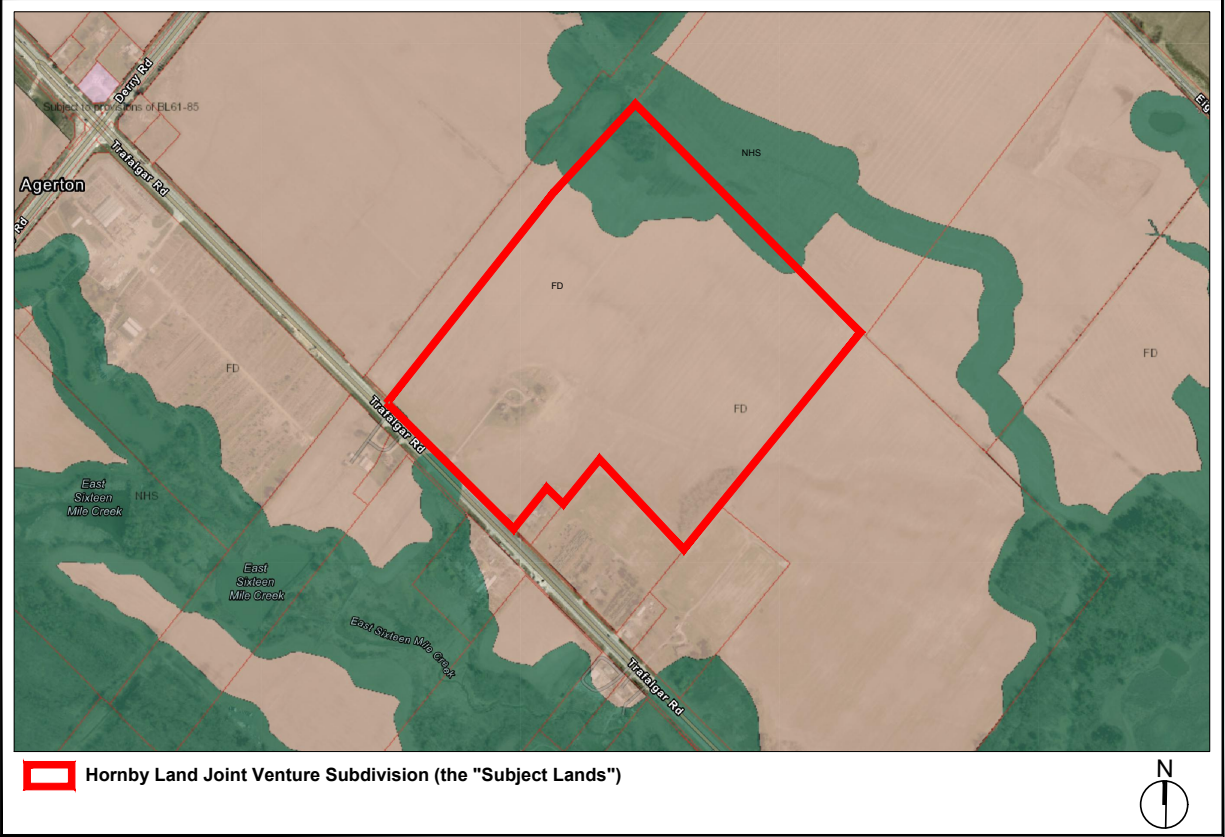


Figure 6: Town of Milton Zoning By-law 016-2014

4 Proposed Development



The proposed development introduces 189 single detached dwellings, 199 street townhouse dwellings, 134 back-to-back townhouse dwellings and 34 rear-lane townhouse dwellings for a total of 556 residential units on the subject lands. Additionally, the proposed development provides 2.41 hectares of land for medium density residential dwellings including stacked towns, rear-lane towns and apartment buildings and 1.16 hectares of land for standalone and/or mixed-use buildings. The proposed development will provide a portion of the secondary school site and a portion of the Park Type 1 along the east boundary of the subject lands abutting the future collector road (Street “C”) as shown on the proposed draft plan of subdivision on **Figure 7**. The proposed development also contemplates a modified grid pattern road network with new local roads ranging from 16 to 18 m and proposed lanes at 8.5 metres.

4.1 Draft Plan of Subdivision

A Draft Plan of Subdivision is being submitted in tandem with a Zoning By-law Amendment to facilitate the proposed development for the Hornby Land Joint Venture Subdivision on the subject lands. The Draft Plan of Subdivision includes 251 blocks, as shown on **Figure 7** and includes the following:

- **Blocks 1 to 189:** single detached dwellings on the north half of the subject lands abutting the gas corridor and between the two new proposed north-south collector roads (Street “B” and Street “C”).
- **Blocks 190 to 224:** 6.7m frontage street townhouses central to the subject lands between Street “B” and Street “C”.
- **Blocks 225 to 235:** 6.4m frontage back-to-back townhouses on the south side of the subject lands between the rear-lane townhouses to the east and west.
- **Blocks 236 to 243:** 6.4m frontage rear-lane townhouses on the east and west side of the subject lands abutting Street “B” and Street “C”.
- **Blocks 244 to 245:** medium density residential dwellings up to 8 storeys with stacked townhouses, rear-lane townhouses and apartment buildings. Block 244 will place apartment buildings up to 8 storeys fronting along the future Louis St. Laurent Avenue extension (Street “A”) and locate townhouse dwellings at the rear. Block 245 will similarly have 8 storey apartments front onto Trafalgar Road and locate the townhouse dwellings at the rear.

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- **Block 246:** contains a portion of the secondary school along the east boundary of the subject lands fronting onto the future Louis St. Laurent Avenue extension (Street “A”) and the future north-south collector road (Street “C”). The provision of the secondary school lands will be coordinated and shared with the adjacent landowner to the east.
 - **Block 247:** contains a portion of a Park Type 1 along the east boundary of the subject lands fronting onto the future north-south collector road (Street “C”) and abutting the gas corridor to the north. The provision of the park lands will be coordinated and shared with the adjacent landowner to the east.
 - **Block 248:** contains standalone or mixed-use apartment buildings up to 25 storeys on the southwest corner of the subject lands abutting Trafalgar Road and the future north-south collector road (Street “B”).
 - **Block 249 to 251:** two walkway blocks bisecting the street townhouse blocks central to the subject lands and providing pedestrian connections to Streets “H”, “I” and “J”. One walkway block bisecting the single detached dwelling block on the north part of the subject lands and providing pedestrian connectivity from Street “D” to Street “E”.
 - **Street Network:** new local roads (Street “D” to Street “N”) ranging in right-of-way widths from 16 metres to 18 metres, which provides connectivity throughout the subject lands and conforms to the proposed road network on Schedule C.11.B of the Trafalgar Secondary Plan Active Transportation and Natural Heritage Plan. Additionally, the draft plan of subdivision also proposes two 8.5-metre laneways (Lane “A” and Lane “B”) to facilitate the development of the rear-lane townhouses in Blocks 236 to 243.

