



The Corporation of the
Town of Milton
Strategic Plan Workshop – Council Chambers – Town Hall
June 19, 2023 at 6:00 p.m.
Regular Council meeting to follow at 7:00 p.m. in Council Chambers - Town Hall
150 Mary Street, Milton, ON L9T 6Z5

This meeting will be held as a hybrid meeting with Members of Council having the opportunity to participate in-person at Town Hall or electronically. At this time, members of the public are encouraged to continue to view the meeting by watching the live stream.

Should you wish to delegate to a Council meeting please complete the online delegation form at <https://forms.milton.ca/Community/Delegate-Request-Application> by 12:00 p.m. (noon) two business days before the meeting is to be held.

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15. ADJOURNMENT



**The Corporation of the
Town of Milton
COUNCIL MINUTES**

May 29, 2023, 6:00 p.m.

Members Present: Mayor Krantz, Councillor Ali, Councillor Best, Councillor Challinor, Councillor Malboeuf, Councillor Tesser Derksen, Councillor Ijaz, Councillor Marshall, Councillor Khalqi

The Council for the Corporation of the Town of Milton met in regular session at 7:00 p.m. This meeting was held as a hybrid meeting with Members of Council having the opportunity to participate in-person at Town Hall or electronically.

1. CONFIDENTIAL SESSION

Res. 079-2023

Milton Council convene into confidential session to discuss:

1. advice that is subject to solicitor-client privilege, including communications necessary for that purpose with respect to a contractor claim;
2. personal matters about an identifiable individual, including municipal or local board employees with respect to a discussion with the Town Auditor;
3. trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the Town, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization with respect to digital access commercial modelling; and
4. a proposed or pending acquisition or disposition of land by the municipality or local board with respect to the 2023 Town property update.

Carried

2. OPEN SESSION

Res. 080-2023

THAT Council resume in open session.

Carried

Res. 081-2023

THAT the recommendations contained in Staff Report DS- 031-23 be approved.

Carried

Res. 082-2023

THAT the recommendations contained in Staff Report ES- 007-23 be approved.

Carried

Res. 083-2023

THAT the recommendations contained in Staff Report ES- 003-23 be approved.

Carried

3. MOMENT OF SILENT REFLECTION / O' CANADA / TRADITIONAL LAND ACKNOWLEDGEMENT

4. AGENDA ANNOUNCEMENTS / AMENDMENTS

The Town Clerk noted that on Friday, May 26th, a revised agenda was posted to the Town website with the inclusion Staff Report CORS-031-23 Purchasing Various, as well as amendments to By-laws 039-2023 and 044-2023. The Town Clerk noted that Confidential Staff Report ES-003-23 was also circulated to Members of Council on May 26th.

5. DISCLOSURE OF PECUNIARY INTEREST & GENERAL NATURE THEREOF

Councillor Challinor II disclosed a pecuniary interest on Item # 10.1 under Section 10 – Items for Consideration because he owns property within the circulated area for this application.

6. CONSENT ITEMS

At this point in the meeting, Mayor Krantz turned the Chair Position over to Acting Chair, Councillor Challinor II.

Res. 084-2023

THAT Consent items 6.1 to 6.4 be approved.

Carried

6.1 Minutes of the Council meeting held on May 8, 2022

6.2 Implementation of All-Way Stop – Ferguson Drive and Hearst Boulevard

THAT a by-law be enacted to amend by-law 1984-1, as amended, to implement an all way stop at the intersection of Ferguson Drive and Hearst Boulevard (Appendix I);

AND THAT Schedule 12 and Schedule 13 of the Uniform Traffic Control By-law be amended accordingly (Appendix II);

AND FURTHER THAT the appropriate by laws be presented to Council for approval.

6.3 Housekeeping Update to Road Occupancy, Fouling and Entrance Permit By-Law 035-2020

THAT DS-027-23, Housekeeping Update to By-Law 035-2020 (Town of Milton Road Occupancy, Fouling and Entrance Permit By-Law) be received for information;

AND THAT By-Law 035-2020 (Road Occupancy, Fouling and Entrance Permit By-law) be amended as outlined in this Report and Appendix I;

AND FURTHER THAT the appropriate updated by-laws be presented to and approved by Council.

6.4 Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023

THAT report DS-028-23 regarding Bill 97, the Helping Homebuyers, Protecting Tenants Act, be received for information.

7. **DELEGATIONS**

8. **PUBLIC MEETING**

9. **PRESENTATIONS**

9.1 **2022 Annual Report and Financial Statements**

Glen Cowan, Chief Financial Officer & Treasurer, Corporate Services, and Trevor Ferguson, Deloitte LLP, Town Auditor, addressed Council with respect to Staff Report CORS-030-23.

Res. 085-2023

THAT the draft audited Financial Statements for the Town of Milton and Boards be approved.

Carried

9.2 **Halton Regional Police Service - Information Presentation**

Chief Stephen J. Tanner and Dave Stewart, Superintendent, of the Halton Regional Police Services addressed Council with respect the Halton Regional Police Service.

Res. 086-2023

THAT the presentation from the Halton Regional Police Service be received for information.

Carried

10. **ITEMS FOR CONSIDERATION**

Councillor Challinor II disclosed a pecuniary interest, turned the Chair Position over to the Mayor, and refrained from discussion and voting on item # 10.1 below:

10.1 **Technical Report: Proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment by Village Developments Inc. for lands in Ward 2 known as 485, 501 and 511 Ontario Street South (Town Files: 24T-20004/M, LOPA-04/20 & Z-07/20)**

Res. 087-2023

THAT Town of Milton Council support the granting of Draft Plan Approval by the Commissioner of Development Services for the proposed plan of subdivision (Town File: 24T-20004/M);

AND THAT applications to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the development of a mid-rise residential apartment building BE APPROVED;

AND THAT staff be authorized to bring forward Official Plan Amendment No. 73 in accordance with the draft Official Plan Amendment attached as Appendix 2;

AND THAT staff be authorized to bring forward an amending Zoning By-law with a holding in accordance with the draft By-law attached as Appendix 3;

AND THAT the Commissioner of Development services forward this report to the Provincial Ministers of Health, Education, Transportation and Infrastructure and Metrolinx with a request to review and plan for future Milton District Hospital, school, and transportation expansions;

AND FURTHER THAT the Commissioner of Development Services forward a copy of this Report and Decision to the Region of Halton for their information.

Carried

10.2 Halton Digital Access Strategy - Implementation Plan

At this point in the meeting, Mayor Krantz turned the Chair Position over to Acting Chair, Councillor Challinor II.

Res. 088-2023

THAT Council takes the following actions regarding the creation and operation of Halton Digital Access Services Corporation ("HDASC"):

(a) Adopt the business case and receive the results of public consultation as described in this report;

(b) Approve the creation of a Municipal Services Corporation (“MSC”) to be known as “Halton Digital Access Services Corporation” to operate the businesses as described in this report, and approve the subscription of shares of HDASC by the Municipality;

(c) As required by subsection 7(1) of Ontario Regulation 599/06 (Municipal Services Corporations) as a condition of creating a MSC, adopt the Asset Transfer Policy as described in this report (and included as Appendix A);

(d) Authorize the CAO (or designate) to act as an incorporator of HDASC and the Municipality’s representative on the HDASC Board of Directors;

(e) Approve the Municipality entering into the following agreements described in this report:

- i. Unanimous Shareholders Agreement;
- ii. HDASC Municipal Pole License Agreement; and
- iii. Any related ancillary agreements the CAO deems are reasonably required for the creation or operation of HDASC,

(f) Approve the Municipality, as a shareholder of HDASC, to authorize HDASC to enter into:

- i. Unanimous Shareholders Agreement;
- ii. HDASC Municipal Pole License Agreements; and
- iii. Related ancillary agreements the CAO deems are reasonably required for the creation or operation of HDASC,

(g) Delegate to the CAO (or designate) the authority to execute the agreements described above, as a director of HDASC, or as authorized signatory for the Municipality as a shareholder of HDASC, as the case may be, and sign such other documents, agreements or forms and to do

such other things as are reasonably required for the creation and operation of HDASC.

THAT a copy of this report be sent to the City of Burlington the Towns of Halton Hills and Oakville, and the Regional Municipality of Halton for their information.

Carried

10.3 Housing Accelerator Fund (HAF)

Res. 089-2023

THAT Council endorse the action plan and growth targets that will be included as part of the Town's HAF Application including the seven (7) specific initiatives that have been identified to grow housing supply and speed up housing approvals.

AND THAT the Commissioner of Development Services be authorized to submit an application for the HAF Program on behalf of the Town of Milton as outlined in this report, and that the Commissioner of Development Services in consultation with the Chief Financial Officer be authorized to make any further adjustments required in their sole discretion.

AND FURTHER THAT the Mayor and Clerk be authorized to execute any agreements that are required in relation to this funding program.

Carried

10.4 Purchasing Various – May 29, 2023

Res. 090-2023

THAT Council approve the budget amendments and related funding sources as outlined on Schedule A;

THAT the award of the proposal for the Town (the lessor) to enter into a 21-year less one day lease agreement with Razor Management Inc. (the

lessee) for a Seasonal Air Supported Structure and Dome Operator Services be approved as outlined in Schedule B.

THAT the Mayor and Clerk be authorized to execute the lease agreement outlined with Razor Management Inc., as well as an amended lease agreement with the Halton Catholic District School Board, as outlined in Appendix B and subject to the satisfaction of the Commissioner of Community Services and the Town's legal counsel.

THAT the award of the proposal for the services of an Integrity Commissioner to SC Consulting in the estimated amount of \$57,372 (exclusive of HST) for the period July 1, 2023 to December 31, 2027 be approved as outlined in Schedule C.

THAT staff be delegated the authority to extend the contract with SC Consulting for up to four (4) additional one-year periods as outlined in Schedule C.

THAT the award of the tender for the construction of Walker Neighbourhood Park to Melfer Construction Inc. in the total amount of \$1,928,000 (exclusive of HST) be approved as outlined on Schedule D.

THAT the single source award to WSP for third party consulting review related to Site Alteration files in the estimated amount of \$150,000 (exclusive of HST) for a contract term ending December 31, 2024 be approved as outlined in Schedule E.

THAT the award made under delegated authority for Contract Administration related to the 2023 Asphalt Overlay Program to WSP E&I Canada in the amount of \$406,960 (exclusive of HST) be received for information as outlined in Schedule F.

THAT the award made under delegated authority for Contract Administration related to the 2023 Expanded Asphalt Program to CIMA Canada in the amount of \$191,830 (exclusive of HST) be received for information as outlined in Schedule G.

THAT the new capital budget C33015122 - Main Street (Drew Centre to Thompson Road) with an approved budget of \$140,650 and the emergency contract award to WSP E&I Canada Ltd. for design of \$113,590 and contract administration of \$48,720 (excluding HST) be received for information as outlined on Schedule H.

THAT the new capital Budget C45015322 – Tractor Attachment with an approved budget of \$16,770 and the emergency contract award to Green Tractors Halton for a spreader in the amount of \$16,000 (excluding HST) be received for information as outlined in Schedule I.

THAT the emergency contract increase for work required on Woodward Avenue to Halton Region in the total amount of \$88,106 (exclusive of HST) be being received for information as outlined on Schedule J.

THAT the Manager, Purchasing and Supply Chain Management be authorized to execute the contract(s), as outlined by the purchasing by-law, and the Mayor and the Town Clerk be authorized to sign any required paperwork.

Carried

10.5 Adopt a Park / Road Program - Councillor Challinor II

Res. 091-2023

WHEREAS the Town supports clean-up efforts by providing supplies and coordinating litter pick-ups on an as-needed basis;

AND WHEREAS Milton community groups, individual residents and local businesses are increasingly interested in participating in clean-up

initiatives as their contribution towards keeping Milton beautiful while demonstrating environmental responsibility;

THEREFORE, BE IT RESOLVED THAT, the Town of Milton establish a formal Adopt A Park/Road program, to support and acknowledge volunteers who regularly clean up designated areas throughout the municipality;

AND FURTHER, THAT Town staff present the program plan and proposed budget to Milton Council in advance of the 2024 budget deliberations based on a Spring 2024 program implementation.

Carried

**10.6 Stopping Harassment and Abuse by Local Leaders Act (Bill 5) Motion
- Councillor Ali**

Res. 092-2023

WHEREAS ethical behaviour and respectful civil discourse are fundamental to maintaining public respect for our democratic institutions;

WHEREAS in recent years incidents of disrespectful, uncivil, and egregious conduct by council members in some municipalities in Ontario have occurred that have clearly concerned the public, municipal staff, and elected members of councils;

WHEREAS while municipal Codes of Conduct are helpful tools to set expectations of council member behaviour, municipal governments do not have the necessary tools to adequately enforce compliance with municipal Codes of Conduct;

WHEREAS without adequate tools to enforce compliance with our Codes of Conduct and to discipline members found to have violated them, municipal councils have found themselves unable to meet public expectations;

WHEREAS Bill 5, the Stopping Harassment and Abuse by Local Leaders Act would both hold accountable and protect all municipal officials and require Councillors to:

- Comply with the workplace violence and harassment policies of the municipality they represent;
- Permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies; and
- Restrict officials whose seat has been vacated from seeking immediate subsequent re-election.

WHEREAS Bill 5 reflects the significant joint work undertaken by AMO and the Ministry of Municipal Affairs and Housing on this important issue;

NOW THEREFORE BE IT RESOLVED THAT Town of Milton Council express its support for the Stopping Harassment and Abuse by Local Leaders Act;

AND FURTHER THAT this resolution be circulated to the Hon. Doug Ford, Premier of Ontario, Hon. Minister Parm Gill, MPP for Milton, the Association of Municipalities of Ontario, and MPP Stephen Blais (author of Bill 5)

Carried Unanimously

10.7 RCMP Musical Ride - Councillor Tesser Derksen

Res. 093-2023

WHEREAS Section 107 of the Municipal Act, 2001 allows municipalities to provide grants on such terms as the Council considers appropriate for purposes that Council considers to be in the interests of the municipality;

AND WHEREAS the Destination Campbellville Community Association (DCCA) is a non-profit community organization that was formed with a vision of making Campbellville and the surrounding area one of the best communities in Ontario in which to live;

AND WHEREAS the DCCA, in partnership with the Woodbine Entertainment Group and Woodbine Mohawk Racetrack, have been selected to host an RCMP Musical Ride on September 19th and 21st, 2023;

AND WHEREAS 2023 marks the RCMP's 150th anniversary and the RCMP have chosen Campbellville to be the only GTA stop on their cross-country tour;

AND WHEREAS this event will not be eligible for the 2023 Milton Small Grant Program as it is expected to require paid admission for attendees over 12 years of age, in order to mitigate the costs of holding the event;

AND WHEREAS The DCCA will require financial support in order to host the RCMP Musical Ride event and maximize the national and international exposure for Campbellville and Milton, and to host an expected attendance of over 5000 people to event;

AND WHEREAS Through the Milton Culture Plan, the Town of Milton's Strategic vision includes consideration for community placemaking and events which "strengthen culture-led economic and social development" (Milton Culture Plan - Here to Stay");

THEREFORE BE IT RESOLVED THAT the Town of Milton provide a grant of up to \$5,000.00 (five thousand dollars) to the Destination Campbellville Community Association in support of hosting the RCMP Musical Ride in 2023;

THAT the funding be provided to the Destination Campbellville Community Association in a manner that is consistent with the Town's Small Grant

Program. This includes as a pre-requisite for payment the submission to the Town of a post-event summary in the prescribed template as well as the submission of receipts for the expenses that are funded by the grant provided;

THAT the grant be provided from the approved 2023 operating budget for the Mayor and Council, with funding from the Ontario Lottery and Gaming Corporation revenue.

Carried

10.8 Waive Rules of Procedure to Permit Notice of Motion Consideration at Council Meeting

Res. 094-2023

WHEREAS Procedure By-law 007-2019, provides that Notices of Motion shall not be discussed or debated upon introduction, but shall be included on the next regular Council meeting agenda for consideration;

AND WHEREAS Section 7.9.3 of the Town of Milton Procedure By-Law 007-2019, as amended, permits a Notice of Motion to be considered upon its introduction by an affirmative vote of two-thirds of the Members present;

AND WHEREAS it is deemed impractical or not in the best interests of the Town of Milton to delay consideration;

THEREFORE BE IT RESOLVED THAT the pertinent rules contained in Section 7.9 of Procedure By-law 007-2019, be waived to permit the introduction and consideration by Council of the Notice of Motion on the Council agenda pertaining to Metrolinx.

Carried

10.9 Metrolinx - Councillor Khalqi

Res. 095-2023

WHEREAS the Town of Milton supports the efficient and sustainable movement of people and goods within and beyond its municipal borders, with an intent to ultimately build a community that amplifies transit as a primary means of movement, while making owning a motor vehicle a choice.

AND WHEREAS the Town of Milton recognizes the importance of collaboration with Metrolinx, and the Ontario Government; to provide efficient transit connectivity and networks, as Milton residents use Milton Transit and GO bus and rail for employment, recreation and school purposes.

AND WHEREAS recent service adjustments implemented by Metrolinx have resulted in prolonged trip duration, multiple service connections, and significant wait time between connections - between Milton and Toronto.

NOW THEREFORE BE IT RESOLVED THAT in light of these recent service changes that the Town of Milton Council continue to advocate on behalf of Milton residents for Metrolinx to reassess services changes and find long-term solutions that enable more coordination and better connectivity with local systems.

AND FURTHER THAT the Mayor request a meeting with The Honourable Caroline Mulroney - Minister of Transportation; and, The Honourable Parm Gill - Minister of Red Tape Reduction and Member of Provincial Parliament for Milton, Phil Vester, President and CEO of Metrolinx, to discuss the current and future transit needs of Milton as a growing community, including continued collaboration toward improved interregional services and supportive infrastructure.

AND FURTHER THAT staff be directed to continue to work at an operational level with Metrolinx to better identify long-term solutions for connected, coordinated and efficient transit services.

AND FINALLY THAT this resolution be circulated to The Honourable Doug Ford - Premier of Ontario, The Honourable Parm Gill - Minister of Red Tape Reduction and Member of Provincial Parliament for Milton, The Honourable Caroline Mulroney - Minister of Transportation, and The Honourable Stan Cho - Associate Minister of Transportation.

Carried

11. INTRODUCTION OF NOTICE OF MOTION

11.1 DMBIA & TJSF Event - Councillor Tesser Dersksen

12. REGIONAL COUNCIL UPDATE

13. STATEMENT BY MEMBERS

14. BY-LAWS

Res. 096-2023

THAT By-law Numbers 032-2023, 033-2023, 034-2023, 035-2023, 036-2023, 037-2023, 038-2023, 039-2023, 040-2023, 041-2023, 042-2023, 043-2023, 044-2023 & 045-2023, be READ, PASSED AND NUMBERED;

AND THAT the Mayor and the Town Clerk be authorized to sign the said By-laws, seal them with the seal of the Corporation and that they be engrossed in the By-law Book.

Carried

14.1 032-2023 Uniform Traffic By-law 1984-1, Schedules 1, 12, 16, 23, 26, 32, and 34

14.2 033-2023 Partial and Final Assumption of Subdivision 20M-1021 – Fieldgate Phase 1B

14.3 034-2023 Full Assumption of Subdivision 20M-1191 Gulfbeck PH1 & Lift Reserve

14.4 035-2023 Full Assumption of Subdivision 20M-1202 Gulfbeck PH2 and Lift Reserve

14.5 036-2023 Appoint Deputy Fire Chief Gordon Fowler and repeal bylaws 092-2019 and 069-2020

- 14.6 037-2023 Appoint Deputy Fire Chief Ross Monteith
- 14.7 038-2023 Full Assumption of Subdivision 20M-1187 and Lift Reserve
- 14.8 039-2023 Amend By-law 035-2020 Road Occupancy, Fouling and Entrance Permit
- 14.9 040-2023 Uniform Traffic By-law 1984-1, Schedules 12 and 13
- 14.10 041-2023 OPA 73 - Village Developments, Z-07-20 (LOPA-04-20)(24T-20004M)
- 14.11 042-2023 ZBA - Village Developments, RP 375, Pts 7, 8, 9, 10 - Z-07-20
- 14.12 043-2023 PLC-01-23 - Milton Main Street Homes 20M-1177
- 14.13 044-2023 General Signing By-law May 29, 2023
- 14.14 045-2023 Confirm Proceedings By-law May 29, 2023

15. **ADJOURNMENT**

There being no further business to discuss the Acting Chair adjourned the meeting at 9:14 p.m.

Gordon A. Krantz, Mayor

Meaghen Reid, Town Clerk



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: June 19, 2023

Report No: DS-033-23

Subject: Z-13/21 Sustainable Halton Urban Expansion Zoning Technical Report

Recommendation: THAT Town Initiated Zoning Application Z-13/21 - Sustainable Halton Urban Expansion Zoning amendments to 016-2014 and 144-2003 BE APPROVED.

EXECUTIVE SUMMARY

- The proposed amendments conform to the Urban Area land use designation for the Sustainable Halton Urban Expansion Area Lands (2021-2031) in the Halton Region and Town of Milton Official Plans.
- The proposed amendments would recognize the Sustainable Halton Urban Expansion Area by zoning the lands as a “Future Development (FD) Zone”.
- The FD Zone signifies that these areas are intended to be developed for urban purposes.
- The FD zone recognizes and allows legally existing uses to continue until the lands are redeveloped through individual applications.
- Since the Public Meeting, changes have been made to the proposed zoning by-law amendments to refine mapping, provide clarity, add a transition policy, recognize existing special zones, recognize an existing exemption and recognize the Minister’s Zoning Order issued by the Province for a portion of the Milton Education Village lands.

REPORT

Background

As part of Halton Region’s Sustainable Halton Plan (Regional Official Plan Amendment 38), urban lands were identified in the Town of Milton to accommodate population and employment growth from 2021 through to 2031. Referred to as the ‘Sustainable Halton



Background

Urban Expansion Area”, these lands were identified to accommodate projected greenfield growth and will be developed in accordance with more detailed Secondary Plans. These lands include the Milton Education Village as well as the Trafalgar, Agerton and Britannia Secondary Plan areas. Through the Town of Milton’s last Official Plan conformity exercise (Official Plan Amendment 31), the Urban Expansion Area was incorporated into the Town’s urban area boundary. The proposed amendments would update Milton’s Zoning By-laws to conform to the Region and Town Official Plans.

Discussion

The purpose of a Future Development (FD) Zone is to identify land awaiting urban development and servicing. It allows legally established land uses to continue, in addition to agricultural uses and a limited range of uses that would not hinder or preclude planned future urban land uses in accordance with detailed secondary plans.

The FD Zone does not facilitate a specific development. Any development proposal would still require specific zoning through a subsequent development application process that would require its own public consultation and detailed technical review pursuant to the Planning Act.

This zoning update would also provide clarity and certainty that these lands are no longer within the rural area.

A Public Meeting in accordance with the Planning Act was held on August 21, 2021, with no comment. The draft amendments were also circulated for agency review and comment. Changes have since been made to the proposed zoning by-law amendments to refine mapping, provide clarity, add a transition policy, recognize existing special zones, recognize an existing exemption and recognize the Minister’s Zoning Order issued by the Province for a portion of the Milton Education Village lands.

Financial Impact

There is no financial impact arising from this report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Megan Lovell

Phone: 905-878-7252
Ext. 2338



The Corporation of the Town of Milton

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DS-033-23
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Attachments

Attachment 1 – FD Zoning Urban Zoning By-law

Attachment 2 – FD Zoning Rural Zoning By-law

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. ____-2023

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*, AS AMENDED, TO ADD THE SUSTAINABLE HALTON LANDS TO THE URBAN ZONING BY-LAW, IN RESPECT OF THE LANDS AS DEPICTED ON FIGURE 1: LOCATION MAP, FILE: Z-13/21

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

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

- 1.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the lands identified as “Subject Lands” on figure 1 attached hereto; and
- 2.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by zoning the lands being added as FD (Future Development), NHS (Natural Heritage System), OS (Open Space), M2*27 (General Industrial – Site Specific), and C5*28 (Auto Commercial – Site Specific) zone symbols as shown on Schedule A attached hereto.
- 3.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by noting Minister’s Zoning Order Ontario Regulation 476/21, Map No. 256 is applicable to the area as shown on Schedule A attached hereto.
- 4.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by noting By-law 61-85 is still applicable to the property municipally known as 13003 Derry Road (Concession 8 NS, Part Lot 11) as shown on Schedule A attached hereto.
- 5.0 THAT** Section 1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding “or 61-85” after 144-2003.
- 6.0 THAT** Section 1.10 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding “or By-law 61-85” to the end of the last sentence.

7.0 THAT Section 1.11.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection iii) as follows:

- iii) Nothing in this By-law shall prevent the erection or use of a building or structure for a development for which a complete application for site plan approval and/or building permit was filed on or prior to the date of passage of By-law NO. XXX-2023 where applicable, if the development in question complies, or the building permit application for the development is amended to comply, with the provisions of Comprehensive Zoning By-law 144-2003, as amended, as it read on the date of passage of By-law NO. XXX-2023.

8.0 THAT Section 1.11.3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsections v) and vi) as follows:

- v) Nothing in this By-law shall prevent the issuance of a building permit or site plan approval in accordance with both Comprehensive Zoning By-law 144-2003, as amended, as it read on the date of passage of By-law NO. XXX-2023 and a related minor variance that was granted approval by the Town of Milton Committee of Adjustment or the Ontario Land Tribunal, under Comprehensive Zoning By-law 144-2003, as amended, as it read on the date of passage of By-law NO. XXX-2023, so long as the complete application for the building permit has been filed by the date of compliance with the conditions pursuant to the decision of the Town of Milton Committee of Adjustment or the decision of the Ontario Land Tribunal.
- vi) Notwithstanding the provisions of Section 1.11.2 iii), an application for minor variance associated with a complete application for site plan approval and/or building permit that was filed prior to the date of the passage of By-law NO. XXX-2023, can still be made under the provisions of Comprehensive Zoning Bylaw 144-2003, as amended, as it read on the date of passage of By-law NO. XXX-2023.

9.0 THAT Section 1.11.5 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection iii) as follows:

- iii) Sections 1.11.2 iii) and 1.11.3 v) are repealed two years from the date of enactment of By-law NO. XXX-2023.

10.0 THAT Section 13.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.27 as follows:

13.1.1.27	61-85 47-2005	M2	*27
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Part Lot 6, Concession II (Nassagaweya) and Part Lot 13, concession VIII (Trafalgar)
i) Only Uses permitted <ul style="list-style-type: none"> a) <i>Equipment Sales and Rental;</i> b) <i>Industrial Use;</i> c) <i>Outdoor Storage;</i> d) <i>Motor Vehicle and Equipment Storage;</i> e) <i>Seasonal Vehicle Storage;</i> f) <i>Service and Repair Shop;</i> g) <i>Transportation Terminal;</i> h) <i>Veterinary Clinic – Small Animal;</i> i) <i>Veterinary Clinic – Large Animal;</i> j) <i>Veterinary Hospital- Small Animal;</i> k) <i>Warehouse Distribution Centre;</i> l) <i>a dwelling for a watchman or caretaker or other similar person employed on the premises concerned.</i>

11.0 THAT Section 13 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by addition Section 13.1.1.28 as follows:

13.1.1.28	61-85	C5	*28
Part Lot 4, Concession III (Trafalgar Truck Stop)			
i) Only Uses Permitted <ul style="list-style-type: none"> a) <i>Convenience Store;</i> b) <i>Drive Through Service Facility;</i> c) <i>Motor Vehicle Gas Bar;</i> d) <i>Motor Vehicle Service Station;</i> e) <i>Propane Facility, Retail;</i> f) <i>Restaurant</i> 			

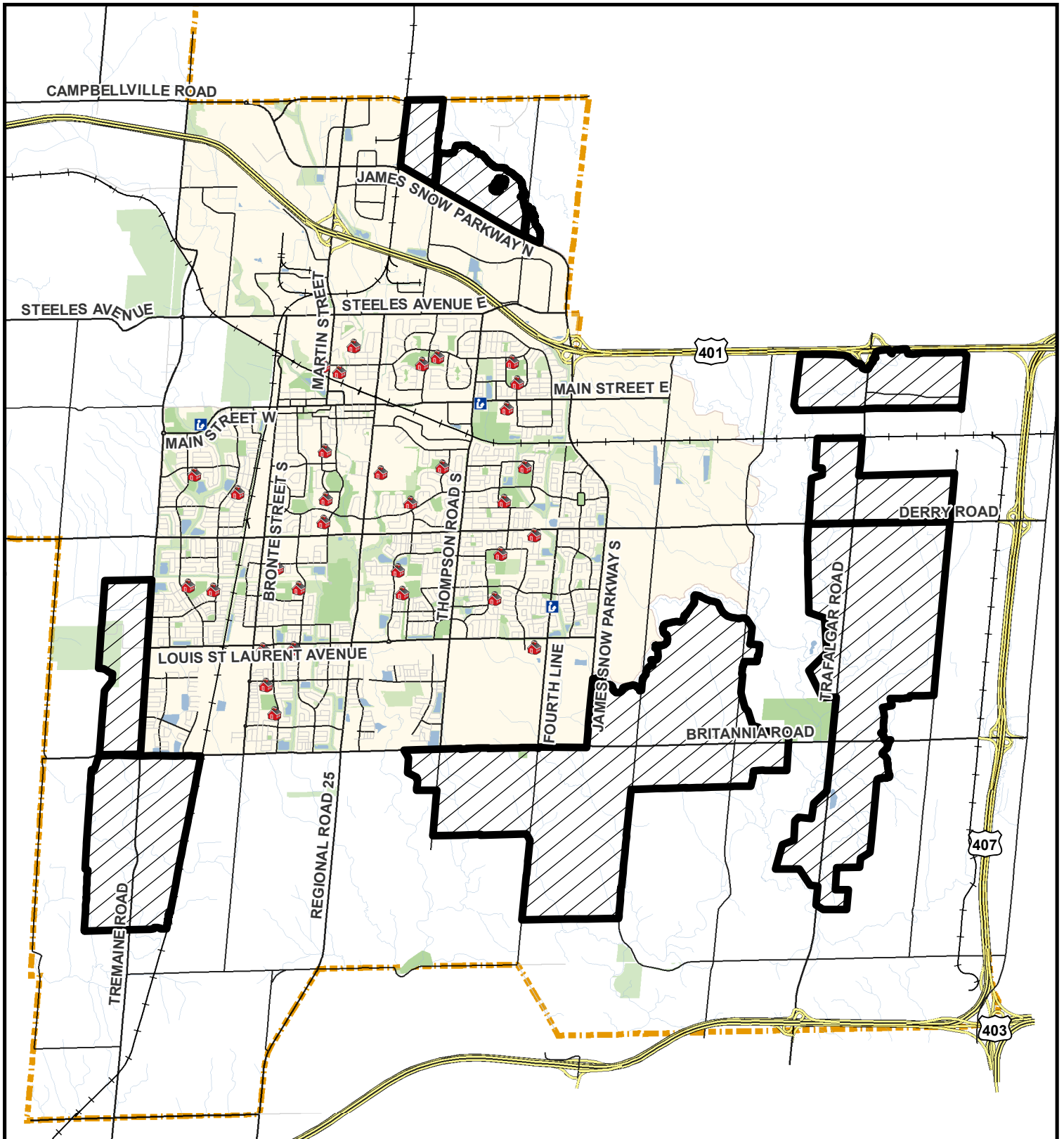
12.0 THAT pursuant to Section 34(21) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this by-law comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsection 34(19) of the Planning Act, as amended. Where one or more appeals have been 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 Ontario Land Tribunal.

PASSED this **xxth** day of **xxxxxx**, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Clerk

FIGURE 1 LOCATION MAP



Council Meeting Date:
June 19, 2023

Scale: 1: 75,000

Files: Z-13/21

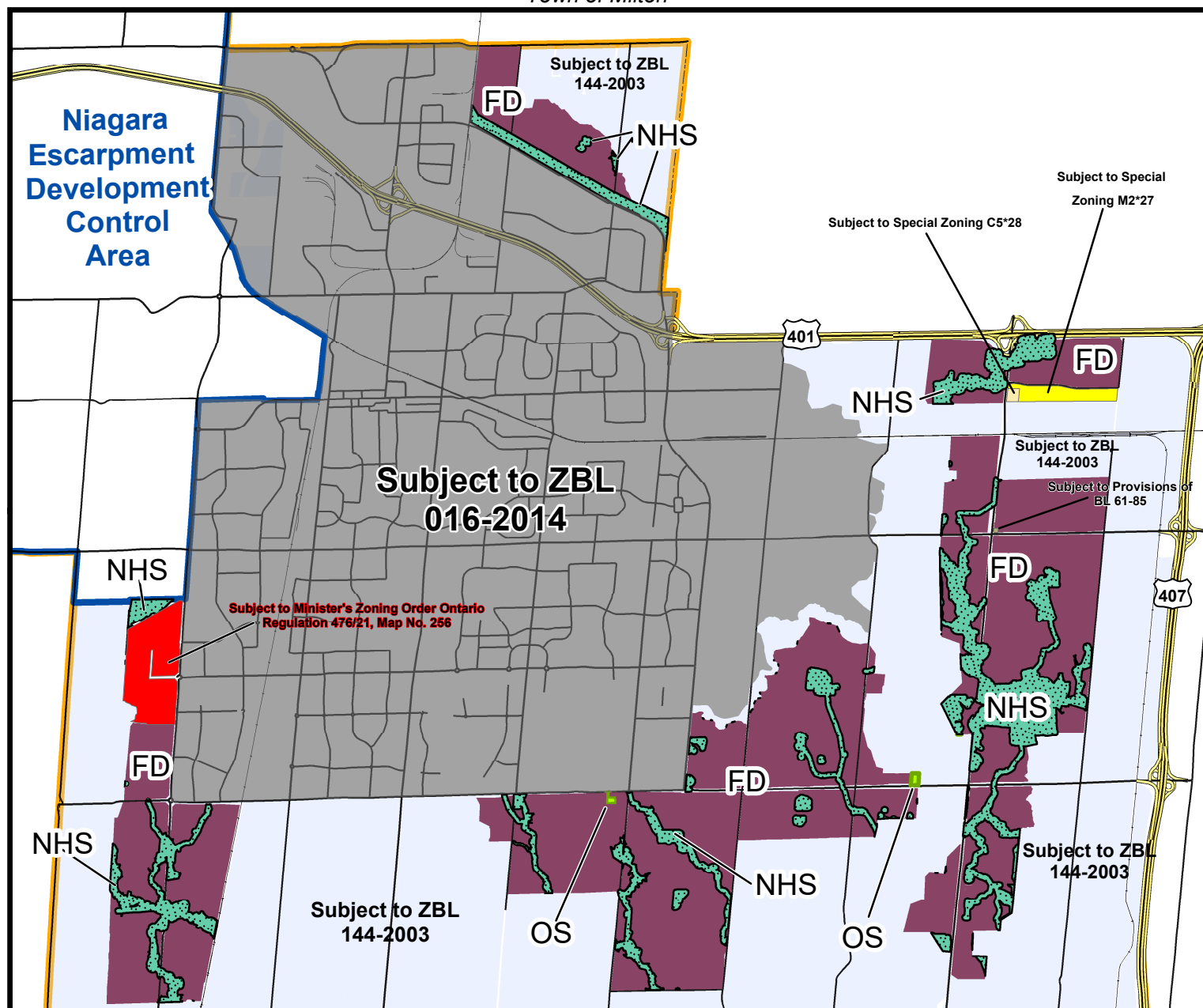
Development Services Department



Subject Area
Page 26 of 274

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Town of Milton




THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS DAY OF _____, 2023.

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid

FD - Future Development

 NHS - Natural Heritage System Zone

 OS - Open Space Zone

Page 27 of 274 Subject to Minister's Zoning Order
Ontario Regulation 476/21, Map No. 256

Z-13/21

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. ____-2023

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 144-2003, AS AMENDED, PURSUANT TO SECTION 34 OF THE *PLANNING ACT*, AS AMENDED, TO REMOVE THE SUSTAINABLE HALTON LANDS FROM THE RURAL ZONING BY-LAW IN RESPECT OF THE LANDS AS DEPICTED ON FIGURE 2: LOCATION MAP, FILE: Z-13/21

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 144-2003, as amended;

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

- 1.0** THAT Comprehensive Zoning By-law 144-2003, as amended, is hereby repealed as it applies to the lands identified as "Subject Area" as shown on "Figure 2" attached to this by-law; and,
- 2.0** THAT Schedule A to Comprehensive Zoning By-law 144-2003, as amended, is hereby further amended by removing the lands identified as "Subject Area" as shown on Figure 2 attached hereto.
- 3.0** THAT Comprehensive Zoning By-law 144-2003, as amended, is hereby further amended by replacing "1003 Derry Road East" with "13003 Derry Road" in Sections 1.1 and 1.9.
- 4.0** 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 Ontario Land Tribunal.

PASSED this **xxth** day of **xxxxxx**, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Clerk



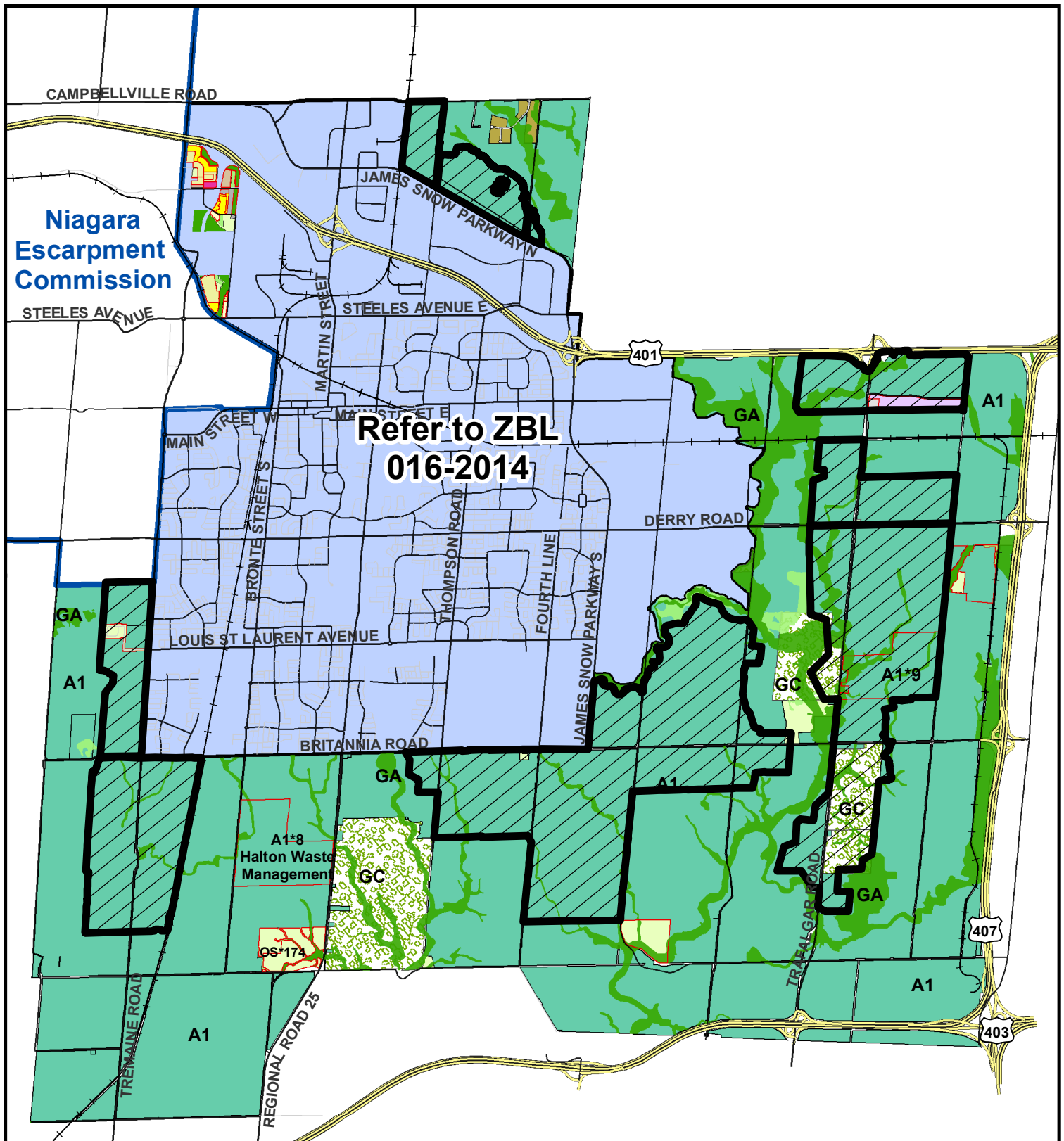
MILTON

FIGURE 2

ZONING CONTEXT MAP



MILTON



Council Meeting Date:
June 19, 2023

Scale: 1: 75,000

Files: Z-13/21

Development Services Department



Subject Area
Page 29 of 274

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The Corporation of the Town of Milton

Report To: Council

From: Meaghen Reid, Director, Legislative & Legal Services/Town Clerk

Date: June 19, 2023

Report No: CORS-033-23

Subject: Vehicles For Hire By-law

Recommendation: THAT the necessary by-law, included on the June 19, 2023 Council meeting agenda, be considered for approval;

AND THAT the licensing fees, as set out within this report, be approved and included in the Town's User Fee By-law at the next available opportunity.

EXECUTIVE SUMMARY

This purpose of this report is to present a Vehicles for Hire By-law for Council's consideration, which would repeal and replace the Town's existing Taxi and Limousine Licensing By-law 094-2004. The proposed by-law also seeks to:

- better reflect the current and evolving business environment of app enabled ride sharing;
- level the playing field amongst various types of transportation services such as taxis, limousines and TNCs;
- ensure safe and responsible business practices;
- provide tools that promote compliance;
- develop efficiencies;
- reduce regulatory burden

Adjustments to licensing fees are also being recommended in alignment with the changes in the proposed by-law.

REPORT

Background

Along with public transit, vehicles for hire (which includes taxi cabs and transportation network companies) provide an essential service for many residents and visitors who

Background

either lack a means of personal transportation, or who occasionally rely on taxicabs and other services to meet a specific transportation requirement.

Due to the changing needs in the community for 24/7 on-demand transportation services offered by vehicles for hire (i.e. taxicabs and TNC vehicles), staff are recommending that By-law 094-2004 be repealed and replaced with an updated by-law that would incorporate regulations for taxi cabs and TNC vehicles.

The Town's Legislative and Legal Services Division has undertaken a review of the Town's current Taxi and Limousine Licensing By-law in an effort to modernize municipal legislation. This review included consultations with the public and the taxi industry and this feedback is reflected in the proposed by-law.

In accordance with the Municipal Act, 2001, as amended, the Town may provide for a system of licenses with respect to certain classifications of businesses by adopting a licensing by-law. As specified in the Municipal Act, 2001, as amended, a licensing by-law should relate to consumer protection, the economic and social well-being of the municipality, and the health, safety, and well-being of persons in the municipality.

Discussion

Existing Taxi Services in Milton

The Town's Licensing & Enforcement Unit has seen a decrease in licensed taxi brokers, owners and drivers over the past four years. This change could be attributed to challenges related to the recent pandemic and/or the growing presence of transportation network companies (TNC) in Halton Region. The chart below outlines the number of taxi licenses issued from 2019- 2022.

