



PLANNING JUSTIFICATION REPORT

August 2025

DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

Remington Trafalgar Inc., TRGI West Properties Inc., and
TRGI Properties Inc.

Part of Lots 8, Concession 8 (New Survey)
Town of Milton

PREPARED FOR:

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TABLE OF CONTENTS

- 1.0 INTRODUCTION2
 - 1.1 PURPOSE OF THE REPORT2
 - 1.2 BACKGROUND3
 - 1.3 SITE DESCRIPTION AND CONTEXT3
- 2.0 PROPOSED DEVELOPMENTS7
- 3.0 POLICY FRAMEWORK9
 - 3.1 PROVINCIAL PLANNING STATEMENT (2024)9
 - 3.2 REGION OF HALTON OFFICIAL PLAN.....10
 - 3.3 TOWN OF MILTON OFFICIAL PLAN12
 - 3.4 TOWN OF MILTON - TRAFALGAR SECONDARY PLAN13
- 4.0 DESIGN DIRECTION25
- 5.0 TERTIARY PLAN.....28
- 6.0 ZONING30
- 7.0 PUBLIC ENGAGEMENT STRATEGY.....32
- 8.0 PLANNING OPINION34



LIST OF FIGURES

FIGURE 1: AERIAL PHOTO

FIGURE 2: TRAFALGAR SECONDARY PLAN C.11.D - PHASING PLAN

FIGURE 3: CONTEXT PHOTO AND OWNERSHIP MAP

FIGURE 4: DRAFT PLAN OF SUBDIVISION

FIGURE 5: HALTON REGION OFFICIAL PLAN MAP 1 - REGIONAL STRUCTURE

FIGURE 6: HALTON REGION OFFICIAL PLAN MAP 1H - URBAN REGIONAL STRUCTURE

FIGURE 7: TOWN OF MILTON OFFICIAL PLAN SCHEDULE B - URBAN AREA LAND USE PLAN

FIGURE 8: TRAFALGAR SECONDARY PLAN C.11.C - LAND USE PLAN

FIGURE 9: TRAFALGAR SECONDARY PLAN C.11.B - ACTIVE TRANSPORTATION & NATURAL HERITAGE PLAN

FIGURE 10: DEMONSTRATION CONCEPT PLAN FOR BLOCKS 266 & 267

FIGURE 11: DEMONSTRATION CONCEPT PLAN FOR BLOCKS 263

FIGURE 12: DEMONSTRATION CONCEPT PLAN FOR BLOCKS 264 & 265

FIGURE 13: TRAFALGAR TERTIARY PLAN

LIST OF APPENDICES

APPENDIX A: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX B: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX C: TOWN POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX D: DRAFT ZONING BY-LAW AMENDMENT

An aerial photograph of a landscape featuring a multi-lane highway on the left, agricultural fields in the upper left, and a large body of water on the right. A large, solid orange circle is centered over the image, containing the text '1.0 INTRODUCTION' in a light orange, sans-serif font.

1.0

INTRODUCTION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Remington Trafalgar Inc., TRGI West Properties Inc., and TRGI Properties Inc. to prepare this Planning Justification Report in support of Draft Plan of Subdivision and Zoning By-law Amendment applications. The applications are required to permit development of the lands located on the east side of Trafalgar Road, south of future Louis St Laurent Avenue (*Figure 1- Aerial Photo*), legally referred to as Part of Lot 8, Concession 8, New Survey (Trafalgar) (hereinafter the “subject lands”). Remington Trafalgar Inc., TRGI West Properties Inc., and TRGI Properties Inc. have retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed subdivision and zoning by-law amendment applications:

- Development Area Environmental Functional Servicing Study (DAEFSS)
- Noise and Vibration Study
- Geotechnical Investigation
- Traffic Impact Analysis
- Archaeological Assessment
- Architectural Control Guidelines
- Tree Inventory, Analysis and Preservation Study
- Environmental Site Assessment
- DSEL
- TYLin, dated July 2025
- Jade Acoustics, dated August 2025
- AME, dated June 2021 & September 2022
- Lincoln Environmental Consulting, dated January 2021
- John G. Williams, dated June 2025
- Dillon, dated November 2021 & Kuntz Forestry Consulting, dated August 2025
- GIP Construction Engineering, dated April 2025

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to support the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment for a mixed-use residential community. The report evaluates its merits in the context of the related planning policies of the Provincial Planning Statement and the Town of Milton.

1.2 BACKGROUND

The Trafalgar Secondary Plan was adopted by the Town of Milton Council on March 25, 2019. The Secondary Plan was appealed to the Ontario Land Tribunal and subsequently mediated and settled on July 22, 2024. As required by Section C.11.5.1 of the Secondary Plan, a Tertiary Plan has been prepared by SGL Planning & Design Inc. on behalf of the Milton P4 Trafalgar Landowners Group Inc. to coordinate and inform development. The subject lands are in the first phase of the Secondary Plan, as illustrated on Schedule C.11.D Trafalgar Secondary Plan Phasing Plan (*Figure 2*).

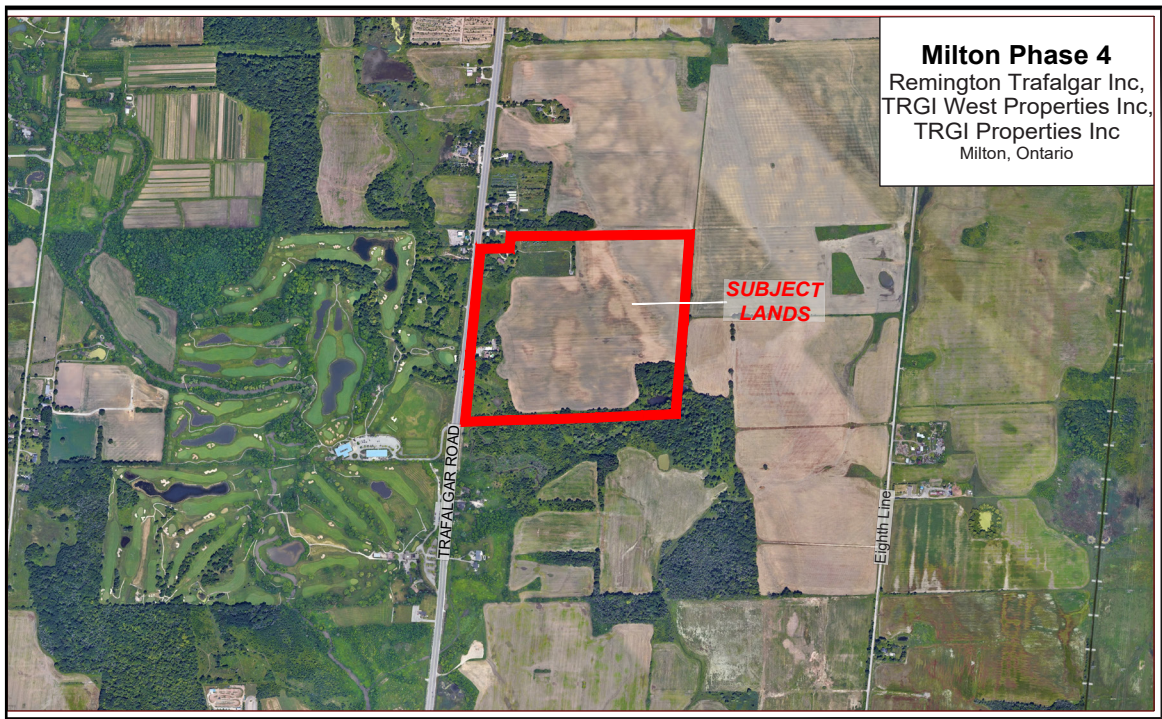


FIGURE 1 - AERIAL PHOTO

1.3 SITE DESCRIPTION AND CONTEXT

The subject lands have a total area of 40.02 hectares and consist of 3 contiguous properties located on the east side of Trafalgar Road, approximately midpoint between Britannia and Derry Roads (*Figure 3*). The municipal addresses, areas, and existing uses are as follows:

- Remington Trafalgar Inc. 6252 Eighth Line, Milton. Area: ± 35.49 hectares.
- TRGI West Properties Inc. 6463 Trafalgar Rd, Milton. Area: ± 4.15 hectares
- TRGI Properties Inc. 6373 Trafalgar Rd, Milton. Area: ± 0.38 hectares

The above lands are mainly used for agricultural purposes and are vacant.

Adjacent lands include the Hornby Joint Venture subdivision to the north, Manaman Developments and Mattamy Homes developments to the east, and a woodlot to the south. Trafalgar Road forms the west limit of the draft plan of subdivision beyond which is the Royal Ontario Golf Course situated in the Greenbelt Protected Countryside (*Figure 3*).