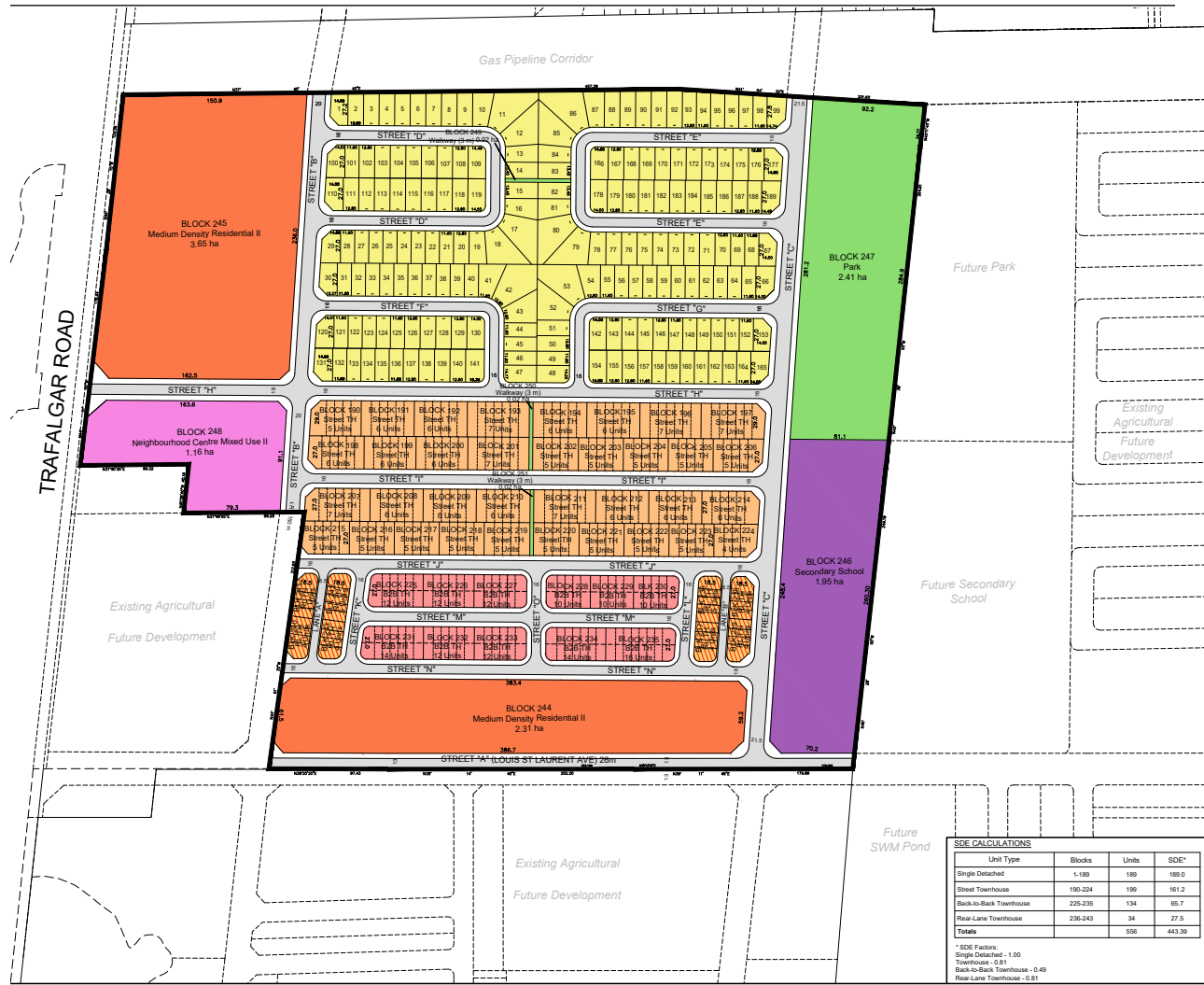


Figure 7: Proposed Draft Plan of Subdivision

4.2 Proposed Zoning By-law Amendment

An amendment to the Town’s Zoning By-law 016-2014 is required to facilitate the proposed development on the subject lands. A draft Zoning By-law Amendment is included in **Appendix A** of this report.

The following amendments are required to permit and facilitate the proposed land use policies and development for the subject lands:

- Rezone the subject lands to:
 - Residential Medium Density 1 – Special Provisions AAA (RMD1*AAA);
 - Residential Medium Density 2 – Special Provisions BBB (RMD2*BBB);
 - Mixed Use CCC (MU*CCC);
 - Open Space (OS); and
 - Minor Institutional (I-A).

- Special provisions to generally establish:
 - Appropriate lot frontages, widths and depths;
 - Appropriate setbacks;
 - Appropriate parking requirements;
 - Appropriate projections into required yards; and
 - Appropriate heights.

5 Supporting Studies



Several supporting studies have been prepared in support of the draft plan of subdivision and provided under separate cover with the application submission. Below provides a summary of each of the required studies as per the pre-consultation checklist.

5.1 Arborist Study

The Arborist and Tree Evaluation Report prepared by Dillon Consulting Limited dated December 2024 identified 398 trees within the subject lands and 387 of those are proposed for removal to facilitate the proposed development. The 11 trees which are recommended to be retained are outside of the development limit and most have less than 35% of their critical root zone (CRZ) extending onto the subject lands. Appropriate protection measures such as tree protection fencing is recommended to mitigate impacts to trees during construction and should be refined at the detailed design stage prior to construction. It is noted that all the trees inventoried were outside of the Town's Natural Heritage System.

5.2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was conducted by Lincoln Environmental Consulting Corp. in June 2021 to provide archaeological background information for the subject lands including the evaluation of archaeological potential for the Stage 2 Archaeological Assessment. The Stage 2 Archaeological Assessment documented all archaeological resources within the subject lands and determined whether a Stage 3 Archaeological Assessment would be required. No archaeological sites or resources were identified during the Stage 2 assessment so no further archaeological assessment was recommended for the subject lands.

5.3 Agricultural Impact Assessment

An Agricultural Impact Assessment (AIA) was prepared by AgPlan Limited in June 2020 as part of the background work for the combined Trafalgar and Agerton Secondary Plan on behalf of the Town. The AIA report provided two recommendations.

Recommendation 1 was to phase development starting in the north and then moving south since a single area to the south of Eighth Line was relatively better agriculturally. Recommendation 2 noted any additional mitigation between the interfaces of urban and agricultural uses should be considered at the draft plan of subdivision stage. Overall, the AIA concluded that the Trafalgar and Agerton Secondary Plans would not affect the agriculture.

5.4 Cultural Heritage Assessment

A Cultural Heritage Evaluation Report (“CHER”) was prepared by The Biglieri Group Ltd. for the property municipally addressed as 6583 Trafalgar Road, Milton, Ontario (‘subject site’, ‘site’ or ‘property’). The property has been identified as a “listed,” non-designated property of potential cultural heritage value or interest in the Town of Milton’s Heritage List (2019).

This Cultural Heritage Evaluation Report (CHER) has been prepared on behalf of the Owners to determine whether the subject property possesses Cultural Heritage Value or Interest (CHVI) in accordance with Ontario Regulation 9/06 (“O. Reg. 9/06”) of the Ontario Heritage Act, R.S.O. 1990, c. O.18 (the “OHA”). O. Reg. 9/06 establishes the provincial criteria for evaluating cultural heritage value or interest. These criteria are consistent with those outlined in Section 2.10.3.8 of the Town’s Official Plan, with the exception of recent legislative amendments under Bill 23, which now require that a property satisfy a minimum of two criteria to warrant designation, rather than only one.

In summary, this CHER concludes that the property does not meet any of the criteria outlined in Ontario Regulation 9/06 and therefore is not considered to have cultural heritage value or interest under the Ontario Heritage Act. It is recommended that the Town of Milton remove the property from the Town’s Heritage Register, as it does not merit designation under the Ontario Heritage Act.

5.5 Community Facility and Services Report

As part of the original background work for the Trafalgar and Agerton Secondary Plans, a Community Facility and Human Services Impact Analysis Report was prepared by the Town’s consultant, Malone Given Parsons Ltd (MGP), dated March 2019. As part of the Tertiary Plan work, a letter amending the original MGP report was prepared by SGL dated June 2025 notes that 5 public elementary schools, 1 public secondary school, 3 catholic elementary schools and 0 catholic secondary schools will be required to service the Trafalgar Secondary Plan Area. A portion of the secondary school is proposed on the southeast corner of the subject lands and is consistent with the Trafalgar Secondary Plan and Trafalgar Tertiary Plan.

It is anticipated that indoor recreational facilities will be provided within the Agerton Secondary Plan but outdoor recreational facilities can be provided within the parks of the Trafalgar Secondary Plan. A Park Type 1 is proposed on the northwest corner of the subject lands and no other community facilities are required on the subject lands.

5.6 Parkland, Recreation and Library Report

As part of the original background work for the Trafalgar and Agerton Secondary Plans, a Parkland, Recreation and Library Gap Analysis Report was prepared by the Town’s consultant, Malone Given Parsons Ltd (MGP), dated March 2019. As part of the Tertiary Plan work, a letter amending the original MGP report was prepared by SGL

dated October 2024 notes that based on the updated population estimates for the Trafalgar Secondary Plan area, approximately 79 hectares of parkland is required based on the Town's updated parkland rate of 1.75 hectares per 1,000 based on a population of 45,000 persons. As required under the Planning Act requirements for parkland dedication, the Trafalgar Secondary Plan area requires approximately 36 hectares of parkland and the Tertiary Plan. The parkland provided as part of the Hornby Land Joint Venture subdivision is in keeping with the Tertiary Plan.

5.7 Commercial Impact Assessment

As part of the original background work for the Trafalgar and Agerton Secondary Plans, a Retail Market Assessment was prepared by the Town's consultant, Ward Land Economics Inc. dated October 2018. As part of the Tertiary Plan work, a commercial needs study update to the original report was prepared by urbanMetrics dated October 2024 to update the anticipated populations for the Trafalgar Secondary Plan Area and update the retail shopping patterns following the COVID-19 pandemic.

The updated commercial needs study projects a need for between 580,000 and 840,000 square feet of commercial floor space within the Trafalgar Secondary Plan area to serve a population of 45,000 people. The Trafalgar Secondary Plan area will also no longer need to provide a large scale retail node but instead should provide four retail commercial sites ranging in size between 100,000 and 150,000 square feet each. As such, a neighbourhood centre is proposed at the southwest corner of the subject lands where the lands are proposed to be designated Neighbourhood Centre Mixed Use II to provide a full range and mix of residential, retail, commercial, and service uses.

5.8 Traffic Impact Study

The Traffic Impact Study (TIS) prepared by TYLin dated November 2025 estimates a total of 666 net weekday AM peak hour auto trips within the subject lands and a total of 737 net weekday PM peak hour trips. The study concludes that the proposed road network and intersection configurations for the subject lands will operate at acceptable levels of service with the implementation of the recommended improvements, including turn lanes, traffic signals, and enhanced pedestrian and cycling infrastructure. The proposed subdivision layout and street hierarchy are also consistent with the complete streets and multimodal mobility principles established through the Trafalgar Secondary Plan and Tertiary Plan. An on-street parking plan is also included as part of the TIS and is subject to refinement at the detailed design stage.