	2019	2020	2021	2022
Licensed Brokers	4	4	3	2
Licensed Drivers & Owners	116	97	72	49
Accessible Vehicles	4	2	1	0

Comparator Review

Town staff have reviewed Vehicle For Hire by-law regulations implemented by communities such as Brampton, Burlington, Halton Hills, Hamilton, Mississauga, Oakville, Oshawa and Vaughan to understand best practices throughout Ontario. The table below

Discussion

provides an overview of the types of vehicles for hire that are licensed in other comparator municipalities.

	Brampton	Burlington	Halton Hills	Hamilton	Mississauga	Oakville	Oshawa	Vaughan
Taxi Company/ Broker	X	X	X	X	X	X	X	X
Taxi Driver	X	X	X	X	X	X	X	X
Taxi Owner	X	X	X	X	X	X	X	X
Accessible Taxi Driver				X		X		X
Limo Broker								X
Limo Owner	X	X	X	X	X	X	X	X
Limo Driver	X	X	X	X	X	X	X	X
TNC Broker/ Owner	X			X	X	X	X	X
TNC Driver	X			X				
TNC Km Rate	X					X	X	X

Staff have also reviewed and assessed each municipality's regulations and enforcement models in the development of the proposed by-law for Council's consideration.

Consultation:

In the development of a proposed Vehicle for Hire by-law, staff consulted with the public, the Milton Accessibility Advisory Committee, the local taxi industry and the TNC industry.

1. Citizen Engagement Survey

The Town's digital engagement platform, Let's Talk Milton, was used for this project as a way to receive input from the public. The online was advertised on social media and on the Town website. The project page had 41 visitors, of which 37 filled out the survey.

The survey consisted of 22 questions and more than half of the respondents identified themselves as regular users of taxicab and/or TNC services. Respondents provided feedback with respect to fare regulations, accessible vehicle requirements and support for license requirements for TNCs in addition to the existing requirements for taxicabs.

2. Milton Accessibility Advisory Committee (MAAC) Consultation

On March 22, 2023 staff consulted with MAAC, on licensing TNCs. MAAC members had no objections to the licensing of TNCs, in addition to updated licensing requirements for taxicabs.

Discussion

3. Taxi Industry

During the inspection process in 2020, staff solicited feedback from members of the taxi industry directly. Of the 15 respondents to this survey, feedback supported the Town having consistent regulations and licensing requirements for the taxi industry and for TNC vehicles.

Recommended by-law regulation changes and rationale

Using information gathered from consultation and a review of regulations in comparator municipalities, staff are recommending the following changes be incorporated in a Vehicle for Hire By-law, which would repeal and replace the Town's existing taxicab licensing by-law. The following recommended changes would create internal efficiencies, develop consistent requirements for all vehicles for hire and reduce the administrative burden for the taxicab/vehicle for hire industry:

- 1. Eliminating annual mandatory vehicle Town inspections:** The Town's existing Taxicab Licensing By-law requires the Town to conduct an annual inspection of vehicles. Staff are recommending the elimination of annual mandatory municipal inspections to avoid duplication with provincial vehicle safety requirements and provide efficiencies for the vehicle for hire industry and the Town. The Ontario Ministry of Transportation (MTO) Safety Standards Certificate (SSC) is a document that certifies a vehicle's fitness. Any inspection station in Ontario licensed by the MTO can issue a SSC, provided the vehicle passes an inspection. This inspection covers the minimum safety requirements for vehicles in the Province of Ontario. Items reviewed during the inspection include powertrain, suspension, brakes, steering, instruments/auxiliary equipment, lamps, electrical, body, tires and wheels. A vehicle must meet these standards in order to pass the Province's safety inspection and to be considered roadworthy. Taxicab owners will continue to be required to provide a SSC issued by a licensed mechanic under the authority of the MTO. Staff anticipate that eliminating annual MLEO inspection will result in MLEO time savings of approximately 40 hours and 10 hours of administrative time annually. Staff have consulted with the Town's Risk Management staff and there are no concerns with the removal of this provision from the by-law.
- 2. Eliminating taxicab tariff:** Staff also recommend, within the proposed by-law, that the Town no longer set tariff rates as part of the licensing requirements, which would establish the amount that can be charged to the customer by the vehicle for hire. This change seeks to make fee structures equitable for both the taxicab and TNC vehicles. This change would allow for the fee structure to be a business decision for each taxicab broker, owner or TNC to support competitive pricing within the on-demand transportation market. At the time of licensing, staff will work with the taxicab vehicle owner or broker to ensure that best practices are followed with

Discussion

respect to displaying the current trip rates in public view of each vehicle to ensure that passengers are aware of the costs related to their commute.

3. **Removal of personal appearance provisions:** Within the proposed by-law, staff have removed existing references related to a vehicle operators' appearance. The removal of these requirements would allow for any such requirements or standards to be a business decision of the vehicle for hire business owners and operators.
4. **Vehicle model year:** Currently, a vehicle up to eight (8) years old can be used as a taxicab with the ability to extend a further year to a maximum of nine (9) years. Staff are recommending the model year restriction for vehicles for hire be amended to 10 years, with no ability for an extension. Taxicab owners will continue to provide Safety Standards Certificates annually. This change makes inspection requirements similar to TNCs and again allows each taxicab business owner to make decisions related to customer attraction.
5. **Eliminating taxi driver test:** Historically, taxicab drivers completed a written examination to test knowledge and awareness of municipal buildings, facilities, business establishments and venues. With the use of in-car global positioning systems, extensive knowledge of the location for points of interest by municipal address is no longer necessary. With the elimination of the taxi driver test, the associated one-time fee for testing would be removed from the User Fee By-law. The approved taxi driver test fee is currently \$75.00 and the study package is \$12.00.

It should be noted that safety provisions of the current Taxi and Limousine Licensing By-law remain unchanged and will be applicable for all vehicles for hire within the proposed by-law (including taxicabs, limousines and TNCs). Taxis and limousines require insurance against loss or damage resulting from bodily injury to or the death of one or more *persons*, or from loss or damage to property resulting from any one accident and include provision for *Passenger* hazard, with limits of not less than two million dollars (\$2,000,000) per occurrence;

TNC vehicles require insurance against loss or damage resulting from bodily injury to or the death of one or more *person(s)*, or from loss or damage to property occurring while in the post-acceptance period resulting from any one accident and include the IPCF 6TN Permission to Carry Paying *Passengers* for a *TNC* endorsement or an equivalent endorsement acceptable to the *Licensing Officer*, with limits of not less than two million dollars (\$2,000,000) per occurrence.

With each vehicle for hire application to the Town, a safety standards certificate dated within 60 days of making application for a municipal license must be submitted to ensure the meets all provincial standards.

Discussion

TNC Framework

The licensing by-law places the onus on licensed TNC's to ensure that vehicles and drivers using their platform have met municipal licensing standards. This methodology places licensing responsibility and accountability on the TNC to ensure platform users are in compliance with Town regulations. Audits will be conducted by enforcement services and, if violations are found, a range of enforcement options are available, including: fines, suspensions and license revocation to prevent future non-compliance.

Accessible Taxi Requirements

The Accessibility for Ontarians with Disabilities Act (AODA) requires municipalities to consult with its municipal accessibility advisory committee to determine the proportion of on-demand accessible taxicabs required in the community. The Taxi & Limousine Licensing By-law requires a broker with a fleet of 5 or more vehicles to make available at minimum of one accessible vehicle to the community at all times.

At this time, there is a shortage of accessible vehicles in service, for those currently licensed under The Taxi & Limousine Licensing By-law, due to operational, cost and supply considerations. Licensing and Enforcement staff continue to work with the brokers to ensure compliance with accessible vehicle requirements without having to suspend broker licenses, which would impact on-demand transit needs in the community.

TNC Accessibility Levy

While the AODA has requirements for determining the number of accessible taxi cabs within a community, similar requirements are not currently considered in the legislation for TNCs. However, through discussions with Town staff, TNCs have voluntarily agreed to include a trip surcharge on all fares in lieu of providing accessible transportation services in the Town. Town staff will request that any other TNCs applying for a TNC Licence agree to a negotiated fare surcharge in lieu of providing accessible transportation services in the Town. All funds collected from the voluntary accessibility surcharge will be used towards increasing accessible transportation within the Town, including, but not limited to, accessible public transit solutions.

Legislative and Legal Services staff have consulted with Milton Transit staff and it has been determined that any funds collected through an accessibility levy will be used, as received, towards the Town's accessible transit services. As noted in the financial impact section below, the amount of the accessibility levy has yet to be determined and is based on variable fare data. It is, therefore, recommended that any funds received be applied to the accessible transit services operating budget where staff will track the payments received over the next 12 months. After this time and once staff are able to more accurately predict the annual amount of this revenue stream, staff will review what enhancements can be made to accessible transit service with the funds available and incorporate both the expenses and revenues into the 2025 budget.

Discussion

Enforcement Considerations

With existing resources, response to public concerns could take up to 2 to 4.5 days, which is consistent with similar response times for complaints related to business licensing. It is important to note that priority will be given to complaints related to public safety and these complaints may be investigated in collaboration with municipal partners, if required. Upon approval of the proposed Vehicle for Hire by-law, new licensing requirements will be communicated and supported by licensing and enforcement staff to ensure that all previously licensed taxi and limousine drivers are made aware of the regulatory changes.

The Municipal Law Enforcement Officers will:

- Ensure taxi, limo and TNC drivers are operating according to the new regulations
- Conduct inspections to ensure continued compliance of municipal regulations
- Investigate concerns from members of the public and
- Proactively identify unlicensed operators

Proactive enforcement and driver education will be conducted, as time and resources permit. Priority complaints related to a vehicles safety or the operation of a vehicle will be investigated in collaboration with Halton Regional Police Service. Town staff have consulted with Halton Regional Police and will continue to collaborate with enforcement response.

Licensing Fees

Licensing fees are collected through an annual application intake process. Staff are recommending fee changes as outlined in the table below.

	Current User Fee	Proposed Fee (effective August 1, 2023)	Comments
Broker	\$568.00	\$568.00	Fee was reviewed through the 2022 User Fee Study and no changes are recommended at this time other than this fee will now also be applicable to TNCs, in addition to Taxis and Limos.

Discussion

Taxi/ Limo Owner	\$584.00	\$164.00	Town will now rely on vehicle safety information from the Ministry of Transportation instead of performing safety inspections on each vehicle. The reduction in staff time is reflected through a recommended reduction in fees. The fees now largely represent the cost of a Licensing and Enforcement Clerk processing the application and providing the licensee with a photo and license certificate. Owner fees are applied to the individual making application who is also the registered owner of the vehicle. Driver fees are applied to each individual that may operate the vehicle.
Taxi/ Limo Driver	\$309.00	\$199.00	
Broker Fee for TNC Drivers	-	\$20,000.00	On a quarterly basis, the TNC broker will provide the Town with a list of TNC drivers registered to provide services in Milton. Licensing and enforcement staff will review and audit the driver information to ensure the requirements within the proposed bylaw are adhered to. It is estimated that the reviews will take 40 hours each quarter to process, assuming 5,000 drivers. A new annual flat fee of \$20,000, applicable to the TNCs, is recommended to recover the time associated with this review/ audit process. Unlike the Taxi/Limo drivers, the TNC drivers will not receive a photo license.

Staff have benchmarked the proposed fees to municipal comparators and found the proposed fees to be reasonable. "Appendix A" to this report provides a municipal comparison of licensing regulations for the Vehicle for Hire industry including a comparison of the licensing fees.

Financial Impact

The proposed reduction in Taxi/Limo owner and driver fees will result in reduced license revenue of approximately \$27,000 for 2023, assuming the same volume of license applications as 2022. However, the introduction of the TNC driver fee will more than offset this loss through estimated additional revenue of \$40,000.



The Corporation of the Town of Milton

Report #:
CORS-033-23
Page 9 of 9

Financial Impact

As the amount of the accessibility levy has yet to be determined and may be variable in nature, it is recommended that any funds received be applied to the accessible transit services operating budget where staff will track the payments received over the next 12 months. Once staff are able to more accurately predict the annual amount of this revenue stream, staff will review what enhancements can be made to accessible transit service with the funds available and incorporate both the expenses and revenues into the 2025 budget.

Respectfully submitted,

Meaghen Reid
Director, Legislative & Legal Services/Town Clerk

For questions, please contact: Mary Beth McMullen Phone: Ext. 2133

Attachments

Appendix A- Municipal Comparison of Licensing Regulations

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Appendix A

Municipal Comparisons of Licensing Regulations for the Vehicle for Hire Industry

Regulatory Requirement	Brampton	Hamilton	Mississauga	Oakville	Oshawa	Vaughan
Separate Licensing Category	Yes: Personal Transportation Companies (PTC)	Yes: Personal Transportation Providers (PTP)	Yes: Transportation Network Company (TNC)	Yes: Transportation Network Company (TNC)	Yes: Vehicles for Hire	Yes: Private Transportation Company (PTC)
Licensing Fee	\$23,136.00 annually \$.30 / Transportation Service originating from the City	Annual fee based on PTP fleet: 1-24 vehicles Licensing: \$5,253 Voluntary accessibility fee: \$2,000 25-99 vehicles Licensing: \$21,012 Voluntary accessibility fee: \$8,000 100+ vehicles Licensing: \$52,530 Voluntary accessibility fee: \$20,000	\$20,000 annually	Annual fee based on TNC fleet: 0-24 vehicles \$875 25- 99 vehicles \$940 100+ vehicles \$55,000 \$.11 / per trip on trips initiated in Oakville	Annual fee based on fleet: 1-100 vehicles \$5,000 101- 500 vehicles \$10,000 501-1,000 vehicles \$15,000 1001+ vehicles \$50,000 \$.11 / per trip on trips initiated in Oshawa	1-24 vehicles: initial \$540 renewal \$310 25-99 vehicles: \$2,064 renewal \$1,832 100-499 vehicles: initial \$3,437 renewal \$3,050 500+ vehicles: Initial \$14,008 renewal \$12,432 \$.13 / per trip on trips initiated in Vaughan
Driver Screening	Yes: PTC must provide: Drivers' license Criminal Record Search Drivers Abstract Proof of 18+ years of age	Yes: PTP must provide: Drivers' license Criminal Record Search Drivers Abstract Proof of 18+ years of age	Yes: TNC must provide: Drivers' license Criminal Record Search Drivers abstract \$2 million in auto insurance	Yes: TNC must provide: Drivers' license Criminal Record Search Drivers Abstract Proof of 18+ years of age	Yes: TNC must provide: Drivers' license Criminal Record Search Drivers Abstract	Yes: PTC must provide: Drivers' license Criminal Record Search Drivers Abstract Proof of 18+ years of age Other PTC municipal licenses

Appendix A

Regulatory Requirement	Brampton	Hamilton	Mississauga	Oakville	Oshawa	Vaughan
Vehicle Inspection	<p>Yes: PTC must submit an Ontario Safety Standards Certificate</p> <p>City enforcement staff will conduct an inspection at the time of licensing and random roadside safety inspections.</p>	<p>Yes: PTP must submit an Ontario Safety Standards Certificate</p> <p>City enforcement staff will conduct random roadside vehicle inspections. There is no mandatory MLEO inspection prior to the license being issued.</p>	<p>Yes: TNC must submit an Ontario Safety Standards Certificate</p> <p>City enforcement staff will conduct an inspection at the time of licensing and random roadside safety inspections.</p>	<p>Yes: TNC must submit an Ontario Safety Standards Certificate</p> <p>Town enforcement staff will conduct random roadside vehicle. There is no mandatory MLEO inspection prior to the license being issued.</p>	<p>Yes: TNC must submit an Ontario Safety Standards Certificate</p> <p>City enforcement staff will conduct random roadside vehicle inspections. There is no mandatory MLEO inspection prior to the license being issued.</p>	<p>Yes: PTC must submit an Ontario Safety Standards Certificate</p> <p>City enforcement staff will conduct random roadside vehicle inspections. There is no mandatory MLEO inspection prior to the license being issued.</p>
Insurance	Yes: \$5 million commercial liability and \$2 million automobile	Yes: liability insurance \$5 million	Yes: general liability insurance \$5 million	Yes: \$5 million commercial liability and \$2 million automobile	Yes: \$2 million commercial liability and \$1 million automobile	Yes: general liability insurance \$5 million
Model Restrictions	Yes: Vehicle must be clean, have working heating and air conditioning, functioning seat belts, fully functioning lighting and signals and be 7 years old or less	Yes: 10 model years old or less	Yes: 4 doors, 7 model years old or less, be registered in Ontario, working seat belts, working heating/ air conditioning, GPS navigation and be equipped with snow tires from Dec 1 - April 30	Yes: 7 model years old or less	Yes: 10 model years old or less	Yes: 10 model years old or less
Vehicle Identification	Yes: vehicle must be registered with the PTC Platform and display a PTC logo in the front windshield	<p>Yes: vehicle must display a PTP logo in the front windshield</p> <p>Driver must carry an ID card</p>	Not specified	Yes: identifier provided by the Licensing Commissioner	Yes: decals which indicate operating a TNC must be displayed on the vehicle	Yes: decals which indicate operating a PTC must be displayed on the vehicle

Appendix A

Regulatory Requirement	Brampton	Hamilton	Mississauga	Oakville	Oshawa	Vaughan
Driver Training	No: Training requirements set by PTC	No: Training requirements set by PTP	No: Training requirements set by TNC	No: Training requirements set by TNC	No: Training requirements set by TNC	No: Training requirements set by TNC
Ride Data Audits	Yes: Provided upon request	Yes: Provided upon request	Yes: Provided upon request	Yes: Provided upon request	Yes: Provided upon request	Yes: Provided quarterly
Cameras	No	No	No	No	No	No
English Assessment	Yes: Is able to communicate in English	Yes: is able to communicate on English	No	No	No	No
Restrictions on Fares	No: PTC sets the rates	No: PTP sets the rates	No: TNC sets the rates	No: TNC sets the rates	No: TNC sets the rates	No: PTC sets the rates
Hailing permitted	No	No	No	No specified	No	Not specified
Accept Cash	No	No	Not specified	No	Not specified	Not specified
Accessible Service	No	No	Yes: If can't provide redirect to alternate services	No	Yes: If available provide priority services	No
TNC Vehicle Supply Cap	No	No	No	No	No	No



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: June 19, 2023

Report No: DS-032-23

Subject: We Make Milton - Moving in Milton

Recommendation: **THAT Council receive Report DS-032-23 for information;
AND THAT the recommended policy considerations for the theme
of Moving in Milton be endorsed by Council and that they be used
to guide subsequent stages of We Make Milton.**

EXECUTIVE SUMMARY

- Milton's new Official Plan project, known as We Make Milton began in 2019.
- Stages One and Two (Listening and Learning, and Vision and Guiding Principles) were completed in February 2021. As a result Council endorsed the Vision and Guiding Principles based on extensive community involvement and input.
- Stage Three (Big Questions) is a topic based exploration of four themes relating to Living, Moving, Working and Growing in Milton.
- In June 2022, council endorsed the policy considerations for the first of the four themes, Living in Milton.
- This report identifies the Big Questions for the second theme, Moving in Milton, and is requesting council endorsement of these policy considerations to be used to develop policy, through Stage Four of the We Make Milton project, Drafting and Discussing.

REPORT

Background

We Make Milton Summary of Stages One and Two

We Make Milton is a multi-year initiative that was launched in July 2019 and includes five project stages:

- Stage One - Listening and Learning
- Stage Two - Vision and Guiding Principles

Background

- Stage Three - Big Questions
- Stage Four - Drafting and Discussing
- Stage Five - New Official Plan

One of the initial steps of the new Official Plan project was to determine if the existing planning vision, as established in Milton's current Official Plan, still reflects the ideas of the community. As such, early stages of our new Official Plan project focused on:

- Listening and learning about the community's ideas on planning issues, opportunities, and challenges (Stage One); and
- Undertaking a community visioning exercise and creating a new Vision Statement for land use planning (Stage Two).

The work undertaken in Stage One and Stage Two resulted in the creation of a new land use planning Vision Statement and Guiding Principles that were endorsed by Council in February 2021 through Report DS-005-21. They have been used to guide the development of policy considerations through the Big Questions stage.

We Make Milton Stage Three - Big Questions

Following Council endorsement of the new planning Vision Statement and Guiding Principles in February 2021, Stage Three of We Make Milton was initiated. The purpose of Stage Three is to investigate and understand the current planning context of Milton in more detail and to explore specific land use planning matters raised by the community so far, including how they can be addressed by our new Official Plan. The Big Questions focus on identifying the policy considerations for local planning opportunities and challenges, which emerged from the feedback of stakeholders and the community through extensive engagement in Stages 1 and 2. These policy considerations will guide the development of the new Official Plan in Stage 4 (Drafting and Discussing).

To organize information and explore community ideas about key land use planning issues, a series of We Make Milton reports is being prepared. The reports are focused on four themes - Living, Moving, Working and Growing. However, it is noted that there is crossover between themes.

For each theme, two separate reports were prepared, for the purpose of facilitating additional discussion with the community, updating and informing Council and setting guidance for drafting the New Official Plan. This includes:

1. A 'Background and Information' Report, which provides an overview of the planning context of Milton as well as an analysis of community and stakeholder input received so far. It leads to a series of Big Questions about how to manage change

Background

and provide more choice to the year 2051, in accordance with our new land use planning vision and guiding principles, endorsed by Council.

2. A ‘Policy Considerations’ Report, which provides an exploration of the Big Questions and the identification of various policy considerations, that link to the Council endorsed Guiding Principles, intended to answer the Big Questions and that are to be considered as the New Official Plan is drafted in the next stages.

Attachment 1 to this Report is the Moving in Milton: Big Questions - Background and Information Report. Attachment 2 is the Moving in Milton: Big Questions - Policy Considerations. The “Living in Milton” theme of Stage Three was completed in June of 2022 and endorsed by Council. The remaining themes of “Working in Milton” and “Growing in Milton” will be completed later this year.

Discussion

Moving in Milton

The focus of Moving in Milton is about how people and goods move around. It considers how our new Official Plan will implement key transportation related directions as identified by various Town documents, including the 2019 Milton Transportation Master Plan (T.M.P.), and anticipated 2023 T.M.P. Update. It also explores how the Official Plan can face local challenges while supporting opportunities for moving in Milton, including traffic congestion, transit ridership, infrastructure gaps, sustainability, and traffic safety, for example. The theme of Moving in Milton, will explore options for the new Official Plan to promote viable transportation alternatives that support quality of life and sustainable choices for present and future generations.

Big Questions and Policy Considerations

In April 2022, Staff released the Moving in Milton Big Questions Reports for community and technical advisory review and comment. These reports included six Big Questions and twenty-one Policy Considerations. Following engagement, which is summarized below, these reports have been updated to reflect commentary received through the engagement process. These updates have led to an additional policy consideration (now totalling twenty-two), changes to some of the existing policy considerations, additional guidelines to be considered, and refinement of language and context to clarify and elaborate.

Discussion

The final Big Questions and Policy Considerations for Moving in Milton are:

Big Question 1: Accessibility, Equity and Inclusion

How can the New Official Plan support our diverse community by accommodating all modes of travel and users of different ages and abilities

- **Moving in Milton Policy Consideration 1.1:**
 - The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options and alternatives
- **Moving in Milton Policy Consideration 1.2:**
 - The New Official Plan must provide policies and directions for the creation of complete streets.
- **Moving in Milton Policy Consideration 1.3:**
 - The New Official Plan must provide direction for building accessible spaces and connections, ensuring that all Miltonians, of all ages and abilities, have equitable access.

Big Question 2: Connectivity, Continuity and Convenience

How can the new Official Plan encourage a safe, seamless, continuous and efficient network for different transportation options? How can we help improve connections to adjacent and nearby communities/hubs?

- **Moving in Milton Policy Consideration 2.1:**
 - The New Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the Town, including better connecting existing areas and planning for connections to future growth areas.
- **Moving in Milton Policy Consideration 2.2:**
 - The New Official Plan should provide active transportation connections and access, including policies that promote and support the importance of first-mile/last-mile connections.
- **Moving in Milton Policy Consideration 2.3:**
 - The New Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and neighbouring municipalities.
- **Moving in Milton Policy Consideration 2.4:**
 - The New Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that prioritize and incentivize transit ridership.

Discussion

Big Question 3: Growth and Traffic Management

How can our transportation network account for expected growth? How can the New Official Plan encourage and support balanced transportation planning and prioritization? How can we manage mobility and provide more

- **Moving in Milton Policy Consideration 3.1:**
 - The New Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Master Plan.
- **Moving in Milton Policy Consideration 3.2:**
 - The New Official Plan should consider reviewing parking requirements in specific areas and neighbourhoods, looking towards a reduction in parking requirements where appropriate.
- **Moving in Milton Policy Consideration 3.3:**
 - The New Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.
- **Moving in Milton Policy Consideration 3.4:**
 - The New Official Plan must provide direction on Right-Of-Way designs and road classifications that align with Complete Streets objectives and allow for safe and efficient streets, while supporting transit delivery and operational needs and requirements.
- **Moving in Milton Policy Consideration 3.5:**
 - The New Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transportation infrastructure and services (i.e. future required roads).

Big Question 4: Moving Goods and Services

How can the New Official Plan help support an efficient network for movement of goods and services for businesses and residents, including the movement of manufacturing, agricultural, and resource goods?

- **Moving in Milton Policy Consideration 4.1:**
 - The New Official Plan should identify preferred truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.
- **Moving in Milton Policy Consideration 4.2:**
 - The New Official Plan should minimize conflicts between goods movement and community areas.

Discussion

- **Moving in Milton Policy Consideration 4.3:**
 - The New Official Plan should encourage multi-functional use of utility corridors, such as accommodating active transportation links, where possible.

Big Question 5: Sustainability

What can the New Official Plan do to balance different needs, minimize impacts on environmental sustainability, and promote safe and comfortable mobility?

- **Moving in Milton Policy Consideration 5.1:**
 - The New Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.
- **Moving in Milton Policy Consideration 5.2:**
 - The New Official Plan must provide for measures to address environmental sustainability, climate adaptation and resiliency to be incorporated into future transportation planning and design.
- **Moving in Milton Policy Consideration 5.3:**
 - The New Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, schools, retail and, where possible, compatible employment.
- **Moving in Milton Policy Consideration 5.4:**
 - The New Official Plan should include policies that balance the need to protect sensitive environmental features and protected areas, and avoid natural hazards (such as floodplains), with the provision of new roads and active transportation where necessary.

Big Question 6: Rural Area

How can different transportation infrastructure needs be balanced within the Town's Rural Area and access to transportation options to the rural community be improved or supported through the New Official Plan?

- **Moving in Milton Policy Consideration 6.1:**
 - The New Official Plan should provide a road network that includes connectivity to the Town's Rural Area to ensure access for rural residents and businesses.
- **Moving in Milton Policy Consideration 6.2:**
 - The New Official Plan should implement the Town's Active Transportation Strategy, including the recommended improvements to the active transportation network in and to the rural area.

Discussion

- **Moving in Milton Policy Consideration 6.3:**
 - The New Official Plan's road classifications should recognize the unique rural character and needs.

Summary of Engagement

Engagement is a crucial part of We Make Milton. Stage Three (Big Questions) provides significant opportunities for the community to stay involved. A summary of engagement can be found below, as well as next steps in the project that include additional opportunities for community input.

Engagement on the Official Plan Review began in late 2021. Engagement involved obtaining feedback from Town staff, the public, stakeholders, community leaders, and local organizations, agencies, and advisory committees/task forces.

The following summarizes the audiences we consulted, how we consulted them, and participation rates.

Technical Advisory Committee Meetings (January 12, 2023 and May 3, 2023)

- Staff established a Technical Advisory Committee (TAC) to obtain technical advice and knowledge throughout We Make Milton, and to help identify and resolve planning issues. TAC members include staff from the Town of Milton, Halton Region, conservation authorities, the Niagara Escarpment Commission, school boards and other relevant agencies. The TAC met to provide input on proposed policy options/considerations. Staff adjusted reports based on TAC feedback before further consultation.

Public Engagement Online (Ongoing)

- The Let's Talk Milton website has served as the main platform for public engagement and input into the Official Plan project since its launch. The Feedback Forum remained open throughout the project, and continued to receive comments from across the OP review's themes.
- The Moving in Milton report was shared on Let's Talk Milton on April 11, 2023.

Moving in Milton Survey (April 11 to May 3, 2023)

- Members of the public were invited to have their say about the policy considerations identified for each Big Question through an online Let's Talk Milton survey.

Discussion

- The survey was promoted using social media posts, social media ads, notices in the Chamber newsletter, media stories, website posts, printed flyers, digital signs, and more.
- A record of the survey participation is provided below.

Stakeholder Engagement

- The We Make Milton team continues to engage with a variety of key stakeholders, using direct communication with those identified as having a unique interest in the OP review.
- Staff expanded the stakeholder list developed at the beginning of the OP project.
- Stakeholders were invited to participate in the public information sessions, the survey and all other avenues, while we also offered to hold sessions for stakeholder groups upon request. For this phase, two stakeholder groups, Sustainable Milton and Nassagaweya Community Consultation Committee requested stakeholder engagement meetings. These meetings were held on May 4, 2023

Public Virtual Feedback Sessions (April 18, April 20 and May 1)

- Virtual Public Feedback sessions provided an opportunity for discussion in more detail than is possible using the online survey.
- The virtual sessions used a variety of tools to collect feedback, including verbal comments shared over Zoom and the Zoom chat tool.

Summary of Participation - Moving in Milton:

During the Moving in Milton phase of the We Make Milton project, staff evaluated engagement in a variety of ways, focusing on how many citizens were aware, informed and engaged in the project.

Overall, survey respondents were in favour of the policy considerations identified in the Moving in Milton survey. Please see the full record of survey results in Attachment 3. The public engagement sessions and stakeholder meetings gave productive conversation that provided more context into community concerns related to Moving in Milton, resulting in an additional policy consideration and refinement to existing considerations. Staff will be continuing to engage with the public and stakeholder groups through the next phases of the project.

The shareholder and public sessions saw good representation from a reasonable cross-section of different stakeholders and community interests.



Discussion

Next Steps

Based on the input received, it is recommended that all of the policy considerations identified for the theme of Moving in Milton be carried forward and used to inform subsequent stages of the new Official Plan project. As we advance into Stage Four (Drafting and Discussing) there will continued opportunities for the community to help us draft, discuss, and refine new land use planning policies, based on these recommended policy directions. In the coming months, Staff will be undertaking the same process for the themes of Working and Growing in Milton and we look forward to collecting additional feedback and input on these important policy areas.

Following the completion of Stage Three (Big Questions), late summer/early fall this year, Stage Four (Drafting and Discussing) will commence.

The New Official Plan will be brought forward in two parts. The first part will set the high-level vision, strategic goals and objectives, and strategic policy directions in the form of a new municipal land use structure and growth management strategy. The second part will be fully implementing Milton's New Official Plan through more detailed and area specific land use policies.

Financial Impact

There is no financial impact arising from this report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Megan Lovell

Phone: 905-878-
7252 Ext. 2398

Attachments

Attachment 1 - Moving in Milton Background and Information Report

Attachment 2 - Moving in Milton Policy Considerations Report

Attachment 3 - Moving in Milton Survey Results

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer



Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.



WE MAKE MILTON

Moving in Milton
Big Questions:
Background & Information



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Introduction

This is the We Make Milton Background and Information Report for the theme of Moving in Milton. This Report has been prepared as part of Stage 3 of the new Official Plan project. It explores how people and goods travel within and to/from Milton and some of the planning opportunities and challenges related to this theme. This background has informed the Big Questions about how the Town's new Official Plan can facilitate and support different modes of travel and transportation as we manage growth to the year 2051, in keeping with our new land use planning vision 'Choice Shapes Us'.

About Moving in Milton

The focus of Moving in Milton is about how people and goods move around. It considers how our new Official Plan will implement key transportation related directions as identified by various Town documents, including the 2019 Milton Transportation Master Plan (T.M.P.), and anticipated 2023 T.M.P. Update. It also explores how the Official Plan can face local challenges while supporting opportunities for moving in Milton, including traffic congestion, transit ridership, infrastructure gaps, sustainability, and traffic safety, for example.



What are the Big Questions?

Big Questions are critical policy questions about how to manage change and achieve our land use Vision, Choice Shapes Us, to the year 2051. Big Questions are open-ended and have no simple "right answer". They emerged from extensive consultation and reflect what is important to Miltonians. By answering the Big Questions, we will identify new policy directions that are made in Milton.



MILTON
Transportation master plan (T.M.P.)
Final report
April 2018



wsp

What is a **Transportation Master Plan (T.M.P.)**? Milton's current T.M.P. was adopted in April 2018 (updated in October 2019) and serves as a guiding document and establishes a vision for a more balanced, multi-modal future. It provides direction for how to achieve the vision and the foundation on which transportation decision-making will be based to the year 2031. It is anticipated that the existing T.M.P. will be reviewed and updated by the Town in 2023.

In the context of our new planning vision “*Choice Shapes Us*”, it is anticipated that there will be more options for how people and goods travel within, to, and from Milton by the year 2051. In fact, by the year 2031, the Town’s T.M.P., envisions that “*an integrated, multi-modal network has been planned that includes transportation options such as transit, active transportation and other transportation demand management measures to provide viable travel options to the personal automobile.*”

According to the Town’s current T.M.P., the vision for Milton’s transportation future integrates the following six key transportation principles:

“The Town needs to adapt its transportation infrastructure and policies to meet the current and future needs of transit users, pedestrians, cyclists, and drivers in a variety of urban and rural settings. This will involve a mix of short-, intermediate-, and long-term initiatives.”
(Milton T.M.P., 2019)

1. *Provide residents and visitors with viable transportation options and choices to travel in and around the Town;*
2. *Design a system that is meant for all modes of travel and all transportation users of different ages and abilities;*
3. *Establish a connected and continuous network of different transportation options that accommodates walking, cycling, transit and motorized vehicle traffic in a safe and efficient manner;*
4. *Establish a system that not only moves people but also moves goods and services that support the Town’s economy and that of surrounding areas;*
5. *Provide connections to surrounding municipalities and to the greater region; and*
6. *Establish a foundation for balanced investment in transportation up to the year 2031 and beyond.*

The theme of Moving in Milton, will explore options for the new Official Plan to promote viable transportation alternatives that support quality of life and sustainable choices for present and future generations.

From conversations with the Milton community so far in Stages 1 and 2, concerns were raised related to the theme of Moving in Milton, such as:

- Addressing the multi-modal transportation needs of our evolving community;
- Connecting the Town to its surrounding areas/neighbouring municipalities;
- Connecting rural Milton to urban Milton;
- Creating more complete streets and pedestrian-friendly places;
- Prioritizing cleaner and ‘greener’ modes of transportation;
- Educating visitors to rural Milton about bike and road safety;
- Linking people to local businesses and places of interest;
- Supporting mixed-use, transit-oriented development, especially at key locations;
- Improving the efficiency, effectiveness, and integration of Milton’s transportation networks;

- Increasing options for residents that commute to surrounding areas/neighbouring municipalities;
- Maintaining and improving Milton's existing transportation infrastructure;
- Making our transportation network/options more accessible and inclusive for people of all ages and abilities;
- Managing road congestion as a result of continued and future growth;
- Providing safer streets for vulnerable road users, including cyclists;
- Reducing the carbon footprint of transportation;
- Reducing the need to commute out of Town by providing more local jobs and experiences; and
- Responding to emerging transportation trends and interests.

Transit-Oriented Development is a development approach that prioritizes the direct link between transit infrastructure and land use. The implementation of T.O.D. attempts to maximize investment in transit by increasing accessibility from residential, commercial and recreational spaces (T.M.P., 2019).

Metrolinx is a Crown agency of the Provincial government that organizes and maintains public transport systems within the G.T.H.A.

Mixed-Use refers to development with multiple designations such as shared commercial and residential apartments

"A large portion of Milton residents rely on GO transit to commute to and from work, and this highlights the need for Metrolinx and residents to be part of Town planning processes"

"There is a need to think about integrating transportation options in Milton"



A Brief Historical Overview

Pre-European History

Milton is located within the homelands of the Mississaugas of the New Credit, a distinct group within the Anishinaabe peoples - one of the largest Aboriginal Nations in North America. Before contact with Europeans and until the late 1600s, the Mississaugas occupied a territory situated inland from the north shore of Lake Huron, just to the west of Manitoulin Island and east of Sault Ste. Marie.

The Anishinaabe are known for their long, narrow birch bark canoes, which were built for speed and helped them move along the many rivers that crisscrossed their territory. They were used for transportation from place to place and for gathering plant-based foods, hunting and trapping.

Snowshoes were commonly used to move around during the winter months. The Anishinaabe had 3 main kinds, each being constructed with wooden frames and rawhide netting.



Figures 1 and 2: Snowshoes and canoes of our indigenous peoples, as displayed at Crawford Lake, Conservation Halton (Active Rain, 2009).

Early Settlement

Jasper Martin and his family immigrated to Canada from England in 1818, with a grant of 100 acres on the West Branch of Sixteen Mile Creek. He purchased another 100 acres, established a grist mill, and the area soon became a service center for the broader agricultural community of Trafalgar Township. By 1836, with a mill and post office, it grew to a population of about 100. The village continued to grow and in 1853 Milton became the “County Town” of the new Halton County.

During the 19th-century era of early settlement in Ontario, areas of land were conceded by the Crown to individual applicants. Land titles were given in exchange for raising a house, performing roadwork, land clearance, and money. The concessions were then divided into lots. The result of surveying land according to this concession system was a grid pattern of roads.

As shown in Figures 3 and 4, when the Court House and Jail (Town Hall today) were built in 1855, Milton had established a grid pattern of roads in the Old town area, allowing for horse-drawn travel throughout the Village.

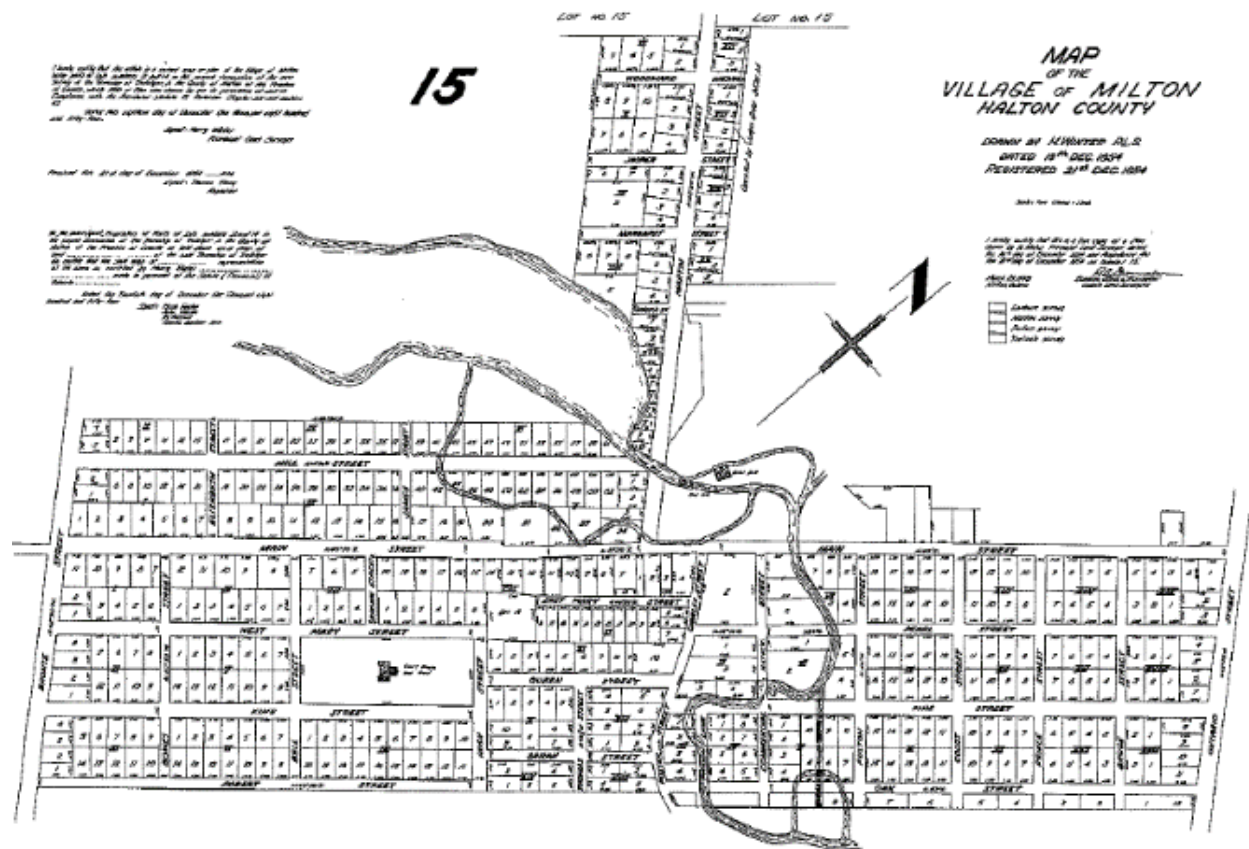


Figure 3: By 1854, a grid pattern of roads had materialized in the Village of Milton. (Town of Milton Files).

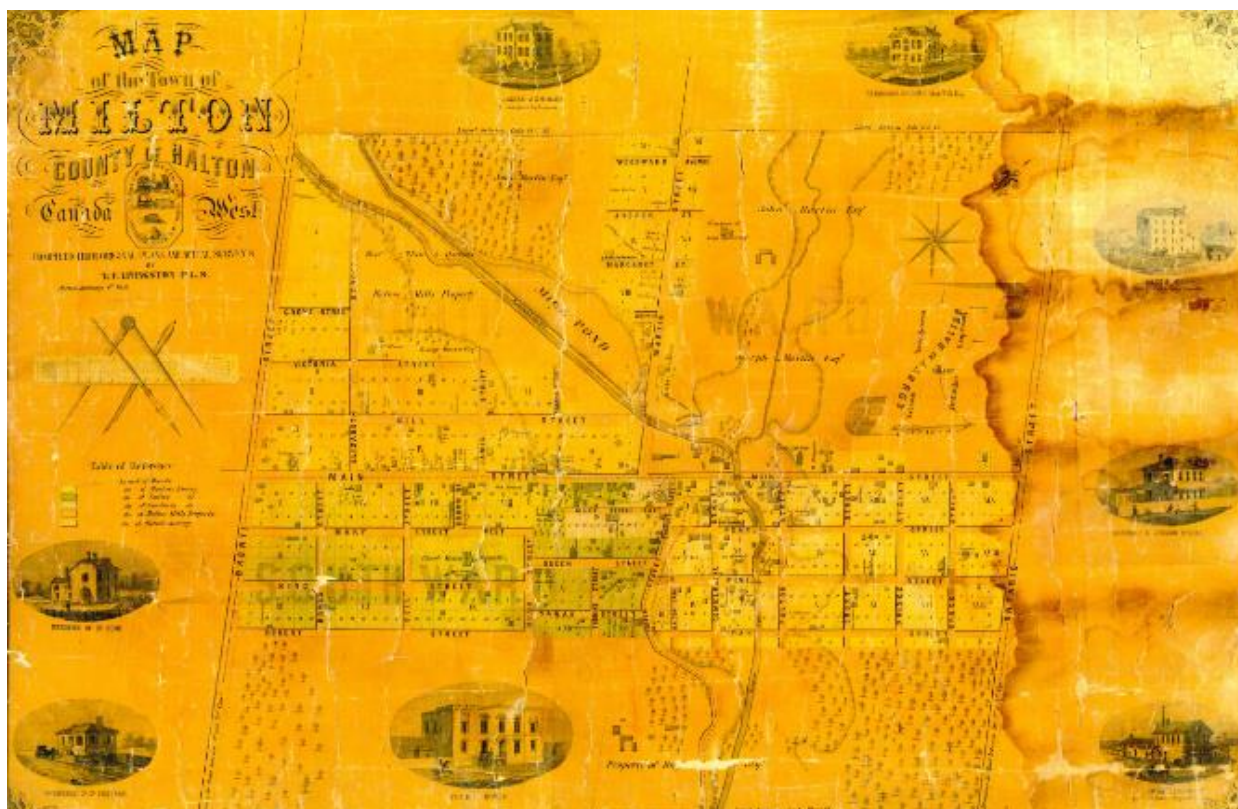


Figure 4: Milton was formally incorporated as the County Town of Halton County in 1858. (Town of Milton Files).