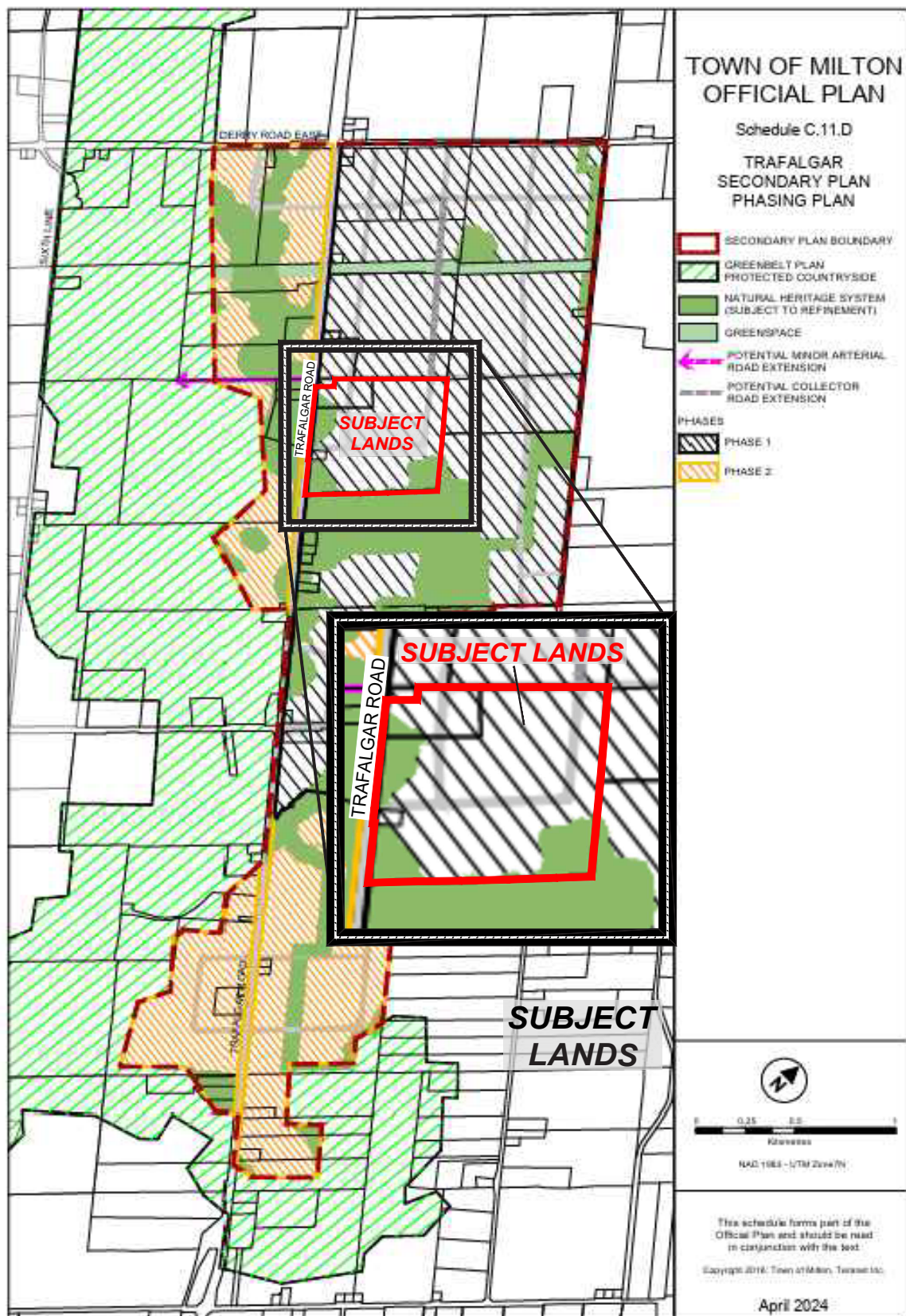




FIGURE 3 - CONTEXT PHOTO AND OWNERSHIP MAP

An aerial photograph of a landscape featuring a multi-lane highway on the left, a large body of water in the upper right, and a dense forest in the lower right. A large, semi-transparent orange circle is centered over the image, containing the text '2.0 PROPOSED DEVELOPMENTS' in a light orange, sans-serif font.

2.0

PROPOSED
DEVELOPMENTS

2.0 PROPOSED DEVELOPMENTS

Remington Trafalgar Inc., TRGI West Properties Inc., and TRGI Properties Inc. are proposing to develop the subject lands with residential uses, an elementary school, a park, and potential mixed uses per the permissions of the Trafalgar Secondary Plan. As illustrated in *Figure 4 - Draft Plan of Subdivision*, the proposed development includes 238 single detached dwellings (Lots 1-238), 111 street townhouse units (Blocks 239-258), 44 back-to-back townhouse units (Blocks 259-262), one Medium Density Residential I block (Block 263), two Medium Density Residential II blocks (Blocks 264, 265), two Neighbourhood Centre Mixed Use II blocks (Blocks 266, 267), one elementary

school (Block 268), one Neighbourhood Park Type 2 block (Block 269), three Natural Heritage System (NHS) blocks (Blocks 270-272), and two stormwater management ponds (Block 273, 274), all connected via a series of public roads.

Access to the development is provided from Trafalgar Road (Street 'B'). Two additional connections to the north of the subject lands are proposed as per the Trafalgar Secondary Plan (Street 'C' and 'D'). Street 'A' along the north boundary of the Plan provides for the southern half of the Louis St. Laurent Avenue extension from Trafalgar Road eastward. The other half will be provided via the Hannover Draft Plan of Subdivision to the north.

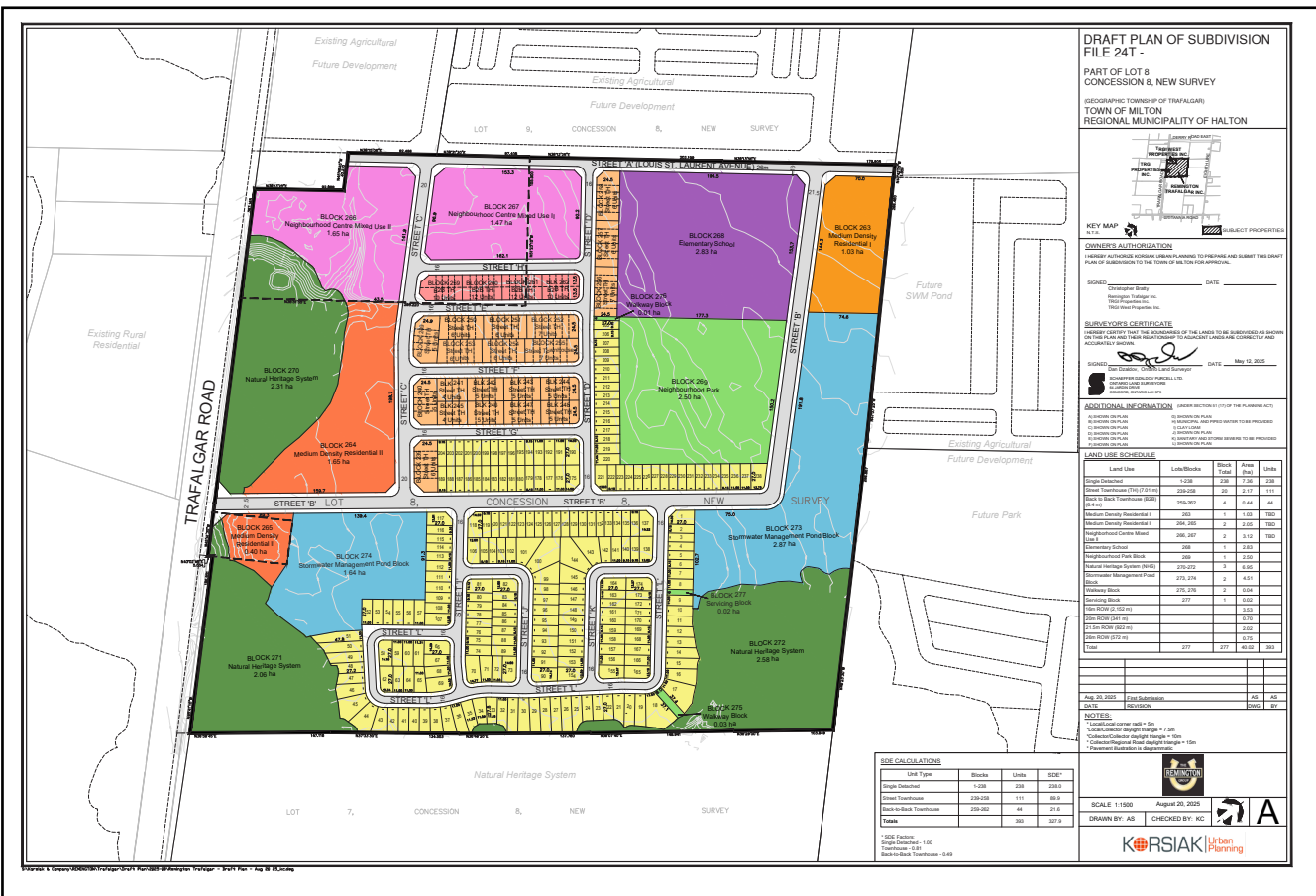


FIGURE 4 - DRAFT PLAN OF SUBDIVISION

As the subject lands are currently zoned Future Development (FD) and Natural Heritage System (NHS), a Zoning By-law Amendment is required to permit the proposed uses as provided for in the Trafalgar Secondary Plan.

An aerial photograph of a landscape featuring a multi-lane highway on the left, several large rectangular agricultural fields in the center, and a dense forested area at the bottom. A large, solid orange circle is superimposed over the center of the image, containing the text '3.0 POLICY FRAMEWORK' in a light beige, sans-serif font.

3.0 POLICY FRAMEWORK

3.0 POLICY FRAMEWORK

3.1 PROVINCIAL PLANNING STATEMENT (2024)

The intent of the PPS 2024 is to consolidate and replace both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The statement maintains the Province's recent emphasis on building more homes. The PPS 2024 came into effect on October 20th, 2024, and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after that date.

PPS policies applicable to the proposal are described in Appendix A, including: Section 2.2 for 'Housing', Section 2.3 for 'Settlement Areas and Settlement Area Boundary Expansions', Section 2.9 for 'Energy Conservation, Air Quality and Climate Change', Section 3.6 'Sewage, Water and Stormwater', Section 3.9 'Public Spaces, Recreation, Parks, Trails and Open Space', and Section 4.1 'Natural Heritage'.

The proposed development conforms with the Provincial mandate as set out in the Provincial Planning Statement, 2024 for the following reasons:

- The proposal provides new development and growth within the Settlement Area;
- The proposal is compact and minimizes land consumption and servicing costs;
- The proposal anticipates a mix of uses within the Neighbourhood Centre Mixed Use II blocks (Blocks 266,267) to help meet the needs of the community locally;
- The proposal supports future transit and will promote active transportation;
- The proposed development will be serviced municipally;
- The proposed development provides a neighbourhood park (Block 269) that supports the achievement of healthy and active communities by fostering recreation and social interaction; and
- The proposed development recognizes and protects the NHS (Blocks 270-272).