5.9 Noise Study

A Preliminary Environmental Noise Report was prepared by Jade Acoustics Inc. dated December 2025 in support of the proposed draft plan of subdivision and zoning by-law amendment applications. The noise report relied on the Town of Milton, Region of Halton and Ontario Ministry of the Environment, Conservation and Parks guidelines for sound level limits for indoor and outdoor spaces.

The report concludes that with the appropriate recommended mitigation measures in place, the proposed development will meet the noise guidelines. Mitigation measures for the proposed development include provisions for air conditioning units and warning clauses, high acoustic fences, upgraded facades and windows and other acoustic barriers. As this is a preliminary report and some of the development blocks in the draft plan of subdivision are still in the conceptual design phase, the report also recommends a future noise report to confirm or update the conclusions above for the subject lands.

5.10 Geotechnical Investigation

A Geotechnical Investigation Report was prepared by Terraprobe Inc. dated June 2021 to investigate and report on the subsurface soil and ground water conditions in a series of boreholes drilled at the subject lands. The Geotechnical Investigation identifies favourable conditions for development but highlights several important constructability considerations and associated risks. Key design considerations include the need to remove topsoil and unsuitable fill, proof-roll and validate native subgrade conditions, and rely on engineered fill or undisturbed clayey silt till for foundation support.

Excavations must account for variable groundwater seepage, frost susceptibility, and the potential for subgrade disturbance during wet-weather construction. Limitations and risks include inherent uncertainty between borehole locations, potential settlement of engineered fill and underlying soils, sensitivity of fine-grained soils to moisture and frost, and the requirement for geotechnical inspection to confirm bearing conditions and compaction performance.

5.11 DAEFSS

A Development Area Environmental & Functional Servicing Study (DAEFSS) and dated August 2025 was prepared by several members of the Milton P4 Trafalgar Landowners Group Inc. in support of their Draft Plans of Subdivision located within Phase 1 of the Secondary Plan area. The DAEFSS Study Area covered lands east of Trafalgar Road north of the Piper's Heath Golf Course.

The scope of this study was guided by the Trafalgar Secondary Plan policies and based on the Terms of Reference provided in the Agerton/Trafalgar MESP (WSP, 2025). All the Phase 1 DAEFSS tasks have been addressed and include a range of environmental and engineering related matters regarding surface and groundwater resources, aquatic and terrestrial resources, fluvial geomorphology, NHS delineation, and proposed site grading and servicing (water, sanitary and roads).

The purpose of this study was to provide inputs to the Trafalgar Draft Plans of Subdivision to ensure that the identified natural heritage systems on the subject lands were appropriately protected, restored, and/or enhanced in accordance with applicable environmental protection legislation, regulations and policies. Consistent with the Trafalgar Tertiary Plan, this proposed Draft Plans to address all required engineering and environmental requirements for identified in the DAEFSS for these lands.

An FSR Conformance Letter prepared by DSEL Engineering dated December 12, 2025, is provided under separate cover. The letter states that the proposed draft plan generally matches the plan used in the DAEFSS design and is in conformance with the grading, servicing and stormwater management strategies.

5.12 Phase 1 and 2 Environmental Impact Study

A Phase 1 Environmental Impact Study (EIS) was prepared by Terraprobe Inc. dated February 2020 to review and identify obvious or potential environmental liabilities on the subject lands. Based on their analysis, the Phase 1 EIS found two on-site potentially contaminating activities (PCAs) which may impact the environmental condition of the subject lands and lead to areas of potential environmental concern (APECs). The two PCAs/APECs that were identified on the subject lands were the pesticides on the entire subject lands since the lands are predominately agricultural uses, and the presence of fill material of unknown quantity in the area of a former pond (just south of the rural residential property).

Since the Phase 1 EIS found two APECs on the subject lands, a Phase 2 EIS was conducted by Terraprobe in November 2020 to determine the concentration and location of the APECs on the subject lands. The Phase 2 EIS concluded that no exceedances of applicable Site Conditions Standards were noted in the soil, ground water nor earth fill and that no further investigation was warranted on-site.

6 Policy Review



This section of the report summarizes the current policy framework and assesses the appropriateness of the proposed applications with Provincial, Regional, and Local planning policies, specifically the conformity with the Planning Act, the Region of Halton Official Plan, and the Town of Milton Official Plan.

6.1 Region of Halton Official Plan, (Office Consolidation May 2024)

The Region of Halton Official Plan (RHOP) is a Local Plan of the four local municipalities in Halton and it outlines long-term policies and strategies for guiding Halton’s physical form, community character, growth, and development within each of its four municipalities, including the Town of Milton. Through Regional Official Plan Amendment (ROPA) #38, the subject lands including the Trafalgar Secondary Plan area were brought into the urban boundary to accommodate population and employment growth to 2031. The subject lands are designated “Urban Area” and “Regional Natural Heritage System” in Map 1 of the Halton Region Official Plan as shown on **Figure 8**.

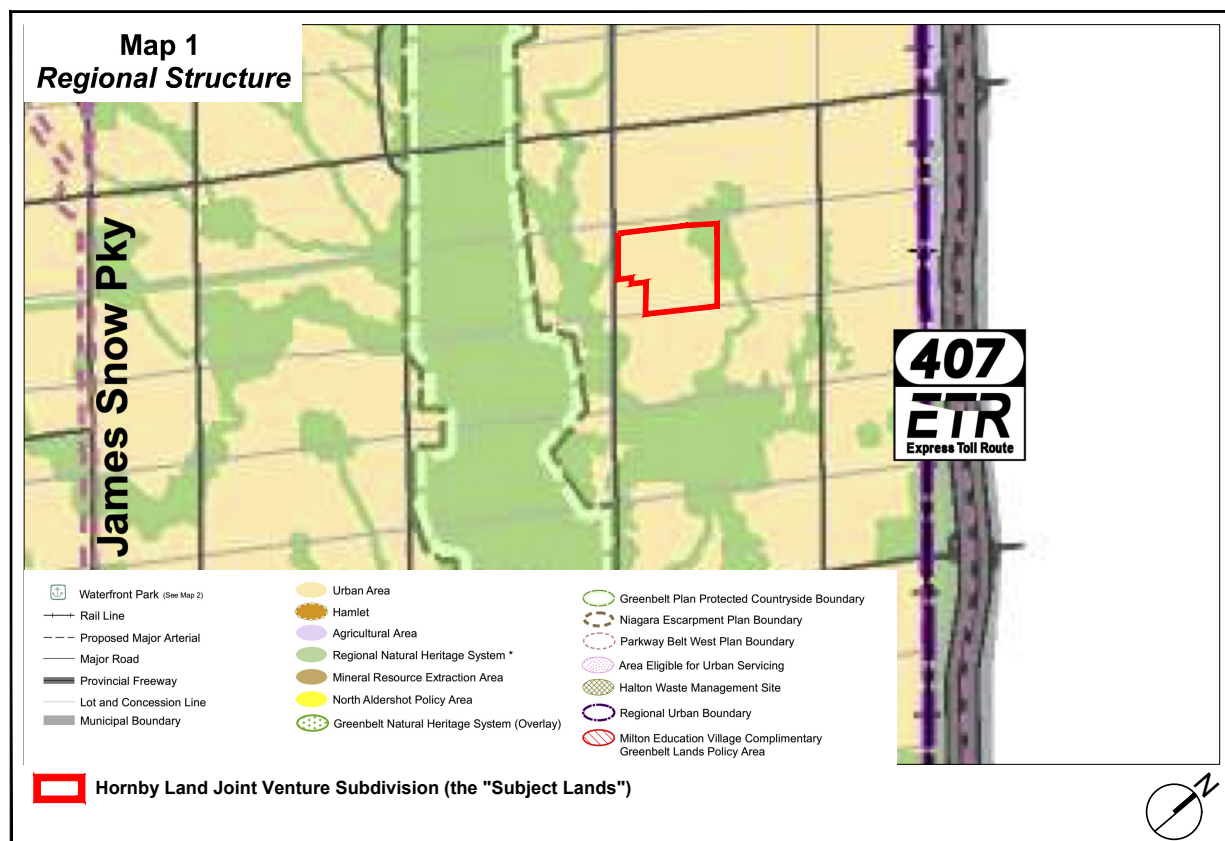


Figure 8: Halton Region Official Plan – Map 1 – Regional Structure

Policy 72.1 for the Urban Area states:

72.1 The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.*
- (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
- (6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
- (7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
- (8) To promote the adaptive re-use of brownfield and greyfield sites.*
- (9) To facilitate and promote intensification and increased densities.*

The RHOP provides policies regarding housing in Sections 84, 85, and 86. Policy 84 notes that the goal for housing is to provide an adequate mix and variety of housing to satisfy different physical, social, and economic needs. Policy 85 notes housing should be provided through the efficient use of existing land to increase the overall housing stock. Policy 86.20 specifically notes that phasing strategies should ensure a full range and mix of housing types can be provided in each development phase.