With the dissolution of the Gore District in 1850, Halton County was united with Wentworth County to form the United Counties of Wentworth and Halton until 1851 when Halton was reduced in size to just the four townships of Esquesing, Trafalgar, Nassagaweya and Nelson with the dissolution of the united counties occurring in 1854. These townships were all surveyed using the concession system.

This resulted in an expansion of roads in a grid pattern that largely still exists across Milton, as shown in Figure 5. In urban Milton, many former concession roads have become major streets (such as Trafalgar and Bronte, for example). However, in rural/non-urban areas, many roads have retained their historic concession names or, often in the case of Milton, use "line" (i.e., Guelph Line, Fourth Line, and Sixth Line).



Figure 5: A grid pattern of roads continues in Milton, with some concession names still remaining from the 19th century. (Milton G.I.S., 2023).

As the former Townships continued to grow during the 19th century, roads were primarily used for horse-drawn or pedestrian travel. Without a local railway station, business opportunities and communications to other settlements were limited. In 1855, the first Great Western Railway train passed through Oakville and Burlington, with the next railway stations in Acton and Georgetown.

Railway Boom

As population grew, the need for more efficient connections to and from Milton increased. However, it wasn't until the second railway boom in the post-confederation decades that the railroad arrived in Milton. By 1878, the Hamilton & North-Western Railway built Milton's first rail station with its line running from Hamilton's industrial areas to Collingwood. The station was located on the



Figure 6: Postcard of original Milton Rail Station (Milton Historical Society, n.d.).

east side of Bronte Street on the south side of the tracks. The line ran through the village of Milton, crossing the Sixteen Mile Creek and Mill Pond. The Credit Valley Railway intersected the Hamilton and North-Western lines, west of Martin Street, and a watch tower was constructed to ensure trains would not collide. The Hamilton and North-Western line is now part of the Canadian Pacific Railway (C.P.R.) and the Credit Valley Railway is part of the Canadian National Railway (C.N.R.).

Advancing Infrastructure

During the turn of the century, the Town experienced very little change. However, in 1927, Highway 25 was built connecting Milton to its neighbours in the south. Then, in 1950, a sanitary sewage system was installed in the Town and by the early 1960s, Milton had its next major period of growth. Before Highway 401, all east-west through traffic in Southern Ontario took Highway 2, which was a standard two-lane highway that passed right through every town along its route from Windsor to

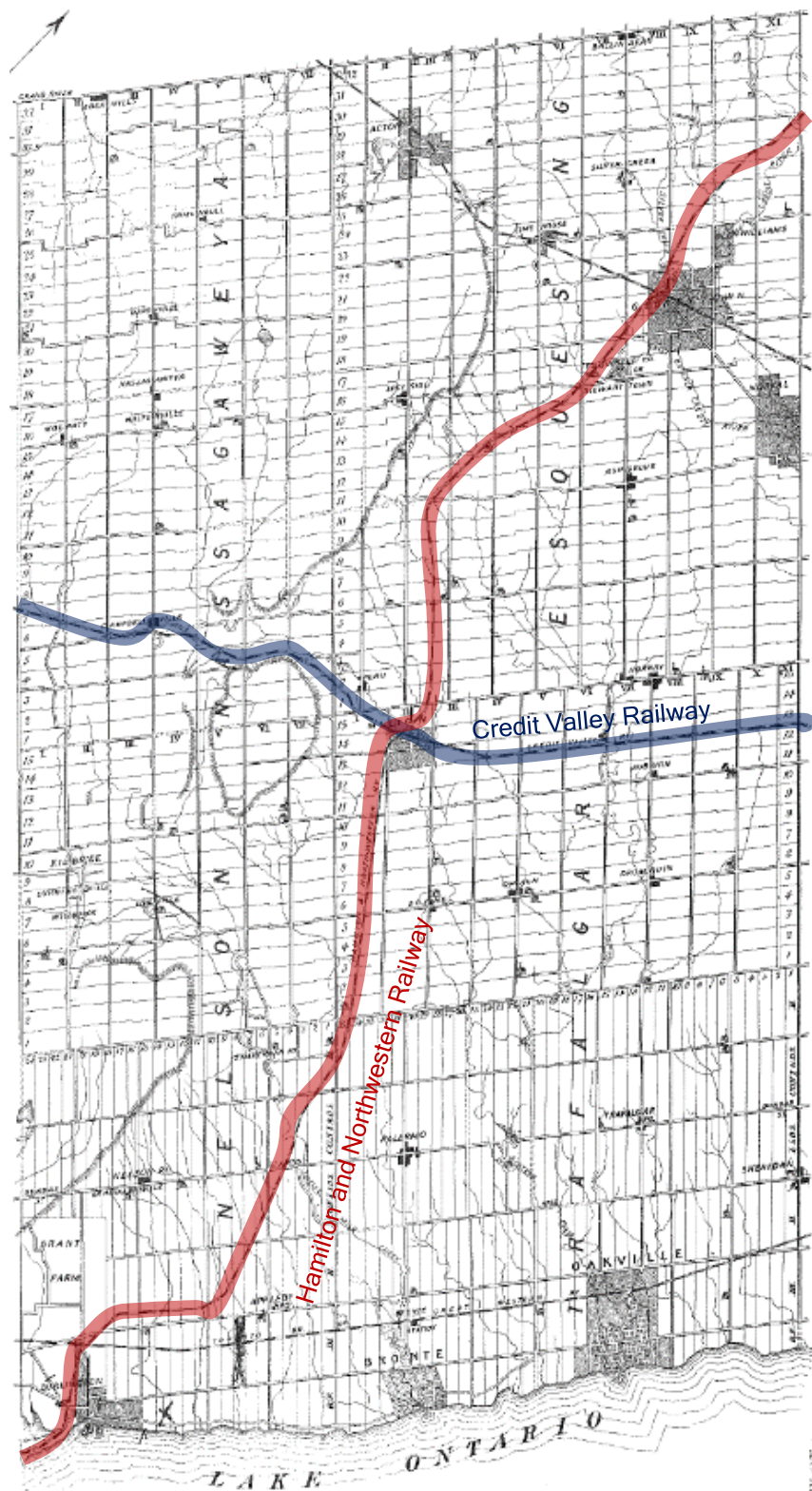


Figure 7: 1877 Region of Halton Map shows how concessions and lots were created and railway crossings in Milton. (Town of Milton Files).

the Quebec Boundary (The King's Highway 401, n.d.). Planning for a new four-lane highway began before World War II, but the first section of the new highway was not completed until 1947. By the end of 1960, the Toronto section of the highway was extended both eastwards and westwards: first, to the east between Newcastle and Port Hope, then later to the west between Highway 25 in Milton and Highway 8 south of Kitchener (The King's Highway 401, n.d.). The completion of Highway 401 through Milton offered a corridor to urban centers in Southern Ontario, including the Region of Waterloo, the City of Guelph and Toronto.

In 1963, Regional Road 25 was extended and gave access to Burlington and Hamilton to the south and the 401 to the north. By 1969, the population was continuing to grow as a result of these major infrastructure advancements.

Post Amalgamation and the Pipe

In 1974, parts of the former townships (Nassagaweya, Esquesing, Nelson, and Trafalgar) were amalgamated with the original Milton township to create boundaries much as we know them today (shown in Figure 8).

Although the former townships are now part of Milton, they each have their distinct history, geography, uniqueness, and character. By 1996, Milton's population reached 32,104. In 1999, the Union Gas pipeline (running east/west, south of Derry Road) was built along with a pipeline to provide municipal water services supplied by Lake Ontario. Highway 407 was created in the early 2000s (shown on Figure 8), along the Town's most southern and eastern boundaries.

These major infrastructure investments propelled Milton's growth and further connected the Town to municipalities across the greater Toronto area and southwestern Ontario. By 2011, the population grew to 84,362.

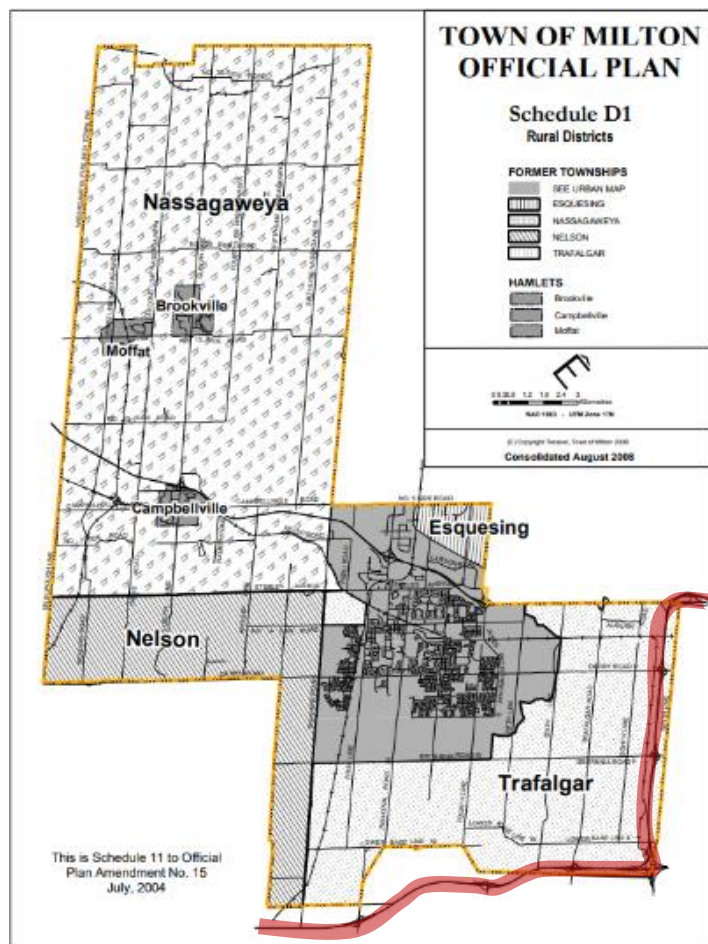


Figure 8: Current municipal boundary (identified in orange) with the amalgamated former Townships and Highway 407 (highlighted in red). (Town of Milton Official Plan).

Moving More People

As Milton grows, more people needed more options for moving to, around, and from Milton.

A public transit bus system was created to serve Milton's urban area in 1984, and GO transit's Streetsville service connected the urban area to other municipalities. Although Milton has historically been automobile-centric (with new roads being built as new community areas develop), transit services have also grown:

- Conventional transit service in Milton began with two fixed routes in the 1980s and continued in the 1990s.
- Between 2000 and 2004, a reduction in Provincial transit funding caused Milton to move to a "Dial-a-Bus" system.
- In August 2004, a contracted, fixed-route service was re-introduced as a result of public input and recommendations from the North Halton Transit Strategy Study (2004).
- In 2010 Milton Transit implemented a new service design with the objective to achieve a more reliable, convenient, sustainable and cost-effective transit service. Routes were realigned and service levels were adjusted to meet higher ridership demand while providing a basic level of mobility during non-peak periods.

Did you know that Milton is currently planning to move more people around our GO Transit station? In February 2022, Milton Council passed policies to deliberately manage growth and development around the Milton GO Station at Main Street and Thompson Road South. The goal for the area is a more pedestrian-friendly environment with seamless integration into the downtown core.

Tremaine Road, Regional Road 25 and Trafalgar Road are the main north-south routes for people traveling through and to urban Milton. Meanwhile, Highways 401 and 407, Steeles Avenue, Derry Road and Britannia Road are the main east-west routes. For the rural area, Guelph Line is the main north-south route. These are the main road connections that people use to access jobs and services.

In addition to roads and transit, Milton, the Region of Halton, and our conservation authorities have also invested significant planning and resources into increasing opportunities for active transportation throughout Milton over the years. According to the 2019 T.M.P., a total of 748.4 kilometers of multi-use trails, bike lanes, and sidewalks have been established throughout Milton.

Moving Goods and Services

Goods movement and freight includes the import and export of items, articles, products or commodities ranging from a new pair of shoes to fresh produce and diesel. This is an integral component of transportation networks and a vital part of the local economy. Throughout history, the Town's formation has been affected by the movement of goods and services, supporting growth and fueling economic opportunities for people living in Milton.

The construction of Highway 401, for example, increased opportunities for goods movement and warehousing. In 2022, an average of 180,000 vehicles and \$930 million worth of goods travel on the Highway section between Credit River in Mississauga and Regional Road 25 in Milton per weekday (Ontario Ministry of Transportation, 2022). The proximity of the Milton-Brampton inter-modal (rail/road) facilities, other provincial highways (403/407/QEW), and the Port of Hamilton help Milton facilitate bulk and consumer goods movement at a higher level.

As a whole, the Milton is most reliant on trucking activity for goods movement, specifically for household goods. Trucking will likely continue to be the predominant method of goods movement in Milton, however, further congestion on highway networks may hinder its efficacy in the future. Important trucking networks exist mostly across rural Milton between Hamilton, Burlington and the GTA. This may pose some issues for local goods movement as rural roads are often shared by other modes of transportation such as bicycles, cars, and farm equipment.

Milton caters to both freight and passenger rail transit, as it is serviced by both the Canadian National (CN) and Canadian Pacific (CP) railway. Located in Milton, the CP intermodal rail provides both national and cross-border service for trucking and rail goods movement, making the Town an asset across the GTHA.

The CN Milton Logistics Hub

The Canadian National Railway Company (CN) proposes to create a logistics hub next to its main line in Milton. The location for the project is south of Britannia Road and east of Tremaine Road. The facility would operate 24 hours a day, seven days a week resulting in at least 1,600 new trips to and from the facility each day by heavy-duty container trucks. The Halton Municipalities oppose CN proceeding with the truck-rail hub in Milton. The main reason is because of the significant impacts to human health.

The Halton Municipalities have three court proceedings underway:

1. An appeal of a decision of the Ontario Superior Court of Justice.
2. An application for a Federal Judicial Review that seeks to overturn the decision by the Federal Minister and Cabinet to approve CN's project on the grounds that Cabinet was not given key information about the impacts of CN's proposed project on human health.
3. An appeal of the Canadian Transportation Agency's decision to approve CN's application for railway lines as part of its proposed project.

Moving in Milton Today

Guiding Plans

The new Official Plan will help in implementing transportation related directions in Milton guided by documents from Provincial, Regional and local municipal governments and agencies. Each document plays their own role in guiding how transportation happens in Milton. Their local impact on planning for transportation is summarized in the Table 1. There are currently changes being introduced and implemented in various guiding documents through legislation such as Bill 23 which may change how some of the documents listed below may ultimately influence the O.P. recommendations. The guiding plans and documents shown in Table 1.1 will be further discussed in the Policy Considerations Report.

Table 1.1 Guiding Plans for Moving in Milton

Federal
<u>Guidelines for New Development in Proximity to Railway Operations, 2013</u>
Provincial
<u>A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019</u>
<u>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, 2022</u>
<u>Metrolinx 2041 Regional Transportation Plan, for the Greater Toronto Hamilton Area, 2018</u>
<u>Greenbelt Plan, 2017</u>
<u>Niagara Escarpment Plan, 2017</u>
<u>Provincial Policy Statement, 2020</u>
<u>Halton Region Official Plan (ROPA 49), 2022</u>
Regional
<u>The Road to Change Halton's Transportation Master Plan 2011 to 2031, 2011</u>
<u>Halton Active Transportation Master Plan to year 2031, 2016</u>
<u>Halton Region Official Plan, 2022</u>
<u>Access Management Guidelines, 2015</u>
<u>Halton Region Mobility Management Strategy, 2017</u>
<u>Halton Region Defining Major Transit Requirement, 2019</u>
<u>Halton Region's Integrated Master Plan (underway)</u>
<u>Halton Region Healthy Community Guidelines, 2009</u>
Local
<u>Milton's Transportation Master Plan, 2019</u>
<u>Milton's Active Transportation Strategy, 2019</u>
<u>Milton Transit Service Review and Transit Master Plan, 2019</u>

Existing Transportation Network

Milton's existing transportation network consists of roads, transit, active transportation, railways, and trails. Milton seeks to balance transportation investments to create viable transportation alternatives for present and future generations (Milton T.M.P., 2019). This means balancing the needs of the community to expand the existing network and provide safe, convenient options for residents and users to choose from.

The **2019 T.M.P.** proposed revised Road classifications to better accommodate for non-auto modes of transportation, including transit, cycling, and pedestrians, on different types of roadways.

Roads

Introduction to road hierarchy and road jurisdiction

In Milton, the existing roadway network includes a hierarchy of arterial, collector, local roads and laneways. This hierarchy determines the function and purpose of the roadway, which in turn influences the design. The following is a description of these road types:

Arterial roads serve mainly inter-regional and regional travel demands, accommodate truck traffic, transit services, and high occupancy vehicle (H.O.V.) lanes, accommodating moderate to high volumes of traffic. Arterial roads can be major or minor. Minor arterials serve mainly local traffic at higher volumes.

Collector roads serve local travel demand and distribute traffic between local roads and arterials. The Town has major and minor collector roads, and within these classifications there are several road standards and cross sections. Minor collectors have lower traffic volumes and have narrower rights-of-way than that of the major collectors.

Local roads serve residential neighbourhoods or employment areas. They are designed for low volumes of traffic at low speeds.

Laneways also serve the residential or commercial community but usually provide rear access to individual properties and connection to local roads.

Roads in Milton are under the authority of different levels of government, depending on their class. The Province operates the provincial highway system, Halton Region is responsible for all major arterial roadways, and the Town of Milton is responsible for roads with classifications from minor arterials to laneways (Milton T.M.P., 2019).

Two major highways operated by the Province run through Milton connecting the Town to adjacent municipalities and major hubs. There is Highway 407 to the South and East and Highway 401 crossing through the middle of the municipality. Highway 401 recently underwent expansion and a new interchange is planned at Tremaine Road.

“Milton should consider a transit link between Milton GO and the Velodrome”.

Transportation Demand Management (TDM)

The process of understanding how, why, when and where people travel and using that knowledge to apply policies, programs, services and products that make transportation infrastructure more sustainable and effective.

Highway 401 Improvements

The widening and re-alignment of Tremaine Road (Regional Road 22) will include a new Highway 401 Interchange, connecting to James Snow Parkway in Milton.



Figure 9. Highway 401 Tremaine Alignment and Interchange. (Halton Region, 2019).

Highway 413

The 413 is a proposed highway that would begin in the far east side of Milton, off of Highway 401 and Highway 407, connecting to Highway 400. It is intended to connect York Region, Peel Region and Halton Region. There would additionally be a transitway operating as a separate corridor alongside the proposed highway dedicated exclusively for public transit.

The preferred route and study area currently cover a small area in the north-east corner of Milton, within the Agerton Secondary Plan and some of the new Employment Lands brought in through Regional Official Plan Amendment 49 (ROPA 49).

Complete streets

As established through the Town's Transportation Master Plan, the Town aims to achieve a connected, multi-modal transportation system by applying "complete streets" principles. This approach will benefit all Miltonians. People riding transit and on bicycles occupy less road space per person than the same volume of people in single-occupant vehicles, and the incorporation of these modes into the roadway network increases its people-carrying capacity (T.M.P. 2019). The Town strives to improve the experience of roads and safety for all users. One of the Town's more recent initiatives is Community Safety Zones (C.S.Z.).

Multi-modal transport systems address and integrate all modes of transportation in a cohesive manner (T.M.P., 2019)

A Complete Street is a design concept that considers the needs of all users — people who walk, cycle, roll, take transit or drive — and considers people of varying ages and levels of ability. Applying the concept includes but is not limited to bike lanes, wider sidewalks, and increased street greenery (Complete streets and the 15 minute city, 2021; Milton Safety Report, 2022).

Community Safety Zones are sections of the roadway where there is special concern for public safety. These areas include roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences and collision prone areas within a community.

For example, in school zones, parents and school buses are dropping off and picking up children, crossing guards are stopping traffic, and children and youth are out and about.

There are many things to look out for as a driver, pedestrian or cyclist. Fines are doubled for traffic violations in these zones to reinforce safe movement. Another safety initiative the Town is currently undertaking is traffic calming.

Traffic calming helps to improve the safety and quality of life for residents by reducing the speed and volume of traffic. Measures such as roundabouts, speed bumps and speed limit reductions address issues related to speeding, congestion and neighbourhood safety.

Existing truck route by-law

The road system plays a key role in moving goods. The Town has an existing Truck Route By-law 1984-1 (Designated Heavy Traffic and Truck Route Provisions) that designates specific routes within the urban and rural areas where heavier vehicle traffic is allowed and also where heavier trucks or larger sized truck loads are not permitted. The By-law was last updated in 2008.

As goods movement networks continue to change, there is a potential need for the Town to address concerns of safety and efficiency of the existing goods movement

network and truck route designations. Town's 2019 T.M.P. recommended a new Truck Route Structure as shown below in Figure 10:

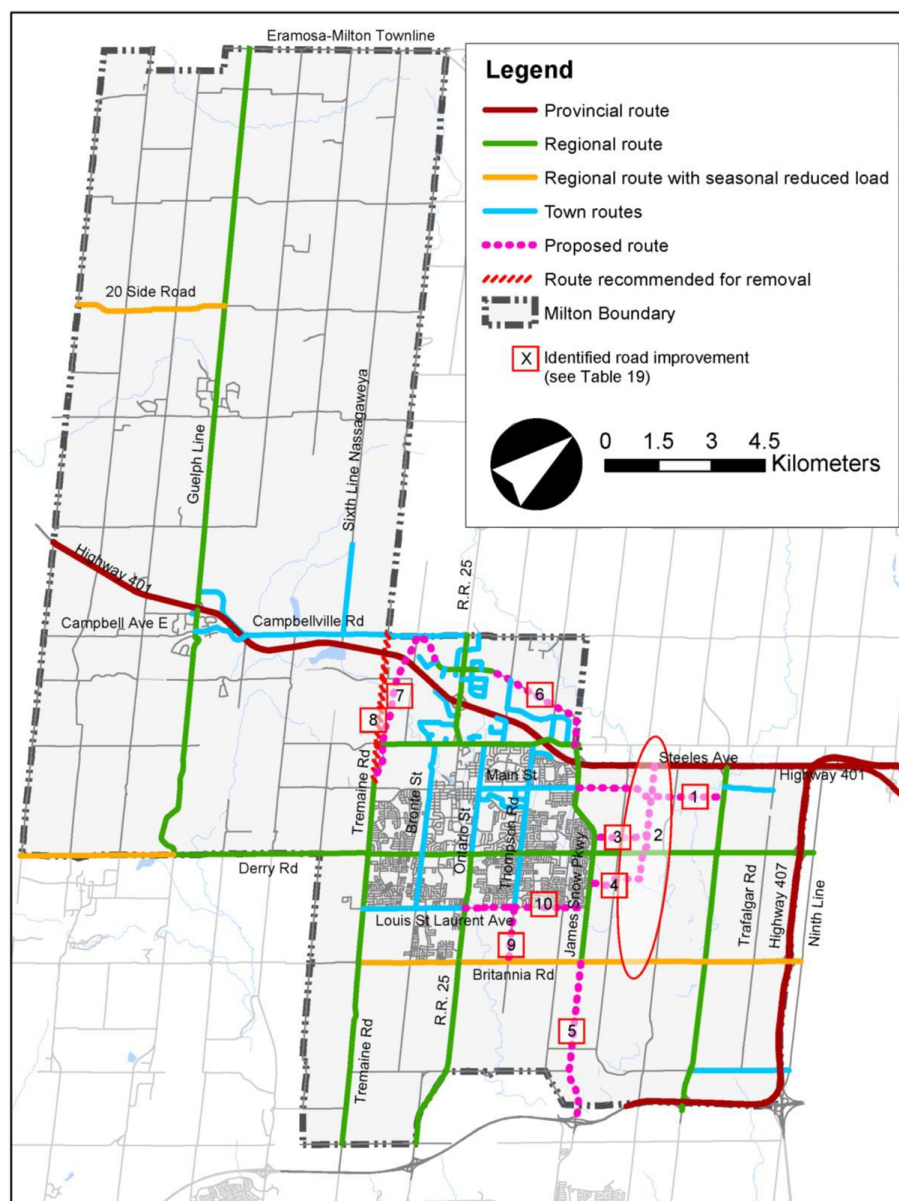


Figure 10. Recommended Truck Route Structure. (Milton T.M.P., 2019).

Transit Supportive Roadways / Transit Priority Corridors

Typically, roadways have been designed to accommodate motorized vehicles such as cars and transit. However, in recent years, additional facilities for pedestrians and cyclists have also been integrated into the roadway design (T.M.P.).

A new type of road and classification was identified through Milton's 2019 T.M.P. for transit-oriented development roads. This classification could be used to support higher-order transit stations, transit hubs and stops.

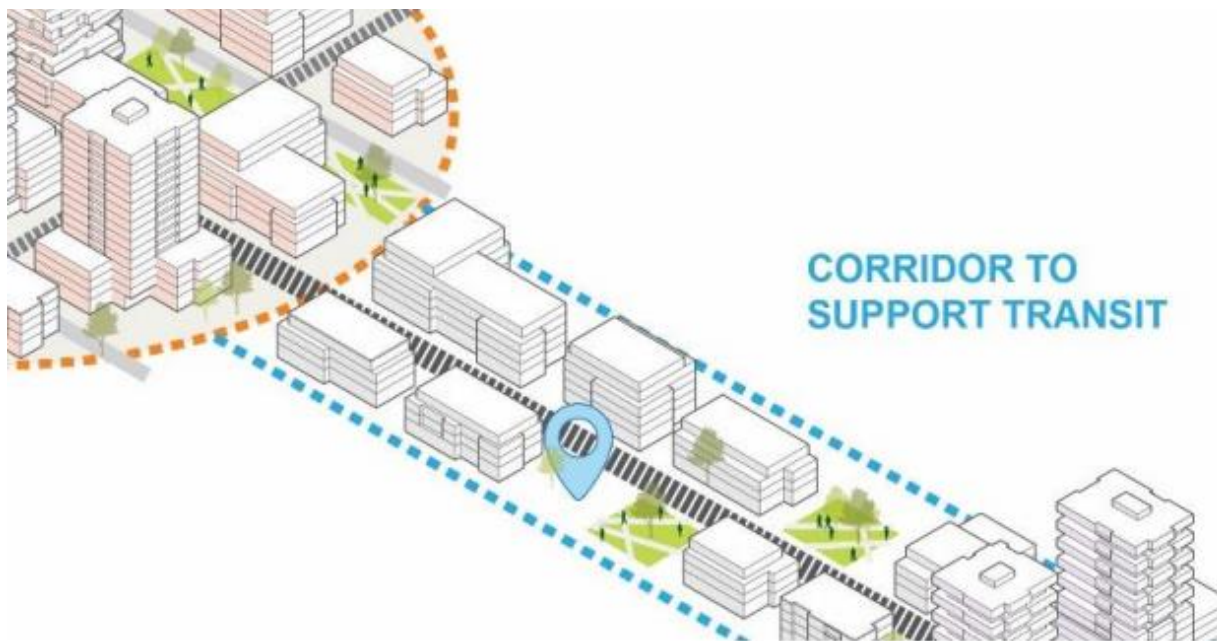


Figure 11. Transit Supportive Corridor. (Milton T.M.P., 2019).

Promoting increased residential and employment densities in certain key locations can increase the ability to provide transit services, and provide more transportation choice to communities.

Establishing transit supportive densities and transit connectivity along intensification corridors through coordinating growth management and transportation planning, can help minimize GHG emissions and achieve complete communities (Britannia S.P. T.M.P., pg. 33).

Transit corridors refer to arterial roads defined by their modes of transport such as service roads, highways, multi-lane non-residential roads

Secondary Plan Areas

The Town is currently encouraging alternative transportation options by promoting transit, active transportation and developing walkable communities such as near the Downtown Milton GO Station, the Milton Education Village and the Trafalgar Corridor (which consists of the Trafalgar and Agerton Secondary Plans) that support and plan for higher density and transit-supportive development.

The Trafalgar Corridor has been identified as a Higher Order Transit Corridor. The Trafalgar and Agerton Secondary Plans identifies the following goals and objectives for the secondary plan area that would support the identified higher order transit corridor and a wide range of transportation options:

- Build Compact and Complete Communities (C.11.3.1)
- Provide mobility Options (C.11.3.3)
- Establish a Logical Road Network (C.11.3.4)
- Create High-Quality Urban Spaces (C.11.3.5)

Road Networks serve as the foundation for most modes of travel and consists of provincial, regional and town roads. It is expected to expand commensurate with development in Milton.

The Milton Education Village (M.E.V.) Secondary Plan Area is planned to accommodate an Innovation District anchored by Wilfrid Laurier University and Conestoga College with related employment and recreation facilities, as well a mix of residential, retail commercial and service uses (M.E.V. Secondary Plan). The M.E.V. Secondary Plan lists the following principles and key design elements to guide development:

- A centrally located Transit Hub
- A network of streets, squares and open spaces that create a walkable and active public realm. (12.2.2.2)
- A compact, mixed use community with densities supportive of transit and active transportation. (12.2.2.3)

The Downtown Milton GO Station and its surrounding area are designated as a Major Transit Station Area (M.T.S.A.) and Urban Growth Centre (U.G.C.) in Provincial, Regional, and local plans. The U.G.C./M.T.S.A., also known as the Milton Mobility Hub, is planned to be a place of connectivity with significant planned transit service and development potential. The Mobility Hub includes the following guiding principles through the 2020 Mobility Hub Final Report:

- Balanced, safe and efficient Mobility
- Strong visual and physical connectivity
- Walkable, inviting streets and publicly Accessible Open spaces
- Intensification at an appropriate scale and form
- Strategic and Holistic Approach to Parking Supply

The Study recommends active frontages near the GO Station and along Ontario Street, Main Street East and Thompson Road. An active frontage has pedestrian-oriented uses at street level, which contributes to the life of the area). Retail uses that focus on supporting pedestrian and transit movement are encouraged.

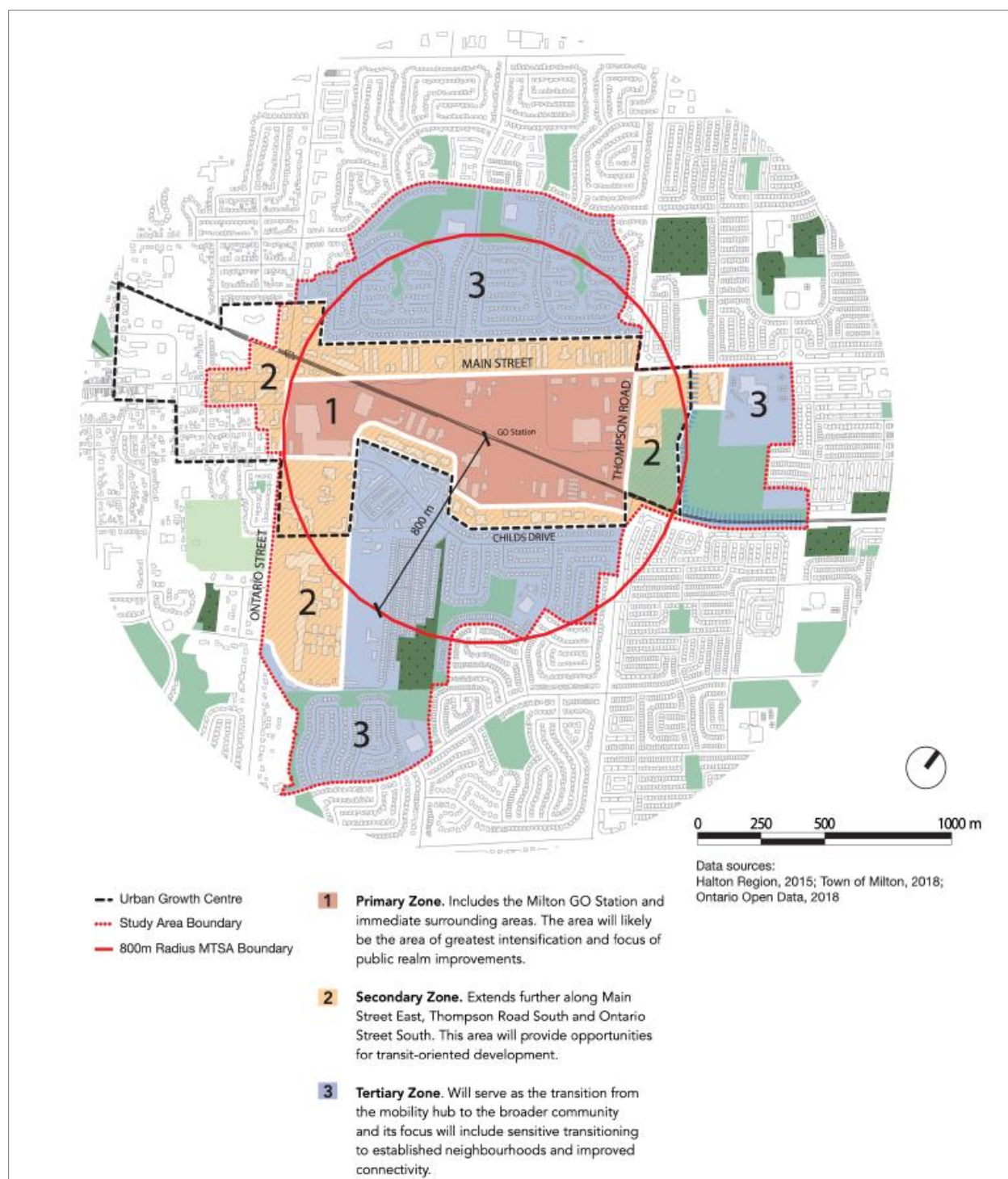
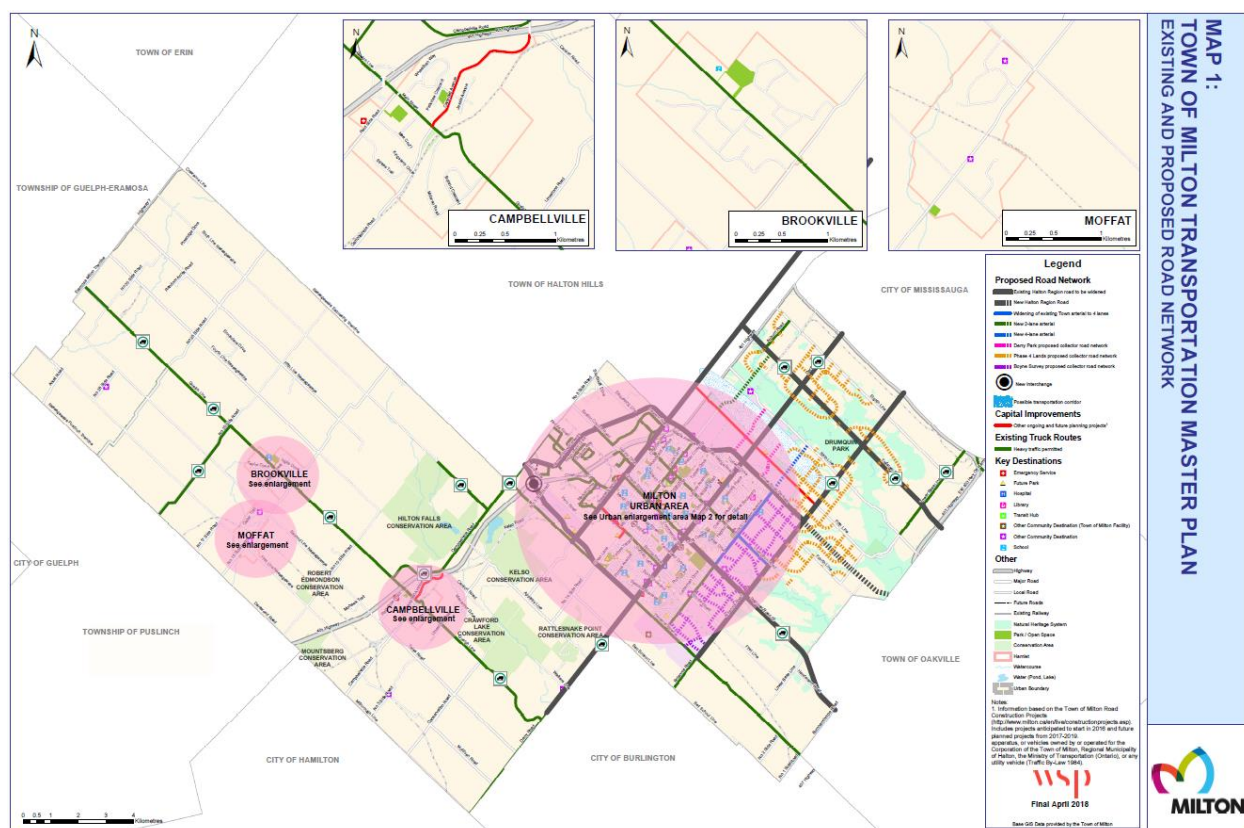


Figure 12. M.T.S.A. Planning Zones. (Milton Mobility Hub Study).

Map 1 provides a visual overview of Milton’s existing roadway conditions for the entire town, while Map 2 presents a more detailed overview of roadway conditions for the urban area. Truck routes are shown on these maps, as are various types of intersection controls, such as roundabouts.



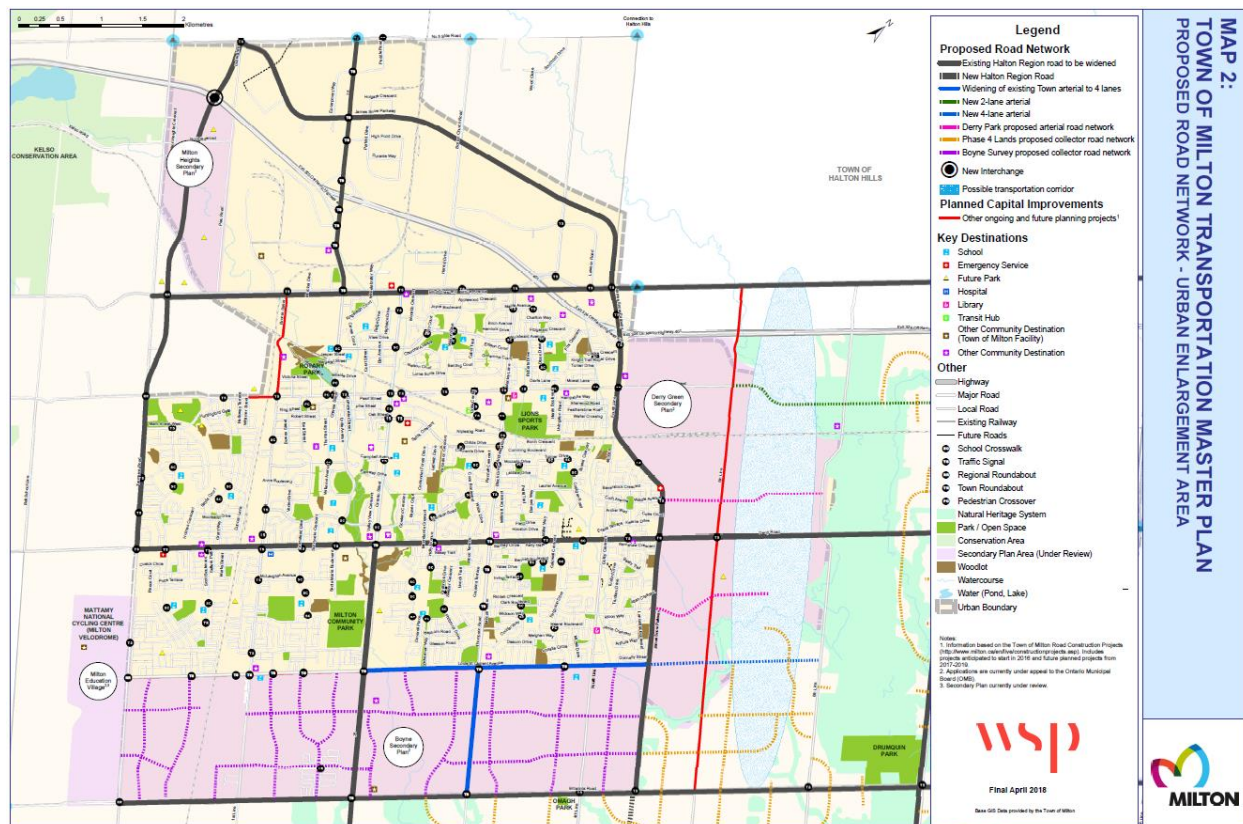


Figure 14. The Existing and Proposed Road Network, showing Milton's hierarchy of roads. (Milton T.M.P., 2019).

Transit

Milton provides transit service through Milton Transit for local service with limited connections to some neighbouring municipalities, and has a Metrolinx GO Station providing inter-regional routes.

Milton Transit Background Information

Milton Transit provides conventional (fixed-route), specialized/paratransit (Milton access+) and alternative service delivery (ASD) applications (microtransit/on-demand, school extras, etc.). In 2009, Council approved the 2009-2013 Strategic Plan for Transit Services, which recommended that Milton Transit administer a contracted service delivery model, moving forward with a dedicated, third party service provider. Through a request for proposal (RFP) process, PWTransit – Diversified Transportation was awarded a six (6) year service contract to deliver transit services, including operations, maintenance, fuelling, servicing and storing all Town-owned transit vehicles (revenue and non-revenue). PWTransit was also administers the customer call centre and dispatch functions.

Council approved multiple contract extensions with PWTransit (with modified terms) and more recently a three (3) year contract extension in 2022 to bridge considerations for,

and development of, a new Town-owned transit garage facility. The current contract term with PWTransit is to June 30, 2026.

The conventional transit network has evolved significantly over the last 12 years with a redesign of its route structure to accommodate coverage and service level growth. Over time, the route system had changed from a one-way loop concept to a modified, bi-directional radial system centering at the Milton GO Station. Year-over-year population growth and associated traffic have impacted service reliability.

In 2022, Milton Transit operated nine (9) regular fixed routes, and five (5) school extra routes which coincide with the a.m. and p.m. bell times of applicable secondary schools.

Milton Transit OnDemand

In 2021, Council approved the Milton Transit Alternative Service Delivery Strategy, which incorporated the implementation of a microtransit solution entitled Milton Transit OnDemand. OnDemand service was formally launched in September 2021 in new residential development zones and low density industrial areas, rationalizing existing fixed routes in those areas.

At present, OnDemand is delivered as a comingled service with Milton access+ services within the current service delivery contract, using a Town-administered, third-party application. OnDemand service booked via a mobile app, web booker or call centre and connects passengers to/from available fixed route service at key transfer locations. In 2022, Milton Transit operated four (4) OnDemand zones: 401 Industrial, Boyne (separated into two zones), and Derry Green. It is anticipated that OnDemand will continue to be a key component in the delivery of future transit services in Milton.