3.2 REGION OF HALTON OFFICIAL PLAN

As of July 1, 2024, the Regional Plan is no longer an official plan for the Regional Municipality of Halton and instead is considered part of the Official Plan for the Town of Milton until such time as it is revoked or amended. A Town of Milton Official Plan Amendment that incorporates Regional policy directives has been adopted by Council to replace the Regional Official Plan and awaits Provincial approval.

The Region of Halton Official Plan provides direction as to how physical development should take place in Halton to meet the current and future needs of its residents. As shown on Map 1– Regional Structure (Figure 5), the subject lands are designated ‘Urban Area’ and ‘Natural Heritage Area’, as well as ‘Regional Intensification Corridor’ on Map 1h (Figure 6).

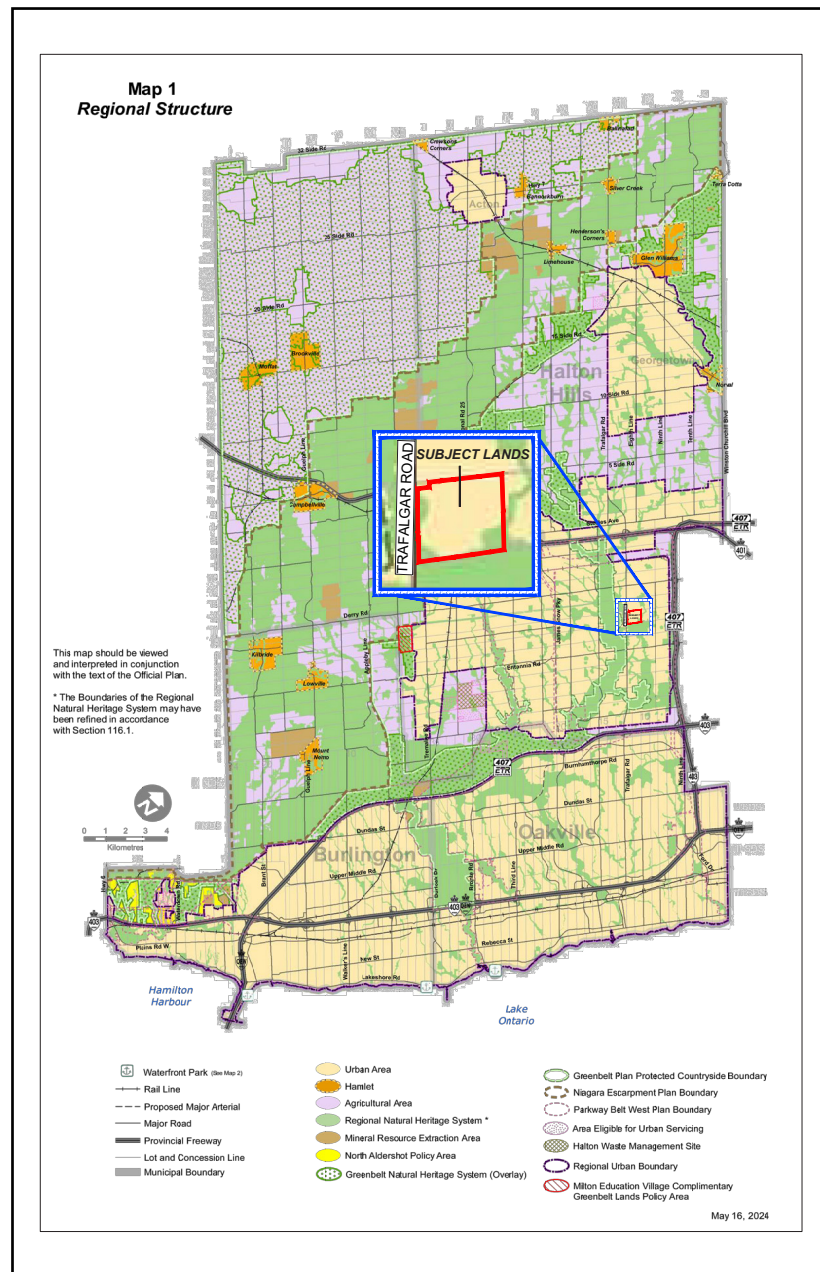


FIGURE 5 - HALTON REGION OFFICIAL PLAN MAP 1 – REGIONAL STRUCTURE

Map 1h **Regional Urban Structure**

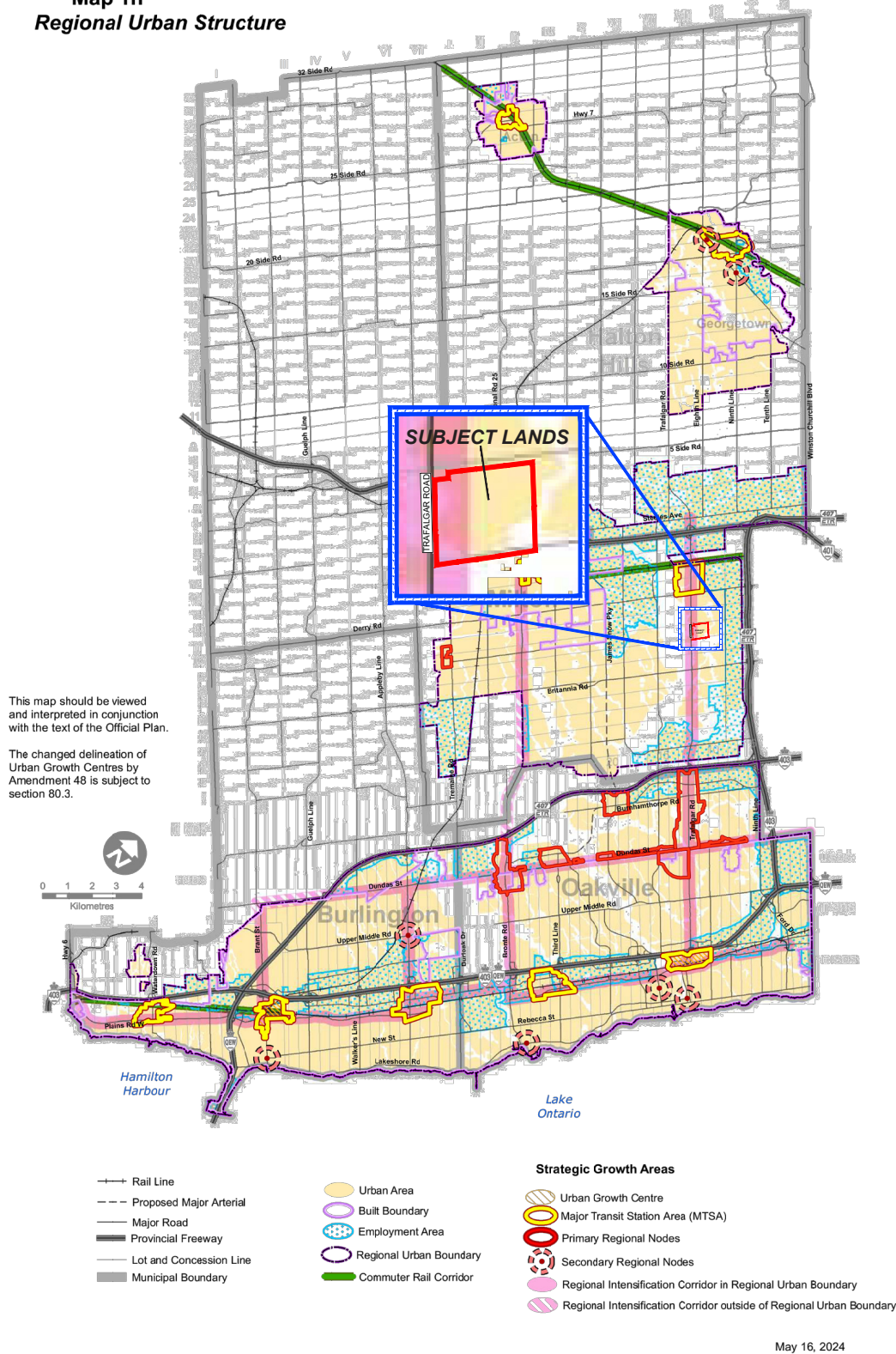


FIGURE 6 - HALTON REGION OFFICIAL PLAN MAP 1H – URBAN REGIONAL STRUCTURE

The Regional policies applicable to this proposal are further described in Appendix B, which include 'Urban Area' (Sections 74, 77); 'Regional Nodes' (Section 82); 'Housing' (Section 84, 86); 'Natural Heritage System' (Section 114); 'Environmental Quality' (Section 140); and 'Transportation' (Section 172).

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The Regional policies applicable to this proposal are further described in Appendix B, which include 'Urban Area' (Sections 74, 77); 'Regional Nodes' (Section 82); 'Housing' (Section 84, 86); 'Natural Heritage System' (Section 114); 'Environmental Quality' (Section 140); and 'Transportation' (Section 172).
- The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:
- The proposed development is within the Urban Area, where urban services are planned to accommodate future development;
- The proposed development will support the Trafalgar Road Regional Intensification Corridor through the development of the Neighbourhood Centre Mixed Use II blocks;
- The proposed development is supportive of future transit and active transportation;
- The proposed development contributes to the regional density target for Milton's Designated Greenfield Area;

- The proposed development recognizes and protects the NHS; and,
- By providing a mix of unit types, including townhouse units, and through future site plan approval, the proposed development supports the achievement of the Regional housing target for new housing units produced annually in the form of townhouses or multi-storey buildings.

3.3 TOWN OF MILTON OFFICIAL PLAN

As shown on Schedule B - Urban Area Land Use Plan (*Figure 7*), the subject lands are designated 'SHP Growth Area' and 'Natural Heritage System'. They are subject to the policies and schedules of the Trafalgar Secondary Plan.

On March 17, 2025, the Milton Town Council approved Official Plan Amendment 92, which aims to update the Town's Official Plan for all lands within the Town of Milton. The amendment is pending the Ministry of Municipal Affairs and Housing approval. The amendment was designed to provide updated directions for guiding growth through to the year 2051 and incorporate regional policy directions to ensure coordination with Halton Region in response to Bill 185, also known as the Cutting Red Tape to Build More Homes Act, 2024. An addendum to this Planning Justification Report will be provided addressing conformity with the new Official Plan once it is in full force and effect.