Conformity

The proposed greenfield development promotes the efficient use of land, infrastructure and public service facilities by introducing 556 new residential units in a mix of housing forms and types including single detached, street townhouses, back-to-back townhouses, rear-lane townhouses and apartment buildings on approximately 32 hectares of land. The proposed development will diversify and increase the overall housing stock in Milton which will contribute to the Town's overall housing target. The proposed draft plan of subdivision depicts a modified grid-like street pattern to contribute to a connected, compact and complete community. Standalone and mixed use buildings are permitted on the

west and south limits of the subject lands and higher density housing types will be located along Trafalgar Road and Louis St. Laurent Avenue to facilitate transit-oriented developments and encourage transit ridership.

The subject lands are part of Phase 1 of the development of the Trafalgar Secondary Plan area and will contribute to the delivery of public infrastructure, facilities, services and amenities for existing and future residents. As part of the first phase of development of the secondary plan area, including development of the subject lands, Phase 1 will introduce approximately 10,500 new residential units with 7 parks, 6 village squares, 5 elementary schools, 1 secondary school and 11 stormwater management ponds. This phased approach will ensure the achievement of complete, healthy and sustainable communities and ensure the availability and efficient use of infrastructure and services.

Policies for the Regional Natural Heritage System (NHS) seek to preserve and enhance the biological diversity and ecological function of the NHS for future generations (Policy 113). The boundaries of the Regional NHS may be refined through the preparation of a Subwatershed Study, Environmental Impact Assessment or similar studies in consultation with the Region and conservation authority as applicable (116.1).

Conformity

A Subwatershed Study (SWS) was completed by the Town of Milton in March 2023 as part of the urban expansion area work which included the Trafalgar Secondary Plan Area. The SWS consisted of four phases and identified constraints and opportunities for development within the secondary plan area. A subsequent Master Environmental Servicing Plan (MESP) is currently being finalized by the Town which refines the recommendations of the SWS with respect to servicing and NHS identification and protection. Through the SWS and MESP, refinements to the Regional NHS were made in the Trafalgar Secondary Plan as shown on **Figure 4**. The Trafalgar Secondary Plan no longer includes the northeast corner of the subject lands as within the NHS and instead identifies those lands as Low Density Residential in the secondary plan.

As discussed above, the proposal will facilitate the development of a complete community within the Town of Milton, through the development of the greenfield area within the Region's urban area as proposed on the draft plan of subdivision. The proposed development represents an efficient use of land by providing a mix of compact built forms such as townhouses and apartment buildings and is in conformity with the policies of the Halton Region Official Plan.

6.2 Town of Milton Official Plan, (Office Consolidation December 2024)

The Town of Milton Official Plan (OP) establishes a community vision and strategic objectives and policies to serve as the basis for making land use decisions and managing change within the Town.

As mentioned previously, the subject lands are designated SHP Growth Area in the Town's Official Plan but the Official Plan does not provide any detailed land uses policies for these lands because detailed land uses within the SHP Urban Area will be established through a secondary planning exercise with appropriate phasing and financial plans to demonstrate the availability of infrastructure and services for future developments (2.1.7.2 and 2.1.7.3).

The Trafalgar Secondary Plan was approved in July 2024 and provides a detailed planning framework for the secondary plan area to develop into a mixed-use, high density corridor to support higher order transit. The approved secondary plan provides a variety of land uses and a range of housing types and densities for the subject lands and forecasts a minimum target of 32,000 residents and 4,000 jobs to 2031 for the entire secondary plan area (C.11.2.1).

Section C.11.3.1 encourages the creation of compact and complete communities through transit-supportive and mixed use neighbourhoods with a variety of housing densities and types. The secondary plan also encourages mobility options on- and off-road for pedestrians and cyclists and to create a logical road network within the secondary plan area to connect to other areas of the Town (C.11.3.4 and C.11.3.5)

Conformity

The proposed development will introduce 566 residential units in a variety of housing types and forms including single detached dwellings, townhouses and apartment buildings. The apartment buildings could also include retail uses at-grade or be standalone residential buildings, contributing to a complete community. A modified street grid pattern with separated and multi-use paths is also proposed for the subject lands to provide connectivity within and surrounding the subject lands.

The housing mix of the secondary plan area requires no more than 50% of residential units to be single and semi-detached units, and the remainder should be higher density forms of grade-related and apartment housing (C.11.4.4.).

Conformity

The proposed draft plan of subdivision contemplates 246 residential development blocks consisting of 556 new residential units. Of these 556 residential units, 34% are single detached dwellings (189 units), 36% are street townhouses (199 units), 24% are back-to-back townhouses (134 units) and 6% are rear-lane

townhouses (34 units). This also does not include the 2.41 hectares of land for medium density residential dwellings along Trafalgar Road and Louis St. Laurent Avenue and the 1.16 hectares of land for standalone and/or mixed-use buildings at the southwest corner of the subject lands within the neighbourhood centre. As such, the subject lands does not provide more than 50% of single and semi-detached units.

The Trafalgar Secondary Plan designates the subject lands Low Density Residential, Medium Density Residential I, Medium Density Residential II and Neighbourhood Centre Mixed Use II as shown on **Figure 4**. The secondary plan also identifies as Park Type 1 as well as a Secondary School along the east periphery of the subject lands.

The Low Density Residential designation permits low-rise residential uses such as single detached dwellings, semi-detached dwellings, street townhouses and back-to-back townhouses (excluding stacked townhouses) generally located internal to development blocks (C.11.6.2.1.a). This designation requires a minimum density of 27 units per net hectare (C.11.6.2.2)

Conformity

The proposed draft plan of subdivision provides for low-rise residential uses in the form of single detached dwellings on the north half of the subject lands between the two proposed north-south collector roads (Street “B” and Street “C”). Each residential lot will have frontage on a local street and some lots will also front onto the proposed collector roads. A total of 189 single detached units will be provided on 7.05 hectares of land, generating a density of 27 units per net hectare and achieving the minimum density requirement for this designation.

The draft zoning by-law amendment proposes to rezone the north half of the subject lands designated Low Density Residential in the Official Plan from Future Development (FD) Zone and Natural Heritage System (NHS) Zone to Residential Medium Density I with special provisions zone (RMD1*AAA) as shown on **Figure 9**. The proposed RMD1*AAA zone permits low-rise residential uses which conform to the Low Density Residential designation of the Official Plan.