Milton Access+

Milton Access+ provides door-to-door shared-ride service for eligible persons with The Town also provides specialized transit services (Milton access+) for persons with disabilities. This service has evolved over the last ten (10) years, progressing as a result of increased service demand and regulatory requirements from the Integrated Accessibility Standards Regulation (IASR, 191-11), Accessibility for Ontarians with Disabilities Act (AODA).



Figure 15. Milton Transit special service bus. (Milton).

Milton Transit supports **MagnusCards**, a unique downloadable card decks that help people living with autism to feel supported and empowered to use our transit system. These cards help to navigate tasks, such as riding the bus, paying a fare, planning a trip and transferring buses.

Program eligibility has aligned with IASR requirements, which included expanded eligibility criteria effective January 1, 2017. A coordinated/joint application process with Oakville Transit and Burlington Transit has been established to maintain eligibility consistency amongst Halton municipalities. A formalized in-person assessment and appeals process have also been established.



Figure 16. People boarding bus at Milton GO station. (Milton).

Inter-Regional Service

All Milton Transit conventional service routes connect at the Milton GO station. There are four laybys and three on-street stops at the Milton GO station terminal which are designated for Milton Transit buses. Customers who take GO Transit and transfer to/from Milton Transit receive a discounted fare of \$0.70 on Milton Transit when boarding with a valid GO pass, ticket, or PRESTO card. GO Transit provides both train and bus service to a number of other GO terminals west as far as Kitchener, east as far as Peterborough/Oshawa, north to Barrie, and south to Niagara Falls.

In 2019, Milton Transit operated nine regular, all-day fixed routes, two peak-only fixed routes, and three secondary school routes. Additional services coordinated by Milton Transit include the GO Drop-off, flex-route service, Trans-cab services, and Milton access+ (Transit Services Review and Master Plan Update, 2019-2023).

The following are highlights of the current transit service provided within the Milton:

1. There are a total of nine (8) local transit routes which are managed and provided by the Town;
2. As part of the transit routes provided there are specific School Extra routes identified which provide special service aligned with secondary school bell times.
3. GO Transit train service to Toronto runs during the morning and afternoon peak travel periods in the peak direction;
4. GO Transit bus service runs throughout the day and connects to Square One in Mississauga and Union Station in Toronto;
5. GO Transit bus service to/from Waterloo and Guelph stops at the carpool and park and ride lot at the Highway 401 / Martin Street interchange;
6. Access+ is a service that is provided by the Town which provides door to door paratransit alternatives

Active Transportation

Active transportation (A.T.) is about getting to work or school, going shopping, running errands, visiting friends and family or other trips by walking, cycling and rolling – essentially being active while on the move. An active transportation network includes sidewalks, multi-use trail, crosswalks, on-road bikeways and off-road trails and is an important part of Milton's transportation system. A robust Active Transportation network is complementary to a community's open space network by providing connectivity to parks, recreation and community amenity areas. Active Transportation networks also include the use of micro mobility devices.

Active transportation is any form of human-powered transportation, including walking, cycling, in line-skating, skateboarding and moving with mobility devices.

Micro-mobility refers to small e-vehicles that are driver operated. This can include motorized scooters, bikes, and skateboards.

Providing a system of integrated transportation options is an important component when designing and planning healthy communities. Having a safe, comfortable and convenient A. T. network is fundamental for achieving the integrated, sustainable, accessible, affordable and efficient multi-modal transportation network. The Town's Transportation Master Plan Local Active Transportation Strategy identifies these objectives and the Town's Official Plan would implement.

Milton's A.T. network is made up of a number of routes and facilities which are meant to accommodate a range of users of varying skills and abilities. In the next 20 years, Milton plans to implement 455 kilometres of A.T. facilities.

In 2019, there were a total of 748.4 kilometers of existing active transportation facilities in Milton. These include Town of Milton, Halton Region, and conservation facilities. Figure 17 provides an overview of total length by facility types.

Travel behavior is habitual and can be hard to change. Educational tools that raise awareness of the many benefits of active transportation, such as improved physical and mental health, reduction of greenhouse gas emissions, and less congestion, can help to promote alternative travel modes to the automobile.

Figure 18 below provides an overview of the facility types under the Town's jurisdiction. It includes proposed A.T. measures on facilities under the authority of both the Town of Milton and Halton Region.

Routes are proposed active transportation linkages including on-road cycling routes, multi-use facilities – both within and outside of the road right-of-way and off-road trails.



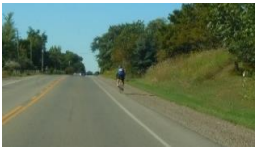
Multi-use Trail

127.1 k.m.



Bike Lane

62.2 k.m.



Paved Shoulder

8.2 k.m.



Signed Bike Route

13 k.m.



Sidewalk

331.7 k.m.



Conservation Trails

160.8 k.m.



Greenbelt Cycling Route

24.2 k.m.



Bruce Trail

21.2 k.m.

Figure 17. Existing active transportation facilities in Milton. (Milton T.M.P., 2019).

<i>Facility types</i>	<i>Proposed in 2014 (k.m.)</i>	<i>Built since 2014 (k.m.)</i>	<i>Currently proposed (k.m.)</i>
Multi-use trails	80.8	10.4	56.7
Bike lanes	40.5	11.9	30.8
Paved shoulders	5.7	0	14.3
Signed routes	142.7	0	131.8
Sidewalks	0	0	14.9 ²
Total	269.7	22.3	249

Figure 18. Summary of Milton A.T. network growth predictions. (Milton T.M.P., 2019).

The Town's T.M.P. recommended that Milton's A.T. network should be further supported by features and design enhancements that have the potential to increase a user's sense of comfort and safety. The Active Transportation System (A.T.S.) identifies a number of locations within Milton where enhancements could be implemented in conjunction with the A.T. Network to help improve the overall active transportation experience.

The following is a description of the three categories of enhancement recommendations and the design treatments suggested through the 2019 T.M.P.:

Enhancements are additional design features which address some of the key barriers and concerns throughout the network with the intent of improving the overall sense of comfort and safety for users. The T.M.P. recommends enhancements at intersections, transitions, and crossings.

Intersections improvements intended to increase the visibility of cyclists and pedestrians so motorists are more aware of their presence. Improvements can include the application of bike boxes, pavement markings and cross rides.

Transitions improvements intended to provide smooth and seamless transitions between different facility types where additional direction or enhancement may be needed.

Crossing improvements are intended to address challenging land use and transportation features including watercourses, railways and highway underpasses/overpasses.

The integration of active transportation can help to improve the overall functionality of the Town's transportation system and complement other modes of travel such as public transit and carpooling. Efficient land use patterns and built form can help to influence travel habits and create a shift towards active transportation as a viable mode of travel.

Highlights of the current active transportation programs and initiatives that are provided within Milton:

1. The Town partners with Halton Region to implement facilities - specifically along Regional roads. Partnerships are also pursued with the local conservation authorities and organizations (Bruce Trail, Share the Road Coalition, Ontario Trails Council, etc.);
2. The Town has an online reporting mechanism which allows residents and visitors to document any trail issues or observations which are addressed by Town staff;
3. The Town's official website has a map/directory of publically accessible trails and bike paths in Milton; and
4. A pedestrian charter was established in 2013 which identifies the vision and objectives for the future of pedestrian connectivity within the Town.

Railways

Although railways are governed by the Federal Government which means that they decide where and how to operate rail lines, municipal governments like Milton can influence how we develop around railway stations. Directions for such development are given in the Guidelines for New Development in Proximity to Railway Operations and include a framework for facilitating municipal growth around railways while mitigating the impacts of noise, vibration, and safety, on nearby residential and infill development. The railway corridor provides opportunity for transit-oriented development (T.O.D) and more efficient long distance interregional travel to surrounding municipalities.

Metrolinx GO rail service operates from the Milton GO Station, currently providing six inbound trains to Toronto during the morning peak period, and six outbound during the evening peak period. Pre-pandemic Metrolinx GO rail service provide ten inbound trains



Figure 19. Rail crossing over Main Street East. (Milton T.M.P., 2019).

to Toronto during the morning peak period, and ten outbound during the evening peak period. Four GO buses also serve Milton, providing connections to Cambridge, Guelph, North York and Oakville. Milton GO rail station also serves as Milton Transit's transfer hub, and includes a park-and-ride lot with more than 1,000 parking spaces (2019 Transit Services update).

Highlights of the current rail related programs and initiatives that are happening within Milton:

1. Milton GO Station – morning service inbound to Toronto, evening service outbound to Milton.
2. Milton Mobility Hub Study
3. Major Transit Station Area (M.T.S.A.) development and public realm enhancements

C.P. Railway owns the rail line that Metrolinx uses for the Milton Line, which provides service to the Milton GO and manages its usage. This rail line is used for both freight operation and passenger service. The expansion of additional passenger commuter train service on the Milton Line is constrained by the freight operations along the rail line.

Milton's Mobility Hub includes the area within a 10-minute walk from the Milton GO Station located at 731 Main Street East, near Main Street and Thompson Road South (see Figure 12).

Future growth areas will be discussed further in the **Growing in Milton** paper.

This area is already a destination point for residents and visitors and the area is zoned to transform into a transit-supportive development and vibrant public realm. In addition to GO passenger service, the Milton rail corridor includes freight services operated by the C.P.R. (*More about moving people and goods in following sections*).

The Trafalgar Corridor and Agerton Area are designated future growth areas in Milton. Plans for these areas are predicated on the vision of a second GO Train Station located along the existing tracks north-west of Derry Road and Trafalgar Road.

The approval and development of this station would create Milton's second Major Transit Station Area (M.T.S.A.) which would primarily serve new development associated with the Trafalgar Secondary Plan and the Agerton Secondary Plan would impact ridership and relieve congestion at the Milton GO Station. In 2021 Metrolinx released an Initial Business Case in support of this proposed new GO Station.

Rural Area

The Town's Rural Area is distinctly different from the Urban Area. In addition to having different land uses and permissions the Rural Area has a different character, and this results in roads that are designed and used differently.

Roads such as Guelph Line and Derry Road are some of the main connecting routes to different areas of the Town's Rural Area. Specialized (paratransit) service is provided in the Rural Area to connect eligible residents and visitors to social, economic and health care amenities. Additionally, the Rural Area road network helps facilitate vast mobility options to recreational and entertainment hubs such as conservation authority properties and parks, downtown Campbellville and various municipal facilities. The Town of Milton offers a range of community and recreation facilities in the rural area including the Nassagaweya Tennis Centre & Community Hall, Brookville Hall, and various parks in Brookville, Campbellville and Drumquin.

Transit-oriented development (T.O.D.) is a development approach that prioritizes the direct link between transit infrastructure and land use. It intends to maximize transit investment by increasing access to residential, commercial and recreational spaces. (T.M.P., 2019)

The Rural area consists of agricultural lands that are farm industries and in some cases on farm diversified uses; hamlets including Moffat, Brookville and Campbellville; individual estate homes; quarries; recreational destinations, such as the Conservation Halton Parks and ski hills; and entertainment areas such as Mohawk Race Track. Some uses that are specific to the Rural Area have different road needs, such as requirements to transport agricultural equipment. There are also some truck routes through the Rural Area. The recreational, tourism and entertainment destinations to the rural area are trip generators that bring in traffic that needs to be accommodated in addition to the residential and agricultural needs of the community.

Through public engagement initiatives during the We Make Milton process, it has been heard that there is a desire for more functionality and safety measures on rural roads. Rural roads are designed differently than urban roads and do not provide as much shoulder or sidewalks or parking. This reduces the opportunity for residents to use rural roads for recreational purposes such as cycling, or walking.

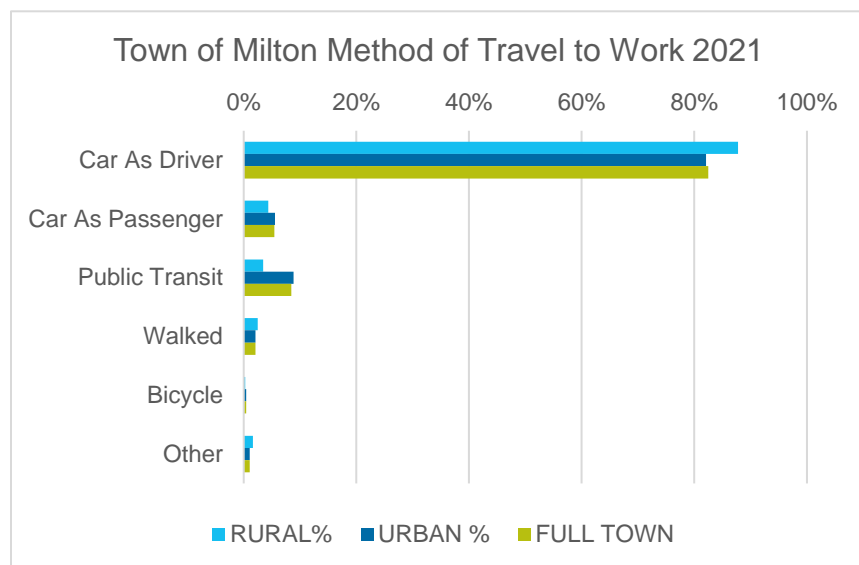


Figure 20. Cyclists sharing the road with automobiles on a rural road. (Milton).

“Rural residents are largely car dependent, and there aren’t a lot of other choices for moving around. There was a trial run for Milton transit – connecting urban areas with Campbellville, but the route was poor and it was not useful. A GO stop has been in demand for a while”.

More about How People Move

Current Choice of Travel



In Milton, the dominant choice of travel is by private automobile, as a driver, with 82 percent of the Town is choosing this method of travel to work. The second most popular choice of travel was transit for urban residents, and automobile by passenger for rural residents.

Rural and urban Milton share similar spending patterns on transportation.

Figure 21 shows that overall, Miltonians spend

Figure 21. Method of Travel to Work. (Environics, 2021).

92 percent of their overall transportation spending on private transportation which includes the purchase, rental and operation of the vehicle. Meanwhile, 3 percent is spent on public transportation, which includes taking the bus, subway, train, taxi, highway bus, and inter-city transport.

Transit

In Figure 22, ridership is shown to have grown significantly from 2012 to 2019, as the Town and its transit services have expanded.

From 2009 to 2019, Milton Transit had a compounded growth rate of more than 20 percent each year which is more than three times the rate of population growth. In 2019, the total ridership measured by boardings was nearly 650,000.

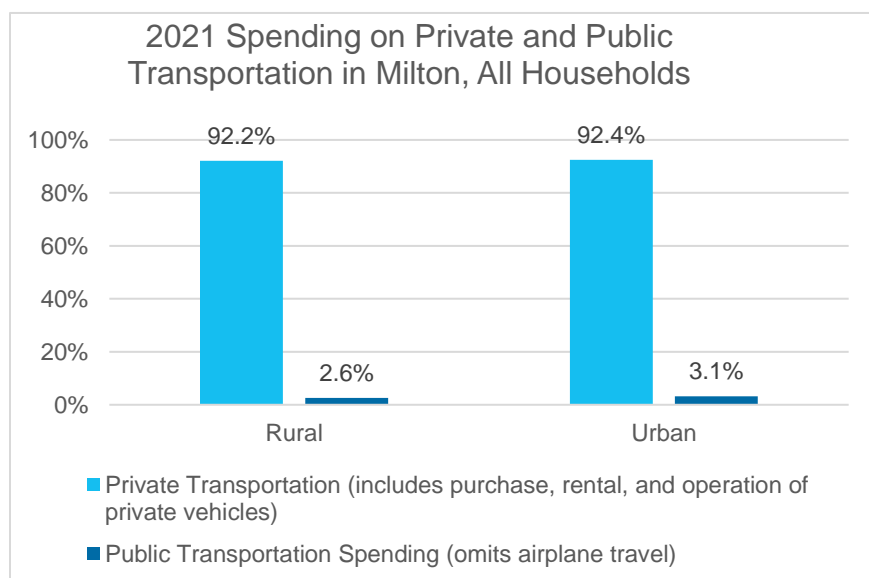


Figure 22. Rural vs. Urban Spending on Private and Public Transportation in Milton. (Environics, 2021).

The effects of the COVID-19 pandemic and associated Provincial restrictions are seen in Figure 23, from 2019 to 2021. In 2020, conventional ridership decreased by 59 percent compared to 2019, and in 2021 it decreased by 45 percent compared to the previous year.

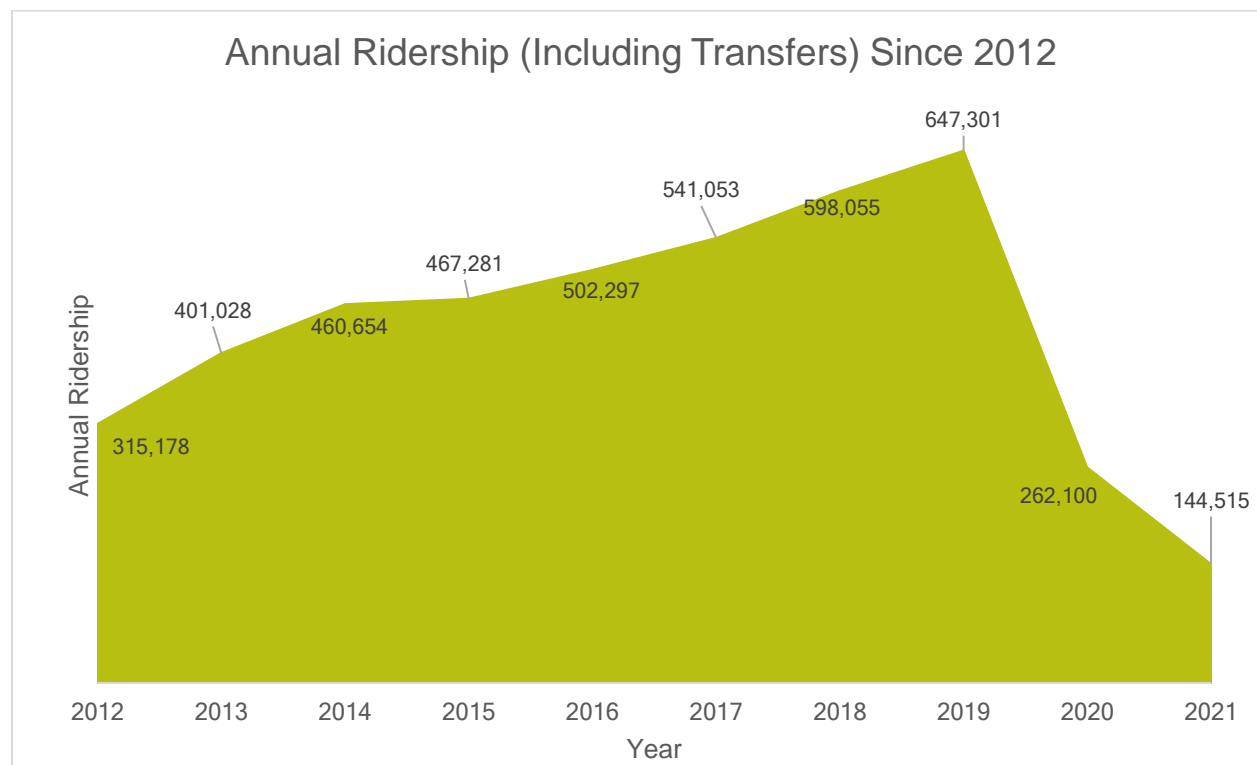


Figure 23. Milton Transit Annual Ridership from 2012-2022. (Milton Transit Masterplan Update, 2019 and 2021 Transit Services Annual Report).

However, *specialized transit*, such as On Demand services, which allows customers to reserve transit trips in real time, has increased transit ridership in their current serviced areas by 7 percent since the pilot in spring 2021, followed by a formal launch later that year. On Demand services are currently available within Boyne and the 401 Industrial Park Zones.

For more information on Milton Access+ or other transit accessibility services please visit www.milton.ca/en/living-in-milton/accessibility.aspx

Most rail commuters in Milton park-and-ride at the GO station. Development surrounding the station, and redevelopment of the station itself, will reduce the number of available parking spaces in the next few years, offering Milton Transit an opportunity to capture more GO customers. Higher frequency service, operation on transit-priority facilities, improved on-time performance, and implementation of the PRESTO fare

payment all will be critical to capturing a larger share of this market (Transit Services Review, 2019).

Commuting

The top five municipalities where Miltonians travel to work are Mississauga, Milton, Toronto, Oakville and Brampton. Conversely, the top five municipalities where people travel to Milton for work originate from Milton, Mississauga, Burlington, Hamilton, and Brampton (Economic Development Data Analysis Report, 2019).

This means that there are economic opportunities in improving mobility and creating connections with these specific places/municipalities. A study on commuting found that subjective wellbeing improved with shorter, more walkable commute times that allowed more time for leisure; taken that earnings and satisfactory housing and housing were not compromised (Clark et al., 2019).

What is walkability?

Concept that represents the ability to walk, cycle, and roll as related to the built environment features. It considers factors that influence your choice of walking, cycling or rolling to do daily activities, such as safety, attractiveness of the environment, and convenience (O.P.P.I.).

The most educated employed Miltonians are either underemployed or, work from home and/or commute out-of-town for work (Econ Dev Strategy, 2019). Learn more in **Working in Milton** Report.

As identified in Figure 21, many who live in Milton get to work by car, and according to the 2019 Economic Development Strategy, about 14,500 people who live in Milton work in Milton.

Milton's 2022 Economic Development Strategy (EDS) found that approximately 42 percent of the Town's labour force (33,675 residents) commute out of the census subdivision to work in surrounding communities.

What stands out is that a large portion of Milton residents rely on Go transit to commute to and from work, and this highlights the need for Metrolinx and residents to be part of Town planning processes".

"I like to see Milton grow - however, we don't have wide enough roads to accommodate all the traffic resulting from the fast growth".

As shown in Figure 25, the percentage of Milton residents who spend an hour or more to get to work is 19 percent, this is 6.4 percent more than the provincial average of 12.6 percent, and 60.3 percent spend over 30 minutes to get to work (refer to Figure 25). Less than one in five (18.5 percent) Milton residents spend under 15 minutes to get to work, compared to almost one quarter (23.7 percent) of all of Ontario.

Industries with professional employment such as professional, scientific, and technical office work, are more likely to be impacted by increased levels of remote work after the wide spread adoption of telework caused by COVID-19.

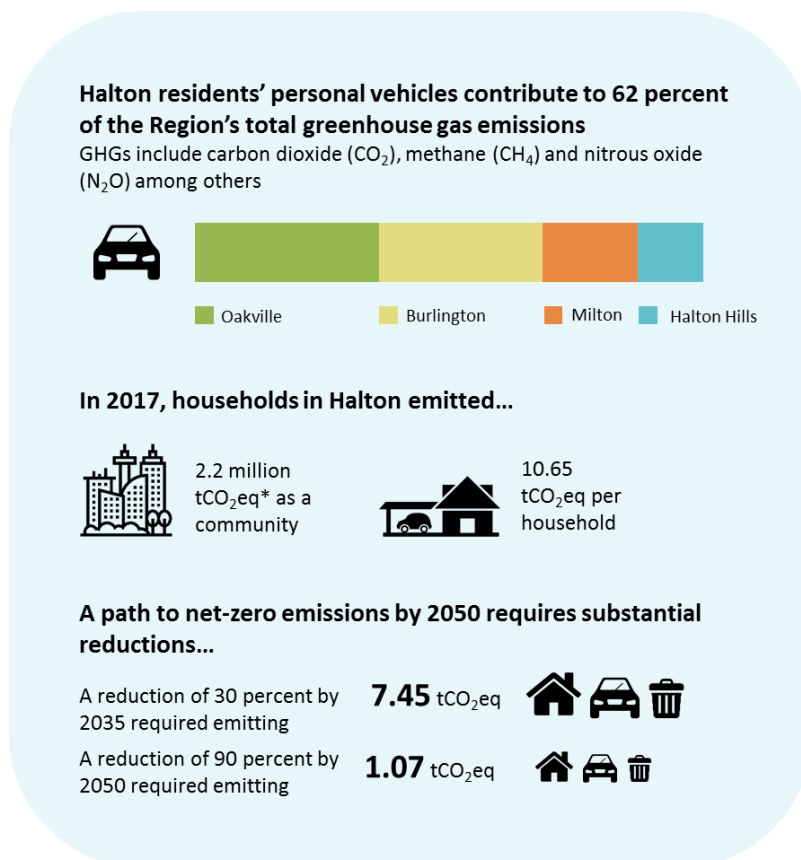


Figure 24. Halton's GHG Emissions. (Halton Climate Collective Local Greenhouse Gas Inventory Results, 2017).

*tCO₂eq = tonnes of CO₂ equivalents

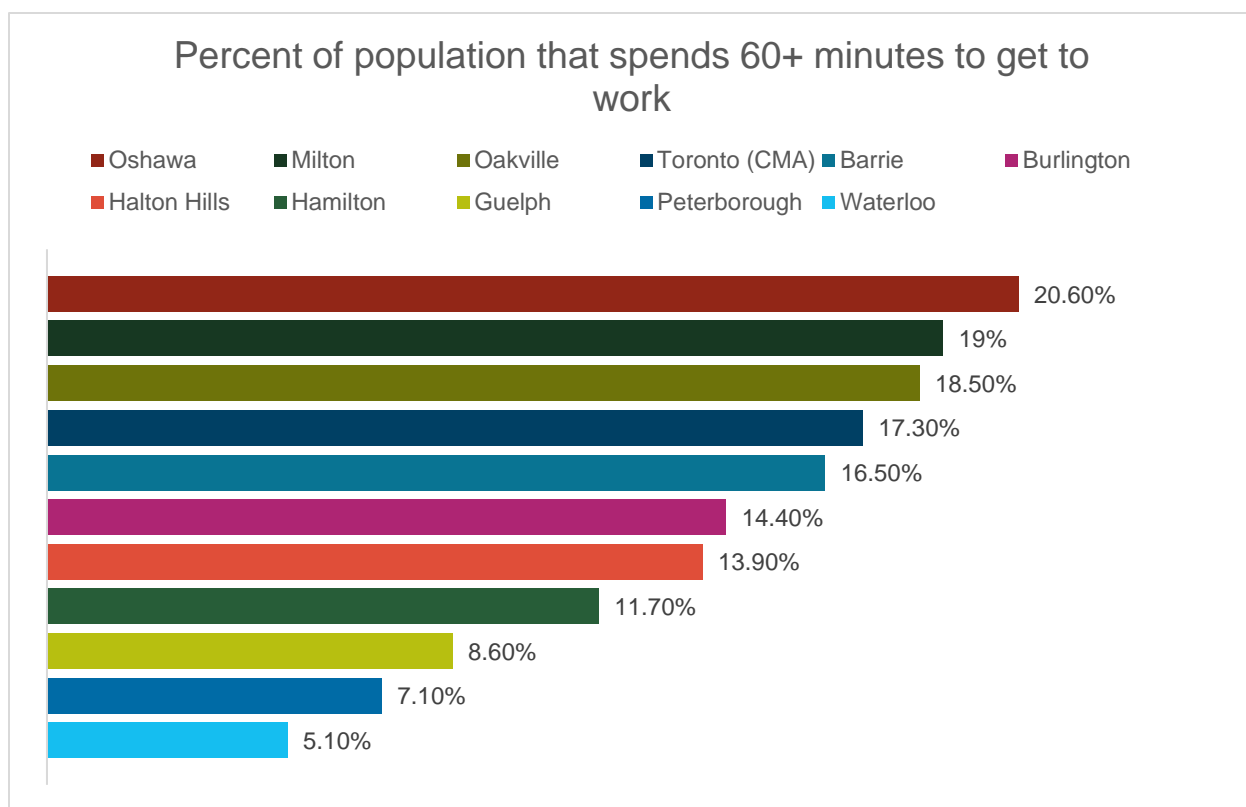


Figure 25. Percent of population that spends 60 minutes or more to get to work. (Data source: Statistics Canada, 2021).

Recreation and Neighbourhoods

Healthy communities have a transportation network that incorporates spaces where people can leisurely move, whether that be going for a jog, cycling, walking a dog, or accessing nearby amenities such as schools, community centres, libraries, and local stores. The quality of this smaller neighbourhood network where people access spaces for their leisure sustains movement in the larger Town and Region-wide transportation network by influencing choices of where people want to live and work.

The Town is well known for its recreational and leisure attributes, including the existing network of multi-use paths and trails. Milton is also home to the world renowned Mattamy National Cycling Centre.

“Neighbourhoods with good walkability have been proven to increase the number of social interactions between residents, with elements like the density of a neighbourhood and accessibility to a variety of social and recreational facilities influencing the quality of these interactions” (Complete streets and the 15 Minute city, 2019).

As defined in the Active Transportation Master Plan (Appendix A, T.M.P., 2019), the Town's active transportation vision is to promote that "walking, cycling and self-propelled forms of transportation are a viable form of transportation and recreation in Milton that are accessible, enjoyable and efficient for people of all ages and abilities" (Appendix A, Milton T.M.P., 2019).

Parks and recreational facilities bring people together, to learn more about what makes Milton a desirable place to live check out the Living in Milton report.

What is "Goods Movement"?

The movement of items, articles, products or commodities such as at-home, commercial and larger scale industrial deliveries.

More about Moving Goods

Milton's goods movement is mainly supported by roads and railways. With the rising popularity of online shopping, delivery vehicles and their routes are becoming increasingly important. Due to the diversity of goods and more frequent deliveries being made to residential areas, delivery vehicles tend to vary in size and environmental impact (Ottawa T.M.P. Movement of Goods excerpt).

In 2016, 49 percent of Milton's labour force were directly involved in goods and trades industries, an increase from 44 percent in 2011 (Halton Employment Survey Results, 2016 & Milton This Way Up Labour Force, 2011). This indicates that goods movement, and the businesses that support goods movement, are vital to the local economy, and will continue to play a role in the economic prosperity of the Town and the region (T.M.P.).

Transportation and warehousing is a key economic sector for Milton. Meaning that it is an industry that is growing provincially while growing at an even higher rate locally (EconDev Strategy, 2022). Businesses rely on the truck route network to ship, deliver and receive goods. Major arterial roads that are direct, linear, support heavy vehicles, and connect to controlled-access highways are typically used for goods movement. Inter-regionally, Highway 401 and Highway 407 are used as primary trucking routes.

Wholesale trade and Manufacturing industries have built up and continue to drive Milton's economy today. We will discuss more about Milton's key economic industries in the **Working in Milton** report.

Goods movement is said to be cost effective when it achieves desired levels of speed, reliability, pollution, and safety at the lowest possible cost (Metrolinx Urban Goods Movement, 2016).

The Ontario Ministry of Transportation prepared the Freight Supportive Guidelines to help communities plan and design for efficient and safe freight movements. The Guidelines address land use and transportation planning, site design and roadway operations, as well as provide both domestic and international case studies. The guidelines are applicable to the

Milton urban and rural environments. Balancing agricultural machinery and the movement of agricultural products with residential and employment development will also be important to creating a freight-supportive transportation network.

The Growth Plan sets provisions for integrated land use and transportation planning and states that municipalities should establish priority routes for good movement, and facilitate movement of goods into and out of employment areas or areas of significant commercial activity. It also asks municipalities and regions to consider opportunities for moving goods by rail and separate modes within corridors to help achieve an *inter-modal* goods movement. There are two major rail corridors within Milton, the Canadian Pacific Railway (C.P.) Galt Subdivision and the Canadian National Railway (C.N.) Halton Subdivision.

Intermodal freight is defined as goods movement carried by more than one mode. Improved access to inter-modal facilities can improve the environmental performance of freight by facilitating efficient transfer of goods from road to rail.

The Province also designates Provincially Significant Employment Zones (P.S.E.Z.), which are employment areas that the Province considers to be areas of high economic output and important locations that have the opportunity to improve coordination between land use planning, economic development and infrastructure investments to support job creation over the longer-term. One of the criteria for designating a P.S.E.Z. is that they be located near major transportation infrastructure or goods movement routes. Milton's P.S.E.Z. are located in proximity to Highway 401, Highway 407, C.P. Railway and C.N. Railway.

The Galt Subdivision is used by C.P. for intermodal freight transport, as well as by Metrolinx for the Milton line commuter rail service that connects to Toronto Union Station. The majority of the Galt Subdivision is still under the ownership of C.P. Metrolinx owns the southernmost portion which connects with Union Station. Freight service operates on a 24-hour basis with train frequencies established by C.P.R.

Highlights of the current freight projects and initiatives that are provided within Milton:

1. The C.P. Milton Expressway Terminal allows shippers to transfer their trailers on to intermodal trains operating on the rail corridor.
2. C.N. has proposed an intermodal rail facility and related track improvements in the vicinity of Tremaine Road and Britannia Road

The Future of Moving in Milton

People in Milton care about how development related to transportation happens in the Town. Although the engagement and discussion about what people want to see for Moving in Milton is always ongoing, the feedback and comments from previous We Make Milton community engagement have been summarized into **Table 2** below. The comments have been sorted into reoccurring themes which helped form the Big Questions for Moving in Milton. The Big Questions will drive policy considerations for the Moving in Milton theme.

Table 2. What We've Heard So Far: Stakeholder Input

Themes	Summary of Comments	Community Comments
Accessible for All	Making Milton more accessible and inclusive for everyone including people with disabilities and special needs	<ul style="list-style-type: none"> • Seniors needs • Youth needs • People with disabilities, deaf people • People who are neurodiverse • Low-income • Accessible: leisure and community centres, businesses • Affordability - Transit subsidies • Signage, symbols and signals both on streets and online (Town website) • Transportation to and from foodbanks • Have easily accessible transportation information and general planning info (don't need to travel to find/learn about planning updates)
Local connections, local economy and walkability /Vibrant and locally connected neighbourhoods	Building infrastructure (i.e., roads, streets, trails, transit, paths) and improving local connections Establishing connections and supporting networks to local businesses	<ul style="list-style-type: none"> • Improve connections between neighbourhoods • Need more local jobs • Permanent walkways in Downtown • Local labour market plan, journey of local employees • Design programs and take actions to meet the local

Themes	Summary of Comments	Community Comments
	<p>Creating more complete streets and pedestrian friendly places</p> <p>Providing safe streets for cyclists</p> <p>Reducing the need to commute out of Town by providing more local jobs and experiences</p>	<p>community and industry needs</p> <ul style="list-style-type: none"> • Post-COVID – Less commuting and more working from home? • Mixed-use not successful at Nodes and corridors? Want to have expedited process at nodes/corridors • Potential employees lost due to commute • Looking for local job opportunities • Safety for pedestrians, cyclists etc.\ • Family aspect and walkability • Improve local shopping and retail • Concerns about M.E.V., C.N. project impact on surrounding residential, loss of seniors centre • Partnerships for delivery • Good job with providing parks, play areas, walking/hiking paths
Connecting External Milton / Integrated transportation system / Non-local connections	<p>Improving connections to and from Milton to decrease commute times</p> <p>Increasing commuters' options</p> <p>Linking Milton's transportation network with surrounding municipalities</p> <p>Creating a Regional Transportation System</p>	<ul style="list-style-type: none"> • Many commute in and out of Milton for work • Post-COVID - Less commuting and more working from home? • Connections to and from Milton is important - not easy to commute into Milton • Connections between municipalities • Integrating transportation options
Land Use Planning and Transit Areas	<p>Incentivizing high quality mixed-use development especially at key locations including</p>	<ul style="list-style-type: none"> • Rail corridor • Development around major transit station areas • Less cul de sacs

Themes	Summary of Comments	Community Comments
	<p>Major Transportation Areas, nodes and corridors</p> <p>Managing traffic as a result of growth</p>	<ul style="list-style-type: none"> • Integrating transportation options • Post-COVID - Less commuting and more working from home? • Want to have expedited development process at nodes /corridors • Traffic implications of mixed-use (main floor commercial) • Opportunities with M.E.V. • Safety along arterial roads/intersections; C.N. project impacts on safety and traffic
Rural Milton	<p>Providing transit connections between urban and rural Milton</p> <p>Educating visitors to rural Milton about bike and road safety</p>	<ul style="list-style-type: none"> • Need more urban/rural transportation connections - rural Milton is more connected to Guelph than urban Milton • Education needed to improve urban/rural dichotomy - e.g., biking on farm trails/private property • Few choices for moving • Milton Transit connection between Campbellville and urban Milton was not successful • GO station? • Support Local initiative and rural businesses
Environmental Impact	<p>Reducing carbon emissions from car-travel by facilitating alternative modes of transportation</p>	<ul style="list-style-type: none"> • Reducing carbon emissions by 2051

Summary of Big Questions

As noted above, what we've heard so far, as well as the information summarized in this report have led to the development of the following Big Questions. These are the questions that will be answered through policy considerations that will be developed for the Moving in Milton Theme.

What are the Big Questions Doing?

The Big Questions are used to evaluate various policy options and identify recommended policy directions. They are framed by the Vision Statement and Guiding Principles of the new Official Plan and help recommend policy directions that will guide the following project stages. These questions help us to decide if we are asking the right questions, and if there any other topics/policy issues we should be discussing that aren't covered by ones chosen.

The following six questions discuss the main themes surrounding Milton's transportation network, and are the result of staff, stakeholder, and community feedback.

Moving in Milton Big Questions

BQ1: Accessibility, Equity and Inclusion

How can the new Official Plan support our diverse community with a transportation network that accommodates all modes of travel and users of different ages and abilities?

BQ2: Connectivity, Continuity and Convenience

How can the new Official Plan encourage a safe, seamless, continuous and efficient network for different transportation options? How can we help improve connections to adjacent and nearby communities/hubs?

BQ3: Growth and Traffic Management

How can our transportation network account for expected growth? How can the new Official Plan encourage and support balanced transportation planning and prioritization? How can we manage mobility and provide more complete streets as we grow?

BQ4: Moving Goods and Services

How can the new Official Plan help support an efficient network for movement of goods and services for businesses and residents, including the movement of manufacturing, agricultural, and resource goods?

BQ5: Sustainability

What can the new Official Plan do to balance different needs, minimize impacts on environmental sustainability, and promote safe and comfortable mobility?

BQ6: Rural Area

How can different transportation infrastructure needs be balanced within the Town's Rural Area and access to transportation options to the rural community be improved or supported through the Official Plan?

Key Terms

15 minute neighbourhood

The 15 Minute Neighbourhood refers to a connected community, where amenities can be accessed within a fifteen-minute walking, cycling, or driving distance

More on the 15 Minute Neighbourhood is highlighted in the Growing in Milton Report.

Accessibility

Accessibility refers to removing barriers to meet the needs of people with disabilities.

Equity

Equity refers to a state in which all people have access to and can act on opportunities to reach their full potential. It is achieved when systematic, avoidable and unfair differences between groups are reduced or eliminated.

First and last mile

The first and last mile refer to the first and final legs of a trip. For example, the walk to bus stop is the first mile, and the drive home from the train station is the last mile (Europa, 2019).

Inclusion

Inclusion refers to creating an environment that is welcoming and supportive to diverse groups of people

Micro-mobility

Micro mobility refers to small e-vehicles that are driver operated. This can include motorized scooters, bikes, and skateboards.

Nodes

Nodes refer to the intersection of different lines within a transportation network. They connect multiple paths at a single point.

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WE MAKE MILTON

Moving in Milton
Big Questions:
Policy Considerations



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Introduction

This is the We Make Milton Policy Considerations Report for the theme of Moving Milton. It has been prepared as a part of Stage 3: 'Big Questions' of the New Official Plan project - We Make Milton. It looks at the six Big Questions about how people and goods travel within and to/from Milton and presents some of the planning ideas and concepts related to the Big Questions.

The Background and Information Report for Moving in Milton complements this document. The Background and Information report explores the current context for moving in and around Milton linked to thoughts and ideas we heard in our previous We Make Milton consultation and engagement work. This background has informed and identified six Big Questions about how the Town's New Official Plan can facilitate and support different modes of travel and transportation as we manage growth to the year 2051, in keeping with our new land use planning vision 'Choice Shapes Us'.

For each of the six Big Questions, this report identifies a set of policy considerations for further discussion. They are the focus for further consultation and engagement. The policy considerations are intended to "answer" the 'Big Questions', and will be used to formulate draft policies in the next stage of the We Make Milton project (Stage 4 New Official Plan). The Big Questions and Policy Considerations link back to the Vision and Guiding Principles established through stages 1 and 2 of the We Make Milton New Official Plan Review Process.

What is an Official Plan?

It's a legislated and overarching planning document that establishes how land is to be used in a municipality. It's a visionary document that sets out how Milton will change over a thirty-year planning horizon. An Official plan is prepared under the Planning Act, and will be adopted by Milton Council. It must conform to applicable provincial policy. Once adopted, an Official Plan becomes legally binding. This means that Town staff must implement it, all public works must conform to it and it cannot be changed without a formal public process.

POLICY CONSIDERATIONS respond to BIG QUESTIONS.

BIG QUESTIONS focus on how to manage change and achieve our Council endorsed land use vision, Choice Shapes Us, to the year 2051.

The Big Questions have no simple "right answer", and different planning approaches and tools are available to address them.

POLICY CONSIDERATIONS focus on potential land use planning approaches and tools for Milton's New Official Plan. For each Big Question, policy considerations fall into three categories:

- 1) Things that **MUST** be done to conform to/be consistent with upper-tier policies;
- 2) Things **SHOULD** be done because they implement current/best practices; and
- 3) Things we **COULD** do because they are innovative and respond to specific local needs, opportunities, or challenges.



Figure 1. Milton's Official Plan Review Process from engagement to policy.

We Make Milton Vision

Milton 2051: *Choice Shapes Us*

In 2051, Milton offers a diversity of options for how and where we live, work, move and grow. As we evolve, choice is what shapes us.

The We Make Milton Visioning Report set out Milton's New Official Plan Vision as "Choice Shapes Us", explaining that through the implementation of the New Official Plan, as Milton grows, Milton will become a community that offers diverse options for how and where we love, work, move and grow.



Figure 2. Cars driving under Milton bridge.

When it comes to Moving in Milton, people expect travel between home, work and other services to be efficient, safe and convenient. By 2051, residents should have a lot of choice and be able to prioritize their mode of travel based on individual preference. Some people will drive, some will walk, some will bike and some will take transit. But all should have the options to choose, without inhibiting or compromising the options chosen by others. Milton should be accessible and will also feel connected to the rest of Halton and the GTA/Ontario.

The Big Questions were formed to dive deeper into the idea of choice, how to deliver viable choices, and how to build the land use planning framework for Milton's New Official Plan to fulfil the Vision and Guiding Principles.

Guiding Principles

Through the Visioning Stage of the We Make Milton project, in addition to the vision, twelve guiding principles were established for the New Official Plan. The Guiding Principles are used to provide direction to and evaluate the policy considerations as they are developed to answer the Big Questions.

The Guiding Principles cover all of the four theme areas, Living, Moving, Working and Growing, some themes will cover specific Guiding Principles more than others.

The Big Questions and Policy Considerations for the Moving in Milton theme are strongly tied to the Guiding Principles of: “Be Creative and Provide Choice”; “Move Efficiently and Safely”; “Support Arts, Culture and Recreation”; “Make Connections”; and “Support the Rural Area”. While the other Guiding Principles are still relevant to some of the Moving in Milton Policy considerations, they will also be further discussed and supported through the exploration of the remaining themes.



Figure 3. MiltonTransit bus on route.



Figure 4. Moving in Milton’s Guiding Principles Hierarchy.