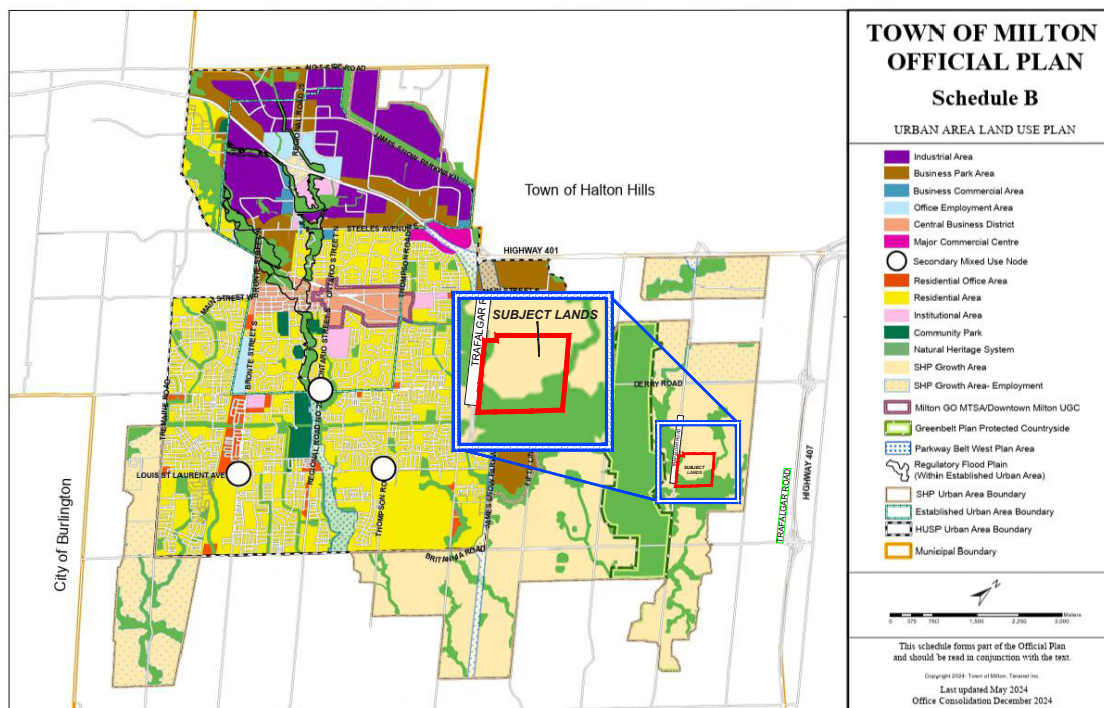


FIGURE 7 - TOWN OF MILTON OFFICIAL PLAN SCHEDULE B – URBAN AREA LAND USE PLAN

3.4 TOWN OF MILTON - TRAFALGAR SECONDARY PLAN

On July 22, 2024, the Consolidated Trafalgar Secondary Plan was settled by the Ontario Land Tribunal and is now in full force and effect. The Trafalgar Secondary Plan applies to lands bound by Derry Road to the north, Eighth Line to the East, and the Greenbelt Plan area to the South/West. The purpose of this plan is to provide more detailed policies within the Trafalgar corridor to support the creation of a healthy, sustainable, and interconnected community. As per Schedule C.11.C – Land Use Plan (*Figure 8*), the subject lands are designated ‘Low Density Residential’, ‘Medium Density Residential I’, ‘Medium Density Residential II’, ‘Neighbourhood Centre Mixed Use II’, and ‘Natural Heritage System’. Collector roads and trails are identified on Schedule C.11.B (*Figure 9*).

- The proposal is located within a Settlement Area as defined by the Greenbelt Plan and Growth Plan;
- The proposal provides diverse housing within the Town through reduced lot sizes and accessory dwelling units in the draft zoning by-law;
- The proposal provides one publicly-accessible park for residents;
- The proposal includes a spine road connecting the development to 17 Sideroad and Eighth Line which can accommodate transit services, should they become available in County of Wellington in the future;
- The proposal achieves the minimum density target of 40 residents and jobs per hectare within the County of Wellington; and,
- The proposal protects and mitigates negative impacts to the surrounding Natural Heritage System by working with Credit Valley Conservation and implementation appropriate buffers as per the Environmental Impact Study.