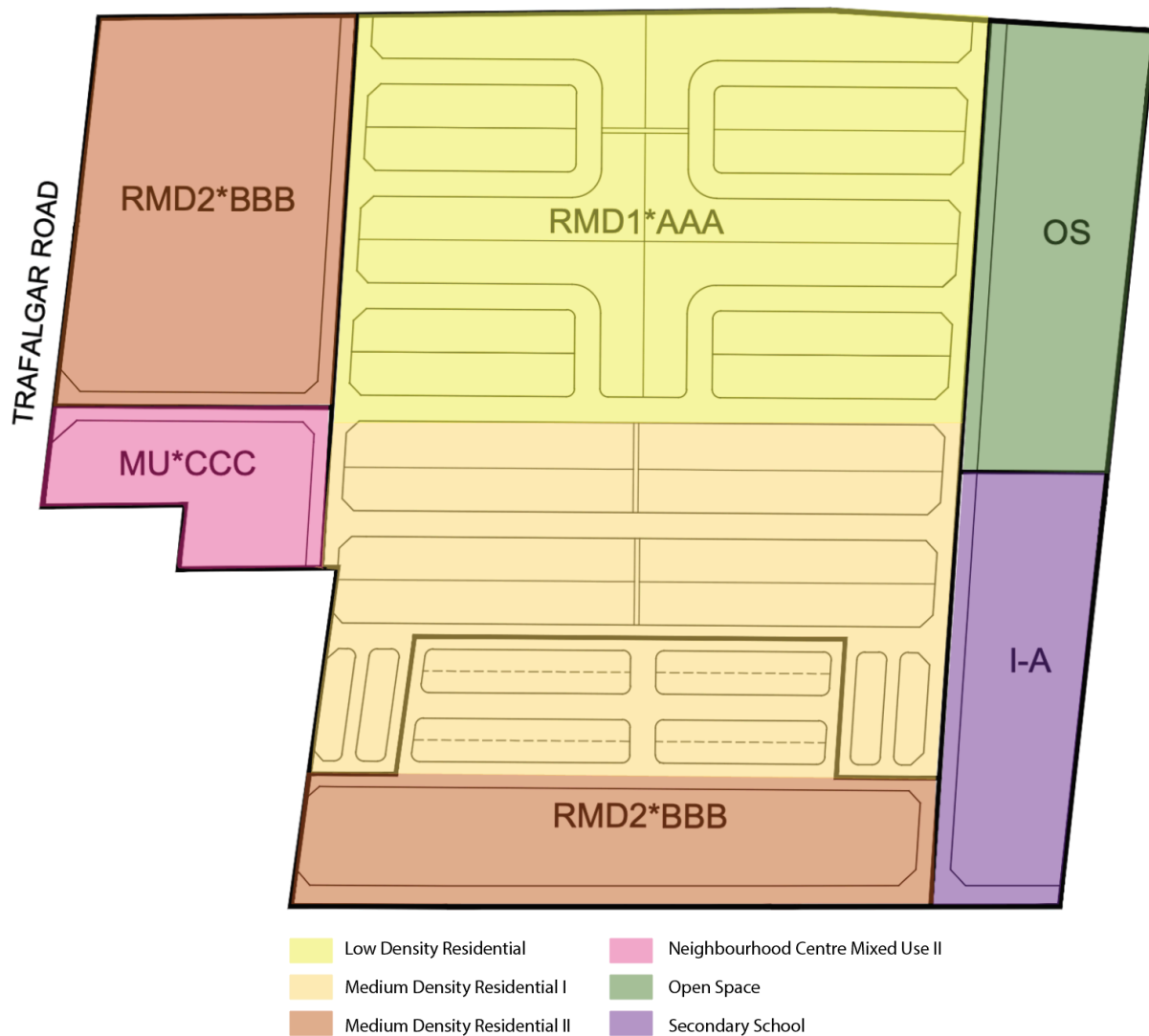


Figure 9: Draft Zoning By-law Amendment with Tertiary Plan Designations Overlay

The Medium Density Residential I designation permits low-rise residential uses such as single detached dwellings, semi-detached dwellings, and townhouses (i.e., street townhouses, back-to-back townhouses and stacked townhouses) (C.11.6.2.1.b). A maximum of 20% single and semi-detached units are permitted and densities for the designation range from 35 units per net hectare to 100 units per net hectare with a maximum height of 4 storeys (C.11.6.2.3.b). It is noted that the Medium Density Residential I designation in the Trafalgar Secondary Plan was refined by the Trafalgar Tertiary Plan and the designation is now located central to the subject lands abutting the Low Density Residential designation to the north, proposed north-south collector to the east, the Medium Density Residential II designation to the south and the other proposed north-south collector to the west as shown on **Figure 5**.

Conformity

The proposed draft plan of subdivision provides a variety of townhouse dwelling types including street townhouses, back-to-back townhouses and rear-lane townhouses central to the subject lands between the low-rise residential to the north and the Medium Density Residential II designation to the south. A total of 367 townhouse dwellings are provided on 5.83 hectares of land, generating a density of 63 units per net hectare which is within the required density for the Medium Density Residential I designation.

The draft zoning by-law amendment zones the north part of the Medium Density I designation as RMD1*AAA zone and the south portion of the designation as RMD2*BBB zone. The proposed RMD1*AAA zone permits a mix of low-rise residential uses including single detached dwellings, semi-detached dwellings, street townhouses, back-to-back townhouses, and rear-lane townhouses while the RMD2*BBB zone does not permit single detached and semi-detached dwellings but permits all forms of townhouses including stacked towns.

The Medium Density Residential II designation permits mid-rise multiple attached dwellings such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartment buildings and intends to locate more intensive residential development along arterial roads and Neighbourhood Centres (C.11.6.2.1.b). A minimum density of 60 units per net hectare up to a maximum density of 120 units per net hectare is required for the townhouse dwelling types as well as multiplexes. Apartment buildings in this designation will have a maximum density of 3.0 Floor Space Index (FSI) and heights that do not exceed 8 storeys (C.11.6.2.4.b.iii and iv).

Conformity

The draft plan of subdivision proposes two Medium Density Residential II blocks; one along Trafalgar Road just north of the Neighbourhood Centre and one along Louis St. Laurent Avenue just east of the Neighbourhood Centre. Within the Medium Density Residential II block along Trafalgar Road, stacked townhouses and apartment buildings up to 8 storeys are proposed., achieving a density of 109 units per net hectare for the townhouses and a FSI of 3.0 for the apartments. Within the Medium Density Residential II block along Louis St. Laurent, rear-lane townhouses and apartment buildings up to 8 storeys are proposed and the townhouses have a density of 58 units per net hectare which is slightly under the required minimum of 60 units per net hectare but the apartments have a FSI of 3.0.

The draft zoning by-law amendment zones the Medium Density Residential II portion of the subject lands as RMD2*BBB which permits all forms of townhouse buildings as well as apartment buildings. Special provisions for additional uses to permit stacked townhouses are proposed for the RMD2 zone among other

deviations to the performance standards including but not limited to parking setbacks, lot frontage, front yard setbacks, projections and driveway width.

The Neighbourhood Centre Mixed Use II designation permits a range of uses including residential, retail commercial, service, office, restaurant, civic, recreational, cultural, entertainment and institutional uses (C.11.6.2). The designation also permits residential, neighbourhood retail and local institutional uses in stand-alone or mixed use buildings (C.11.6.2.7). The Neighbourhood Centre Mixed Use II area is intended to be the focus of intensification within the secondary plan area and a focal point for the community along Trafalgar Road (C.11.6.2.7).

Street townhouses, stacked townhouses, back-to-back townhouses and multiplexes should have a minimum density of 60 units per net hectare and a maximum density of 120 units per net hectare. Apartment and mixed-use buildings should also have densities of up to 6.0 FSI and building heights should not exceed 25 storeys (C.11.6.2.7.a)

Conformity

The draft plan of subdivision proposes a 1.16 hectare Neighbourhood Centre Mixed Use II block on the southwest portion of the subject lands fronting Trafalgar Road. The neighbourhood centre is envisioned to contain apartment buildings ranging in heights from 6 storeys to 15 storeys with a total of approximately 522 units and a FSI of 3.57. The proposed Neighbourhood Centre Mixed Use II block is within the required densities of the Official Plan designation and the heights are also well below the maximum height of 25 storeys, and conforms to the Official Plan.

The draft zoning by-law amendment proposes additional permitted uses to the Mixed Use zone including townhouses, back-to-back townhouses, duplexes and stacked townhouses. The zoning by-law amendment also includes special provisions for building heights up to 25 storeys and FSI up to 6.0 for apartment and mixed use buildings. All the additional permitted uses and special provisions for height and densities are permitted in the Neighbourhood Centre Mixed Use II designation and therefore conform to the official plan.

A Tertiary Plan is required to implement the policies of the Trafalgar Secondary and provide a more detailed planning framework (C.11.5.1). Prior to draft approval, a draft plan of subdivision shall be prepared in accordance with the secondary plan and tertiary plan to the satisfaction of the Town (C.11.7.5.2). The Tertiary Plan for the Trafalgar Secondary Plan should demonstrate the breakdown of the phasing, location and configuration of parks and schools and other community facilities, potential locations of townhouses, boundaries of Local Centres and Neighbourhood Centres, conceptual building massing and a detailed road network (C.11.7.5.2).

Conformity

The Trafalgar Tertiary Plan was deemed substantially advanced in June 2025 and a draft plan of subdivision was prepared by Korsiak Urban Planning dated April 2025 detailing the lot fabrics and proposed road network for the subject lands. The draft plan of subdivision contains 251 development blocks consisting of residential blocks, mixed-use blocks, a park block, a secondary school block, walkway blocks, and new local/collector roads.

The two new north-south collector roads within the subject lands identified in the tertiary plan and secondary plan in **Figure 2** are reflected as Street “B” and Street “C” in the draft plan of subdivision. Low Density Residential uses are located to the north in the subject lands in Blocks 1 to 189 and Medium Density I uses are located south of that in Blocks 190 to 235. Medium Density Residential II uses are located in the northwest and south portions of the subject lands in Blocks 244 to 24 and rear-lane townhouses are conceptually identified in the Tertiary Plan on the south side of the subject lands as reflected in Blocks 236 to 243.

The secondary plan and tertiary plan identifies a Neighbourhood Centre as the focal point of the community along Trafalgar Road to provide access to higher order transit so a Neighbourhood Centre Mixed Use II block has been located at the southwest corner of the subject lands with frontage along Trafalgar Road in Block 248. Community uses such as a Park Type 1 and a secondary school identified on the tertiary plan have also been provided on the east side of the subject lands (Blocks 246 and 247) and portions of the park and school will be provided by the adjacent landowner to the east.

The northeast corner of the subject lands were designated NHS; however, the boundaries of the NHS may be refined through the preparation of a Subwatershed Study, Environmental Impact Assessment or similar studies in consultation with the Region and conservation authority as applicable (4.9.3.12).

Conformity

The boundaries of the NHS were refined through the Trafalgar Secondary Plan process and the portion of lands designated NHS have been removed as shown on **Figure 4**.

As discussed above, the proposed development conforms to all applicable policies in the Town’s Official Plan including the Trafalgar Secondary Plan and Trafalgar Tertiary Plan through the development of a greenfield site within the urban boundary.

6.3 Planning Act – Section 51 Plans of Subdivision

The Ontario Planning Act mandates how planning should be carried out in the Province of Ontario and requires municipalities like the Town of Milton to have regard for matters of provincial interest.