Within the Guiding Principles sub-themes were also developed, the chart below highlights the subthemes that have are being discussed through the Moving in Milton Big Questions and Policy Considerations.

Table 1. Guiding Principles Descriptions and Intentions.

1. Be Creative and Provide Choice	<ul style="list-style-type: none"> • Allow for creativity in the development process while meeting provincial and regional planning requirements. • Ensure safe and affordable housing options for all generations of Miltonians. • Provide reliable and equitable mobility choices, including lower-impact options, such as transit, walking and cycling. • Ensure a range of options for growth and development at different heights, scales and densities. • Balance infill and intensification in appropriate and strategic locations, new greenfield development and urban expansion. • Plan for a vibrant business environment that offers a range of economic and job opportunities so that more Miltonians can choose to live and work here.
2. Mix Uses	<ul style="list-style-type: none"> • Create complete communities that will support a high quality of life and provide for healthy, sustainable and active lifestyles. • Provide a diverse mix of housing types (like rental, live-work and supportive housing) and forms (like single/ semi-detached, townhouses and apartments). • Mix housing with stores, restaurants, live-work buildings, certain types of employment, community services and places of worship. • Enhance and revitalize main streets, corridors, nodes and other existing mixed-use areas. • Create and sustain new mixed-use areas to accommodate forecasted population and job growth.
3. Move Efficiently and Safely	<ul style="list-style-type: none"> • Link land use plans with local, regional and provincial transportation plans. • Integrate transport modes, whether for passengers or goods, for greater efficiency. • Advocate for enhanced GO Transit service, new transit stations and a regional transit governance structure. • Where possible and appropriate, encourage transit oriented development forms. • Maintain, improve, integrate and grow existing mobility infrastructure, including roads, trails, paths and parking. • Increase the availability of lower carbon impact transportation options such as public transit and multiuse path systems. • Ensure that all mobility options are designed and operated in a way that protects the health and safety of all Miltonians and enhances quality of life.
4. Diversify and Prosper	<ul style="list-style-type: none"> • Protect employment lands to balance job growth with residential growth, and provide opportunities for investment and growth. • Provide local opportunities for post-secondary education and training. • Support Milton's traditional sectors and attract new industrial development, including manufacturing, warehousing and logistics. • Balance job growth in traditional sectors with the growth of knowledge-based employment uses, including research and development, and other emerging sectors. • Attract innovative entrepreneurs, employers and highly-skilled niche talent to Milton. • Create infrastructure and partnerships to attract new employment assessment. • Take advantage of Milton's proximity to significant transportation corridors and growing technology clusters.
5. Prioritize the Public Realm	<ul style="list-style-type: none"> • Create and sustain quality public spaces and gathering places throughout Milton to support social connectedness and safety, and to create a sense of place and character. • Design public spaces that are safe that are safe, integrated and create a sense of place and character. • Achieve design excellence through site/building design and streetscaping techniques. • Protect and promote Milton's outstanding public views, vistas and destinations.
6. Support Arts, Culture,	<ul style="list-style-type: none"> • Promote local art resources and businesses/creative industries and invest in public art. • Protect, enhance, develop and promote Milton's unique identity, cultural assets and heritage resources.

and Recreation	<ul style="list-style-type: none"> • Provide recreational and social programming that is inclusive, appeals to a diverse population and supports community building. • Distribute and integrate facilities and services throughout Milton so that all neighbourhoods and residents are well-served. • Celebrate and share Milton's history, accomplishments, assets and community pride.
7. Make Connections	<ul style="list-style-type: none"> • Connect Milton to municipalities across the GTHA, Ontario and beyond. • Make best use of access to 400-series highways and proximity to ports, air and rail, as well as the Canada-U.S. border. • Enhance linkages between urban and rural Milton. • Improve internal connections by enhancing paths and trails and encouraging a modified grid system of streets in new neighbourhoods and redevelopment areas to maximize ease of mobility. • Plan and implement infrastructure and technology for a 'smart city'.
8. Protect our Environment	<ul style="list-style-type: none"> • Protect and enhance Milton's natural heritage. • Ensure that new development is integrated with the surrounding environment. • Promote the enjoyment and responsible use of Milton's many natural areas and assets. • Recognize linkages between our environment, economy and quality of life. • Reduce greenhouse gases and respond to the impacts of climate change.
9. Support the Rural Area	<ul style="list-style-type: none"> • Protect and enhance the livability and character of rural Milton. • Provide for a competitive, diverse and flexible agricultural economy. • Promote local food production and enhance the agri-food network. • Ensure the wise use and management of resources, including mineral aggregates. • Provide for healthy, integrated and viable hamlets and rural areas. • Manage the agricultural and urban interface.
10. Encourage Good, Green Design	<ul style="list-style-type: none"> • Inspire, plan and design attractive built form in a variety of typologies and scales that reflect the unique identity, geography and context of Milton. • Implement green infrastructure and low impact development strategies. • Encourage design initiatives that improve air and water quality, support energy efficiency and conserve water and other resources. • Improve the sustainable performance of new development in Milton.
11. Collaborate	<ul style="list-style-type: none"> • Include and engage all Miltonians in planning processes and use input to inform planning decisions. • Work collaboratively with other administrations, agencies and sectors. • Support timely and coordinated infrastructure investments from all levels of government. • Partner to deliver long-term, predictable and well-timed infrastructure funding. • Use funding tools and incentives to support local businesses and new development.
12. Think Local	<ul style="list-style-type: none"> • Support existing businesses, including local stores, services, restaurants and farms. • Attract new retail development to support a growing population. • Revitalize downtown Milton, our villages and other commercial areas. • Celebrate and promote Milton through local programming and events. • Work with the appropriate agencies to ensure Miltonians have local access to high-quality community services.

Legislation

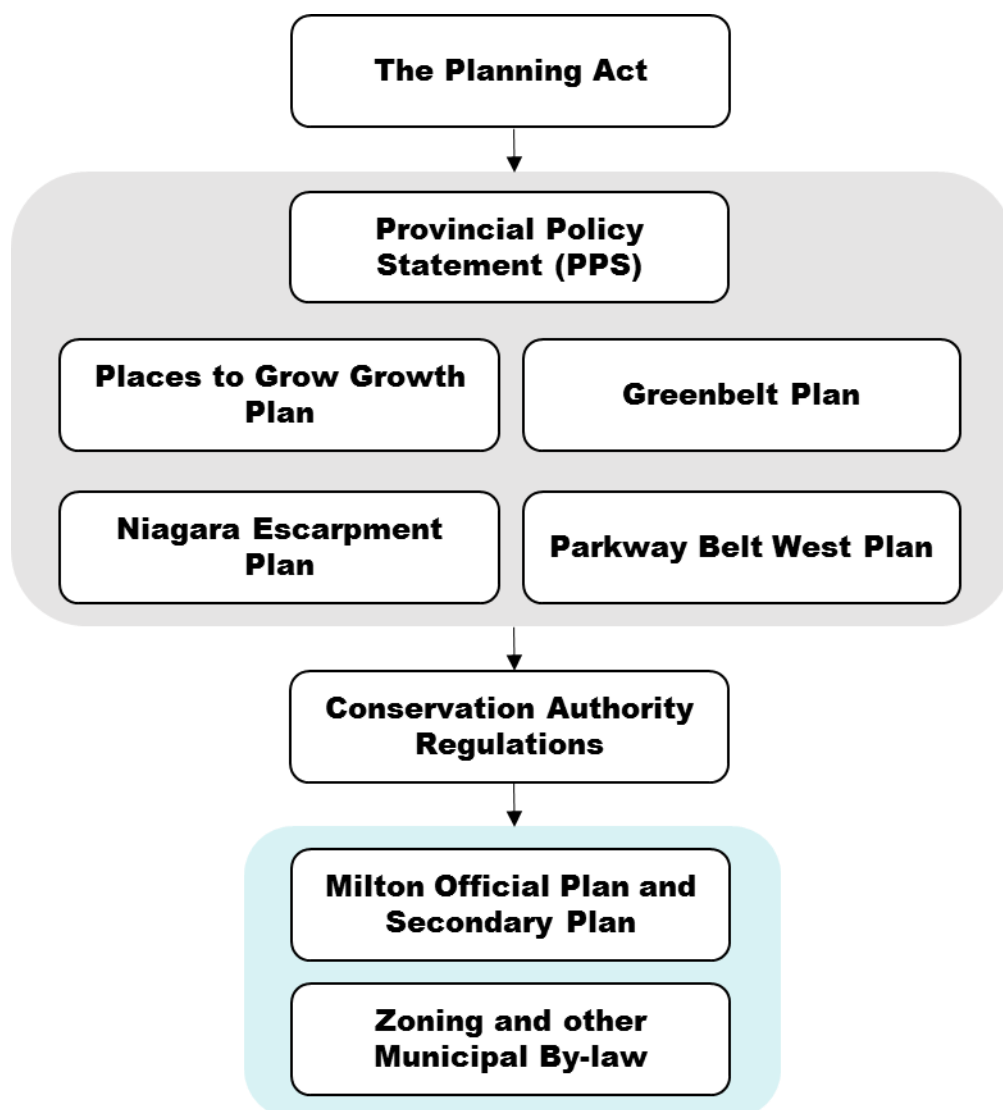


Figure 5. Planning legislation hierarchy from federal to local level.

The documents highlighted in Table 2 below are statutory documents that must be adhered to and considered when drafting policy considerations, and eventually New Official Plan policies, related to the Moving in Milton theme. These documents can be at a Federal, Provincial or Regional level. Figure 3 displays the hierarchy of planning policy in Ontario.

***At the time this document was prepared the Province was consulting on a proposal to replace the Growth Plan and Provincial Planning Statement with a new Policy Planning Statement.**

Table 2. Legislation Applicable to Milton.

Plan	Purpose and Direction
The Planning Act	The purpose of the Planning Act is to provide planning processes that are fair by making them open, accessible, timely and efficient. It integrates matters of provincial interest into provincial and municipal planning decisions; recognizes the decision-making authority and

<i>Plan</i>	<i>Purpose and Direction</i>
	accountability of municipal councils in planning; and establishes tools that can be used to achieve local growth and development goals.
A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019	<p>The Province's A Place to Grow Act is to plan for growth and development in a way that supports economic prosperity, protects the natural environment, and helps communities achieve a high quality of life. Its purpose is:</p> <ol style="list-style-type: none"> to enable decisions about growth to be made in ways that sustain a robust economy, build strong communities and promote a healthy environment and a culture of conservation; to promote a rational and balanced approach to decisions about growth that builds on community priorities, strengths and opportunities and makes efficient use of infrastructure; to enable planning for growth in a manner that reflects a broad geographical perspective and is integrated across natural and municipal boundaries; to ensure that a long-term vision and long-term goals guide decision-making about growth and provide for the co-ordination of growth policies among all levels of government. 2005, c. 13, s. 1
Greenbelt Plan, 2017	<p>The Greenbelt Plan aims to protect against the loss and of agricultural land, protect the natural heritage and water resource systems that sustain ecological and human. Its purpose is to provide for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, and recreation to build resilience while helping to mitigate the effects of climate change.</p> <p>The plan lists the following components as its main areas of enhancement and promotion:</p> <ul style="list-style-type: none"> • Agricultural viability and protection • Environmental protection • Culture, recreation, and tourism • Settlement areas • Infrastructure and natural resources • Climate change
Niagara Escarpment Plan, 2017	<p>The Niagara Escarpment Plan serves as a framework of objectives and policies to strike a balance between development, protection and the enjoyment of this important landform feature and the resources it supports. The purpose of this Plan is to provide for the maintenance of the Niagara Escarpment and land in its vicinity, and to ensure development is compatible with the natural environment. Its main objectives are:</p> <ol style="list-style-type: none"> to protect unique ecologic and historic areas; to maintain and enhance the quality and character of natural streams and water supplies;

<i>Plan</i>	<i>Purpose and Direction</i>
	<ul style="list-style-type: none"> c) to provide adequate opportunities for outdoor recreation; d) to maintain and enhance the open landscape character of the Niagara Escarpment in so far as possible, by such means as compatible farming or forestry and by preserving the natural scenery; e) to ensure that all new development is compatible with the purpose of the Plan; f) to provide for adequate public access to the Niagara Escarpment; and g) to support municipalities within the Niagara Escarpment Plan Area in their exercise of the planning functions conferred upon them by the Planning Act.
Provincial Policy Statement, 2020	<p>The Provincial Policy Statement is a consolidated statement of the government's policies on land use planning, issued under Section 3 of the Planning Act. It gives provincial direction on key land use planning issues that affect Milton, such as:</p> <ul style="list-style-type: none"> • Efficient use and management of land and infrastructure • The provision of sufficient housing to meet changing needs, including affordable housing • The protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water • Opportunities for economic development and job creation • The appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs
Parkway Belt West Plan	<p>The Parkway Belt West Plan is Ontario's first provincial land use plan, originally created in 1978. The Plan is comprised of both policies and maps and is supported by associated Minister's Zoning Orders in some cases.</p> <p>The Plan was originally created with four goals:</p> <ul style="list-style-type: none"> a) Provide separation and definition of urban area boundaries; b) Create links between urban areas by providing space for movement of people, goods, energy, and information (e.g., Hwy 407, inter-urban transit); c) Provide a land reserve for future linear facilities (e.g., hydro corridors); and, d) Provide a system of open space and recreational facilities (e.g., public open space, golf driving ranges). <p>The Province is currently considering revoking the Parkway Belt West Plan.</p>
Halton Region Official Plan	<p>The November 4, 2022, Interim Office Consolidation of the Regional Official Plan incorporated ROPA 48 and 49, which the Regional</p>

<i>Plan</i>	<i>Purpose and Direction</i>
	<p>Council adopted as a part of the Regional Official Plan Review (ROPR) process, as subsequently modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021, and November 4, 2022</p> <p>In November 2022, the Province passed Bill 23, “More Homes Built Faster Act”, the provisions which remove Halton Region’s planning responsibilities which will take effect on a future date to be proclaimed by the Minister. Upon proclamation, the Regional Official Plan will no longer be in effect, and Milton’s new Official Plan will carry over policies from the Regional Official Plan that is either required to provide, or deemed appropriate to keep in the New Local Official Plan.</p>

Sources: in References Appendix

Guidance Documents

In addition to legislative documents, there are also many guidance documents that apply and must be considered when drafting policies and policy considerations in relation to the Moving in Milton theme. There are Federal guidelines, Provincial guidelines and Regional guidelines.

Table 3. Documents Guiding Moving in Milton Directions.

<i>Level of Government</i>	<i>Purpose and Direction</i>
Federal	
Guidelines for New Development in Proximity to Railway Operations, 2013	The Federal Guidelines for New Development in Proximity to Railway Operations are meant to assist municipal governments and railways in reviewing and determining general planning policies when developing on lands in proximity to railway facilities, as well to establish a process for making site specific recommendations and decisions to reduce land-use incompatibilities for developments in proximity to railway operations.
Provincial	
Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe, 2022	A Transportation Plan for the Greater Golden Horseshoe is a Provincial transportation plan that includes a Vision for Mobility in 2051. This vision sets out a 30-year vision of a transportation system that provides safe, efficient and convenient options for people and businesses and supports the well-being and economic prosperity of the region into the future. The 2051 vision includes infrastructure, service improvements and policies organized under four inter-related themes: <ul style="list-style-type: none"> a) Fighting gridlock and improving road performance b) Getting people moving on a connected transit system c) Supporting a more sustainable and resilient region d) Efficiently moving goods
Metrolinx 2041 Regional Transportation Plan, for the Greater Toronto Hamilton Area, 2018	The 2041 Regional Transportation Plan (R.T.P) is Metrolinx's plan for continuing transformation of their transportation system in the Greater Toronto and Hamilton Area (G.T.H.A.). The Plan has five main strategies: <ul style="list-style-type: none"> a) Complete the delivery of current regional transit projects b) Connect more of the region with frequent rapid transit c) Optimize the transportation system

	<ul style="list-style-type: none"> d) Integrate transportation and land use e) Prepare for an uncertain future
Freight Supportive Guidelines, 2016	<p>The Province has created Freight Supportive Guidelines are intended to:</p> <ul style="list-style-type: none"> a) Provide direction for land use planning, site design practices and operational procedures that help with the movement of freight; b) Assist municipalities in understanding and planning for the various modes and types of vehicles used in the movement of freight; and c) Support the overall economic health and competitiveness of Ontario's municipalities.
Transit Supportive Guidelines, 2012	<p>The Province has created Transit Supportive Guidelines that are intended to assist urban planners, transit planners, developers and others, working in communities of all sizes, in creating an environment that is supportive of transit and developing services and programs to increase transit ridership.</p>
<i>Regional</i>	
The Road to Change Halton's Transportation Master Plan 2011 to 2031, 2011	<p>Halton Region's Transportation Master Plan is the Regional level T.M.P. that analyzes the Region's transportation needs and provides strategies, proposed policies and tools that are required to meet the Region's transportation planning needs and goals. The most recent Halton Transportation Master Plan included recommendations and initiatives to support the shift toward a multi-modal approach to transportation that included providing additional capacity in the Regional roadway network (i.e. road widenings), active transportation, transportation demand management, and transit."</p>
Halton Active Transportation Master Plan to year 2031, 2016	<p>Halton's Active Transportation Master Plan is designed to support policies and growth set out in the Region's T.M.P. and in the Region's Official Plan. It is a long-range plan that addresses the accommodation of cycling and walking along Regional roads to fulfill transportation needs in Halton Region to the year 2031.</p>
Access Management Guidelines, 2015	<p>Halton's Access Management Guidelines provide context for access approval for Halton Regional Roads. Its purpose is to provide direction to developers, planners, and consultants on Halton Region's best practices in access management. It also provides a reference for the review and approval of new and redevelopment access applications.</p>

	The overall goals of the Guidelines are to reduce collisions, reduce energy consumption, and preserve the long-term integrity of the traffic movement function while balancing the needs of all road users.
Halton Region Mobility Management Strategy, 2017	Halton Region's Mobility Management Strategy is a strategy to guide the <u>the evolution of a region-wide inter/intra transportation network over a span of 25 years</u> . It identified a <u>Region-wide grid network of approximately 156 km of key Transit Priority Corridors and approximately 36 km of Mobility Links</u> . These corridors were identified to serve as <u>key links to existing and planned destinations within and beyond Halton Region</u>
Halton Region Defining Major Transit Requirement, 2019	Halton Region's Defining Major Transit Requirements Study built upon Halton Region's Mobility Management Strategy (2016) to delineate the 2031 and 2041 Preliminary Transit Priority Network, by defining the "Type", "Form", and "Function" of the Transit Priority Corridors as identified in the Mobility Management Strategy, in order to identify order-of-magnitude investment requirements for the Transit Priority Corridors that support inter/intra-regional connections and the potential growth of the Major Transit Station Areas.
Halton Region's Integrated Master Plan (underway)	<u>In 2022, Halton Region initiated an Integrated Master Plan, the purpose of which is to complete the next Region-wide Water, Wastewater, and Multi-Modal Transportation Master Plans. The outcome of this work will be a long-term integrated servicing strategy for Regional infrastructure to accommodate future growth. The Integrated Master Plan will provide the strategies, policies and tools required to meet the future water, wastewater and transportation infrastructure needs."</u>
Halton Region Healthy Community Guidelines, 2009	<u>Halton Region's Healthy Communities Guidelines were prepared to identify the attributes of healthy communities so that the Region and local municipalities can work together through the planning process to achieve healthy communities."</u>
Town	
Milton's Transportation Master Plan, 2019	A Transportation Master Plan is intended to be the foundation on which transportation decision making will be based. A Transportation Master Plan is typically updated every 5-10 years to proactively address

	changes in social and economic dynamics and policy guidance in a community-specific manner.
Milton's Active Transportation Strategy, 2019	Active transportation (A.T.) is considered a key component of a sustainable transportation system and a financial priority for provincial, regional and municipal governments. Providing a system of integrated transportation options is an important consideration when designing and planning communities. The Town of Milton has prepared a comprehensive Active Transportation Strategy (A.T.S.) as part of the first Transportation Master Plan (T.M.P.). The strategy has been designed to: <ul style="list-style-type: none"> a) Build on past work completed by the Town, Region and Province; b) Address a wide range of user and trip types; c) Consider design, implementation and maintenance of routes and facilities; d) Establish supportive policies and strategies; and e) Identify an implementation plan to guide future decision making
Milton Transit Service Review and Transit Master Plan, 2019	The Transit Master Plan is an important document that identifies current and future transit needs for Milton and provides detailed transit and operations planning.

Sources: in References Appendix

Ongoing Town Initiatives

In addition to the Official Plan, the Town has several other guiding documents and master plans which contribute to transportation related policies and initiatives. Two of the key Master Plans which are directly related to the Official Plan are the Transportation Master Plan and the Transit Master Plan. The last Town-wide Transportation Master Plan was completed in 2018 and updated in 2019, and the last Transit Master Plan was completed in 2019. Currently both of these Master Plans are being updated. The Official Plan will receive some directions from both of these Master Plans, through the form of more detailed and technical policy considerations, technical guidance and more detailed strategies for specific areas of interest such as transit planning, active transportation, goods movement and transportation demand management. The We Make Milton project will also provide input into these Master Plans, to ensure they align with the Vision for Milton as set out in the New Official Plan.

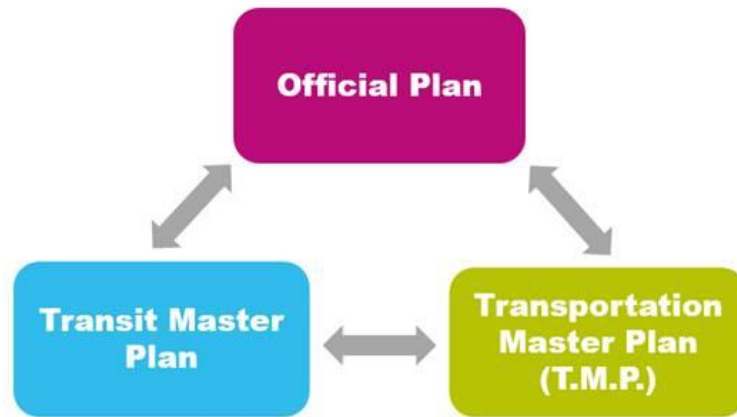


Figure 6. The cyclical relationship between the Official Plan, Transit Master Plan, and Transportation Master Plan.

Transportation Master Plan

A Transportation Master Plan is intended to be the foundation on which transportation decision making will be based. A Transportation Master Plan is typically updated every 5-10 years to proactively address changes in social and economic dynamics and policy guidance in a community-specific manner. A Transportation Master Plan needs to align with, and take some direction from, the Official Plan, the Strategic Plan and other planning initiatives.



Figure 7. Cars driving into Milton.

The Town's current Transportation Master Plan was completed in 2018, with minor updates in 2019. Through 2023 the Town will be undertaking a Transportation Master Plan Update. It will provide updates to key strategies that are directly tied to the Moving in Milton theme and policy considerations, such as an active transportation strategy, goods movement strategy and a transportation demand management strategy. It will also provide a technical review of the impacts of upper level policy changes, such as the new Community Area and Employment Area that has been added to Milton's Urban Area through the Provincial Decision on Regional Official Plan Amendment 49, and provide recommended infrastructure improvements that must be recognized through the New Official Plan.

The New Official Plan and the Transportation Master Plan will ultimately have an iterative relationship and feed information into each other as they evolve through the lifecycles of their Plans.

Transit Master Plan

The Transit Master Plan was last updated in 2019 and is currently in the process of being updated through 2023. The Transit Master Plan is an important document that identifies current and future transit needs for Milton and provides detailed transit and operations planning.

The Transit Master Plan is the document which ultimately determines how transit service is provided in Milton. It needs to be coordinated with the New Official Plan to understand when and where growth is coming so that as the Milton grows the choice of convenient transit options is made. The Official Plan also needs to understand Milton's transit needs and how transit planning is being completed to be able to support efficient transit delivery. Similar to the Transportation Master Plan, the Transit Master Plan and the Official Plan have an iterative relation, and need to be coordinated.



Figure 8. Milton bus stop signage.

Big Questions and Policy Considerations

What are the Big Questions?

The 'Big Questions – Background and Information Report' identifies six 'Big Questions' for Moving in Milton. The 'Big Questions' are based on analysis of the background information and are informed by extensive staff, stakeholder and community feedback conducted throughout Stages 1 and 2 of the We Make Milton Project.

The Big Questions are used to evaluate various policy options and identify recommended policy considerations. They are framed by the Vision Statement and Guiding Principles of the New Official Plan and help recommend policy directions that will guide the following project stages. These questions help ensure that the policy considerations being formed are responding to the right concerns and needs of the community as we plan towards 2051.

What are Policy Considerations?

Policy Considerations focus on potential policy approaches for Milton's new Official Plan. The policy considerations "answer" the big questions while considering the Guiding Principles that have been established for Milton's New Official Plan. For each Big Question, policy considerations fall into three categories:

- 1) Things that **MUST** be done to conform to/be consistent with upper-tier policies;
- 2) Things **SHOULD** be done because they implement current/best practices; and
- 3) Things we **COULD** do because they are innovative and respond to specific local needs, opportunities, or challenges.

Big Question #1

BQ1: Accessibility, Equity and Inclusion

How can the New Official Plan support our diverse community by accommodating all modes of travel and users of different ages and abilities?

Moving in Milton Policy Considerations for Big Question 1:

The following considerations have been identified as result of the above exploration of Big Question #1, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 1.1:

The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options and alternatives.

- The New Official Plan needs to ensure that land uses, and infrastructure are planned in a way that allows for efficient and available transportation options and alternatives. This means having the option to choose a form of transportation that fits Miltonians needs and lifestyles. This includes maintaining, improving and growing existing mobility and transportation infrastructure such as roads, trails, paths, transit and appropriate parking.
- *This consideration relates to Guiding Principles 1, 3 and 7.*

Moving in Milton Policy Consideration 1.2:

The New Official Plan must provide policies and directions for the creation of complete streets.

- The Growth Plan for the Greater Golden Horseshoe requires that the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated. This means that the New Official Plan must contain policies that implement Complete Streets which support Miltonian's choice of mobility and safety as they travel through the Town.
- *This consideration relates to Guiding Principles 3, 5 and 7.*



Figure 9. Community collaboration.

Moving in Milton Policy Consideration 1.3:

The New Official Plan must provide direction for building accessible spaces and connections, ensuring that all Miltonians, of all ages and abilities, have equitable access.

- It is important that the New Official plan policies support the delivery of reliable and equitable mobility choices, including lower impact options such as transit, walking and cycling, allowing for any Miltonian to be able to have choice in how they move around Milton. This includes, not only have accessible options, but ensuring those accessible options have the right connections to be able to access amenities and resources needs within the community.
- *This consideration relates to Guiding Principles 1, 3, 6 7 and 8.*

Big Question #2

BQ2: Connectivity, Continuity, and Convenience

How can the new Official Plan encourage a safe, seamless, continuous and efficient network for different transportation options? How can we help improve connections to adjacent and nearby communities/hubs?

Moving in Milton Policy Considerations for Big Question 2:

The following considerations have been identified as result of the above exploration of Big Question #2, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 2.1:

The New Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the Town, including better connecting existing areas and planning for connections to future growth areas.

- It is important that the New Official Plan provides for a safe, efficient and convenient network of transportation connections for all users., This network may include connections between the urban and rural areas, connections between neighbourhoods, connections between residential, employment and commercial areas or connections to destinations and amenities. It is also important that the Official Plan be supporting and planning for connections to neighbouring municipalities and other parts of the GTA. This may mean planning with other stakeholders to ensure those connections come to fruition.
- *This consideration relates to Guiding Principles 3, 6, 7 and 12.*

Moving in Milton Policy Consideration 2.2:

The New Official Plan should provide active transportation connections and access, including policies that promote and support the importance of first-mile/last-mile connections.

- To support the successful implementation of transit, carpooling, or active transportation routes, the Official Plan should support safe, convenient and seamless first-mile/last-mile options and connections. Ensuring the first-mile/last-mile has safe and convenient connections provides for more access and choice to efficient mobility options for Miltonians.
- *This consideration relates to Guiding Principles 1, 3, 7 and 8.*

First and Last Mile

The first and last mile refer to the first and last leg of the trip. These distances are considered in relation to providing fully accessible transportation (Europa, 2019).

Moving in Milton Policy Consideration 2.3:

The New Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and neighbouring municipalities.



Figure 10. Milton Transit stop.

- Milton connects to adjacent municipalities and other parts of the GTA through GO Transit, Regional Roads, and 400 series highways. These connections allow people and goods to move easily between places they need to be, whether Milton is their starting point or end point. To ensure that these connections are maintained and grown to support Miltonians the Official Plan should recognize the necessary coordination and partnerships between the Town and community partners, other agencies and neighbouring municipalities.
- *This consideration relates to Guiding Principles 1, 3, 7 and 11.*

Moving in Milton Policy Consideration 2.4:

The New Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that prioritize and incentivize transit ridership.

- The Transit Master Plan implements and plans for transit growth within Milton. The New Official Plan should coordinate with the directions of the Transit Master Plan and support growing Milton's transit system, which will allow Miltonians with greater access to transit options and choice.
- *This consideration relates to Guiding Principles 1, 3, 7 and 8.*

BQ3: Growth and Traffic Management

How can our transportation network account for expected growth? How can the New Official Plan encourage and support balanced transportation planning and prioritization? How can we manage mobility and provide more complete streets as we grow?

Moving in Milton Policy Considerations for Big Question 3:

The following considerations have been identified as result of the above exploration of Big Question #3, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 3.1:

The New Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Master Plan.

- The Transportation Master Plan recommends Transportation Demand Management Strategies and policies. The New Official Plan should implement these policies, and support these strategies through encouraging policies. Encouraging and supporting Transportation Demand Management initiatives through the New Official Plan can not only provide opportunities for convenient mobility choices, but also efficient use of the Town's transportation networks.
- *This consideration relates to Guiding Principles 1, 3, and 8.*

Transportation Demand Management

A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost (A Place to Grow, 2021).

Moving in Milton Policy Consideration 3.2:

The New Official Plan should consider reviewing parking requirements in specific areas and neighbourhoods, looking towards a reduction in parking requirements where appropriate.

- The Town has several areas that are currently planned or are being planned to be transit supportive such as the M.T.S.A. and the M.E.V., as well as other nodes and corridors, that could support reduced parking based on access to public transit and active transportation. As the Town moves forward with planning complete communities, parking requirements in these areas should be reviewed as well. Higher parking requirements encourage car dependency and increase the amount of land required for development. Parking reductions in specific areas that have accessible methods of transportation outside of auto reliance encourages transit and active transportation usage and can reduce the amount of cars and traffic, reducing emissions.
- *This consideration relates to Guiding Principle 3, 5, 7 and 8.*

Moving in Milton Policy Consideration 3.3:

The New Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.

- The Town has recently adopted a Traffic Calming Policy that supports safe streets for all road users. The New Official Plan should, through appropriate land use planning and design policies and guidance, implement the objectives of the Traffic Calming Policy.
- *This consideration relates to Guiding Principle 3 and 5.*

Moving in Milton Policy Consideration 3.4:

The New Official Plan must provide direction on Right-Of-Way designs and road classifications that align with Complete Streets objectives and allow for safe and efficient streets, while supporting transit delivery and operational needs and requirements.

- The New Official Plan contains and prescribes road classifications and Right-of-Way guidance. The New Official Plan should, in coordination with Engineering Standards and Transportation Master Plan direction, provide updated road design policies that implement safe and efficient right-of-way design, including roads, sidewalks, cycling facilities and multi-use paths. These policies must also consider operation needs and requirements such as emergency services requirements, transit, and snow clearance, as well as ensure stormwater and utilities are appropriately accommodated. Right-of-Way design should consider appropriate incorporation of trees that would allow for tree cover that can aid in heat reduction and public realm improvement.
- *This consideration relates to Guiding Principles 3, 5, 7 and 8.*

Right-Of-Way (R.O.W.)

An ROW is an easement that grants access over a piece of land for the specific purpose of transportation. This can include highways, rail lines, walking paths, and canals.



Figure 11. Milton roundabout off Britannia.

Moving in Milton Policy Consideration 3.5:

The New Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transportation infrastructure and services (i.e. future required roads).

- As Milton plans for growth, through both intensification and urban expansion, the New Official Plan must recognize and plan for newly required transportation infrastructure to service this growth. This means planning for future required infrastructure requirements such as roads to service new growth areas, or expansion of active transportation networks in the existing urban area. The Transportation Master Plan will identify future services requirements that must be recognized within the New Official Plan, and will

update the Active Transportation Strategy that will need to be recognized through the New Official Plan.

- *This consideration relates to Guiding Principles 3, 7, 10 and 11*

Big Question #4

The following considerations have been identified as result of the above exploration of Big Question #3, for further discussion through We Make Milton:

BQ4: Moving Goods and Services

How can the New Official Plan help support an efficient network for movement of goods and services for businesses and residents, including the movement of manufacturing, agricultural, and resource goods?

Moving in Milton Policy Considerations for Big Question 4:

The following considerations have been identified as result of the above exploration of Big Question #4, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 4.1:

The New Official Plan should identify preferred truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.

- The New Official Plan should contain a map that identifies how large trucks can move throughout the Town, to or from their destination within Milton. The Transportation Master Plan update will be reviewing the Town's current truck routes and may make recommended modifications. The outcome of this review should be captured and implemented through the New Official Plan.
- *This consideration relates to Guiding Principles 3, 4, 7 and 8.*

Moving in Milton Policy Consideration 4.2:

The New Official Plan should minimize conflicts between goods movement and community areas.

- The New Official Plan should, in addition to prescribing appropriate truck routes, provide a policy framework that minimizes conflicts between goods movement and mostly residential neighbourhoods. The new Official Plan could ensure uses that generate goods



Figure 12. Town road with storefronts.

movement are located in proximity to truck routes and infrastructure such as 400 series highways, Regional Roads, or Employment Areas. Minimizing conflicts between goods movement and community areas reduces resident exposure to pollution from goods movement traffic.

- *This consideration relates to Guiding Principles 3, 4 7 and 8.*

Moving in Milton Policy Consideration 4.3:

The New Official Plan should encourage multi-functional use of utility corridors, such as accommodating active transportation links, where possible.

- The utility corridors within Milton, such as gas pipelines, and utility corridors provides for a unique opportunity for active transportation links and other creative network additions, while efficiently using land. The New Official Plan should encourage the creative use of these corridors, where appropriate.
- *This consideration relates to Guiding Principles 1, 2, 5 and 7.*

Big Question #5

BQ5: Sustainability

What can the New Official Plan do to balance different needs, minimize impacts on environmental sustainability, and promote safe and comfortable mobility?

Policy Considerations for Big Question 5:

The following considerations have been identified as result of the above exploration of Big Question #5, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 5.1:

The New Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.

- The New Official Plan, through land use planning policy, should be promoting sustainable mobility options such as transit and active transportation usage. Major Transit Station Areas must be planned to provide densities and infrastructure that support transit usage and active transportation. In Milton, the areas surrounding the Downtown Milton GO Station and the planned Milton Trafalgar GO Station are designated as Major Transit Station Areas. These Major Transit Station Areas have area specific planning to achieve the Provincial Growth Plan requirements. The Growing in Milton Paper will further explore how transit supportive neighbourhoods can be planned to support transit and active transportation.
- *This consideration relates to Guiding Principles 1, 2, 5, 8 and 10.*

Major Transit Station Areas (M.T.S.A.)

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core (A Place to Grow, 2021).

Moving in Milton Policy Consideration 5.2:

The New Official Plan must provide for measures to address environmental sustainability, climate adaptation and resiliency to be incorporated into future transportation planning and design.

- The New Official Plan must provide policies that implement green infrastructure and low impact development standards. The Growth Plan, through Climate Change policies, requires municipalities to have Stormwater Master Plans that incorporate green infrastructure and appropriate low impact development standards. The New Official Plan must recognize and support these objectives through infrastructure policy and associated right-of-way guidance.
- *This consideration relates to Guiding Principles 8, and 10*

Green Infrastructure

Natural and human-made elements that provide ecological and hydrologic functions and processes (i.e., natural heritage features and systems, parklands, stormwater management systems, street trees, natural channels, permeable surfaces) (A Place to Grow, 2021).

Low Impact Development

An approach to stormwater management that seeks to manage precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution (i.e., bio-swales, vegetated areas, permeable pavement, rain gardens, green roofs, etc.) (A Place to Grow, 2021).

Moving in Milton Policy Consideration 5.3:

The New Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, schools, retail and, where possible, compatible employment.

- The New Official Plan should provide policies and land use planning that encourage efficient design and land use planning that improves air quality and water quality, supports energy efficiency and conservation of water and the natural heritage system. With regards to transportation and mobility, this more specifically means planning for well-connected neighbourhoods with access to transit and active transportation options, and providing a land use pattern that promotes safe, convenient and comfortable walkability to resources and amenities. Providing walkable and complete communities integrated with social, community, cultural and recreational services also provides mental and physical health benefits to residents.
- *This consideration relates to Guiding Principles 2, 5, 6, 8 and 10.*

Moving in Milton Policy Consideration 5.4:

The New Official Plan should include policies that balance the need to protect sensitive environmental features and protected areas, and avoid natural hazards (such as floodplains), with the provision of new roads and active transportation where necessary.

- The New Official Plan should recognize the balance required between providing required transportation infrastructure to support growth and protecting environmental features and the natural heritage system. There should be policies that encourage the exploration of options for potential infrastructure locations and crossings.
- *This consideration relates to Guiding Principles 7, 8 and 10.*

BQ6: Rural Area

How can different transportation infrastructure needs be balanced within the Town's Rural Area and access to transportation options to the rural community be improved or supported through the New Official Plan?

Policy Considerations for Big Question 6:

The following considerations have been identified as result of the above exploration of Big Question #6, for further discussion through We Make Milton:

Moving in Milton Policy Consideration 6.1:

The New Official Plan should provide a road network that includes connectivity to the Town's Rural Area to ensure access for rural residents and businesses.

- To support and connect rural residents and businesses, the Town should ensure that through the New Official Plan and Transportation Master Plan, there is policy that plans for safe and adequate access and connections to and from the Rural Area, within the Rural Area between hamlets and to adjacent municipalities that support the needs of the rural community.
- *This consideration relates to Guiding Principles 3, 7 and 9.*

Moving in Milton Policy Consideration 6.2:

The New Official Plan should implement the Town's Active Transportation Strategy, including the recommended improvements to the active transportation network in and to the rural area.

- The Town's Transportation Master Plan contains an Active Transportation Strategy. The New Official Plan should include policy that supports and implements improvements to the active transportation in the rural area as identified through the Transportation Master Plan, in a way that will maintain, protect and enhance the livability and character of rural Milton.
- *This consideration relates to Guiding Principles 3, 6, 7 and 9.*

Moving in Milton Policy Consideration 6.3:

The New Official Plan's road classifications should recognize the unique rural character and needs.

- The New Official Plan should provide policies that manages the agricultural and urban interface. This means ensuring that the different needs of rural roads, such as the usage of agricultural equipment and transportation, are recognized, accommodated and protected.
- *This consideration relates to Guiding Principles 1, 3, 6, 7, 8 and 9.*

What's Next?

Stage 4: New Official Plan Drafting

The development of the Big Questions and Policy Considerations conclude Stage 3 of the New Official Plan Project for Moving in Milton. Upon the completion of Stage 3 for all four themes, the We Make Milton New Official Plan project will move into Stage 4: New Official Plan Drafting. Through the next phase of the project, the policy considerations that have been developed for each theme will be used as direction to form draft policies for the New Official Plan.



Figure 13. Milton community area in summer.

How to stay involved!

We will be looking for your feedback on the policy considerations identified for each Big Question and there will be a number of opportunities to do so:

1. All community members are encouraged to visit the New Official Plan web page to learn about the project and find updates/opportunities to provide input.
2. All of our We Make Milton reports are available on the Town's webpage.
3. You can register for email notifications and we will let you know when future We Make Milton documents are available.
4. We are always interested in talking to stakeholders and community groups to learn more about what you deem important and valuable. If you would like to discuss any concerns or ideas please contact our We Make Milton planning team.
5. If you have any other questions or comments, please do not hesitate to contact our We Make Milton planning team.

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Moving in Milton

SURVEY RESPONSE REPORT

10 April 2023 - 04 May 2023

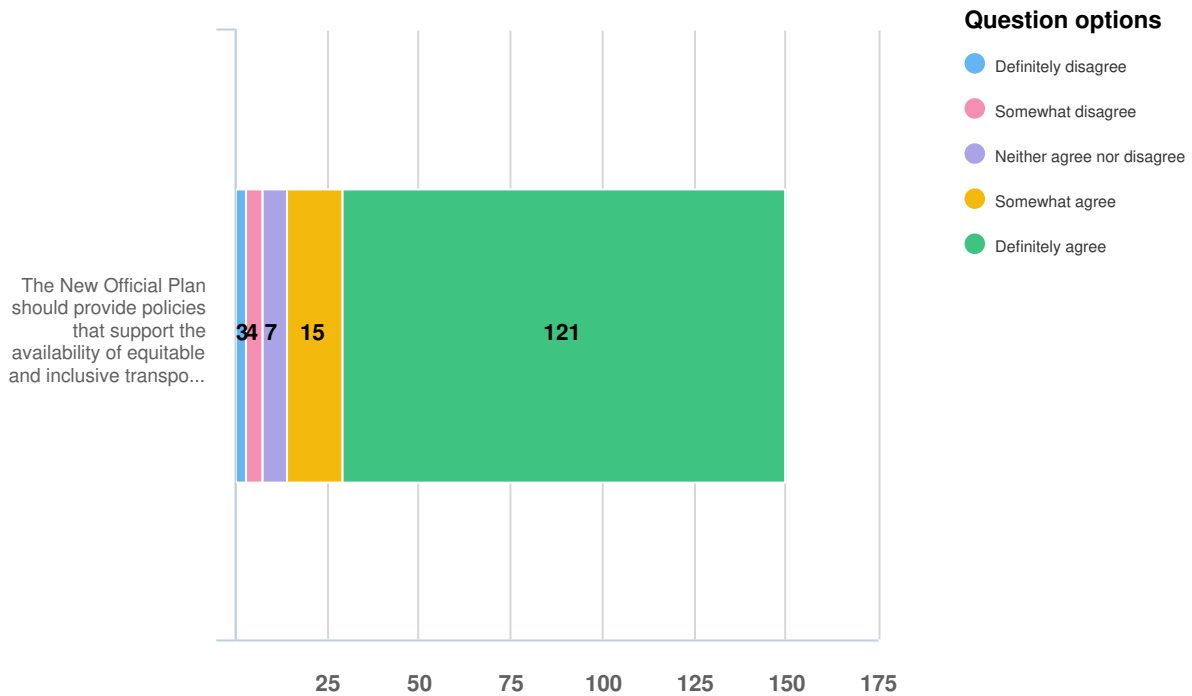
PROJECT NAME:

We Make Milton - Official Plan project



SURVEY QUESTIONS

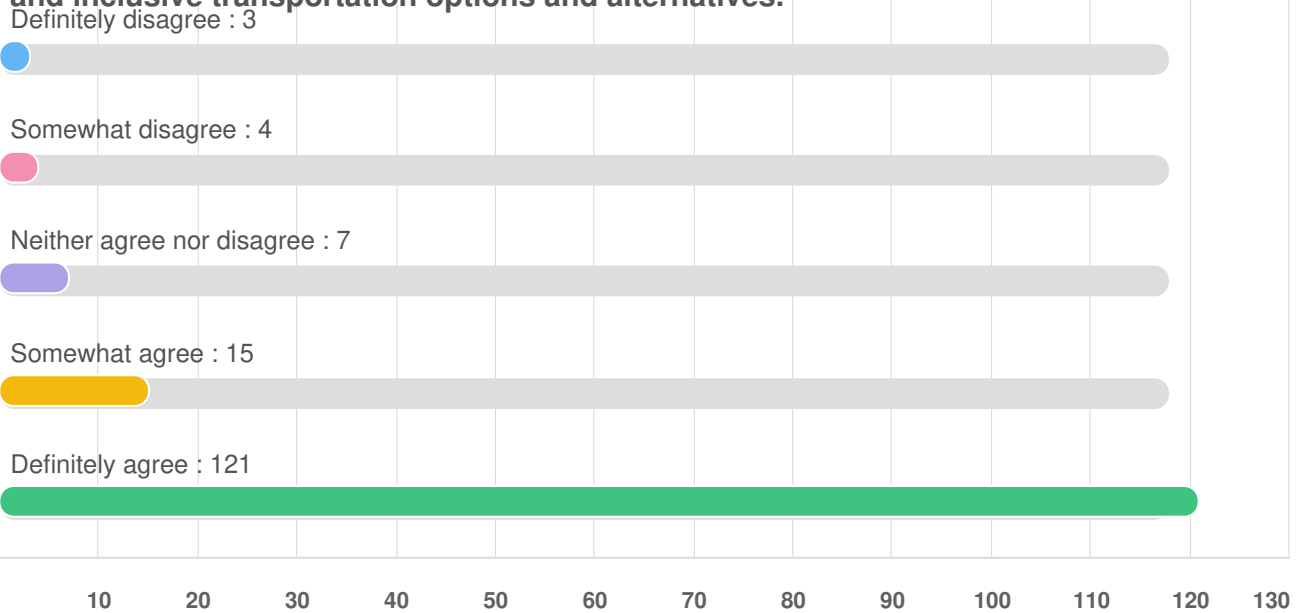
Q1 | The New Official Plan should provide policies that support the availability of equitable and inclusive transportation optio...