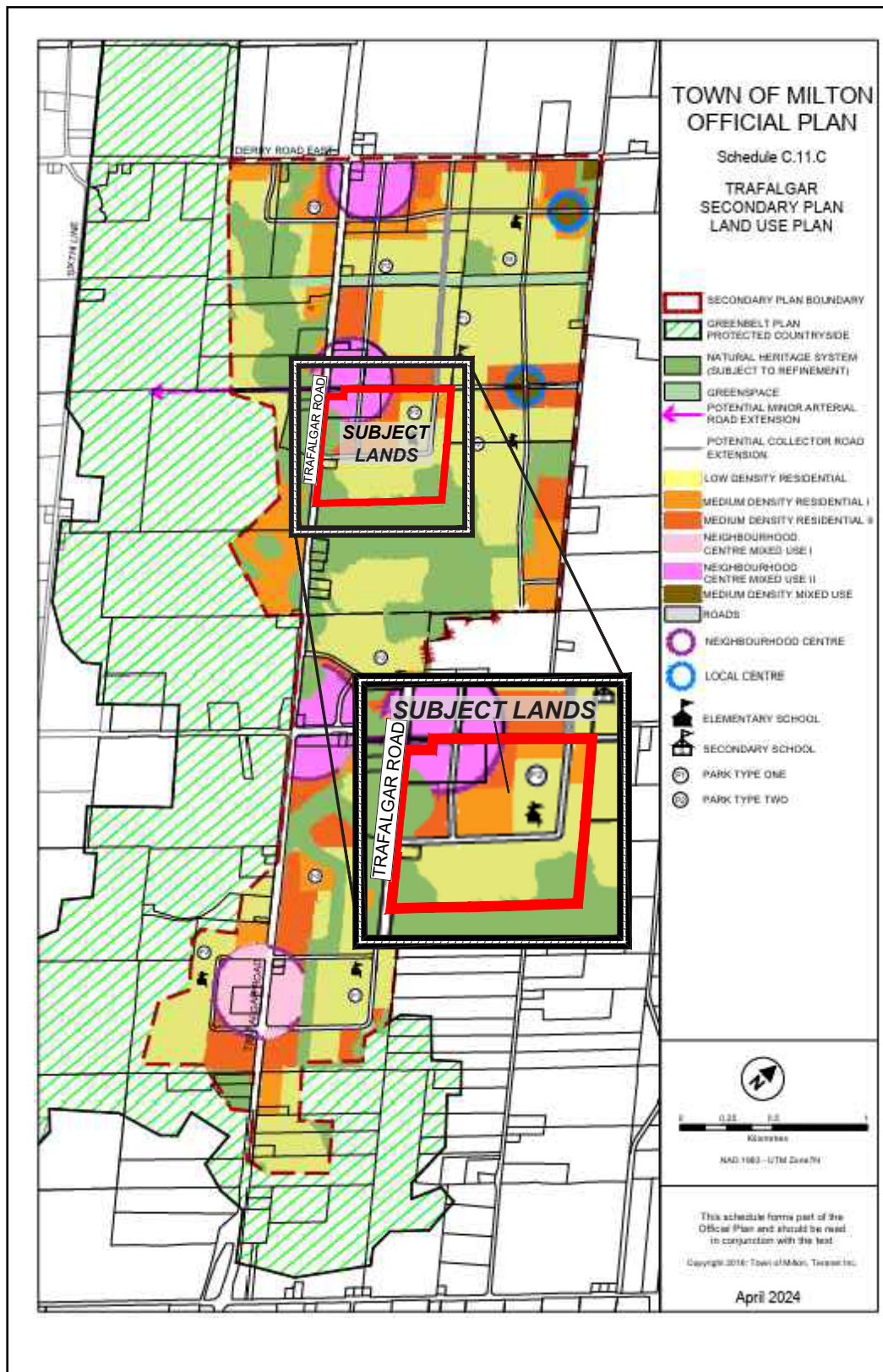


FIGURE 8 - TRAFALGAR SECONDARY PLAN C.11.C – LAND USE PLAN

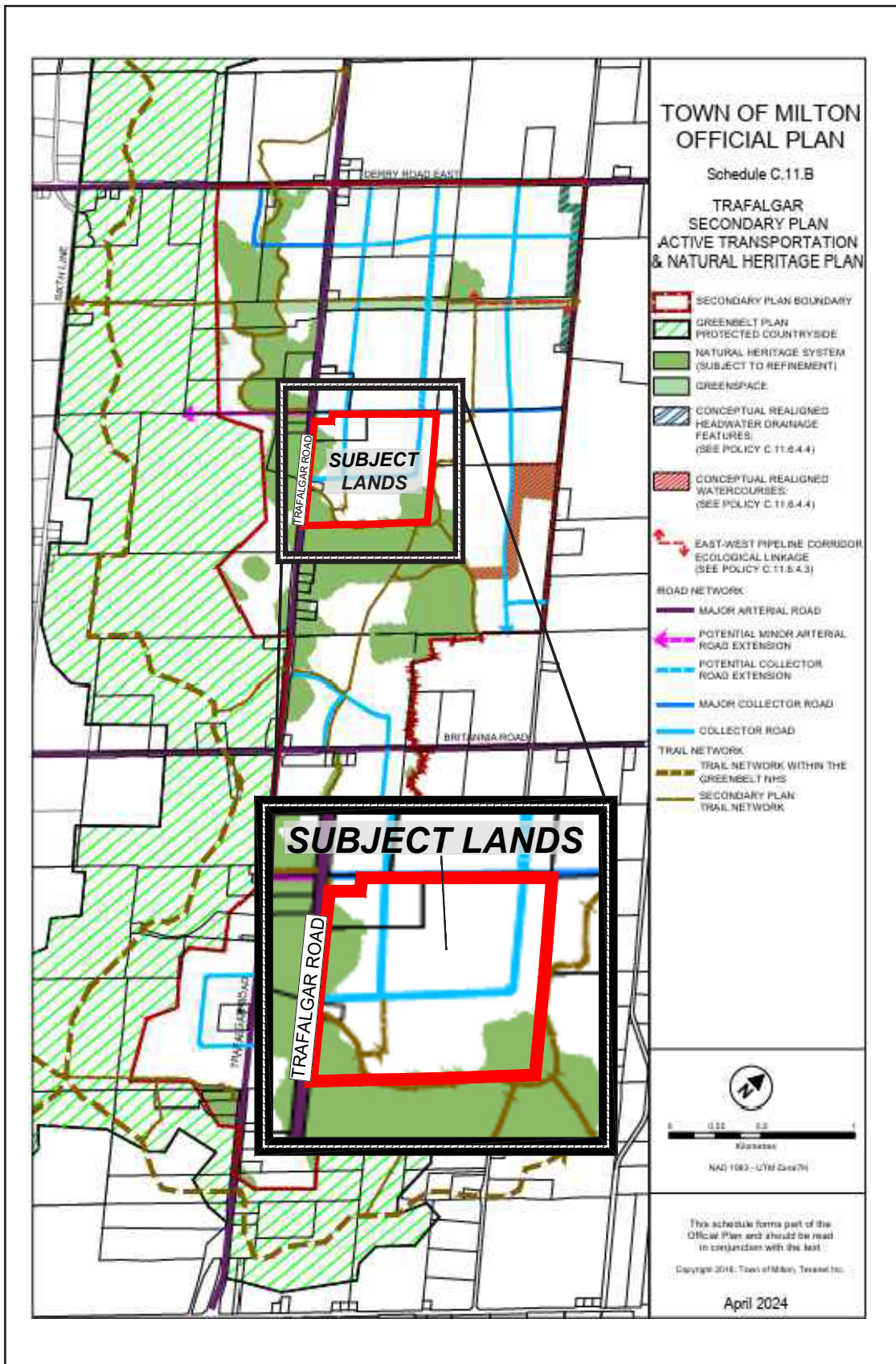


FIGURE 9 - TRAFALGAR SECONDARY PLAN C.11.B – ACTIVE TRANSPORTATION & NATURAL HERITAGE PLAN

General relevant policies include:

C.11.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.11.4.2.2 Trails System

Schedule “C.11.B”, Active Transportation and Natural Heritage System Plan identifies a conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels, having regard for the Region and Town’s Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with any other appropriate Public Agency. Where possible, trails are encouraged to connect to parks.

Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the Subwatershed Study (SWS) and Master Environmental Servicing Plan (MESP) and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

All trail system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.

Active Transportation Facilities associated with a Regional Road are to be aligned with the most current Regional Active Transportation Master Plan.

Please refer to the Development Area Environmental Functional Servicing Study (DAEFSS) and Transportation Impact Study for preliminary trail design and an overview of the active transportation network.

C.11.4.2.3 Road Network

In conformity with Sections B.2.6.3.5 to B.2.6.3.14 of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule “C.11.B”. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned development of the area. Any proposed deletions to arterial or collector roads identified on Schedule “C.11.B” will require an amendment to this Official Plan. Any proposed additions of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Official Plan.

The collector roads are provided in accordance with Schedule C.11.B. More information on road cross-sections can be found in the Transportation Impact Study.

C.11.4.4.1 Housing

The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Official Plan. In this regard, no more than 50% of the residential units within the overall Secondary Plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are family-sized with at least 2+ bedrooms, as demonstrated through the Tertiary Plan. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each Stage.

C.11.4.4.2 The Trafalgar Secondary Plan establishes

a target for affordable and assisted housing in accordance with Section B.2.7.3.1 of this Official Plan, where the target in the Trafalgar Secondary Plan is that 30% of all new residential units shall be affordable housing, assisted housing, stacked townhouses, back-to-back townhouses or apartments.

As five blocks (Blocks 263-267), totalling 6.17 hectares, will be subject to future site plan approval, the total number of units is unknown at present. The Medium Density Residential II (Blocks 264, 265) is anticipated to consist of condo rear lane townhouses, street townhouses, and a mid-rise residential building. Additionally, stacked townhouses and high-rise residential and mixed-use buildings are being explored for the Neighbourhood Centre Mixed Use II blocks (Blocks 266, 267). This mix of built forms provides missing middle housing in the community and accommodates a range of household sizes and incomes.

C.11.5.4 NEIGHBOURHOOD CENTRES

Neighbourhood Centres are intended to be major focal points for the Secondary Plan, and shall have the greatest intensity of uses, height and density within the Secondary Plan. These Centres shall have greater height and density than their immediate surroundings, being occupied by tall and mid-rise buildings. Generally, these elements are located at major intersections along Trafalgar Road in order to optimize access to higher-order transit service.

Neighbourhood Centres are strategic intensification areas within the Secondary Plan, and each is intended to provide a full mix and range of uses at transit-supportive densities between 100 and 160 residents and jobs per hectare at a minimum. Neighbourhood Retail sites are to be located within these areas to serve the residents of multiple neighbourhoods and the travelling public in transit accessible locations. Underlying designations generally include Neighbourhood Centre Mixed-Use I

and Neighbourhood Centre Mixed Use II.

It is intended that flexibility is permitted to determine the location and configuration of Neighbourhood Centres through the Tertiary Plan process without the need for amendment to this Official Plan, provided the intent of the Neighbourhood Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Neighbourhood Centre is located. A Neighbourhood Centre shall be planned to generally accommodate 11,000 m² of non-residential floor area and a minimum of 1,500 people. [...]

The Neighbourhood Centre straddles Street 'A' (extension of Louis St. Laurent Avenue), adjacent to Trafalgar Road. Demonstration concept plans for both blocks are provided below in *Figure 10* to illustrate one possible way they could be developed and to help inform the requested draft zoning. It is expected that the detailed plans for these blocks will be developed in the future and be subject to site plan approval(s). The Neighbourhood Centre development will also be coordinated with the landowner to the north.

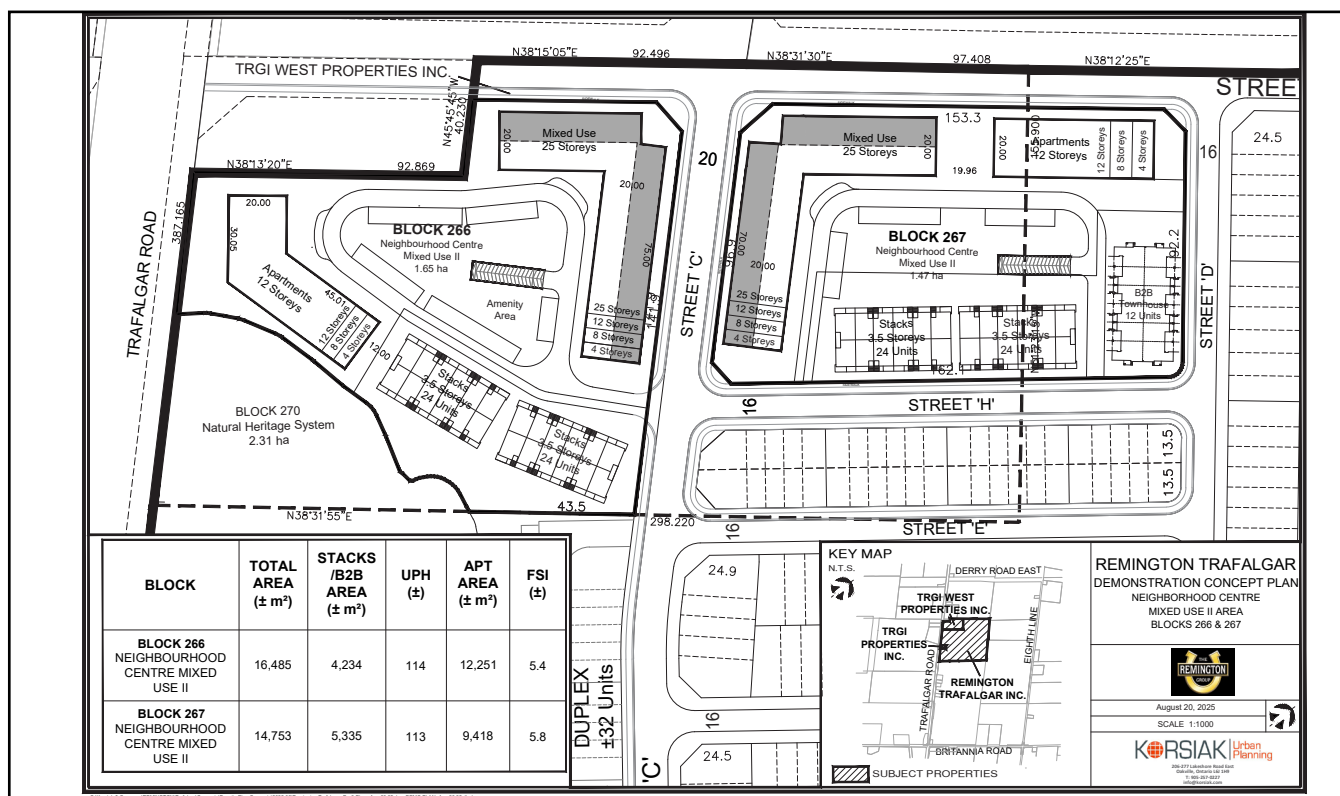


FIGURE 10 - DEMONSTRATION CONCEPT PLAN FOR BLOCKS 266 & 267

C.11.6.1 Residential Area

C.11.6.1.1 Permitted Uses

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule “C.11.C” together with the uses permitted in Section B.3.2.2 e) to h), j) and k) [which permit the proposed local institutional uses and parks]:

a) **Low Density Residential** uses consisting of low-rise residential uses such as single detached dwellings, semi-detached dwellings, street townhouses, and back-to-back townhouses excluding stacked townhouses, in accordance with the policies of Section C.11.6.1.2;

[C.11.6.1.2 Low Density Residential

b) **Height and Density Requirements**

Notwithstanding Section B.3.2.2.a) of this Official Plan, the following requirements apply:

- The housing mix is predominantly single-detached and semi-detached housing. To achieve 2031 population projections, a maximum of 25% street townhouses and back-to-back townhouses, excluding stacked townhouses, are permitted provided that back-to-back townhouses are dispersed as demonstrated in the Tertiary Plan in accordance with C.11.7.5.2 e); and,
- A minimum density of 27 units per net hectare is required.]