Part VI of the Planning Act provides policies for the subdivision of land. Section 51(16) permits an owner of land to apply for approval of a plan of subdivision of land or part of it. The proposed development creates a 251 development blocks to facilitate the development of 556 residential units consisting of single detached dwellings, street townhouses, back-to-back townhouses, rear-lane townhouses, apartment buildings, walkways, parks, schools and new roads within the subject lands.

Section 51(24) of the Planning Act outlines the criteria in considering a draft plan of subdivision as follows:

a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The proposed subdivision development addresses matters of provincial interest as it will provide a full range of housing and adequately provide and distribute educational, and recreational facilities through the development of 556 residential units including mixed uses, a park and a secondary school on 251 development blocks.

The proposed development also represents an appropriate location of growth and development and will promote the development of sustainable, transit accessible and pedestrian oriented communities since the subject lands are located on greenfield lands within the Town's urban area and will be located along a future transit corridor (Trafalgar Road) and have good access to community services and transit infrastructure within walking distance

b) whether the proposed subdivision is premature or in the public interest;

The subject lands are located in an urban area on greenfield lands within the approved Trafalgar Secondary Plan area. The secondary plan area is envisioned to be developed as a mixed-use, high density corridor subject to the detailed planning framework of a tertiary plan. A tertiary plan with detailed planning policies has been prepared for the secondary plan area which includes the subject land so the proposed subdivision is not premature. As part of the phased development of the Trafalgar Secondary Plan area, the subject lands are included in Phase 1 and will be supported by a variety of parks, schools, retail uses and residential typologies. As such, the proposed subdivision is not premature and is in the public interest.

c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The subject lands are designated Urban Area in the Town's Official Plan which permits residential uses and the proposal conforms to all applicable policies in the Town's Official Plan having regard for the Trafalgar Secondary Plan policies.

d) *the suitability of the land for the purposes for which it is to be subdivided;*

The subject lands are currently greenfield lands with existing agricultural uses and associated residential dwelling and accessory structures. The subject lands are relatively flat farmland and are designated for urban residential development so they are suitable for the subdivision of land.

d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

The Trafalgar Secondary Plan establishes a target that 30% of all new residential units shall be affordable housing, assisted housing, stacked townhouses, back-to-back townhouse or apartments. Of the 556 proposed units identified on the draft plan, 134 are proposed to be stacked townhouses which represents approximately 24% of the total units. In addition, the future Medium Density Residential II Blocks include apartment units that will exceed the 30% target.

e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

The proposed development contemplates a modified street grid pattern to create a compact, complete community and to facilitate higher-order transit along Trafalgar Road. The proposed road network in the draft plan of subdivision contemplates new collector and local roads to provide pedestrian connectivity and to facilitate the street and lotting pattern of the residential blocks. The rights-of-way for collector roads in the draft plan of subdivision range from 20 metres to 26 metres and the local roads range from 16 metres to 18 metres. The right-of-way widths for the proposed roads as well as the grading of the road conforms to the Town's requirement for transportation facilities, Schedule E - Transportation Plan of the Town's Official Plan, as well as the Trafalgar Secondary Plan Active Transportation and Natural Heritage Plan (Schedule C.11.B).

f) *the dimensions and shapes of the proposed lots;*

The proposed lot patterns are generally rectangular in shape which follow the modified street grid pattern of the draft plan of subdivision.

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;

There are no known restrictions on the lands.

h) conservation of natural resources and flood control;

Out of the 398 trees identified in the Arborist Report prepared by Dillon Consulting Limited, 387 of those trees are proposed to be removed to facilitate the proposed development. The remaining 11 trees are located outside of the development limits and tree barriers are proposed to preserve and protect the trees.

i) the adequacy of utilities and municipal services;

The DAEFSS examined the availability and planned provision of municipal services and utilities and has determined that the subject lands can be adequately serviced. In addition, the subject lands are part of Phase 1 of the development of the Trafalgar Secondary Plan area and will contribute to the delivery of public infrastructure, facilities, services and amenities for existing and future residents.

j) the adequacy of school sites;

The addendum letter prepared by SGL dated June 2025 to the original Community Facility and Human Services Impact Analysis Report prepared by Malone Given Parsons Ltd. dated March 2019 notes that 5 public elementary schools, 1 public secondary school, 3 catholic elementary schools and 0 catholic secondary schools will be required to service the Trafalgar Secondary Plan Area. One secondary school is proposed on the southeast corner of the subject lands and is consistent with the Trafalgar Secondary Plan and Trafalgar Tertiary Plan.

k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

A portion of the Park Type 1 (Block 247) is proposed to be dedicated to the Town at the northeast corner of the subject lands which is consistent with the Trafalgar Secondary Plan and Trafalgar Tertiary Plan.

l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

The subdivision design optimizes the conservation of energy by reducing dependence on and use of personal vehicles. The subject lands border a park and secondary school with sidewalks along internal local streets and a multi-use path along the Street "C" collector road, mid-block walkway connections between single detached housing blocks and townhouse blocks also facilitate walkability and help connect with planned future transit routes.

m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

The proposed development including its lotting pattern, setbacks, and built form are strategically designed to complement the built form and landscape designs outlined in the architectural control guidelines developed as part of this application. The proposed design assists in the implementation of the goals of the Trafalgar Secondary Plan and provides a detailed design framework, specific to new built forms that encourage an attractive, high quality and sustainable community parts of which will be subject to site plan control as part of a future application.

7 Engagement Strategy



The Public Consultation Strategy for the Zoning By-law Amendment and Draft Plan of Subdivision application will include the following:

1. Signage providing Notice of Complete Application and the Statutory Public Meeting will be placed on the subject lands (at a location determined by Town staff) to provide the public with notice that the application for a Zoning By-law Amendment and Draft Plan of Subdivision has been filed with the Town. The notice will provide contact information for Town staff who may answer any questions the public may have, and indicate where additional information can be obtained;
2. Prior to any recommendation report being written by Town staff, we recommend hosting a public information session to inform the public of the application and invite them to comment on the proposed development. This meeting will allow for feedback to be provided by the public in a meaningful manner, well ahead of a recommendation being put forth. Additional detail with respect to the public information session is provided below;
3. The Planning Act requires that a statutory public meeting be held on the applications, and as such, the Town will schedule this; and
4. We propose to work with the Town to provide the necessary information required to keep the public informed about the development proposal through the Town's website.

Public Information Session and Public Engagement:

As noted above, a public information session is proposed to be held to provide area residents with the opportunity to learn more about the proposed development and to provide comments with respect to their opinions and ideas.

- Target audience and notification:
The target audience for the public information session will be area residents within 120 metres of the subject property.
- Date and Location:
An in-person or virtual meeting will be held to discuss the proposed development. The owner and the consulting team remain open and flexible to discuss the most

effective virtual engagement tools and will establish the date and location of such meeting with the Town.

- Format of session:

Typically, the format of the session would be an in-person open house where area residents would be able to attend and observe a brief presentation followed by an open house session where people would circulate around a room and be able to provide feedback to consultants from the project team.

As an alternative to an in-person open house, information about the proposed development could be presented through a virtual meeting utilizing platforms such as Zoom or Teams, as well as posting information on the Town's website, with a comment link.

- Documentation of comments received:

Regardless of the format of the public information session, comments will be collected and organized by theme into a comments and responses matrix. Responses to the comments received will be provided by the project team consultants.

8 Conclusion



This Planning Rationale Report supports the Zoning By-law Amendment and Draft Plan of Subdivision applications for the Hornby Land Joint Venture Subdivision which proposes a total of 556 residential dwellings consisting of 189 single detached dwellings, 199 street townhouse dwellings, 134 back-to-back townhouse dwellings and 34 rear-lane townhouse dwellings on 251 development blocks which also includes a neighbourhood park, secondary school, local and collector roads, Medium Density Residential I and II uses as well as Neighbourhood Centre Mixed Use II uses.

The proposed development demonstrates regard for and conformity to provincial, regional and local policy direction and as such represents good planning for development of a greenfield site within the Town's urban boundary and is in the public interest.