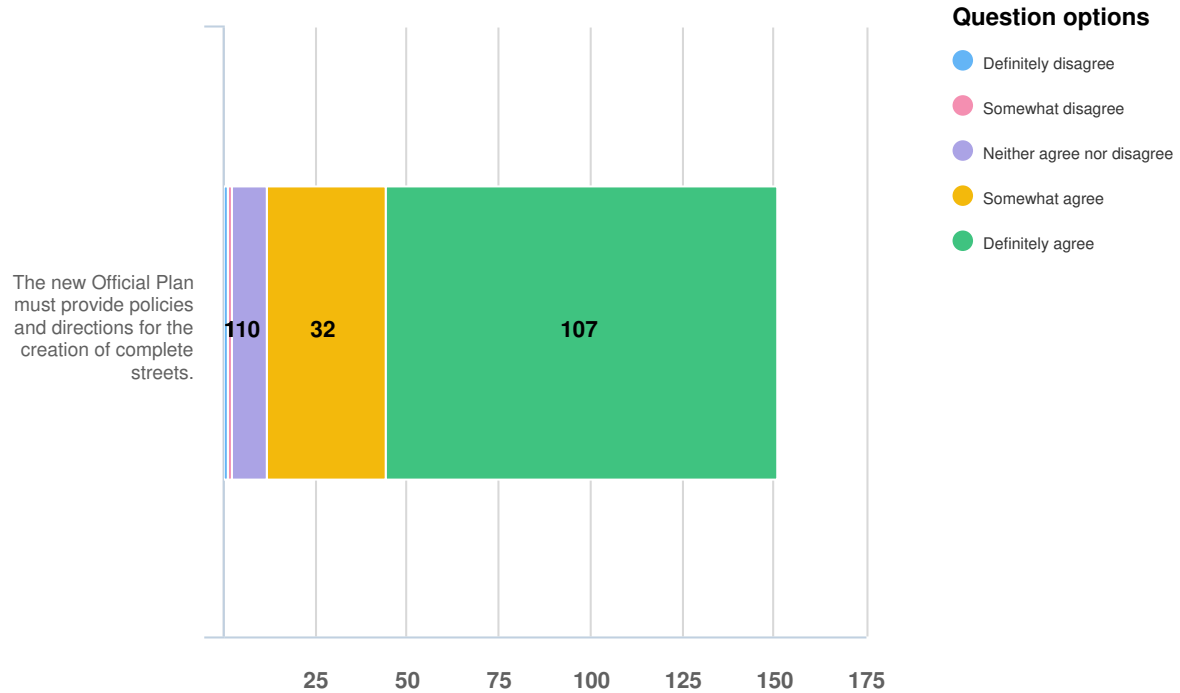
Optional question (150 response(s), 7 skipped)
Question type: Likert Question

Q1 | The New Official Plan should provide policies that support the availability of equitable and inclusive transportation optio...

The New Official Plan should provide policies that support the availability of equitable and inclusive transportation options and alternatives.



Q2 | The new Official Plan must provide policies and directions for the creation of complete streets.

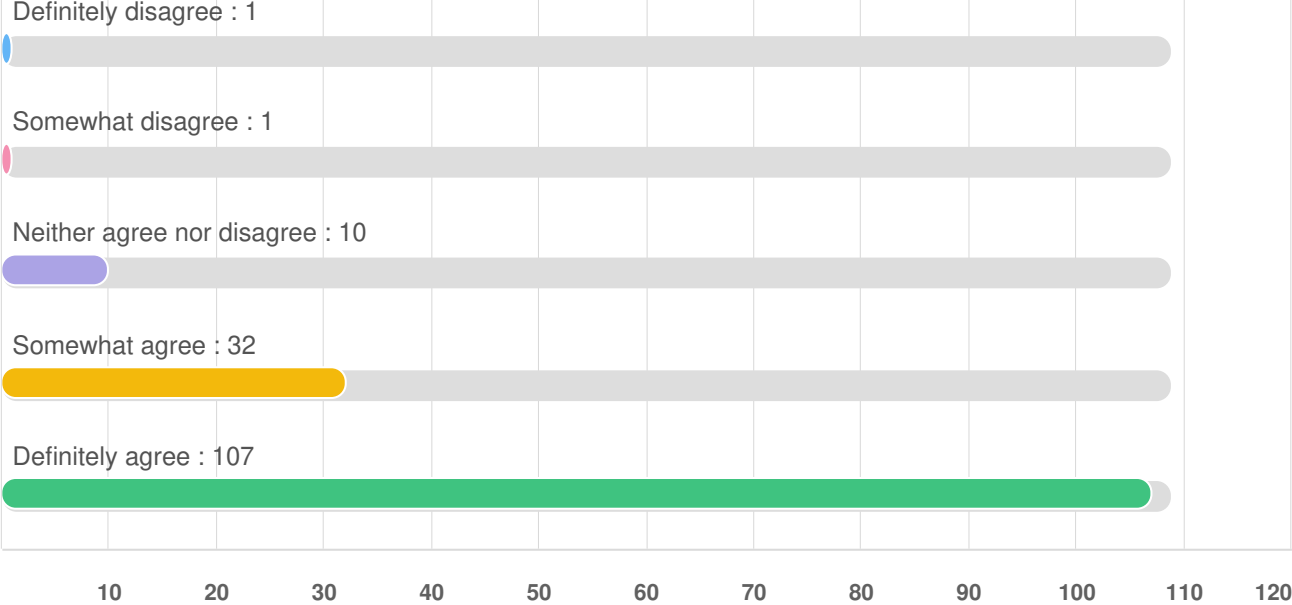


Optional question (151 response(s), 6 skipped)

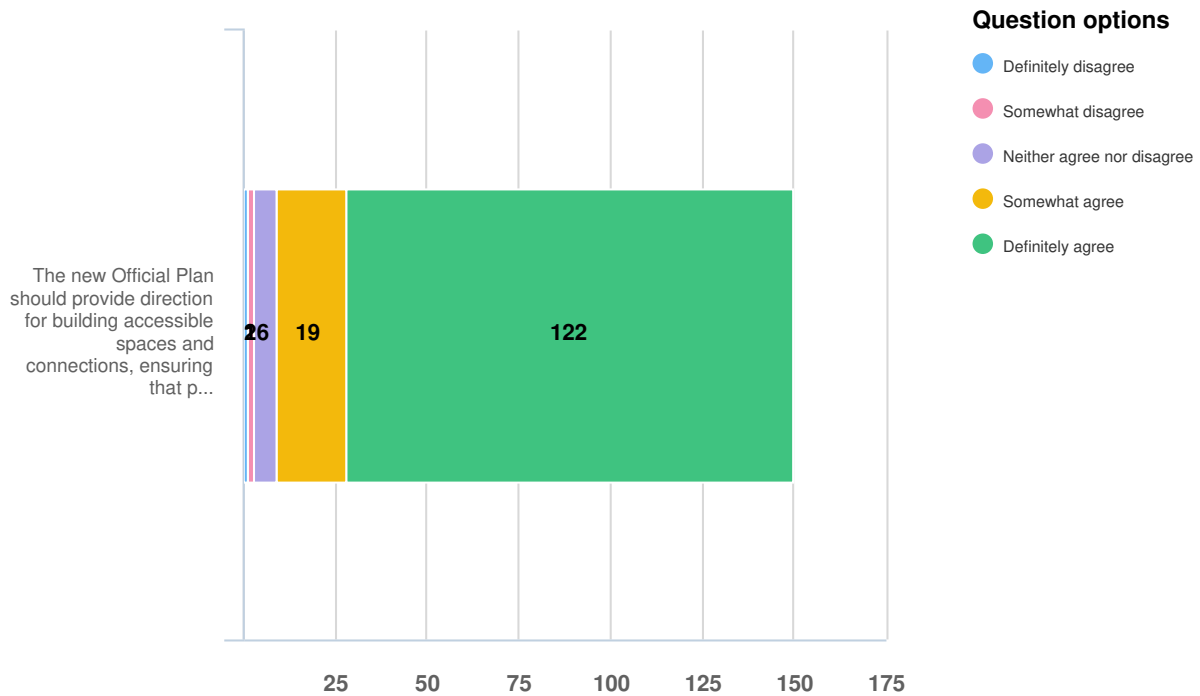
Question type: Likert Question

Q2 | The new Official Plan must provide policies and directions for the creation of complete streets.

The new Official Plan must provide policies and directions for the creation of complete streets.



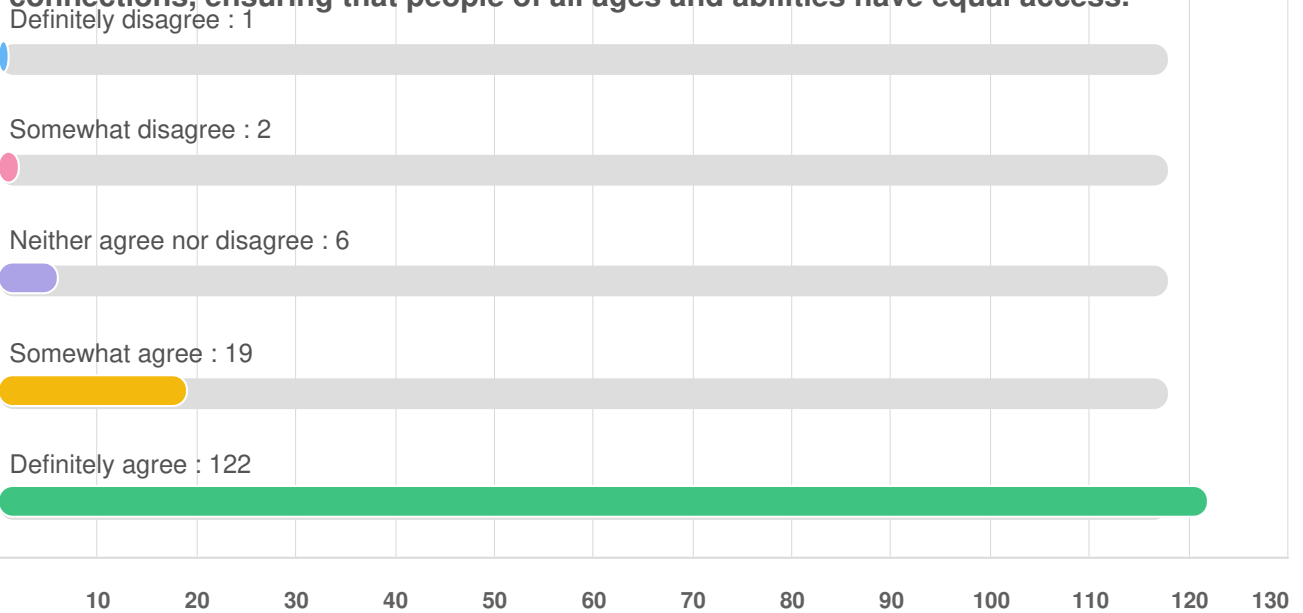
Q3 | The new Official Plan should provide direction for building accessible spaces and connections, ensuring that people of all ...



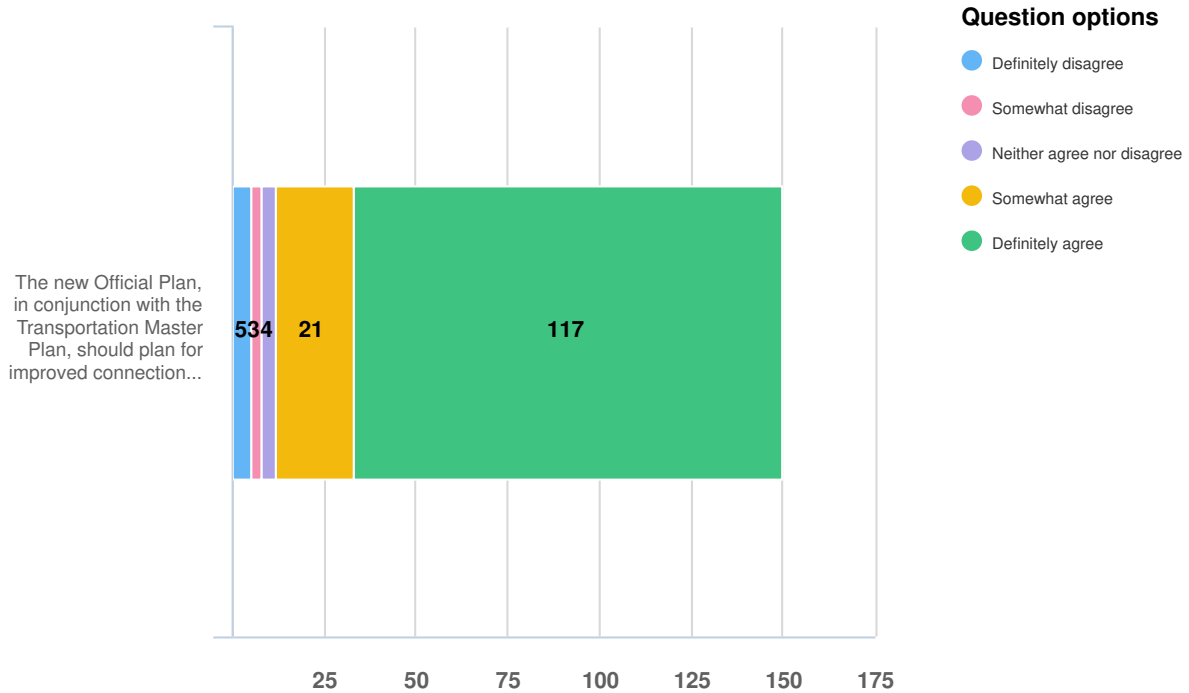
Optional question (150 response(s), 7 skipped)
Question type: Likert Question

Q3 | The new Official Plan should provide direction for building accessible spaces and connections, ensuring that people of all ...

The new Official Plan should provide direction for building accessible spaces and connections, ensuring that people of all ages and abilities have equal access.



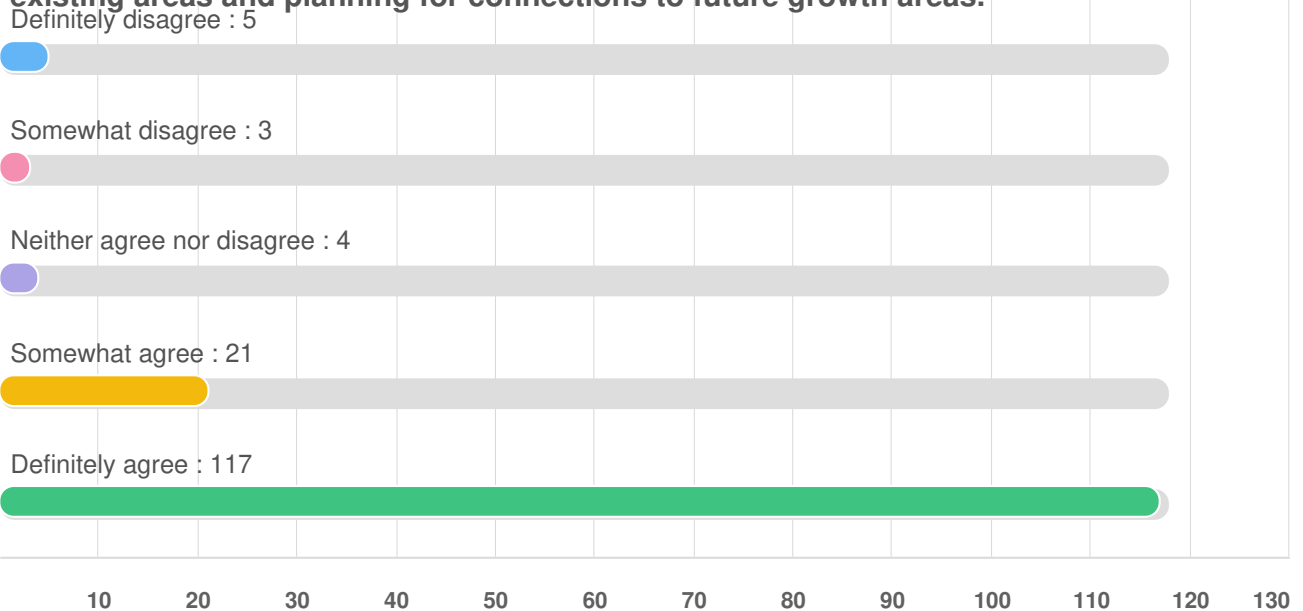
Q4 | The new Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the ...



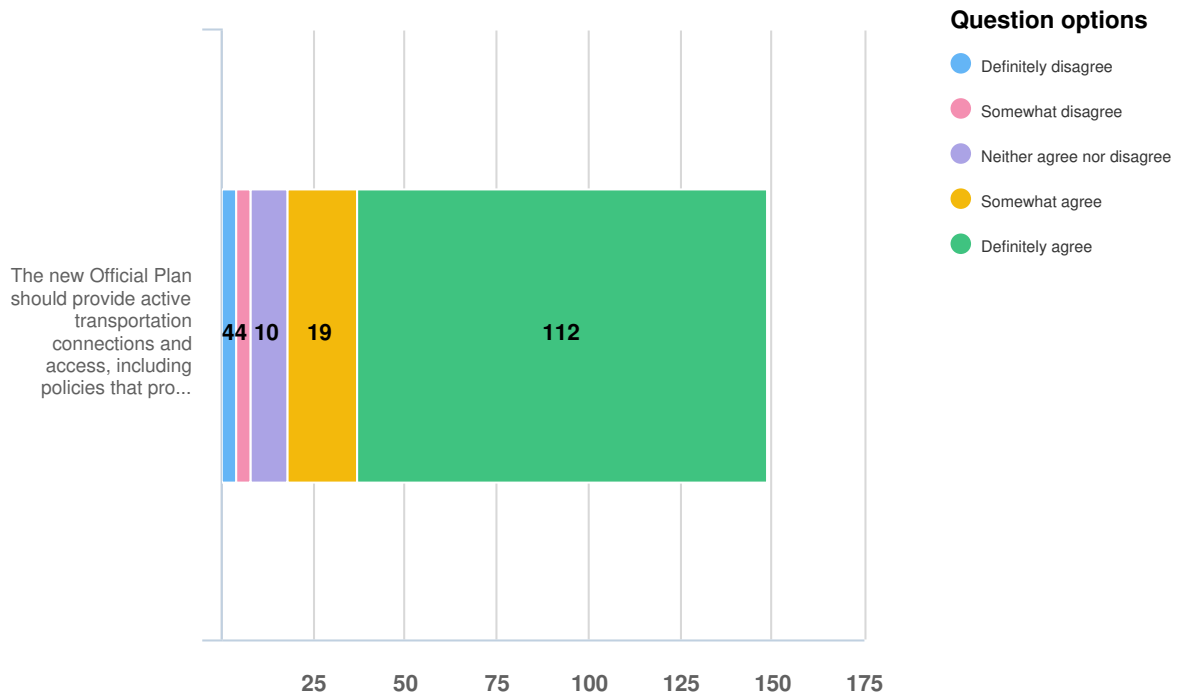
Optional question (150 response(s), 7 skipped)
Question type: Likert Question

Q4 | The new Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the ...

The new Official Plan, in conjunction with the Transportation Master Plan, should plan for improved connections within the Town of Milton, including better connecting existing areas and planning for connections to future growth areas.



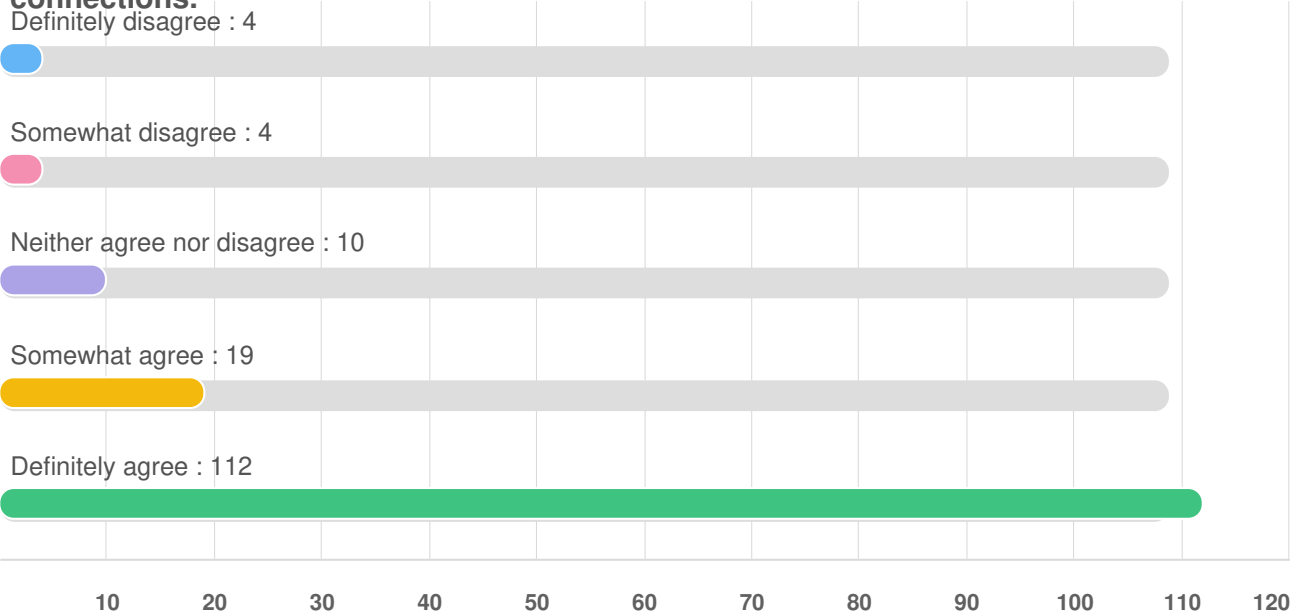
Q5 The new Official Plan should provide active transportation connections and access, including policies that promote and supp...



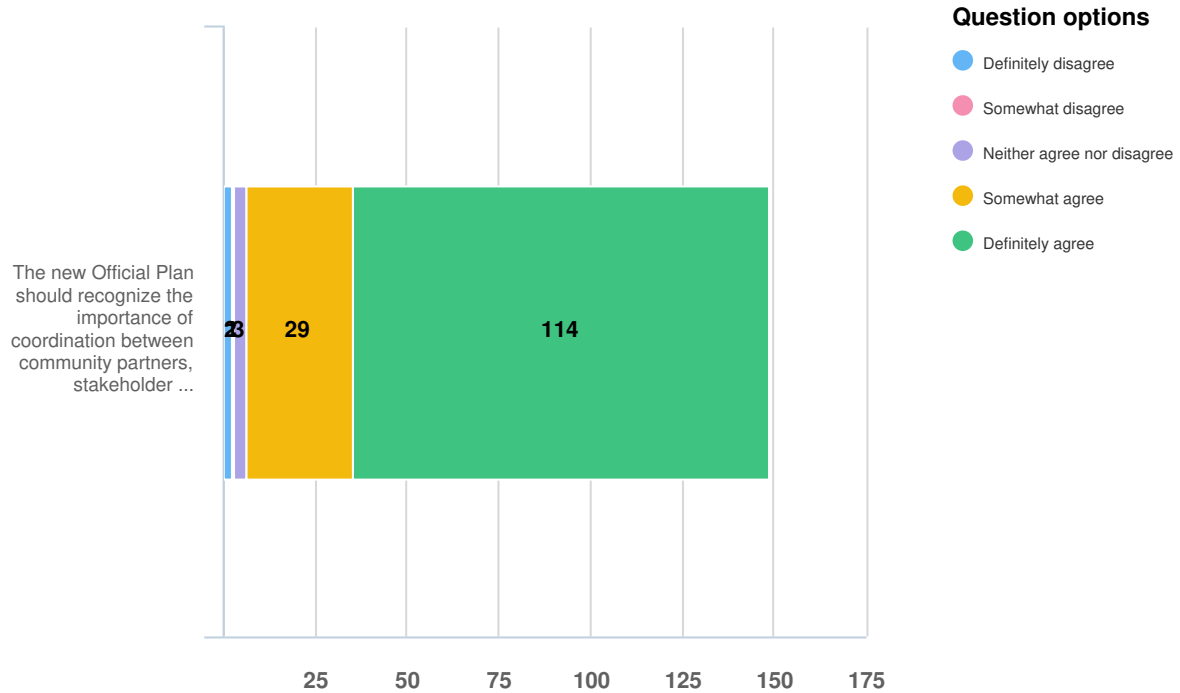
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q5 | The new Official Plan should provide active transportation connections and access, including policies that promote and supp...

The new Official Plan should provide active transportation connections and access, including policies that promote and support the importance of first-mile/last-mile connections.



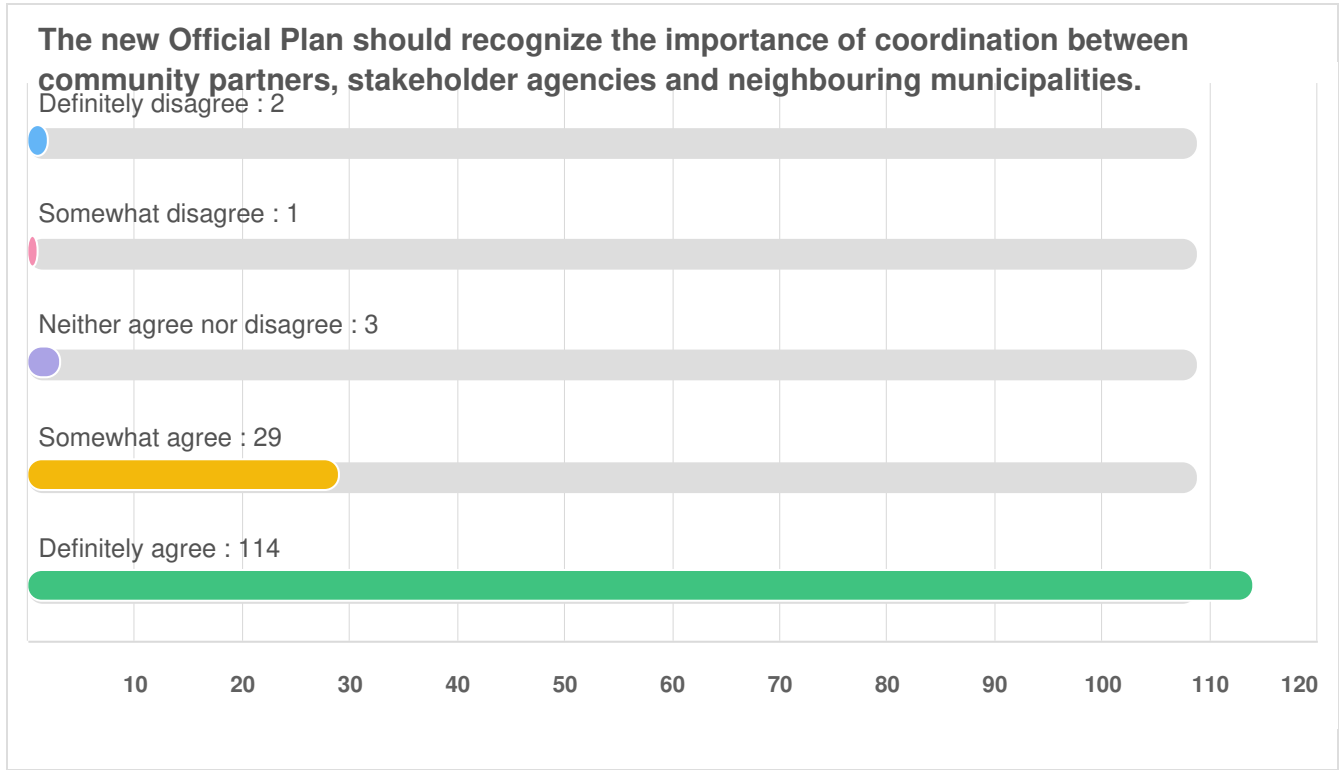
Q6 | The new Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and ...



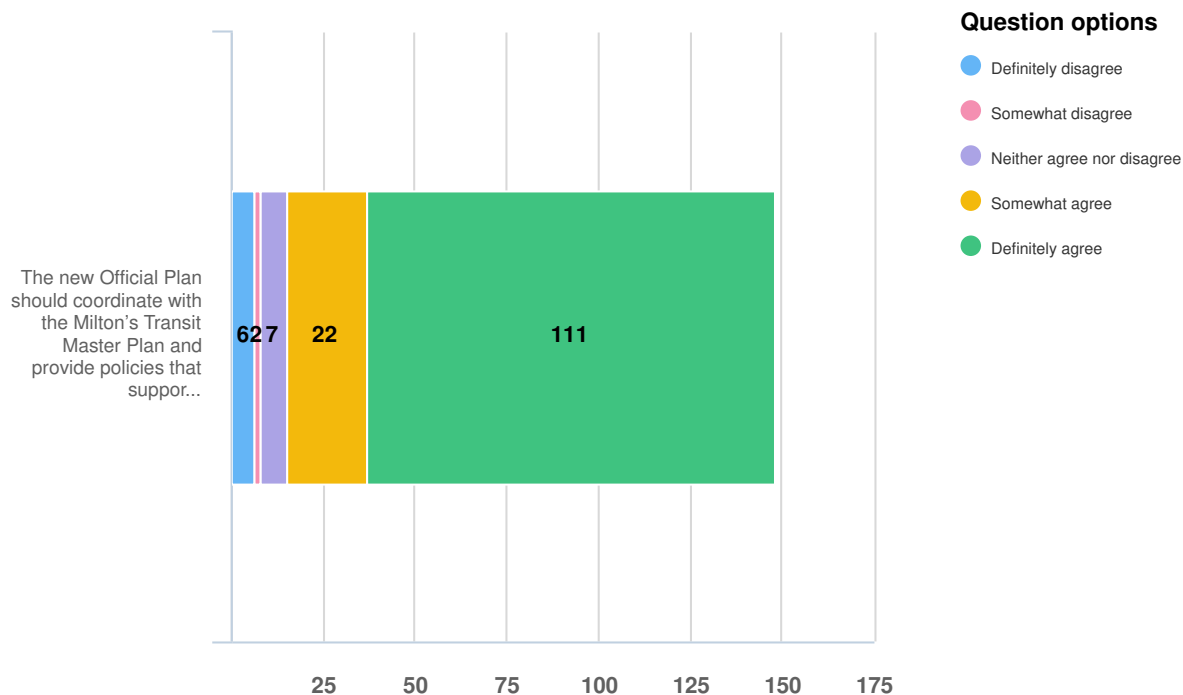
Optional question (149 response(s), 8 skipped)

Question type: Likert Question

Q6 | The new Official Plan should recognize the importance of coordination between community partners, stakeholder agencies and ...



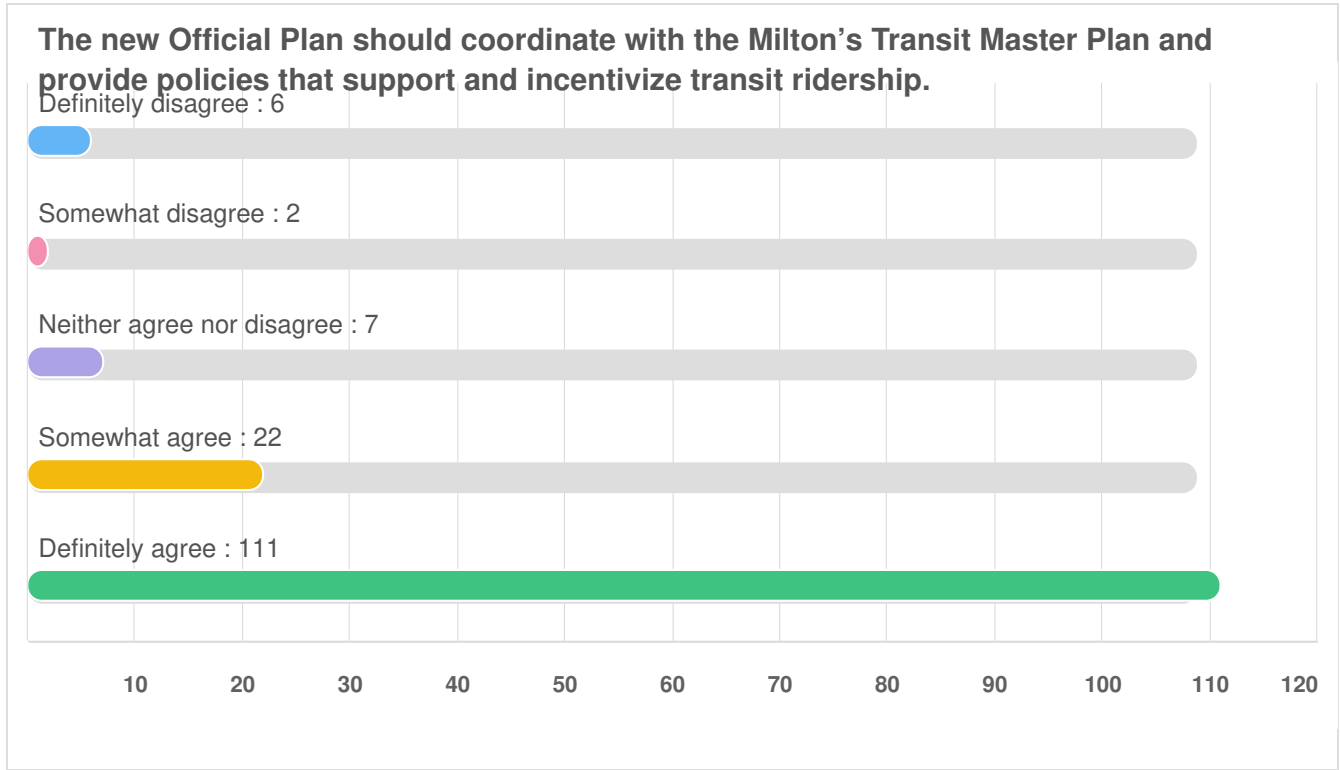
Q7 | The new Official Plan should coordinate with the Milton's Transit Master Plan and provide policies that support and incenti...



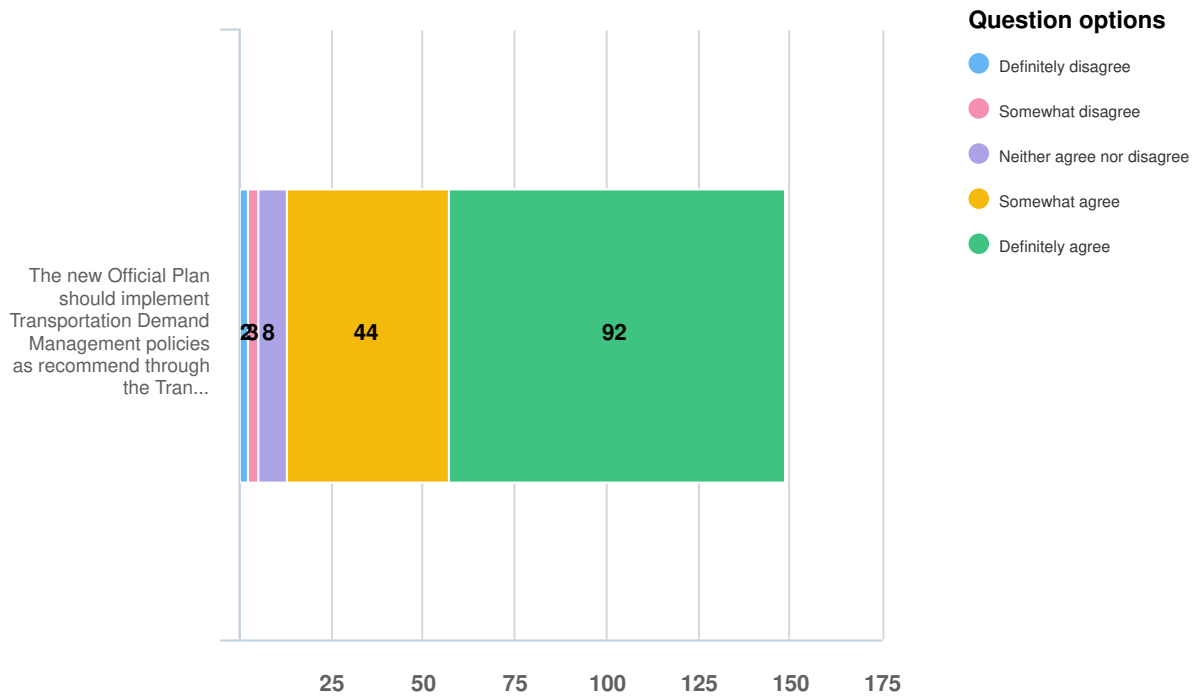
Optional question (148 response(s), 9 skipped)

Question type: Likert Question

Q7 | The new Official Plan should coordinate with the Milton’s Transit Master Plan and provide policies that support and incenti...



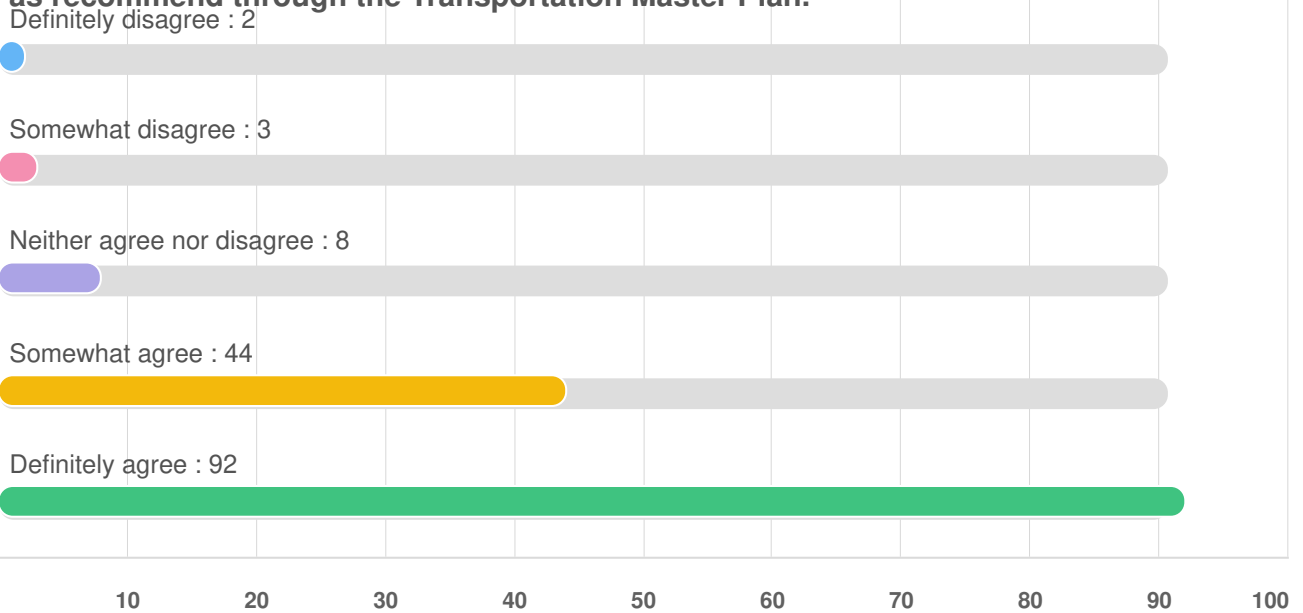
Q8 | The new Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Ma...



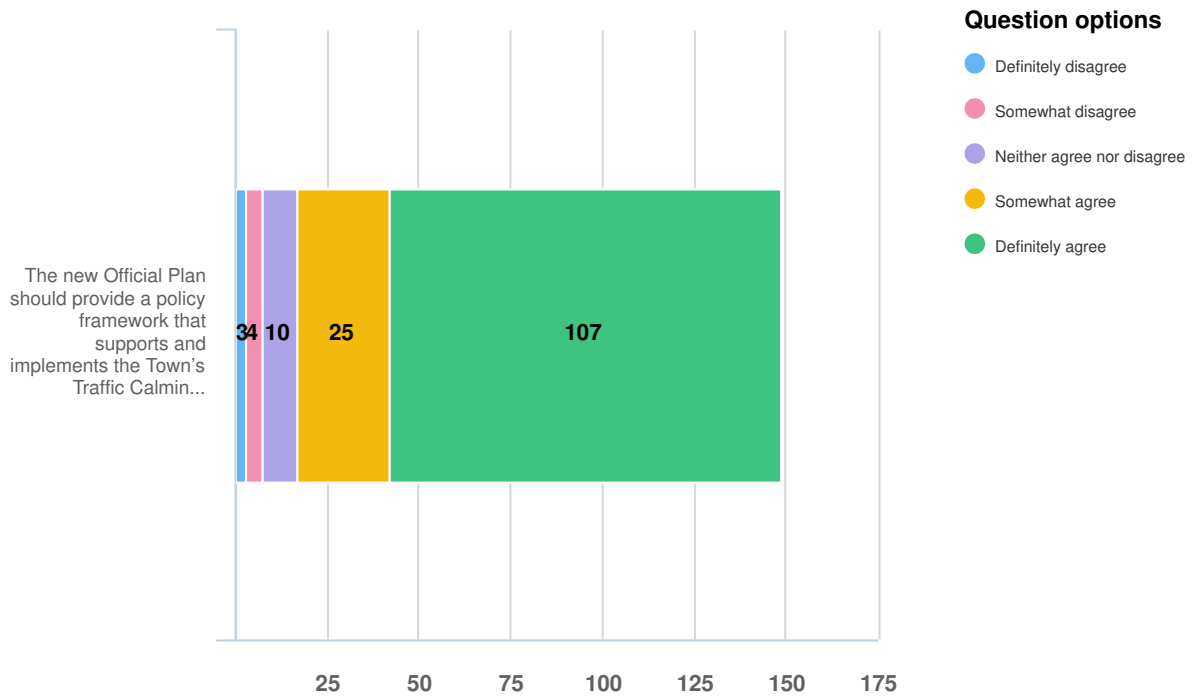
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q8 | The new Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Ma...