The proposed low-density residential blocks are located south of Street ‘B’ (Blocks 1-174), north of Street ‘B’ between Street ‘C’ and ‘D’ (Blocks 175 – 204), and along the south side of the park (Blocks 221 – 238) which in total consist of 222 single detached lots. The net residential density is 3 2 units per net

hectare, exceeding the minimum required density for this designation (27 units per net hectare).

b) **Medium Density Residential I** uses consisting of low-rise residential units such as single detached dwellings, semi-detached dwellings, and townhouses (i.e., stacked and back-to-back townhouses), where higher density forms of townhouses will be directed to arterial roads, in accordance with the policies of Sections B.3.2.3.1 and C.11.6.1.3; and,

[C.11.6.1.3 Medium Density Residential I

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.b) and B.3.2.3.1 of this Official Plan, the following requirements apply:

i) The housing mix is predominantly street, back-to-back and stacked townhouses. To achieve

2031 population projections, a maximum of 20% single and semi-detached units are permitted;

ii) A minimum density of 35 units per net hectare and maximum density of 100 units per net hectare is required; and,

iii) A maximum building height of 4 storeys.]

The proposed medium-density blocks are located north of Street 'B', between Street 'C' and 'D' and by the Neighbourhood Park. The residential blocks are single detached (Blocks 205-220; 16 units) and street townhouses (Blocks 239-258; 111 units). 13% of the units are singles, which meets the policy requirement of a maximum of 20%. The net residential density is 50 units per hectare, within the required density range of 35-100 units per net hectare. A Medium Density Residential I block is proposed at the corner of Street 'B' and Louis St. Laurent Avenue (Block 263, size 1.03ha).

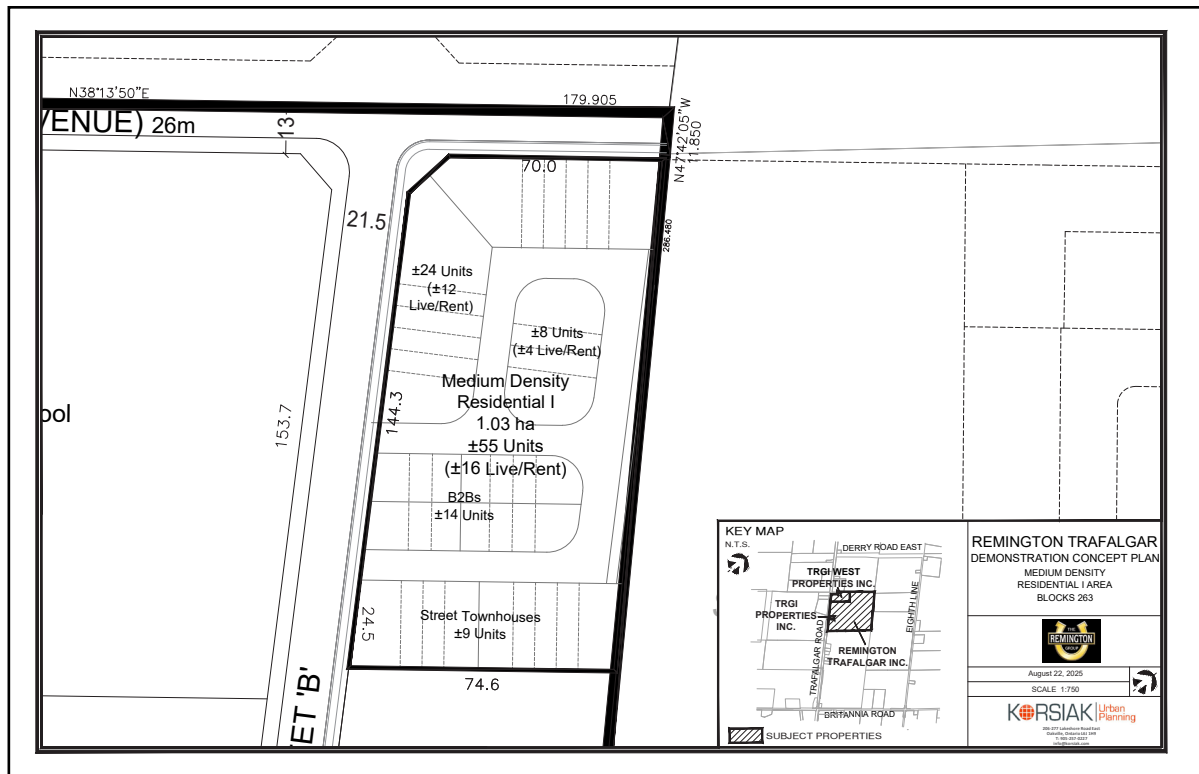


FIGURE 11 - DEMONSTRATION CONCEPT PLAN FOR BLOCK 263

The block is intended to consist of 9 street townhouses, 14 back-to-back townhouses, and 16 Live/Rent units (Figure 11). A Live/Rent dwelling is a lane-based townhouse purpose-built to provide a self-contained, ground-floor Additional Residential Units (ARU). The primary residential unit is located on the second and third floors. Each unit has one parking space to the rear of the dwelling. The Live/Rent units meet the intent of the Official Plan to increase the supply of ground-related and rental housing, allow flexibility for multi-generation living, and increase opportunities for affordable housing. ARUs are permitted within the Urban Area. This Demonstration Concept Plan is preliminary in nature, and detailed layouts will be done later. The block will be subject to site plan approval, and the minimum density

will be achieved. The maximum building heights in all the Medium Density Residential I blocks are within the maximum building height of 4 storeys.

c) Medium Density Residential II uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the policies of Sections B.3.2.3.2 and C.11.6.1.4.

[C.11.6.1.4 Medium Density Residential II

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.b) and B.3.2.3.1 of this Official Plan, the following requirements apply:

i) The housing mix is predominantly medium

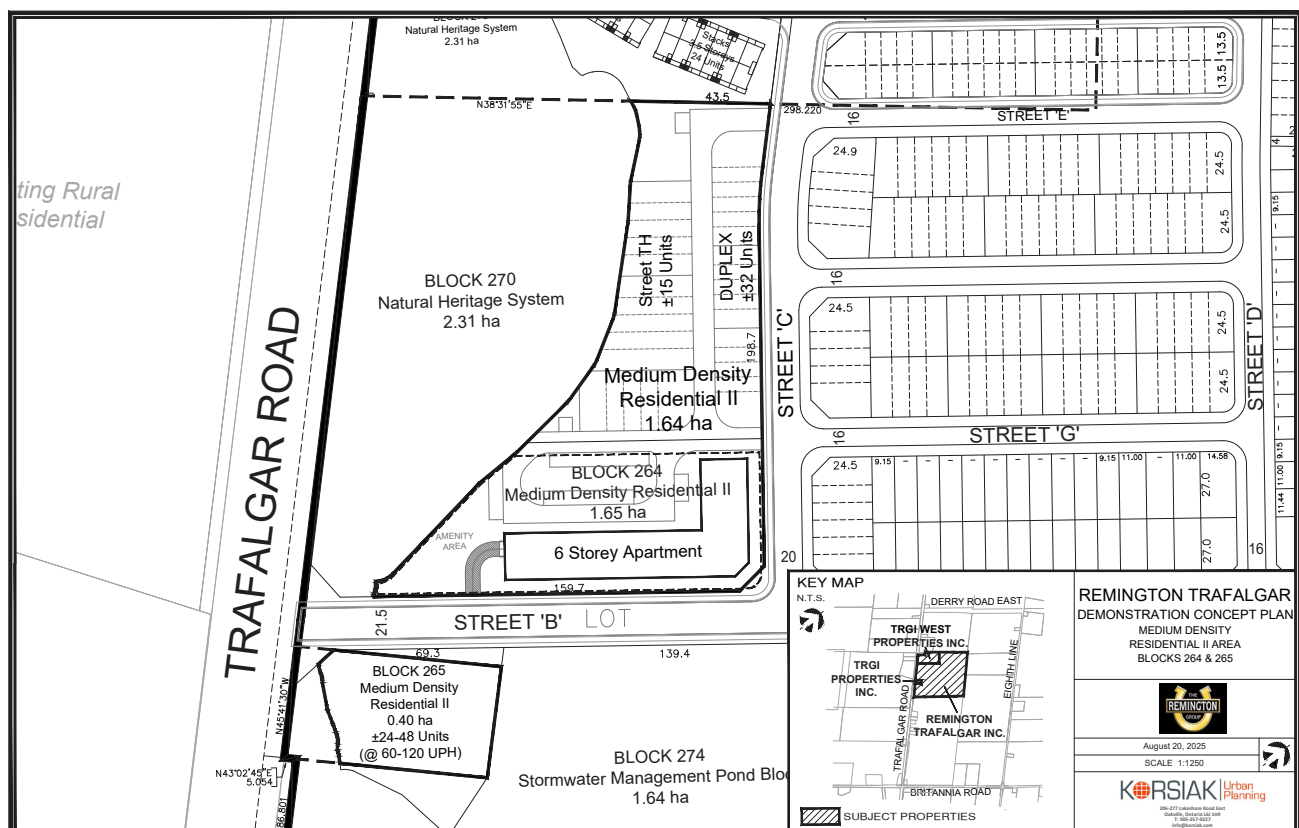


FIGURE 12 - DEMONSTRATION CONCEPT PLAN FOR BLOCKS 264 & 265

density units such as street townhouses, stacked townhouses, back-to-back townhouses, and multiplexes;

ii) apartments may be permitted if generally located adjacent to collector or arterial roads and if the height does not exceed 8 storeys;

iii) a minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes; and

iv) a maximum density generally up to 3.0 Floor Space Index (FSI) for apartment buildings provided that the height does not exceed 8 storeys.]