Hannover Trafalgar Farms Limited & Milton Sheeva Land Limited O/A Hornby Land JV

APPENDIX A Zoning By-Law Amendment

Prepared for: York Trafalgar Homes

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2026

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 9, CONCESSION 8, N.S. FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (YORK TRAFALGAR) - FILE: Z-

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. **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) Zone symbols to the Residential Medium Density 1 - Special Provision AAA (RMD1*AAA) Zone, Residential Medium Density 2 - Special Provision BBB (RMD2*BBB) Zone, Mixed Use CCC (MU-CCC), Natural Heritage System (NHS) Zone, Open Space (OS) Zone, Open Space 2 (OS-2) Zone and Minor Institutional (I-A) Zone symbols on the land shown on Schedule A attached hereto.
2. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.AAA to read as follows:

Residential Medium Density 1 - Special Provision AAA (RMD1*AAA) Zone

i) Special Site Provisions Applicable to All Dwelling Types

- a. In addition to Section 4.19.6 i), for the purpose of determining yards for corner lots with corner daylight radii or daylight triangle, the daylight radii or daylight triangle is deemed not to exist.
- b. 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.
- c. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 metres 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.
- d. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 metres 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.
 - e. For the purposes of this By-law, where the front, exterior side, or rear lot line of a corner lot has a curved radius, for the purposes of determining lot frontage, depth, and setbacks, the radius shall be deemed not to exist and the lot frontage, depth, and setbacks will be measured to a projected extension of the straight segment.
 - 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 may be setback a minimum of 1.2 metres from any other lot line, except where a parking area abuts a sidewalk the setback shall be a minimum of 1.5 metres.
 - h. A balcony with vertical uprights may project into the rear yard 2.5 metres.
 - i. Stairs to a side entrance are permitted in the interior side yard.
- ii) Notwithstanding any provisions to the contrary, for Detached Dwelling - Street Access (All Types) the following shall apply:
- a. Notwithstanding Section 4.19.5, Table 4H, porches/verandas encroaching into the required interior side yard are permitted to be located 0.9 metres to the interior side lot line.
 - b. Where located on top of a porch/veranda, balconies are permitted to encroach into the required interior side yard and shall be provided in accordance with b) above.
 - c. Notwithstanding any regulation of this By-law to the contrary, on any lot where a residential driveway enters a street, no obstruction to sight lines, including fencing, shall be permitted within the triangular area formed by the street line, the residential driveway edge and the line connecting them at points 1.0 metre from their intersection.
 - d. 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.
- iii) Notwithstanding any provisions to the contrary, for Detached Dwelling - Street Access, Interior Lot:
- a. Lot Frontage (minimum), interior lot: 9.15 metres
 - b. Notwithstanding Section 6.3.1.1, the dwelling shall have a minimum dwelling face, which may include the porch/veranda, of 3.2 metres or 36% of the building face, whichever is less.
 - c. Notwithstanding b. above, where a second floor balcony projects beyond the garage, it will be considered part of the dwelling face.

- d. Stairs and boxed/bay windows shall be permitted in a required interior side yard for interior lots adjacent to a corner lot on a roundabout.
 - e. For a triangular lot with converging side lot lines, no lot depth requirement or minimum rear yard depth shall apply.
- iv) Notwithstanding any provisions to the contrary, for Detached Dwelling - Street Access, Corner Lot, the following shall apply:
- a. Where a garage is accessed by a residential driveway crossing the exterior side lot line:
 - i. An attached garage may be located no closer than 0.6 metres from the rear lot line.
 - ii. Air conditioning and heat exchange units are permitted to be located within that portion of the yard located between the dwelling unit and the attached garage, however such units are not permitted to encroach into the exterior side yard.
 - iii. Fences and walls having a maximum height of 2.0 metres are permitted to enclose that portion of the yard bounded by the dwelling unit, the exterior side lot line, and the residential driveway.
 - b. 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 4.7 metres from the point of intersection of the two street lines.
 - c. Notwithstanding Section 6.3.1.1, the dwelling shall have a minimum dwelling face, which may include the porch/veranda, of 3.3 metres provided that no more than 62% of the building face is used for the garage portion of the elevation.
- v) Notwithstanding any provisions to the contrary, for Townhouse Dwelling - Street Access, the following shall apply:
- a. 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.
 - b. 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.
 - c. For the purpose of this By-law, units with a primary entrance fronting an Open Space or Natural Heritage System zone instead of a street shall be considered through lots and shall have a minimum lot depth of 19 metres.
- vi) Notwithstanding any provisions to the contrary, for Townhouse Dwelling - Lane Access, the following shall apply:

- a. For the purpose of this by-law, lane shall also mean a private lane or private street providing rear garage access.
- b. For all lane access townhouses, the yard where the driveway is located is deemed to be the rear yard.
- c. Minimum Lot Depth (all unit types): 18.0 metres
- d. For the purpose of this By-law, where applicable, lot depth is measured from the limit of the right-of-way to the rear lot line, inclusive of the 0.3 metre reserve and Common Element Exclusive Use Areas.
- e. Rear yard setback (minimum), all unit types - 1.0 metre
- f. Notwithstanding Section vi) 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. At the intersection of two streets, no part of any residential driveway shall be located closer than:
 - i. 3.0 metres from the point of intersection of two private street lines, or;
 - ii. 4.5 metres from the point of intersection of one private street line and one public street line.
- h. The minimum required outdoor amenity area per unit is 5 m², to be provided on a balcony.
- i. 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.
- j. 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.
- k. Section 4.19.1 i) does not apply to a unit fronting on to a common element of a condominium.
- l. A maximum driveway width of 6.2 metres shall be permitted for lots with frontage less than or equal to 11.5 metres.
- m. Section 5.6.2 viii b) shall not apply.

3. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.BBB to read as follows:

Residential Medium Density 2 - Special Provision BBB (RMD2*BBB) Zone

- i) Additional Permitted Uses:
 - a. Dwelling, *stacked townhouse*
 - b. *Dwelling, stacked townhouse* with surface parking.
- ii) Townhouse Dwelling, Street Access, and Townhouse Dwelling, Lane Access shall be subject to the provisions of the Residential Medium Density 1 - Special Provision AAA (RMD1*AAA) Zone above.

- iii) Notwithstanding any provisions to the contrary, for Back to Back Townhouse Dwellings, the following shall apply:
- a. In addition to Section 4.19.6 i), for the purposes of determining yards for corner lots with corner daylight radii or daylight triangle, the daylight radii or daylight triangle is deemed not to exist.
 - b. 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.
 - c. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 metres 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.
 - d. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 metres 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.
 - e. For the purposes of this By-law, where the front, exterior side, or rear lot line of a corner lot has a curved radius, for the purposes of determining lot frontage, depth, and setbacks, the radius shall be deemed not to exist and the lot frontage, depth, and setbacks will be measured to a projected extension of the straight segment.
 - 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 may be setback a minimum of 1.2 metres from any lot line, except where a parking area abuts a sidewalk the setback shall be a minimum of 1.5 metres.
 - h. Minimum Lot frontage (corner unit): 8.0 metres
 - i. Minimum Front yard setback (all unit types): 2.0 metres to building
 - j. The minimum required outdoor amenity area per unit is 5 m², to be provided on a balcony.
 - k. Porches/verandas and balconies are permitted to be located no closer than 1.0 metre to a street line.
 - l. For a corner unit at the intersection of two local 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 4.7 metres from the point of intersection of the two street lines.
 - m. 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.
 - n. 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.

- o. 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.
- iv) Stacked Townhouse Buildings, Apartment Building Street Access shall be subject to the provisions of the Mixed Use Special Section CCC (MU*CCC) Zone subject to the following:
 - a. Maximum building height - Apartment Buildings: 8 storeys
 - b. Maximum Floor Space Index (FSI) - Apartment Buildings: 3.0
- i) Notwithstanding any provisions to the contrary, for stacked townhouse dwellings, the following shall apply:
 - a. Stacked townhouse dwellings shall be subject to the multiple dwelling provisions unless otherwise modified by this bylaw.
 - a. Minimum setback from a lot line: 3 metres
 - b. Minimum setback of a residential building to a private road: 1.8 metres
 - c. Risers are permitted to encroach to 0.6 metres from a lot line abutting a public road.
 - d. 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.
 - e. Parking:
 - 1. 1 resident spaces and 0.20 visitor spaces per unit
 - 2. Where the lot fronts a public road less than 26 metres in width, the visitor parking rate shall be reduced to 0.15 visitor spaces per unit.
 - 3. Accessible parking requirement shall apply only to visitor parking.
 - 4. For the purpose of providing visitor parking only, adjacent blocks within the same zone shall be treated as one lot.
- ii) Notwithstanding any provisions to the contrary, for apartment dwellings, the following shall apply:
 - a. Front yard setback: 3 metres
 - b. Interior yard setback: 3 metres
 - c. Exterior yard setback: 3 metres
 - d. Maximum building height: 8 storeys
 - e. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area or below grade parking structure may be located within 0 metres of a private street line.
 - f. Minimum setback of a parking area from a lot line: 0 metres, except for a lot line abutting a different zone category the minimum setback shall be 0.5 metres.
 - g. Minimum setback of an above or below grade parking structure from a

- lot line or street line: 0 metres
- h. Maximum surface parking area shall not apply.
 - i. Above grade parking structures shall not be included in FSI calculations.
 - j. Notwithstanding the provisions of Sections 5.1 and 5.8 to the contrary, a maximum 0.15 metre encroachment is permitted within parking spaces for support columns within the underground parking structure.
 - k. Maximum FSI: 3.0
- iii) Notwithstanding any provisions to the contrary, for all dwelling types, the following shall apply:
- a. Within a plan of condominium, visitor parking shall be provided at a rate of 0.20 parking spaces per unit.
 - b. Notwithstanding a. above, visitor parking requirements shall not apply to dwellings with individual driveway access from a public street.
4. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.CCC as follows:

Mixed Use - Special Section CCC (MU*CCC) Zone

- i) Additional Permitted Uses:
 - a. *Dwelling, townhouse* subject to the RMD2-BBB provisions unless otherwise modified by this by-law.
 - b. *Dwelling, back-to-back townhouse*, subject to the RMD2-BBB provisions unless otherwise modified by this by-law.
 - c. *Dwelling, duplex* subject to the RMD2-BBB provisions unless otherwise modified by this by-law.
 - d. *Dwelling, stacked townhouse* with surface parking.
- ii) Special Site Provisions:
 - a. 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.
 - b. For the purpose of this by-law, where the lot line of a lot abuts a reserve of 0.3 metres 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. No non-conformity will be created as a result of any severance of the land for the purpose of mortgaging or conveying to a condominium corporation or any public authority.