The new Official Plan should implement Transportation Demand Management policies as recommend through the Transportation Master Plan.



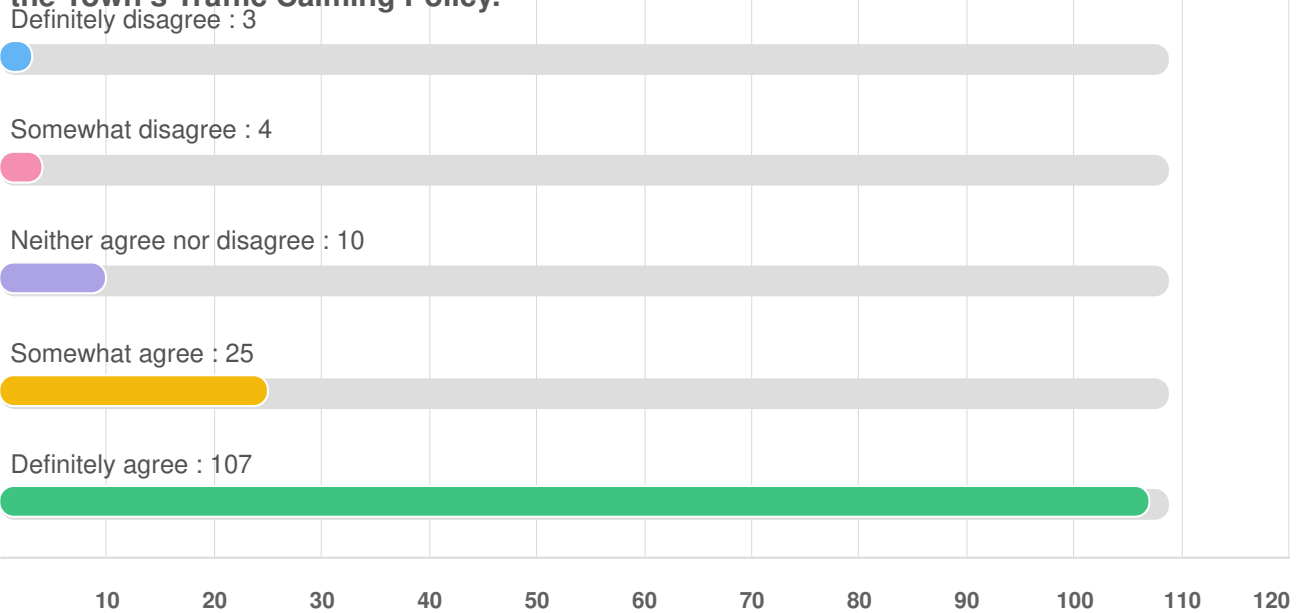
Q9 | The new Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.



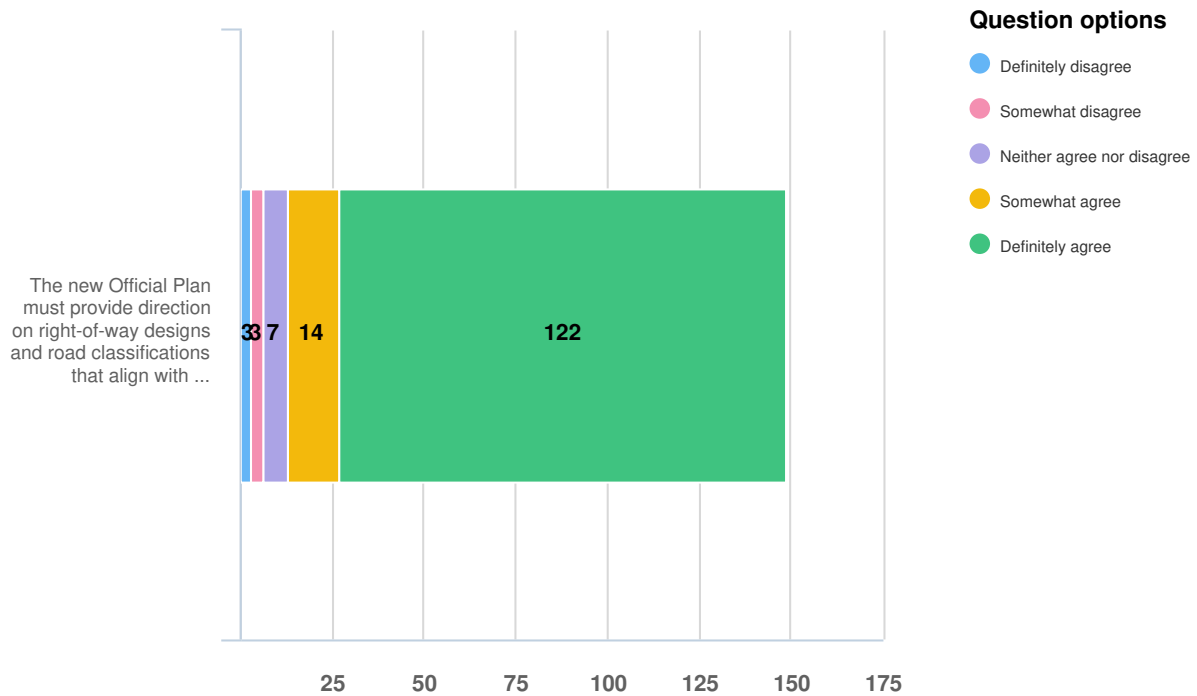
Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q9 | The new Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.

The new Official Plan should provide a policy framework that supports and implements the Town's Traffic Calming Policy.



Q10 | The new Official Plan must provide direction on right-of-way designs and road classifications that align with complete stre...

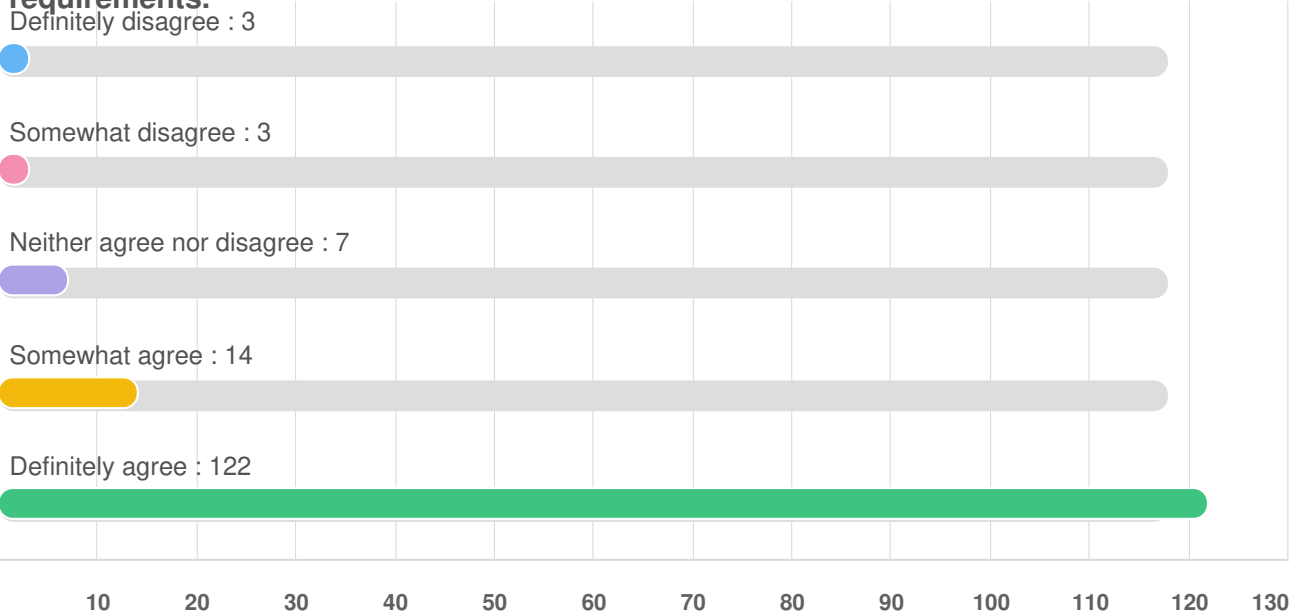


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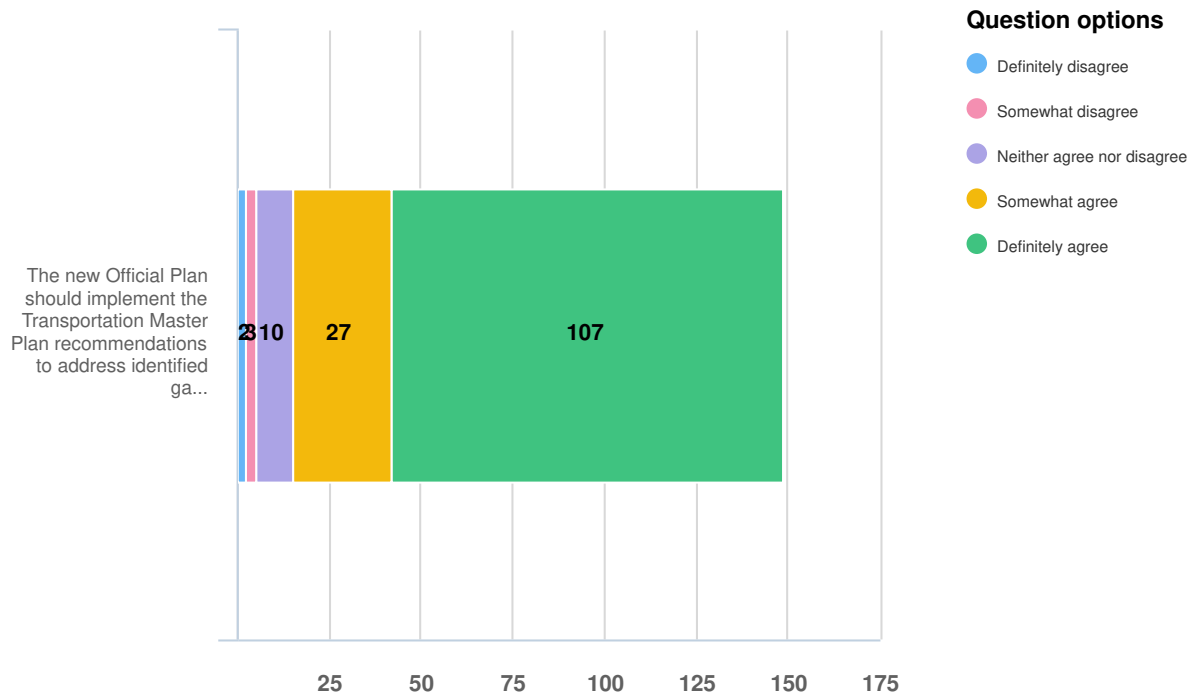
Question type: Likert Question

Q10 | The new Official Plan must provide direction on right-of-way designs and road classifications that align with complete stre...

The new Official Plan must provide direction on right-of-way designs and road classifications that align with complete streets objectives and allow for safe and efficient streets, while supporting transit delivery and operational needs and requirements.

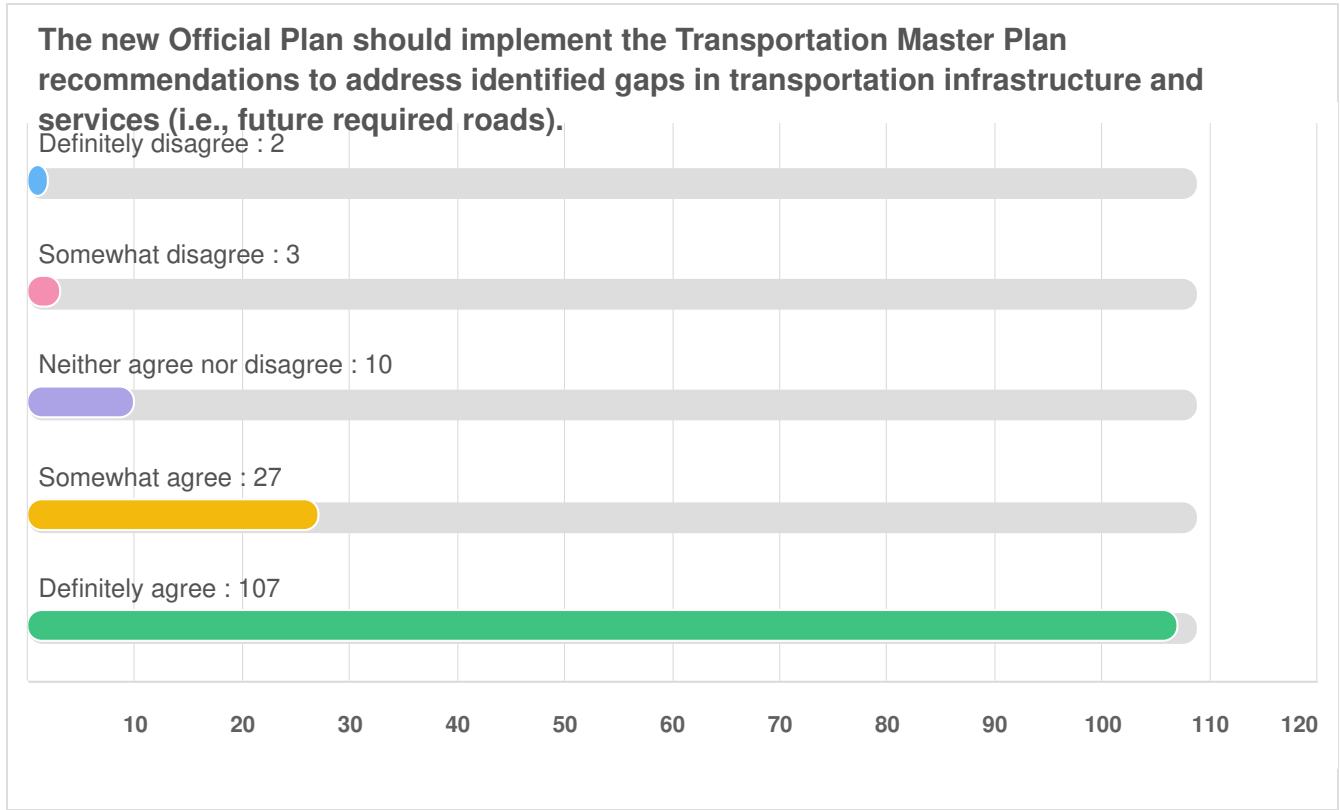


Q11 | The new Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transpo...

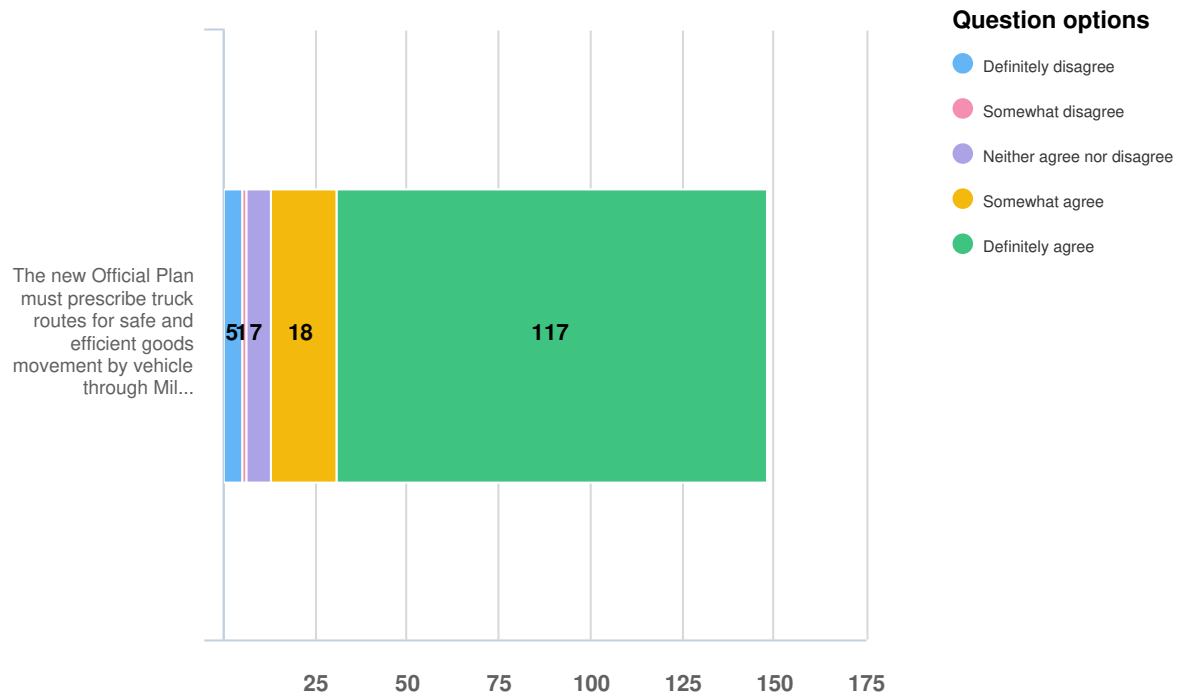


Optional question (149 response(s), 8 skipped)
Question type: Likert Question

Q11 | The new Official Plan should implement the Transportation Master Plan recommendations to address identified gaps in transpo...



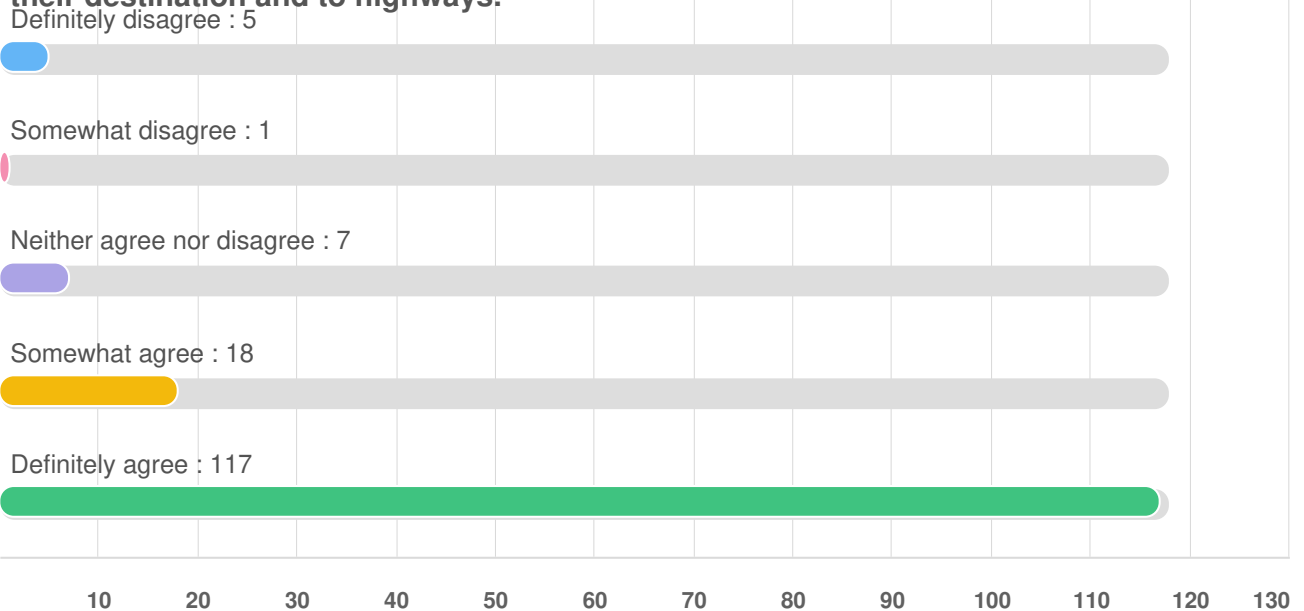
Q12 | The new Official Plan must prescribe truck routes for safe and efficient goods movement by vehicle through Milton, to and f...



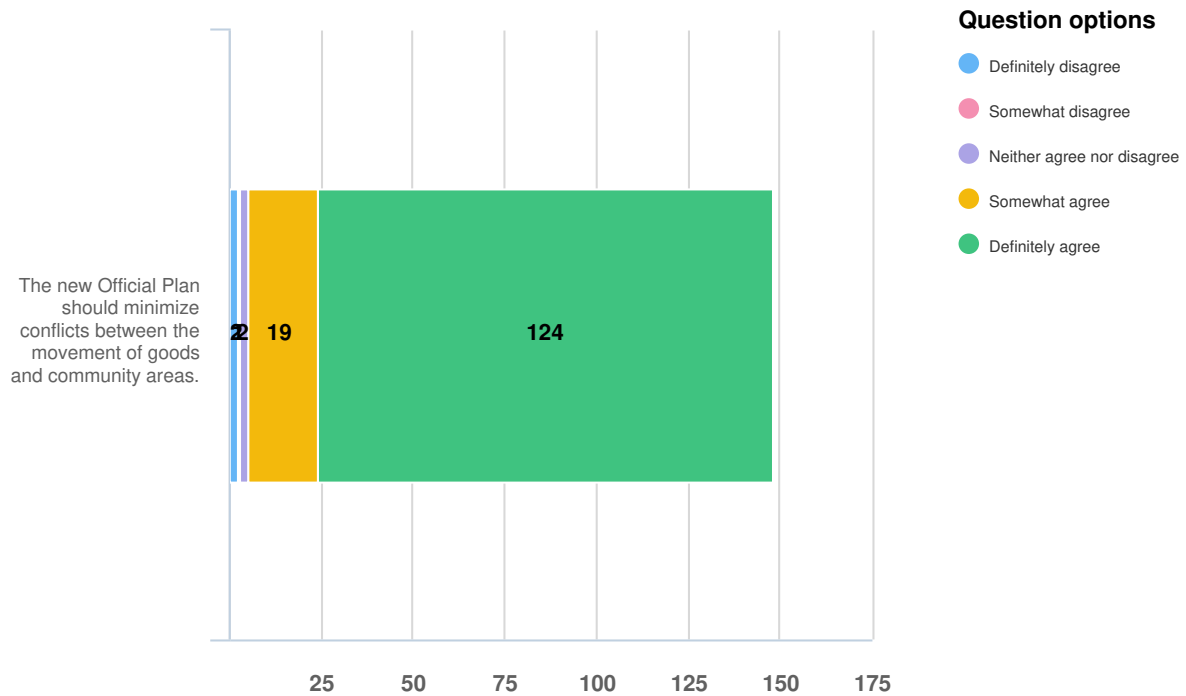
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q12 | The new Official Plan must prescribe truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.

The new Official Plan must prescribe truck routes for safe and efficient goods movement by vehicle through Milton, to and from businesses and operations and to their destination and to highways.



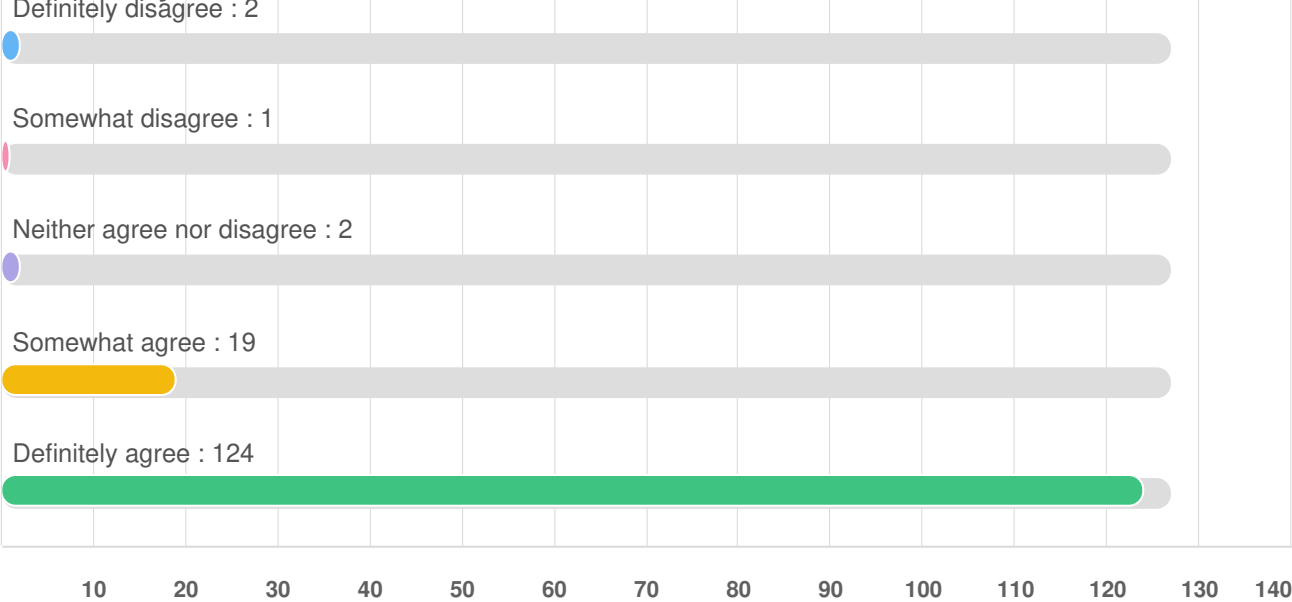
Q13 | The new Official Plan should minimize conflicts between the movement of goods and community areas.



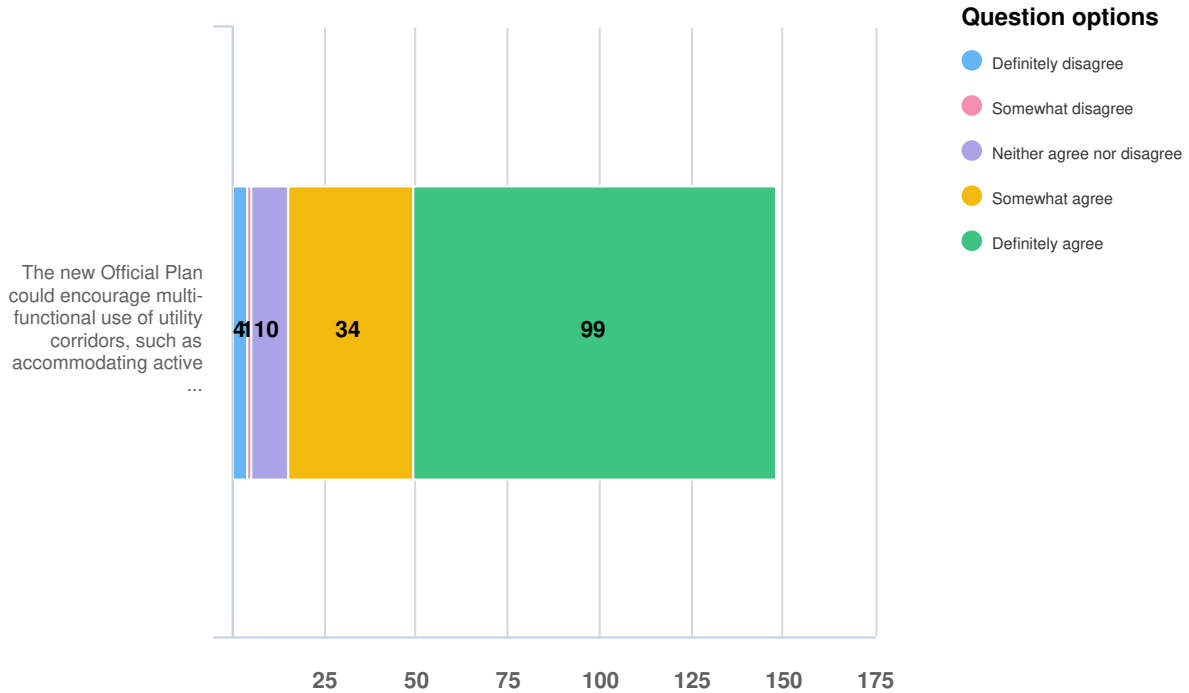
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q13 | The new Official Plan should minimize conflicts between the movement of goods and community areas.

The new Official Plan should minimize conflicts between the movement of goods and community areas.



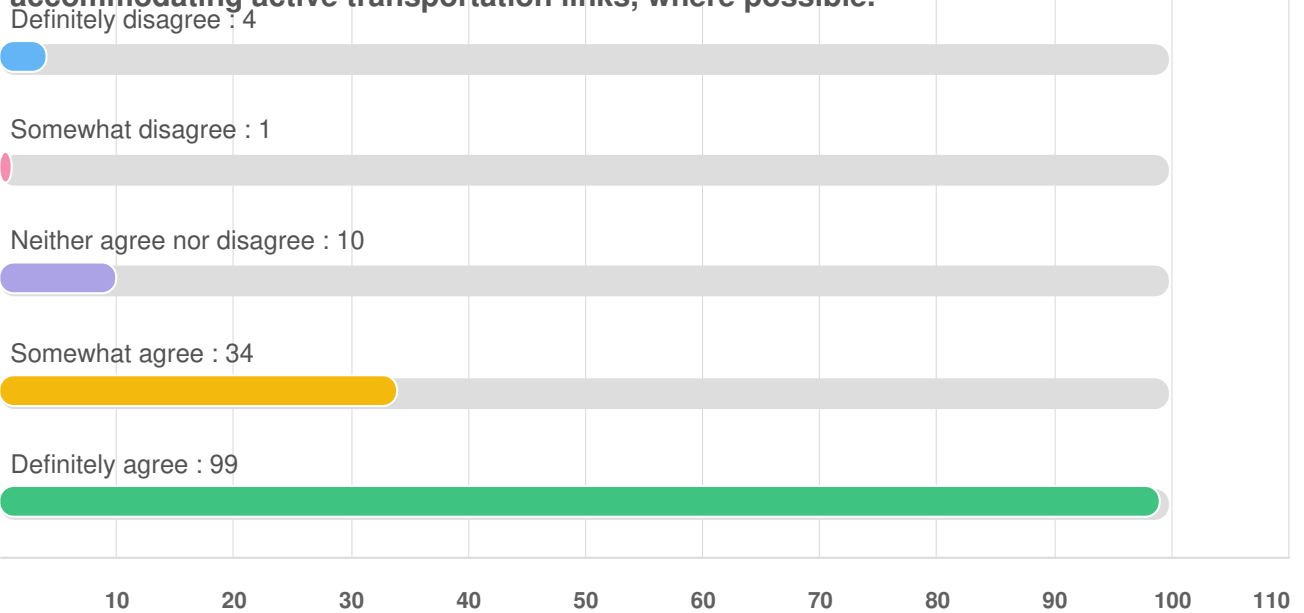
Q14 | The new Official Plan could encourage multi-functional use of utility corridors, such as accommodating active transportatio...



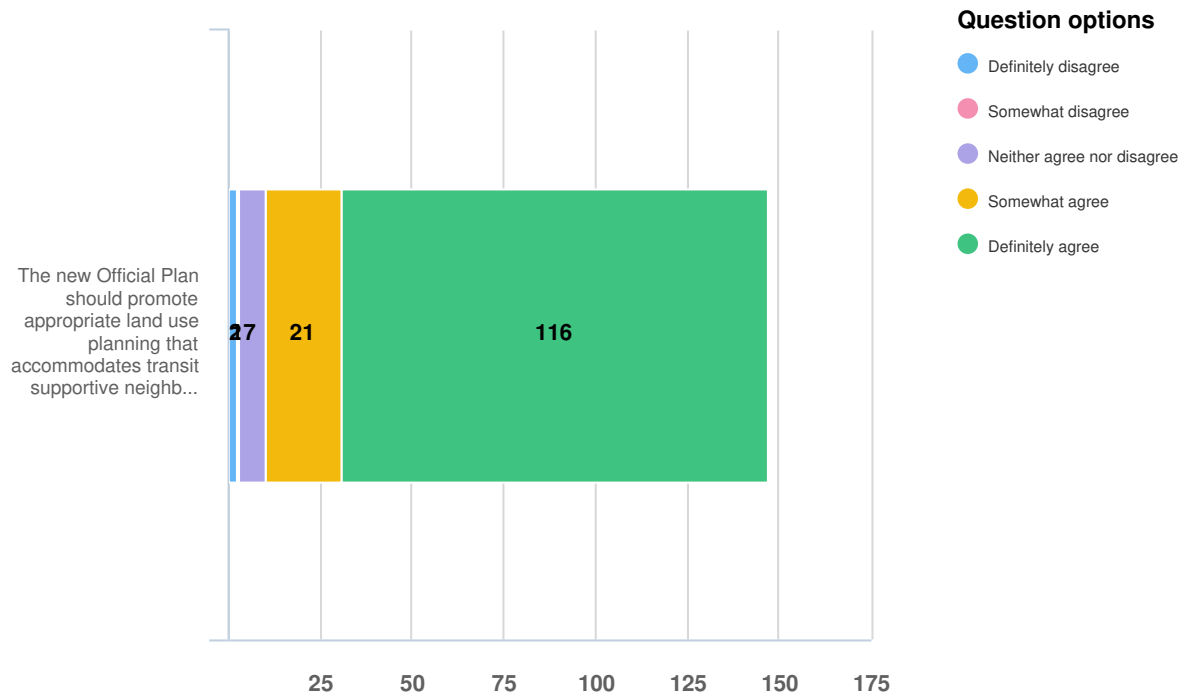
Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q14 | The new Official Plan could encourage multi-functional use of utility corridors, such as accommodating active transportation...

The new Official Plan could encourage multi-functional use of utility corridors, such as accommodating active transportation links, where possible.



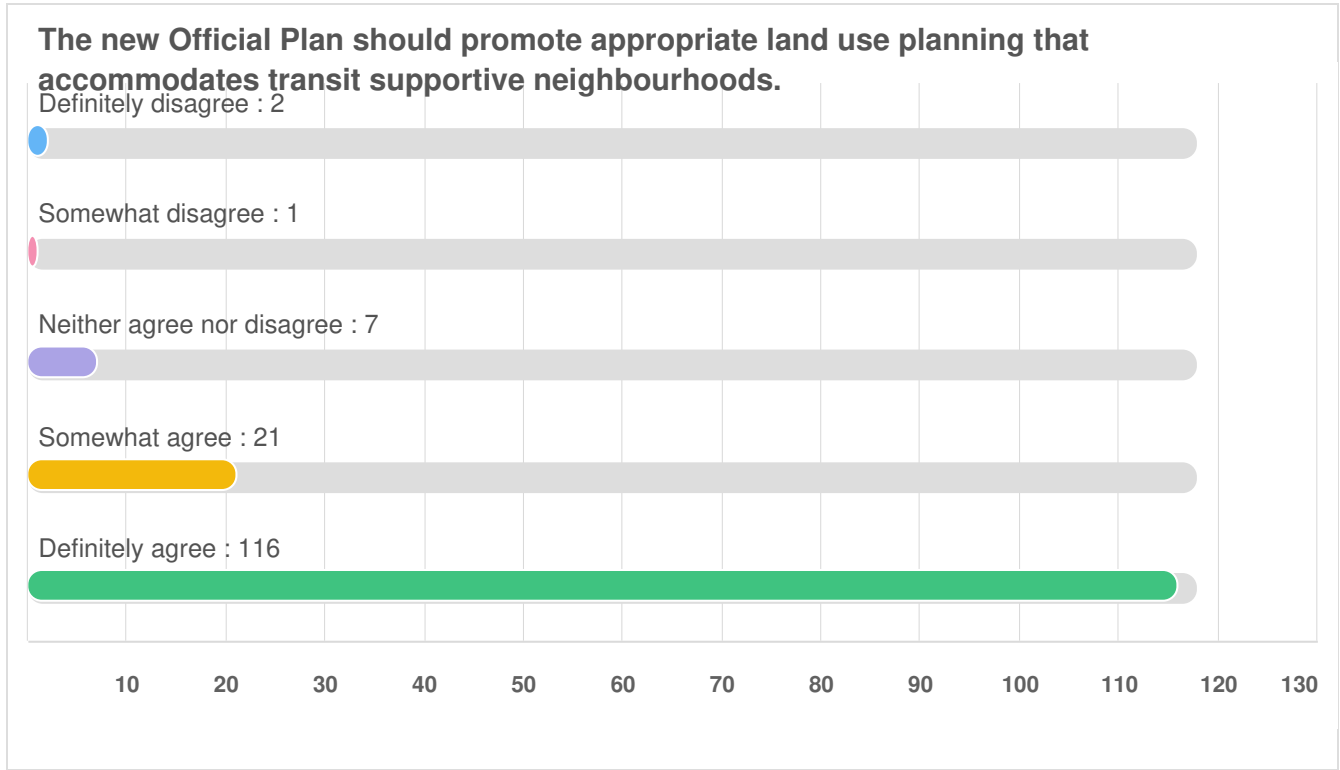
Q15 | The new Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.



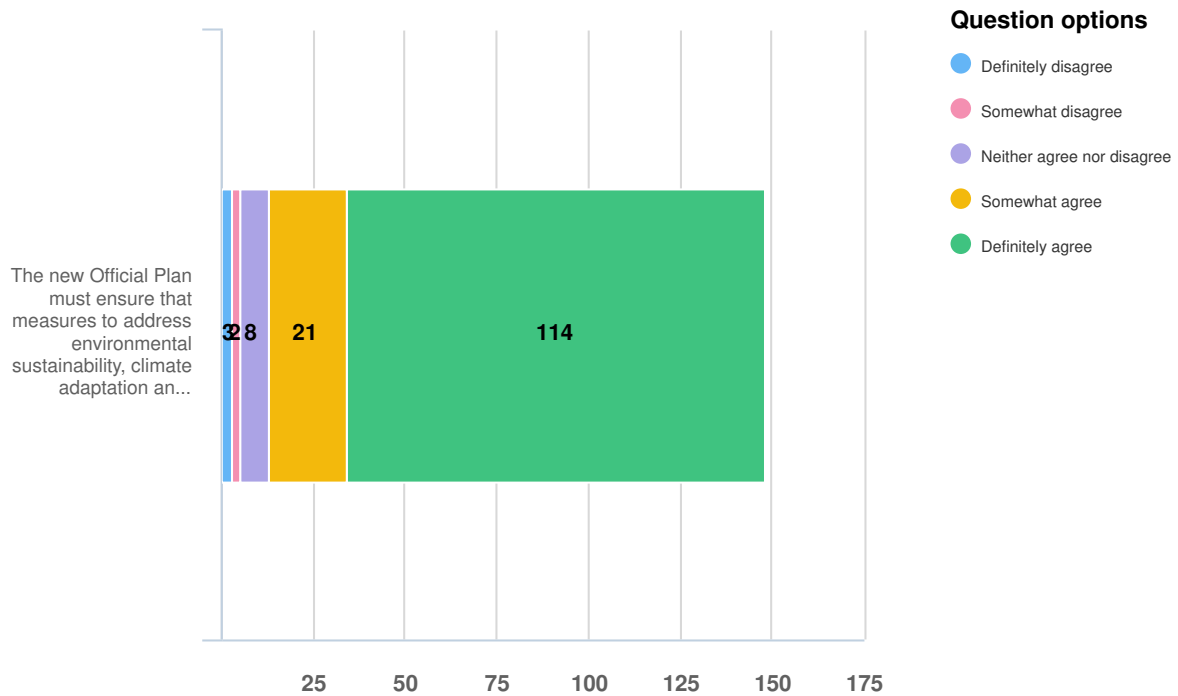
Optional question (147 response(s), 10 skipped)

Question type: Likert Question

Q15 | The new Official Plan should promote appropriate land use planning that accommodates transit supportive neighbourhoods.

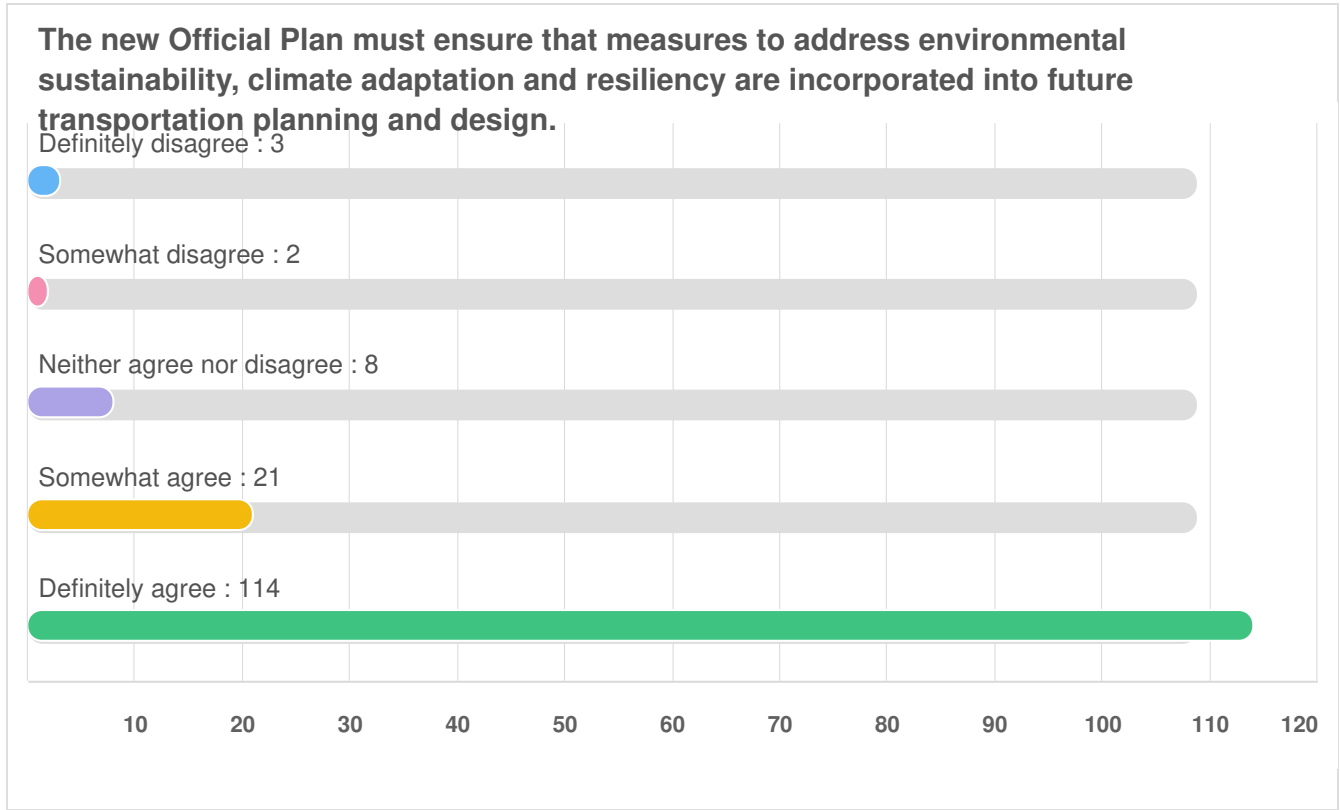


Q16 | The new Official Plan must ensure that measures to address environmental sustainability, climate adaptation and resiliency ...