Two Medium Density Residential II blocks (Blocks 264 and 265) are located on both sides of Street 'B', adjacent to Trafalgar Road (*Figure 12*). The Demonstration concept plan for Block 264 (located on the north side of Street 'B', size 1.64 hectares) consists of street townhouses (15 units), duplex (32 units), and a six-storey apartment. It is anticipated that Block 265 (located on the south side of Street 'B', size 0.4 hectare) will accommodate a mix of common element condominium units for a total of 24 to 48 units. The density is between 60 and 120 units per net hectare. The concept plan is for demonstration purposes only, and detailed layouts will be done later. The blocks will be subject to site plan approval, and the minimum density will be achieved.

C.11.6.2.3 Neighbourhood Centre Mixed-Use II

The Neighbourhood Centre Mixed-Use II designation identified on Schedule "C.11.B" is conceptual, except where bounded by existing major roads or the NHS. The designation is generally located at major arterial or major collector road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service.

The Neighbourhood Centre Mixed-Use II designation is intended to be the focus of intensification within the Secondary Plan. The designation serves as a community focal point and should serve the retail commercial needs of the surrounding neighbourhood. It is the intent of this Secondary Plan that the lands within this designation are the focus of retail uses and in the longer term, higher density residential uses in a mixed-use setting.

In accordance with Section C.11.5.4, the Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within each Neighbourhood Centre and permits the following in a stand-alone or mixed-use building format:

a) Residential uses including multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:

i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;

ii) A maximum Floor Space Index (FSI) density generally of 6.0 for apartment and mixed-use buildings; and,

iii) The height of the buildings is not to exceed 25 storeys;

b) Neighbourhood Retail in accordance with the following:

i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000

to 14,000 m² and are generally anchored by a larger tenant such as a food store or pharmacy;

ii) Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;

iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;

iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;

v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:

a) Obscure or where necessary minimize visibility to the travelling public;

b) Support walkability by minimizing pedestrian and automobile interactions; and,

c) Be accommodated at-grade within a multi-storey mixed-use building;

c) Local institutional uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

As shown in *Figure 10* above, two Neighbourhood Centre Mixed Use II blocks (Blocks 266, 267) are located on both sides of Street 'C', and are generally adjacent to Trafalgar Road and Street 'A'. These blocks

will be planned in conjunction with the development to the north to ensure the required neighbourhood retail uses are accommodated in this designation. The Demonstration concept plan for Block 266 (located on the west side of Street 'C', size 1.62 hectares) includes one 25-storey mixed-use building, one 12-storey apartment building, and two 3.5-storey stacked townhouse blocks (48 units in total). Residential density for Block 266 is 114 UPH for the stacked townhouses and 5.4 FSI for the apartments. Block 267 (located on the east side of Street 'C', size 1.48 hectares) includes one 25-storey mixed-use building, one 12-storey apartment building, one back-to-back townhouse blocks (12 units in total) and two 3.5-storey stacked townhouse blocks (48 units total). Residential density for Block 267 is 113 UPH for the townhouse product and 5.8 FSI for the apartments. Commercial GFA will be provided on the ground floor of the mixed use buildings. It is expected that the detailed plans for these blocks will be developed in the future and be subject to site plan approval(s). Refer to Section 4.0 for more design direction for these blocks.

C.11.6.3 Public Service Facilities and Places of Worship

C.11.6.3.4 Park Type 2

Park Type 2 is intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, as well as park facilities including playgrounds, spray pads, etc. Generally, Park Type 2 will be approximately 2.5 hectares in size and distributed to allow an approximate 5-to 10-minute walk from most residents within the Secondary Plan.

[...] It is encouraged that Park Type 2's are co-located with elementary schools or places of worship and have significant frontage along a minimum of one

public street.

The proposed Park Type 2 block (Block 269) is 2.50 hectares in size . It is co-located with an elementary school (Block 268) to the north.

C.11.6.3.8 Schools

[...] Schools are generally permitted in all land use designations except the NHS. It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, joint use of buildings, parking areas, and open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements.

Elementary Schools are preferably located on a collector road and Secondary Schools are preferably located at the intersection of two collector roads, to encourage transit utilization and active transportation. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (e.g., public library).

It is recognized that the location of schools on Schedule “C.11 .C” is conceptual and is intended to identify general potential locations for these facilities.

The elementary school (Block 268) is located on two collector roads and is co-located with a public park (Block 269) to the south. The size, shape, and frontage of the proposed elementary school block meets the School Board’s site requirements.

C.11.6.4 Natural Heritage System (NHS)

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Trafalgar Secondary Plan, the NHS is depicted on Schedules “C.11.A” to “C.11.D” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan. Preliminary refinements to the NHS have been

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

The lands within the NHS designation shall be acquired by the Town in accordance with the policies of Section C.11.7.2.1 of this Secondary Plan.

The DAEFSS has determined the limits of the NHS within the proposed development. These limits have been used to create three blocks that incorporate a buffer to adjacent uses, to protect and preserve the NHS. These blocks will be conveyed to the Town of Milton at registration.

An aerial photograph of a landscape featuring a multi-lane highway on the left, agricultural fields in the upper center, and a large body of water on the right. A large, solid orange circle is superimposed over the center of the image, containing the text "4.0 DESIGN DIRECTION" in a light orange, sans-serif font.

4.0

DESIGN
DIRECTION

4.0 DESIGN DIRECTION

C.11.4.5 Urban Design

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

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All roads within the Secondary Plan shall be designed as Complete Streets;
- c) The design of a grid system of collector roads within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400-metres to achieve a 5-minute walking distance across a block. The local road pattern should be designed to promote active transportation and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods;
- d) [...]
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the Region;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
- h) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open spaces;
- j) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The “Special Character” collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines;
- k) Special consideration shall be given to the relationship between the Trafalgar corridor and the parallel

north-south “Special Character” collector road. Development between Trafalgar Road and this road should reflect its active transportation focus and shall be designed accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the collector road;

l) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary. All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;

m) New development shall be sensitive to adjacent built cultural heritage resources. This may include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, and/or d) utilizing complementary materials and design;

n) Public Service Facilities shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a compact development form;

o) A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a complete community; and

p) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

The proposed development will contribute to the creation of a vibrant and complete community as it is compact in form, incorporates a school and a neighbourhood park, and preserves and protects the NHS through delineation of features and buffers.

The proposed development will be designed to adhere to a high standard of urban design and create a human-scaled environment. The proposed development follows a modified grid network, consistent with the Trafalgar Secondary Plan Active Transportation and Natural Heritage Plan, which promotes an active street network and mutually supportive relationships between the urban form and open spaces. More details pertaining to the design of the development will be provided at the detailed design stage.

The Trafalgar Secondary Plan Urban Design Guidelines will be considered in the development of the Neighbourhood Centre and adjacent medium density residential blocks through the site plan approval process. Reverse frontages will be avoided on the arterial road. Two medium density residential blocks are located on both sides of Street ‘B’, adjacent to Trafalgar Road, and have been conceptually identified for a mix of condominium townhouse dwelling types. The Neighbourhood Centre Mixed Use II blocks are anticipated to accommodate a mix of uses and higher densities. The design and unit count for these blocks will be determined through the Site Plan Approval process.

An aerial photograph of a landscape featuring a large body of water, a road, and various green spaces. A large, solid orange circle is centered over the image, containing the text "5.0 TERTIARY PLAN" in a light orange, sans-serif font.

5.0

TERTIARY PLAN

5.0 TERTIARY PLAN

The Tertiary Plan prepared by SGL Planning & Design Inc. on behalf of the Milton P4 Trafalgar Landowners Group Inc. provides a more detailed layout for the Secondary Plan area. It is intended to be conceptual in nature and provide guidance for the preparation of draft plans. Further refinement of individual property layouts is expected to occur through the proposed draft plans of subdivision providing they reflect the general arrangement of uses shown in the Tertiary Plan. An excerpt of the Tertiary Plan for the subject lands is provided in Figure 13. The draft plan of subdivision is generally consistent with the Tertiary Plan with the main refinement involving a shift of the elementary school site to have frontage on Louis St Laurent. This is consistent with development in the Boyne Survey Secondary Plan (Phase 3) where schools have frontage and visibility on Louis St Laurent and are generally located at intersections to benefit from frontage on a second public street. The school site is co-located with a neighbourhood park as preferred by the school boards and encouraged by the policies of the Secondary Plan.