- d. More than one (1) residential building is permitted on a lot.
 - e. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area or below grade parking structure may be located within 0 metres of a private street line.
 - f. Minimum setback of a parking area from a lot line: 0 metres, except for a lot line abutting a different zone category the minimum setback shall be 0.5 metres.
 - g. Minimum setback of an above or below grade parking structure from a lot line or street line: 0 metres
 - h. Maximum surface parking area shall not apply.
 - i. Above grade parking structures shall not be included in FSI calculations.
 - j. Notwithstanding the provisions of Sections 5.1 and 5.8 to the contrary, a maximum 0.15 metre encroachment is permitted within parking spaces for support columns within the underground parking structure.
 - k. Vehicles associated with a car share program shall be permitted to be parked in required visitor spaces.
 - l. Ventilation associated with the underground parking shall be set back a minimum of 1.2 metres from a street line.
 - m. Minimum landscaped open space shall not apply.
 - n. A transformer may project towards a public street beyond the main wall of a building to no closer than 2.0 metres from the street line.
- iii) Notwithstanding any provisions to the contrary, for Apartment Buildings and Mixed Use Buildings, the following shall apply:
- a. Minimum setback of a residential building to a street line: 2.0 metres
 - b. Minimum setback to Natural Heritage System Zone: 7.0 metres, except for an above or below grade parking structure which shall be setback 0.0 metres
 - c. The Setbacks to All Other Zones and Grade Related Dwellings provision is not applicable;
 - d. The maximum main wall length shall be 75 metres.
 - e. The access to at-grade units provision shall not apply to apartment or mixed-use dwelling units located at grade that do not have any exterior walls facing a public street.
 - f. Balconies oriented toward an arterial road are permitted above 3 metres from established grade.
 - g. The first storey height, measured from floor to floor, for residential buildings shall be a minimum of 3.5 metres.
 - h. Maximum building height: 25 storeys
 - i. Maximum Floor Space Index (FSI) : 6.0
 - j. Shared parking provision for mixed-use buildings: The greater of 0.20 residential visitor parking spaces per dwelling unit or 1 parking space per 25 square metres of non-residential gross floor area

- shall be required.
- k. Notwithstanding Table 6A-1, Footnote 3, all outdoor open space areas shall be considered outdoor communal amenity space.
 - l. Notwithstanding Table 6A-1, Footnote 3, a minimum of 3 square metres of outdoor communal amenity space per apartment or mixed-use dwelling unit shall be provided at grade and/or as a rooftop amenity area and shall be maintained and operated by a common entity (such as a condominium corporation). The amenity area requirement will be calculated over all apartment and mixed-use dwelling units on a site plan or adjacent site plans.
- iv) Notwithstanding any provisions to the contrary, for Stacked Townhouse Buildings, the following shall apply:
- f. Minimum setback from a lot line: 3 metres
 - g. Minimum setback from a lot line abutting a different residential zone: 6 metres
 - h. Minimum setback of a residential building to a private road: 1.8 metres
 - i. Minimum building separation: 3 metres
 - j. Risers are permitted to encroach to 0.6 metres from a lot line abutting a public road.
 - k. 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.
 - l. Maximum building height: 14 metres
 - m. Parking:
 - ii. 1 resident spaces and 0.20 visitor spaces per unit
 - iii. Where the lot fronts a public road less than 26 metres in width, the visitor parking rate shall be reduced to 0.15 visitor spaces per unit.
 - iv. Accessible parking requirement shall apply only to visitor parking.
 - v. For the purpose of providing visitor parking only, adjacent blocks within the same zone shall be treated as one lot.
 - n. Notwithstanding Table 6A-1, Footnote 3, a minimum of 3m² of communal amenity area shall be provided for units outside of a 400 metre radius of public parkland.
5. THAT pursuant to Section 34(21) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this by-law comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsection 34(19) of the Planning Act, as amended. Where one or more appeals have been filed under Subsection 34(19) of the said Act, as amended, this Zoning By-law Amendment comes into effect when all such appeals have been withdrawn or finally

disposed of in accordance with the direction of the Local Planning Appeal Tribunal.

PASSED IN OPEN COUNCIL ON, 2026.

Gordon A. Krantz

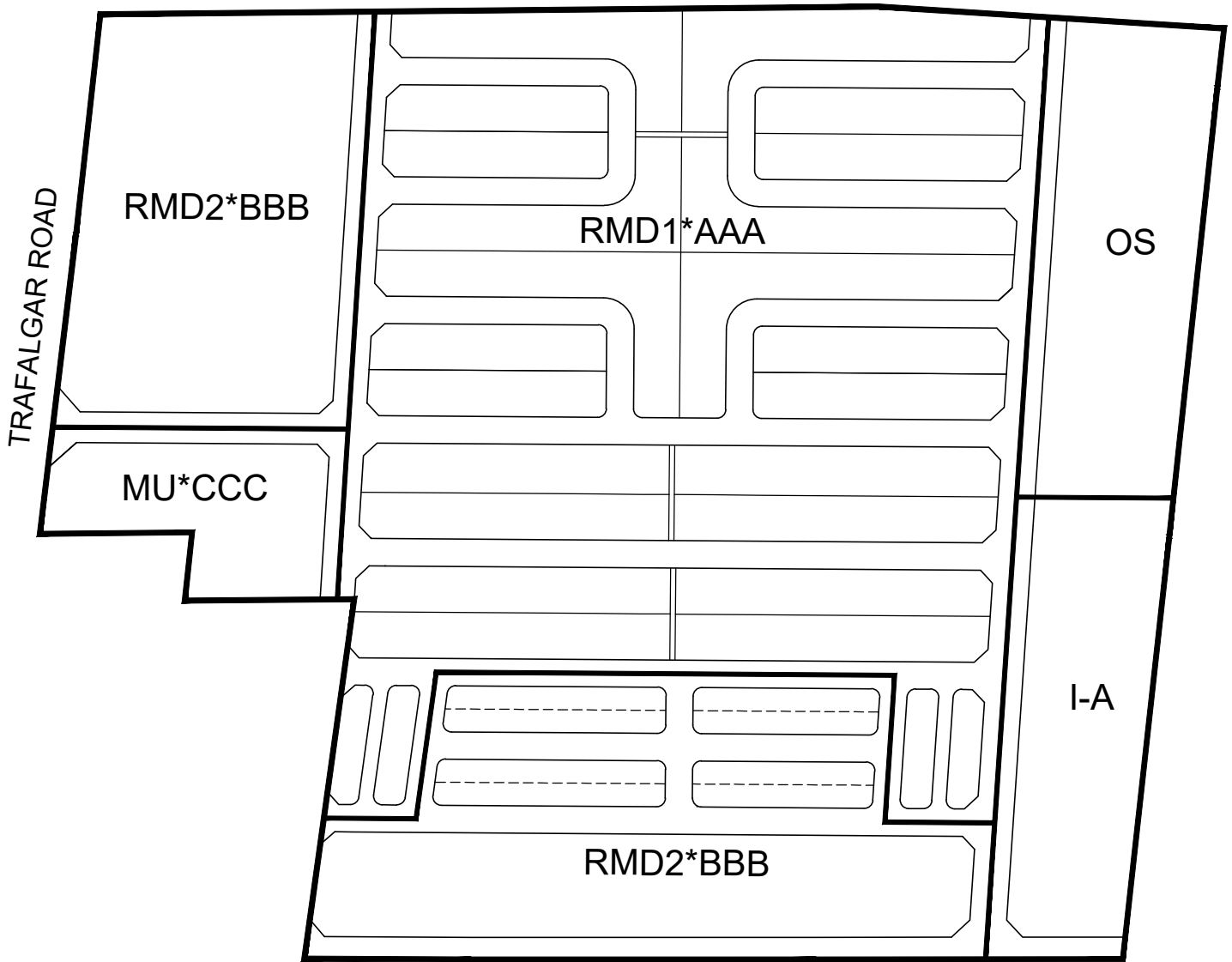
Mayor

Meaghen Reid

Town Clerk

SCHEDULE A
TO BY-LAW No. ***-2026
TOWN OF MILTON

PART OF LOT 9, CONCESSION 8, N.S. (TRAFALGAR)
TOWN OF MILTON



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