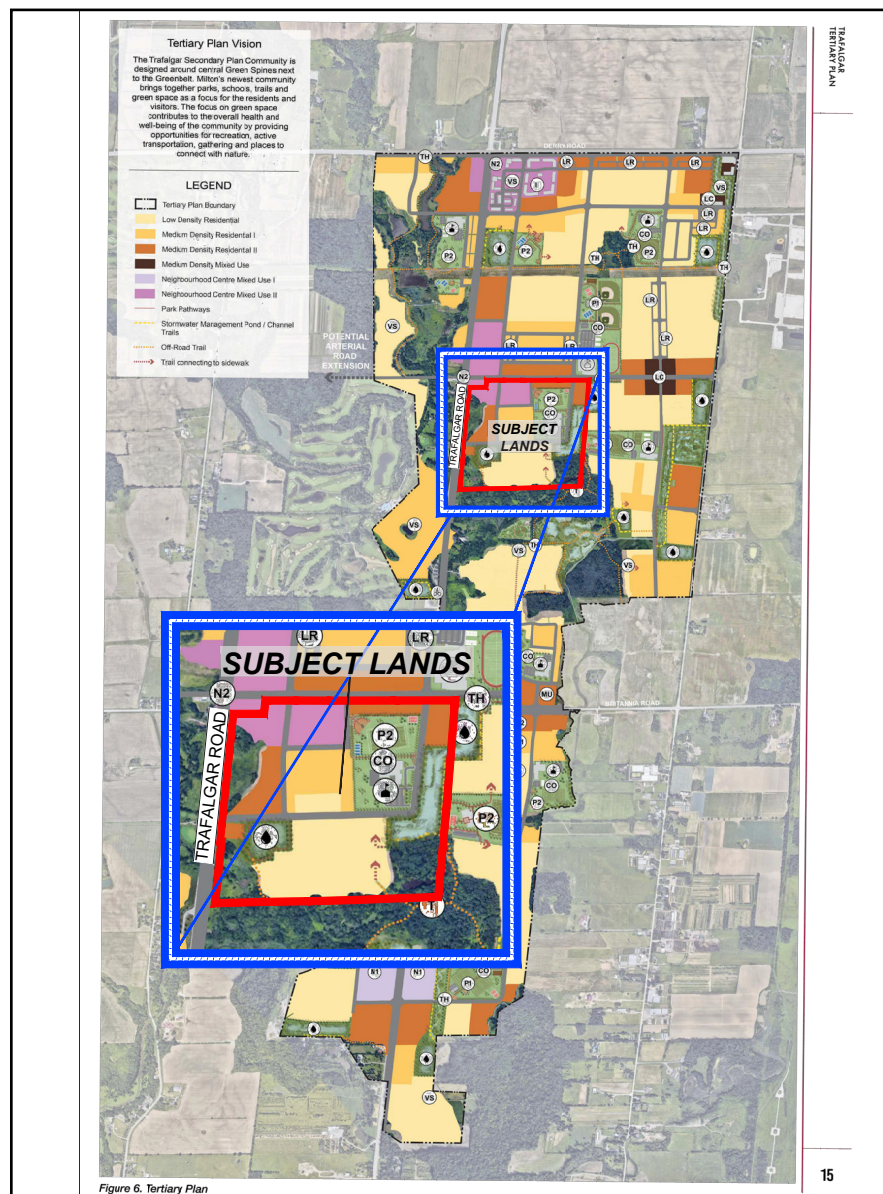


FIGURE 13 - BY-LAW No. 07-67 SCHEDULE B

An aerial photograph of a landscape featuring a large body of water on the right, a multi-lane road on the left, and various green spaces and buildings. A large, solid orange circle is centered over the image, containing the text '6.0 ZONING' in a light orange, sans-serif font.

6.0

ZONING

6.0 ZONING


Existing Zoning

The subject lands are zoned Future Development (FD) and Natural Heritage System (NHS). As per Section 12.1 of the Town of Milton Zoning By-law 016-2014, only uses that legally existed on the date the by-law came into effect are permitted on lands zoned FD. As such, a Zoning By-law Amendment is required to permit the proposed development.

Proposed Zoning

The proposal seeks to amend the Zoning By-law to rezone the subject lands to a site-specific Residential Medium Density I Special Zone (RMD1-AAA), Residential Medium Density II Special Zone (RMD2-BBB), Mixed Use Special Zone (MU-CCC), Open Space (OS), Stormwater Management (OS-2), Minor Institutional (I-A), and Natural Heritage System (NHS) to implement the Trafalgar Secondary Plan.

The draft amending zoning by-law is appended to this as Appendix D.

An aerial photograph of a landscape featuring a multi-lane road on the left, a dense green forest in the lower half, and several bodies of water or wetlands in the upper and right portions. A large, semi-transparent orange circle is centered over the image, containing the text.

7.0

PUBLIC
ENGAGEMENT
STRATEGY

7.0 PUBLIC ENGAGEMENT STRATEGY

Notice signs will be installed on the subject lands along Trafalgar Road. Notification will then be circulated to surrounding residents to inform the public of the development proposal and the Statutory Public Meeting. An agent of the landowner will be present at the public meeting to provide further information, answer questions and take notes on resident comments and feedback. These comments will be considered and addressed by TRGI West Properties Inc., TRGI Properties Inc., Remington Trafalgar Inc., Korsiak Urban Planning, and by Town staff.

An aerial photograph of a landscape featuring a large body of water, a multi-lane highway, and surrounding greenery. A large, solid orange circle is centered over the image, containing the text '8.0 PLANNING OPINION' in a light orange, sans-serif font.

8.0

PLANNING OPINION

8.0 PLANNING OPINION

The proposed Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Planning Statement and conforms to the Town of Milton Official Plan and the Trafalgar Secondary Plan;
2. The subject lands are located within a Settlement Area and Designated Greenfield Area, and along an Intensification Corridor, and will help to achieve the minimum density targets identified by the Province, Region and Town;
3. The proposal is consistent with the Trafalgar Tertiary Plan;
4. The primary elements of the draft plan are consistent with the Trafalgar Secondary Plan Land Use Plan;
5. The proposal provides a range and mix of housing options in the form of low, medium, and high density development;
6. The proposed development makes efficient use of planned hard and soft services;
7. The SWM ponds have been sized in accordance with the DAEFSS;
8. The NHS has been delineated through the DAEFSS and includes associated buffers. The NHS is shown as blocks on the draft plan and will be protected by dedicating the blocks to the Town of Milton prior to registration of the plan of subdivision;
9. The density of development and road fabric is supportive of transit use and active transportation;
10. The modified grid street network will establish an efficient and safe pedestrian movement system via sidewalks and multi-use off-road paths, connecting residents to the neighbourhood park; and,
11. The proposed development aligns connections to the adjacent property to the north which is intended for development concurrent with the subject lands.

Respectfully submitted,

KORSIAK URBAN PLANNING



Jessica He, MScPl



Terry Korsiak, MA, RPP

APPENDICES

APPENDIX A: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL PLANNING STATEMENT (PPS), 2024

The following sections and policies of the PPS 2024 are applicable to this proposal:

Policies outlined in Section 2.2, 'Housing' include:

1. 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: [...]
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

Policies outlined in Section 2.3, 'Settlement Areas and Settlement Area Boundary Expansions' include:

2.3.1 General Policies for Settlement Areas

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a). efficiently use land and resources; [...]
 - c) support active transportation;
 - d) are transit-supportive, as appropriate.

Policies outlined in Section 2.9, 'Energy Conservation, Air Quality and Climate Change' include:

1. Planning authorities shall plan to reduce

greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

Policies outlined in Section 3.6, 'Sewage, Water and Stormwater' include:

1. Planning for sewage and water services shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.
[...]
8. Planning for stormwater management shall:
 - a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; [...]
 - d) mitigate risks to human health, safety,

property and the environment; [...]

g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Policies outlined in Section 3.9, 'Public Spaces, Recreations, Parks, Trails and Open Space', include:

1. Healthy, active, and inclusive communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Policies outlined in Section 4.1, 'Natural Heritage', include:

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

2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. [...]

APPENDIX B: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

Region of Halton Official Plan

There are a number of Regional Policies that pertain to this proposal, including:

Urban Area

The subject lands are designated 'Urban Area' on Map 1 – Regional Structure (*Figure 4*).

74. The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities.

77. It is the policy of the Region to:

(2.4) Require development occurring in Designated Greenfield Areas to:

- a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;
- b) contribute to creating healthy communities;
- c) create Street 'C' configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;
- e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

Regional Intensification Corridors

[...]

82.4 The Regional Intensification Corridors as identified conceptually on Map 1H are:

(1) Trafalgar Corridor, Oakville/Milton/Halton Hills;

[...]

82.7 It is the policy of the Region to:

(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.

(2) Encourage the Local Municipalities to:

- a) identify the Regional Intensification Corridors in their official plans;
- b) develop detailed policies or Area-Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;
- c) identify and plan for Local Nodes along the Regional Intensification Corridors, where appropriate; [...]

Housing

84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

Natural Heritage System

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

Environmental Quality

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

Transportation

172. The objectives of the Region are:

2. To develop a balanced transportation system that:

- a) reduces dependency on automobile use;
- b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
- c) promotes active transportation.

9.1 To ensure development is designed to support active transportation and public transit. [...]

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

APPENDIX C: TOWN POLICIES APPLICABLE TO THE PROPOSAL

TOWN OF MILTON OFFICIAL PLAN

On Monday, March 17, 2025, the Town Council approved Official Plan Amendment 92, which aims to update the Town's Official Plan for all lands within the Town of Milton. The amendment is pending Ministry of Municipal Affairs and Housing approval. The amendment was designed to provide updated directions for guiding growth through to the year 2051 and incorporate regional policy directions to ensure coordination with Halton Region in response to Bill 185, also known as the Cutting Red Tape to Build More Homes Act, 2024. An addendum to this Planning Justification Report will be provided addressing conformity with the new Official Plan once in full force and effect.

APPENDIX D: DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2025

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 8, CONCESSION 8, N.S. FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (REMINGTON TRAFALGAR INC.) - 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. Notwithstanding Section 4.19.5, Table 4H, chimneys are permitted to be located 0.6 metres into the required rear setback, exterior side yard setback and interior side yard setback.
 - c. 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.
 - d. 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.
 - 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.
- 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. Notwithstanding Section 4.19.5, Table 4H, chimneys are permitted to be located 0.6 metres into the required rear setback, exterior side yard setback and interior side yard setback.

- d. 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 Section 4.19.5, Table 4H, chimneys are permitted to be located 0.6 metres into the required rear setback, exterior side yard setback and interior side yard setback.
 - k. 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.
 - l. Section 4.19.1 i) does not apply to a unit fronting on to a common element of a condominium.
 - m. Notwithstanding Section 4.19.5, Table 4H, chimneys are permitted to be located 0.6 metres into the required rear setback, exterior side yard setback and interior side yard setback.

- n. A maximum driveway width of 6.2 metres shall be permitted for lots with frontage less than or equal to 11.5 metres.
 - o. 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, 2025.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE A
TO BY-LAW No. *-2025**
TOWN OF MILTON

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