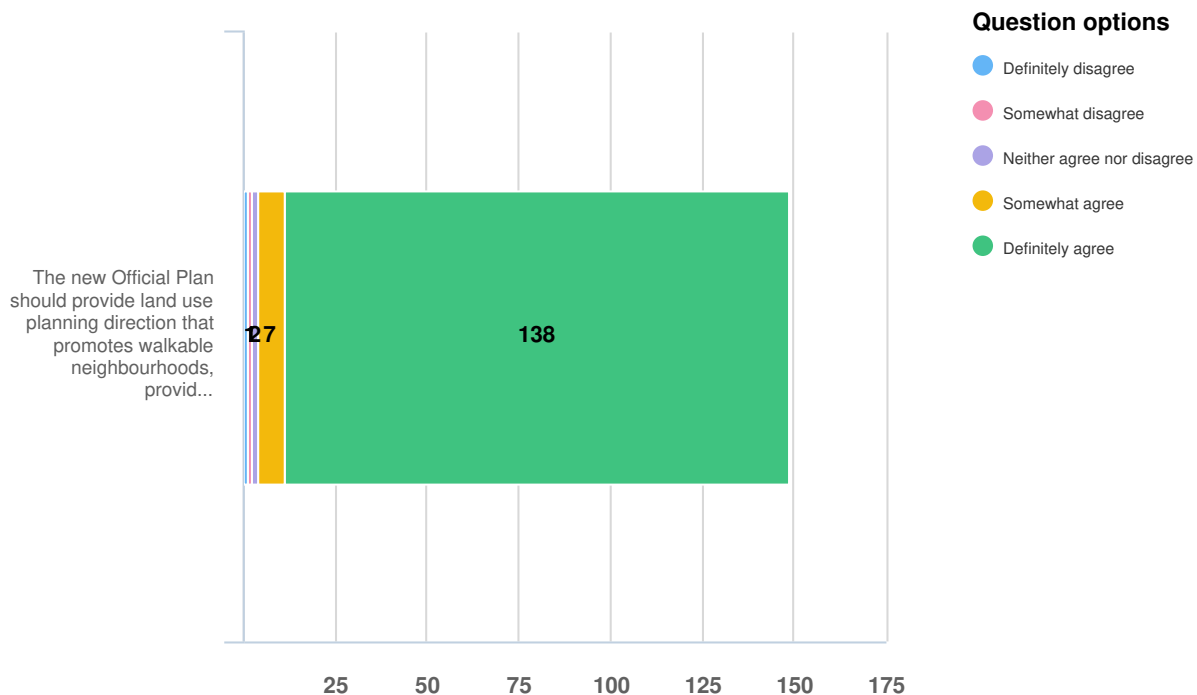


Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q16 | The new Official Plan must ensure that measures to address environmental sustainability, climate adaptation and resiliency ...



Q17 | The new Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, sc...



Optional question (149 response(s), 8 skipped)

Question type: Likert Question

Q17 | The new Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, sc...

The new Official Plan should provide land use planning direction that promotes walkable neighbourhoods, providing parks, schools, retail and, where possible, compatible employment.

Definitely disagree : 1

Somewhat disagree : 1

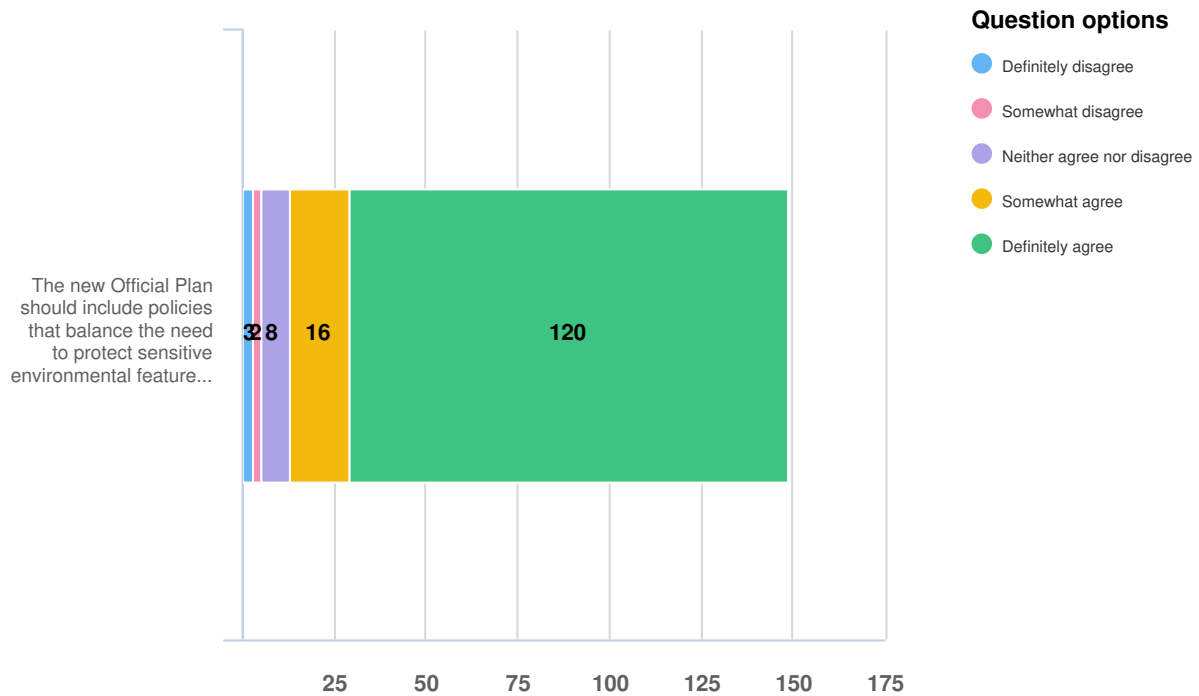
Neither agree nor disagree : 2

Somewhat agree : 7

Definitely agree : 138

20 40 60 80 100 120 140 160

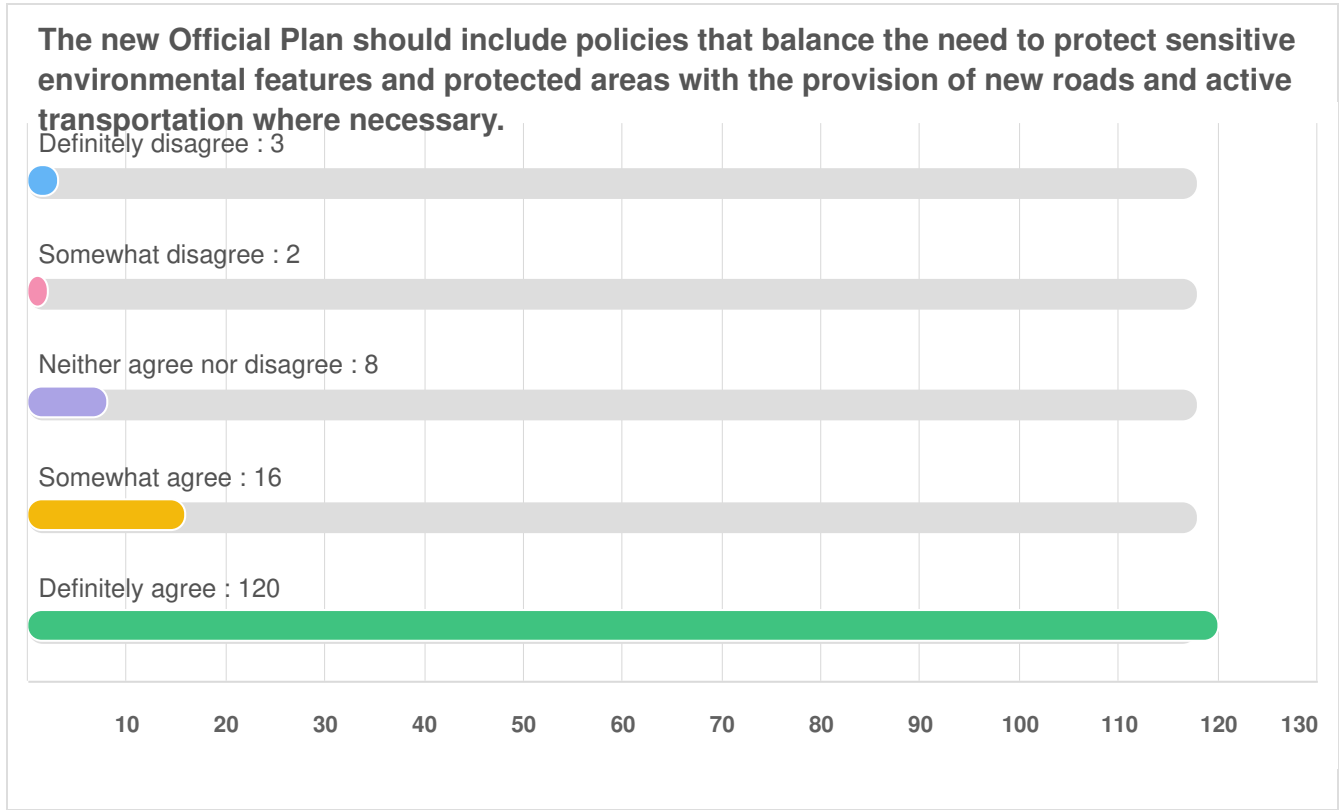
Q18 | The new Official Plan should include policies that balance the need to protect sensitive environmental features and protect...



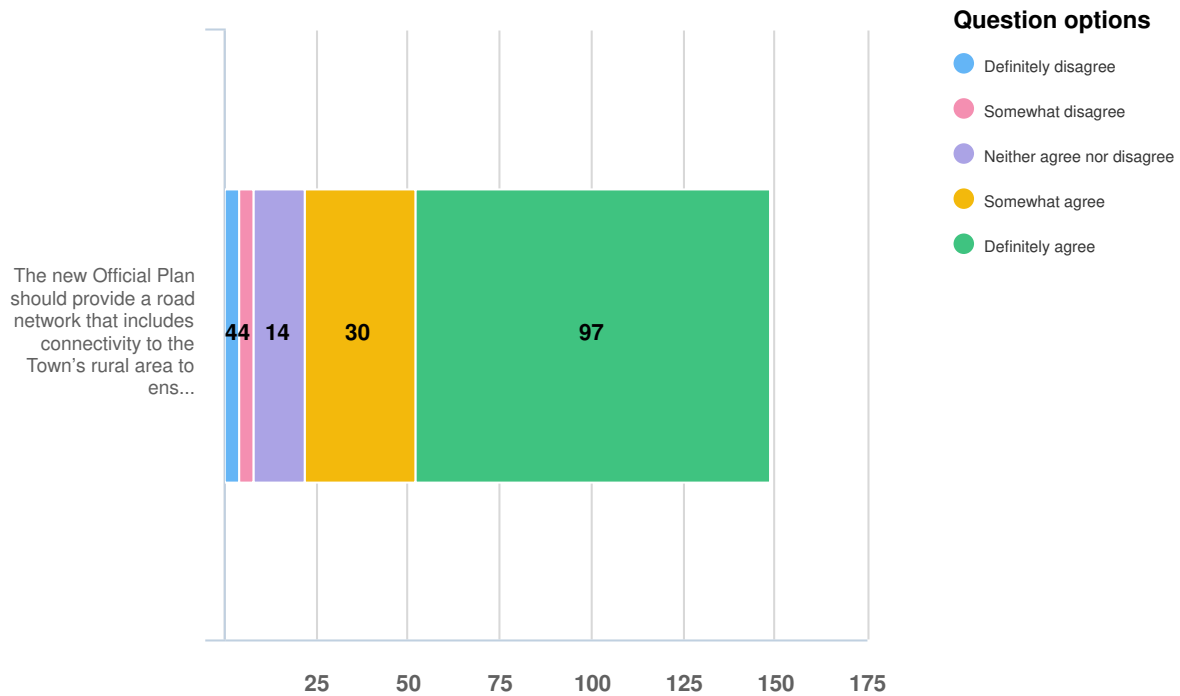
Optional question (149 response(s), 8 skipped)

Question type: Likert Question

Q18 | The new Official Plan should include policies that balance the need to protect sensitive environmental features and protect...



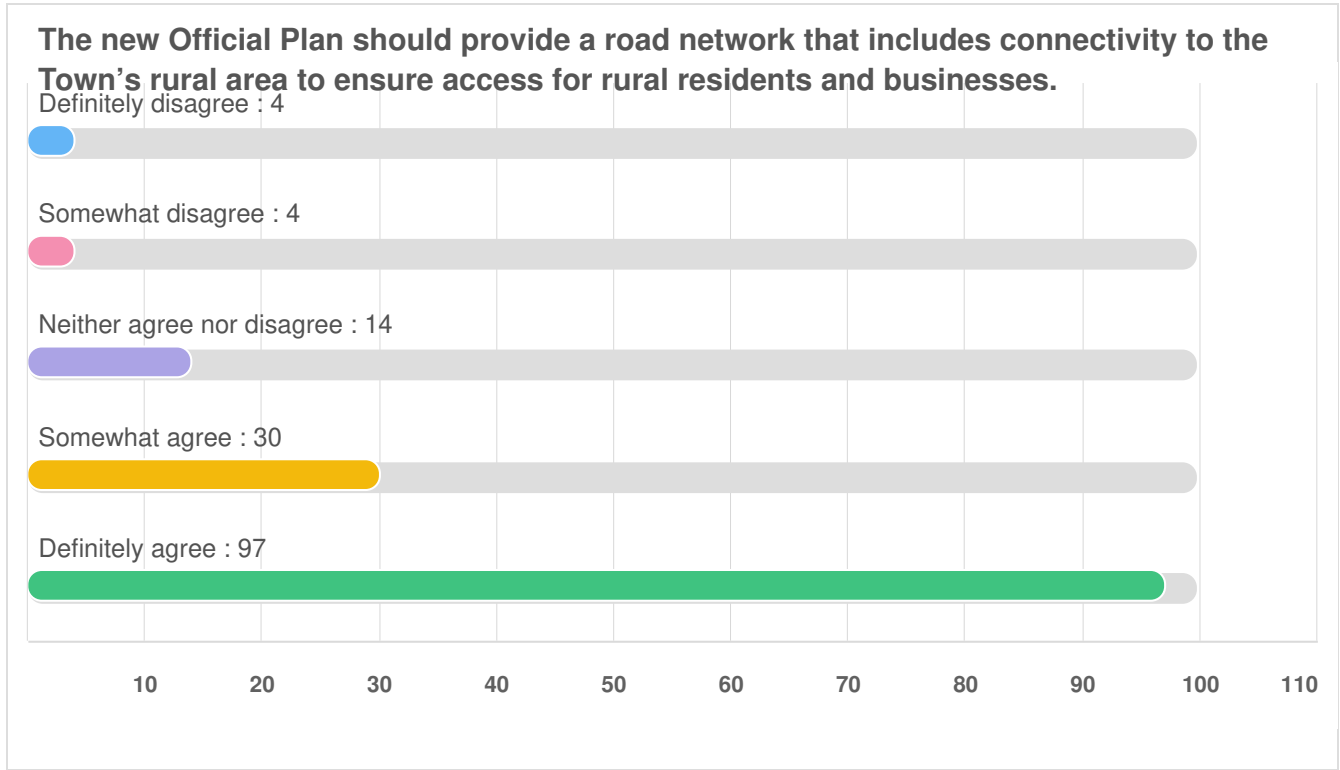
Q19 | The new Official Plan should provide a road network that includes connectivity to the Town's rural area to ensure access fo...



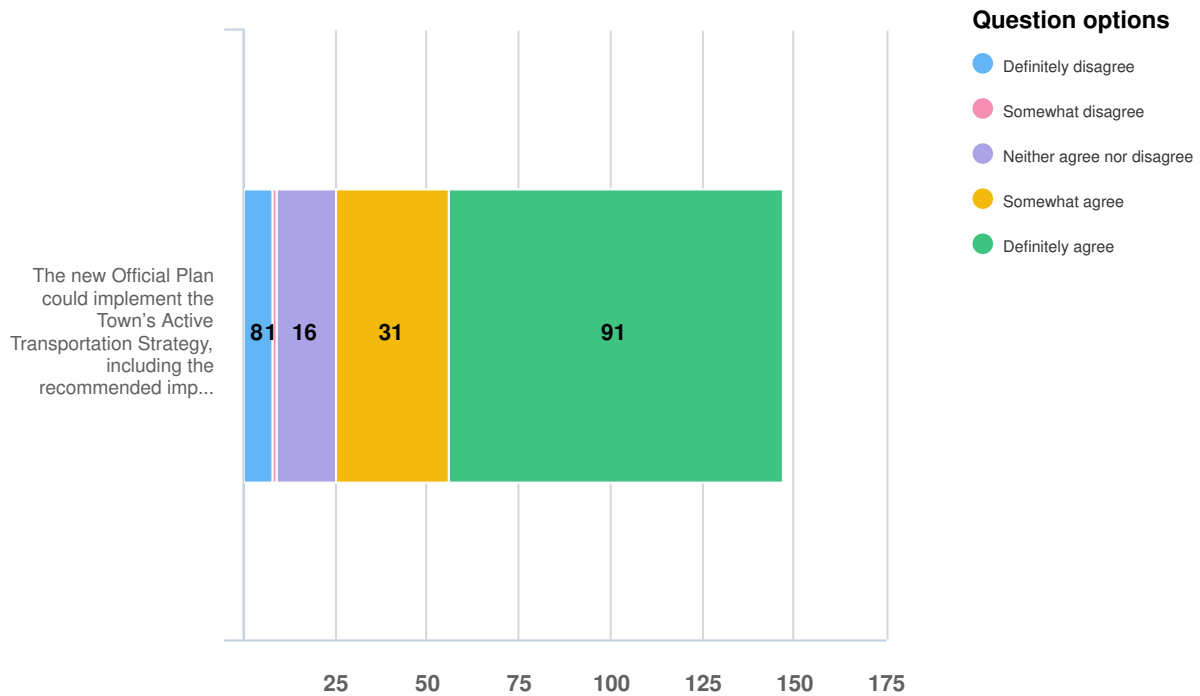
Optional question (149 response(s), 8 skipped)

Question type: Likert Question

Q19 | The new Official Plan should provide a road network that includes connectivity to the Town’s rural area to ensure access fo...



Q20 | The new Official Plan could implement the Town's Active Transportation Strategy, including the recommended improvements to ...

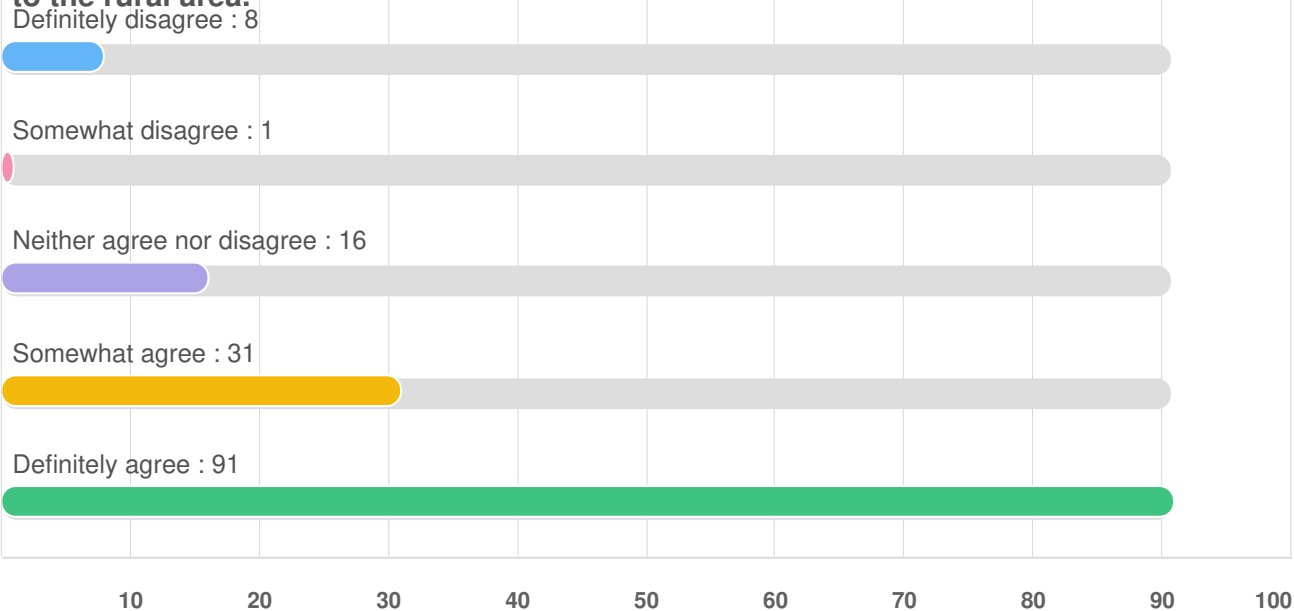


Optional question (147 response(s), 10 skipped)

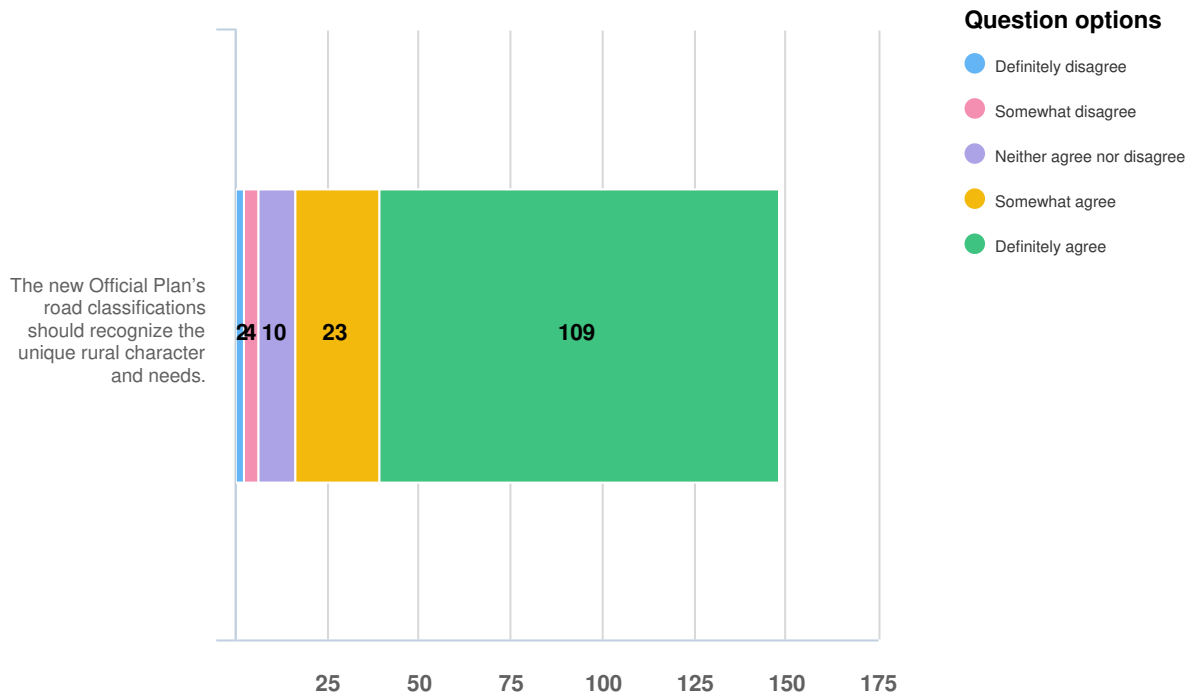
Question type: Likert Question

Q20 | The new Official Plan could implement the Town’s Active Transportation Strategy, including the recommended improvements to ...

The new Official Plan could implement the Town’s Active Transportation Strategy, including the recommended improvements to the active transportation network in and to the rural area.

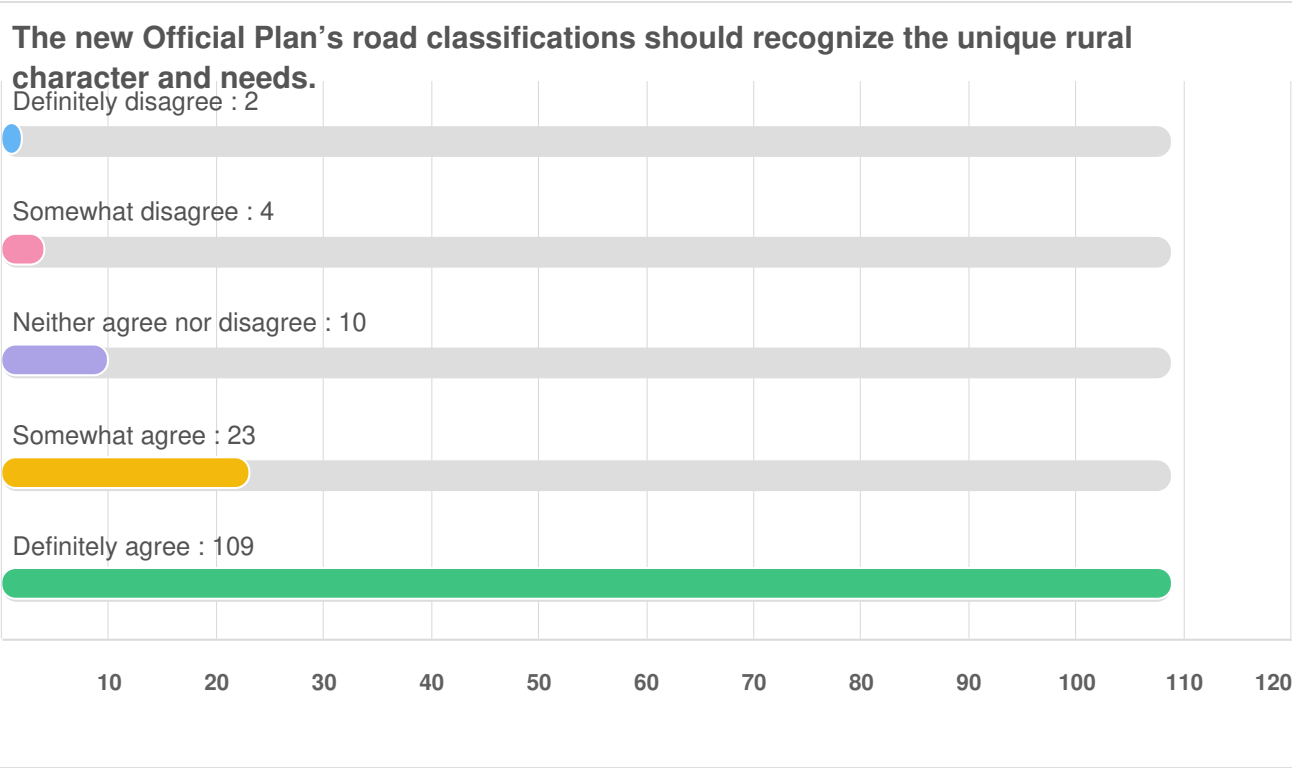


Q21 | The new Official Plan's road classifications should recognize the unique rural character and needs.



Optional question (148 response(s), 9 skipped)
Question type: Likert Question

Q21 | The new Official Plan’s road classifications should recognize the unique rural character and needs.





The Corporation of the Town of Milton

Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: June 19, 2023

Report No: CORS-032-23

Subject: Capital and Operating Financial Statements - April 2023

Recommendation: **THAT report CORS-032-23 covering the capital and operating financial statements as at April 30, 2023, be received for information.**

EXECUTIVE SUMMARY

Capital and operating financial statements as at April 30, 2023 are attached for informational purposes.

REPORT

Background

In accordance with the approved Budget Management Policy (policy no. 113), the attached financial statements are being submitted for informational purposes to report on the capital and operating budgets as at April 30, 2023.

Discussion

The attached financial statements are provided for information purposes. A detailed review and report on variances to budget is completed for the month ends of May, September and December for the Operating fund and June and December for the Capital fund.

With respect to the Operating Budget, the net balance of the operating fund declined by \$1.7 million through the month of April, reflecting investments made in service delivery. Staff continue to monitor areas of potential increased financial pressures in 2023 including settlements of wage contracts, winter maintenance activity and increased pressure on rates as contracts are renewed, as well as the Provincially announced minimum wage increase effective October 1. A re-forecasted year end operating position will be reported to Council in July as part of the next detailed operating variance review.

The Capital Budget has seen \$4.8 million invested in infrastructure during the month of April with 51% of the available budget spent to date (before commitments). Significant tender awards that made in April include the tender for the Fifth Line Reconstruction - Derry to Main (\$16.5 million) and the Micro Paving Program contract (estimated amount



The Corporation of the Town of Milton

Report #:
CORS-032-23
Page 2 of 2

Discussion

of \$1.2 million). Spending from these awards will be reflected in the statements as progress payments are made or payment upon delivery has occurred.

Financial Impact

These statements reflect entries booked to the end of April 2023. The statements are presented on a cash basis and therefore exclude accruals.

Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer

For questions, please contact: Jennifer Kloet

Phone: 905-878-
7252 Ext. 2216

Attachments

Appendix A: Capital and Operating Financial Statements as at April 30, 2023

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Current Year Capital

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
EX Executive Services						
Active	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206
Total EX Executive Services	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206
CO Corporate Services						
Active	\$38,074,555	\$1,167,580	\$39,242,135	\$18,124,747	46%	\$21,117,389
Total CO Corporate Services	\$38,074,555	\$1,167,580	\$39,242,135	\$18,124,747	46%	\$21,117,389
CM Community Services						
Active	\$153,292,621	\$2,660,024	\$155,952,645	\$72,432,095	46%	\$83,520,550
Completed Pending Warranty	\$1,331,290	(\$108,799)	\$1,222,491	\$1,184,455	97%	\$38,036
Total CM Community Services	\$154,623,911	\$2,551,225	\$157,175,136	\$73,616,550	47%	\$83,558,586
DV Development Services						
Active	\$251,071,508	\$21,071,796	\$272,143,304	\$142,444,735	52%	\$129,698,569
Completed Pending Warranty	\$19,079,572	(\$1,322,806)	\$17,756,766	\$16,943,505	95%	\$813,261
Total DV Development Services	\$270,151,080	\$19,748,990	\$289,900,070	\$159,388,240	55%	\$130,511,830
LB Library						
Active	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026
Total LB Library	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026
Total Current Year Capital	\$468,656,910	\$24,140,266	\$492,797,176	\$253,644,139	51%	\$239,153,036

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Executive Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
EX Executive Services						
Active						
Office of the CAO						
Office of the CAO						
Milton Education Village	\$99,207		\$99,207	\$25,402	26%	\$73,805
Strategic Plan Delivery	\$739,425		\$739,425	\$139,478	19%	\$599,947
Tourism Strategy	\$152,625		\$152,625	\$2,625	2%	\$150,000
Service Delivery	\$258,750	\$96,000	\$354,750	\$340,687	96%	\$14,063
Council Staff Work Plan	\$317,169		\$317,169	\$80,779	25%	\$236,390
Total Office of the CAO	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206
Total Office of the CAO	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206
Total Active	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206
Total EX Executive Services	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206
Total Executive Services	\$1,567,176	\$96,000	\$1,663,176	\$588,970	35%	\$1,074,206

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Corporate Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
CO Corporate Services						
Active						
Corporate Services						
Finance						
Legislated Development Charge Exemptions	\$6,698,450	\$1,204,070	\$7,902,520	\$5,621,067	71%	\$2,281,453
Special Financial Studies	\$483,313		\$483,313	\$191,658	40%	\$291,655
Development Charges Study	\$258,750		\$258,750	\$180,592	70%	\$78,158
Asset Management Plan	\$180,250		\$180,250	\$5,250	3%	\$175,000
User Fee Update	\$77,250		\$77,250	\$2,250	3%	\$75,000
PSAB Legislative Changes	\$30,900		\$30,900			\$30,900
Total Finance	\$7,728,913	\$1,204,070	\$8,932,983	\$6,000,818	67%	\$2,932,165
Human Resources						
Compensation Plan	\$123,600		\$123,600	\$3,600	3%	\$120,000
Employee Strategic Development	\$380,256		\$380,256	\$103,158	27%	\$277,098
Health and Safety Audit/Implementation	\$161,071		\$161,071	\$12,682	8%	\$148,389
Workplace Accommodation	\$30,900		\$30,900	\$657	2%	\$30,243
Total Human Resources	\$695,827		\$695,827	\$120,098	17%	\$575,729
Information Technology						
Technology Strategic Plan	\$392,697		\$392,697	\$162,396	41%	\$230,301
Technology Replacement/Upgrade	\$890,208		\$890,208	\$433,944	49%	\$456,264
Phone System Changes/Upgrade	\$310,795		\$310,795	\$78,228	25%	\$232,567
PC Workstation Complement Changes	\$54,503		\$54,503	\$31,517	58%	\$22,986
E-Services Strategy Implementation	\$258,389	\$132,706	\$391,095	\$21,570	6%	\$369,525
GIS/Geosmart Infrastructure	\$422,469		\$422,469	\$122,979	29%	\$299,490
Application/Software Upgrades	\$377,258		\$377,258	\$49,624	13%	\$327,634
Photocopiers	\$59,740		\$59,740			\$59,740
Radio Communications Backup Upgrades	\$2,615,191		\$2,615,191	\$481,506	18%	\$2,133,685
Milton Air Photo Mapping	\$20,963		\$20,963			\$20,963
Enterprise Content Management	\$641,159		\$641,159	\$201,981	32%	\$439,178
Enterprise Contact Management	\$221,350	\$49,599	\$270,949	\$6,447	2%	\$264,502
Emergency Operations Centre	\$132,588		\$132,588	\$22,816	17%	\$109,772
Open Data Initiative	\$10,300		\$10,300			\$10,300
Mobile Parking Enforcement	\$814,244		\$814,244	\$200,468	25%	\$613,776
Human Resources Information System	\$4,944,176	\$137,376	\$5,081,552	\$2,401,179	47%	\$2,680,373
Microsoft 365 Migration	\$294,479		\$294,479			\$294,479
Automatic Vehicle Locator and Road Patrol	\$294,812		\$294,812	\$314		\$294,498
Department Specific Tech Initiatives	\$3,918,435	\$647,550	\$4,565,985	\$2,782,077	61%	\$1,783,908
Council Technology	\$51,500		\$51,500			\$51,500
Property Tax System Replacement	\$2,124,324	(\$1,731,092)	\$393,232	\$64,088	16%	\$329,144
Citizen Portal Implementation	\$533,358		\$533,358			\$533,358
Financial Enterprise Systems	\$437,264	\$355,985	\$793,249	\$19,362	2%	\$773,887
Fire Department Emergency Systems	\$453,792	\$172,600	\$626,392	\$150,120	24%	\$476,272
Facility Infrastructure and Networking	\$4,092,822	\$15,734	\$4,108,556	\$1,906,186	46%	\$2,202,370
Technology Infrastructure Initiative	\$2,996,088	\$56,318	\$3,052,406	\$1,669,983	55%	\$1,382,423
Enterprise Licencing and Compliance	\$1,666,087	\$4,622	\$1,670,709	\$826,821	49%	\$843,888
Audit & Accountability Fund - Phase 3 Intake		\$122,112	\$122,112	\$122,112	100%	
Total Information Technology	\$29,028,991	(\$36,490)	\$28,992,502	\$11,755,716	41%	\$17,236,786
Legislative & Legal Services						
Taxi, Uber, Ride Strategy	\$28,490		\$28,490	\$17,916	63%	\$10,574
Council Orientation Program	\$21,115		\$21,115	\$615	3%	\$20,500
Multi-Year Accessibility Plan	\$21,012		\$21,012	\$612	3%	\$20,400

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Corporate Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
Impact on Regulatory Framework	\$84,048		\$84,048			\$84,048
Total Legislative & Legal Services	\$154,665		\$154,665	\$19,143	12%	\$135,522
Marketing & Government Relations						
Branding	\$466,159		\$466,159	\$228,972	49%	\$237,187
Total Marketing & Government Relations	\$466,159		\$466,159	\$228,972	49%	\$237,187
Total Corporate Services	\$38,074,555	\$1,167,580	\$39,242,135	\$18,124,747	46%	\$21,117,389
Total Active	\$38,074,555	\$1,167,580	\$39,242,135	\$18,124,747	46%	\$21,117,389
Total CO Corporate Services	\$38,074,555	\$1,167,580	\$39,242,135	\$18,124,747	46%	\$21,117,389
Total Corporate Services	\$38,074,555	\$1,167,580	\$39,242,135	\$18,124,747	46%	\$21,117,389

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Community Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
CM Community Services						
Active						
Community Services						
Administration						
Parks Master Plan Update	\$263,339		\$263,339	\$83,726	32%	\$179,613
Recreation Master Plan (DC)	\$82,473		\$82,473			\$82,473
Service Strategy	\$50,875	\$48,637	\$99,512	\$64,356	65%	\$35,156
FOACM Children's Program Fundraising Campaign				\$1,344,003		(\$1,344,003)
Trails Master Plan Update	\$46,004		\$46,004	\$18,334	40%	\$27,670
Climate Change & Mitigation	\$69,886		\$69,886	\$6,329	9%	\$63,557
Facility Roof Assessments	\$61,800		\$61,800	\$6,483	10%	\$55,317
Total Administration	\$574,377	\$48,637	\$623,014	\$1,523,231	244%	(\$900,217)
Parks Redevelopment						
Omagh Park Redevelopment	\$905,367	(\$830)	\$904,537	\$860,353	95%	\$44,184
Tennis Court Upgrades	\$93,645		\$93,645	\$66,756	71%	\$26,889
New Campbellville Park Redevelopment	\$832,058	\$86,232	\$918,290	\$890,259	97%	\$28,031
Beaty Trail Park Redevelopment	\$74,064	(\$1,951)	\$72,113	\$2,218	3%	\$69,895
Kingsleigh Park Redevelopment	\$569,728		\$569,728	\$562,645	99%	\$7,083
Moorelands Park Redevelopment	\$344,348	(\$4,733)	\$339,615	\$261,702	77%	\$77,913
Baldwin Park Redevelopment	\$541,786	(\$1,930)	\$539,856	\$67,264	12%	\$472,592
Chris Hadfield Park Redevelopment	\$862,631	\$191,766	\$1,054,397	\$124,794	12%	\$929,603
Trudeau Park Redevelopment	\$70,457	(\$904)	\$69,553	\$2,218	3%	\$67,335
Sunny Mount Park	\$324,608	(\$125)	\$324,483	\$161,615	50%	\$162,868
Community Park - Engbridge Gas Easement	\$167,333	(\$43,974)	\$123,359	\$67,124	54%	\$56,235
Park Improvements - Preservation	\$171,728		\$171,728	\$42,390	25%	\$129,338
Multi-Court Resurfacing - Preservation	\$77,303		\$77,303			\$77,303
Implementation Trails Master Plan	\$64,931	\$29,199	\$94,130	\$54,444	58%	\$39,686
In Ground Waste Container Installation	\$160,907	(\$16,809)	\$144,098	\$106,721	74%	\$37,377
Park Amenity Audit	\$279,932	(\$63,720)	\$216,212	\$30,502	14%	\$185,710
Total Parks Redevelopment	\$5,540,826	\$172,221	\$5,713,047	\$3,301,005	58%	\$2,412,042
Parks Growth						
Community Park - External to Boyne	\$310,101	\$203,821	\$513,922	\$392,697	76%	\$121,225
Jannock Property Master Plan	\$401,718	\$30,000	\$431,718	\$81,790	19%	\$349,928
Community Park Detailed Development	\$3,949,817	(\$697,662)	\$3,252,155	\$3,214,101	99%	\$38,055
Sherwood District Park	\$930,818	(\$129,085)	\$801,733	\$775,924	97%	\$25,809
Escarpment View Lands (Formerly CMHL Prpoerty)	\$282,357		\$282,357			\$282,357
District Park West - Boyne	\$762,398	(\$41,696)	\$720,702	\$48,455	7%	\$672,247
Boyne Village Square #3	\$387,827	\$3,720	\$391,547	\$359,439	92%	\$32,108
Cobban Neighbourhood Park - Boyne	\$2,130,490	(\$29,020)	\$2,101,470	\$1,895,852	90%	\$205,618
Walker Neighbourhood Park - Boyne	\$2,674,647		\$2,674,647	\$122,627	5%	\$2,552,020
Derry Green Union Gas Pipeline Easement	\$36,050		\$36,050	\$3,291	9%	\$32,759
Total Parks Growth	\$11,866,223	(\$659,922)	\$11,206,301	\$6,894,177	62%	\$4,312,125
Facilities Redevelopment						
Corporate Office Furniture	\$198,222	\$91,197	\$289,419	\$122,665	42%	\$166,754
Indoor Fitness Equipment	\$43,476		\$43,476			\$43,476
Civic Facility Improvements	\$4,316,687	\$191,424	\$4,508,111	\$2,911,867	65%	\$1,596,243
Heritage Property Restoration	\$274,336	\$304,497	\$578,833	\$94,255	16%	\$484,578
Accessibility Improvements	\$318,675		\$318,675	\$1,731	1%	\$316,944
Leisure Centre Upgrades	\$1,241,386	(\$179,988)	\$1,061,398	\$704,731	66%	\$356,667
Memorial Arena Facility Improvements	\$321,748	(\$3,278)	\$318,470	\$306,143	96%	\$12,327
Tonelli Sports Centre Improvements	\$560,015	(\$216,709)	\$343,306	\$188,272	55%	\$155,034

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Community Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
Milton Sports Centre Upgrades	\$2,555,991	(\$264,569)	\$2,291,422	\$991,227	43%	\$1,300,196
Mattamy National Cycling Centre Improvements	\$2,430,882	(\$313,673)	\$2,117,209	\$1,087,971	51%	\$1,029,238
MNCC Renewable Engery System Feasibility	\$35,278		\$35,278	\$1,028	3%	\$34,250
Senior Centre Asset Restorations	\$95,288		\$95,288	\$2,972	3%	\$92,316
Milton Indoor Turf Centre Improvements	\$580,346		\$580,346	\$17,066	3%	\$563,280
FirstOntario Arts Centre Milton Facility Improvements	\$795,612	(\$26,337)	\$769,275	\$270,145	35%	\$499,130
Brookville Yard	\$195,492	(\$17,923)	\$177,569	\$4,330	2%	\$173,239
Civic Operations Centre Facility Improvements	\$362,542	\$5,891	\$368,433	\$117,931	32%	\$250,502
Facility Parking Area Improvements	\$184,595		\$184,595	\$2,348	1%	\$182,247
Fire Halls Facility Improvements	\$996,560	(\$53,750)	\$942,810	\$411,509	44%	\$531,301
Electric Vehicle Charging Stations Strategy	\$160,907		\$160,907	\$4,687	3%	\$156,220
Total Facilities Redevelopment	\$15,668,038	(\$483,216)	\$15,184,822	\$7,240,880	48%	\$7,943,942
Facilities Growth						
Town Hall Construction/Expansion	\$604,975		\$604,975	\$19,975	3%	\$585,000
Indoor Soccer - Air Supported	\$221,963		\$221,963	\$3,808	2%	\$218,155
Sherwood Community Centre	\$42,385,963	\$949,066	\$43,335,029	\$39,203,283	90%	\$4,131,746
Seniors Centre Expansion	\$239,110		\$239,110	\$3,710	2%	\$235,400
Civic Operations Centre	\$1,239,732		\$1,239,732	\$3,077		\$1,236,655
Transit Operations Centre	\$49,558,811		\$49,558,811	\$1,482,806	3%	\$48,076,005
Branch No. 2 Building	\$7,000,586	(\$334,588)	\$6,665,998	\$4,993,294	75%	\$1,672,704
Main Library Expansion	\$570,130		\$570,130	\$74,294	13%	\$495,836
Total Facilities Growth	\$101,821,270	\$614,478	\$102,435,748	\$45,784,246	45%	\$56,651,502
Transit						
Transit						
Transit Study Update	\$221,151		\$221,151			\$221,151
Transit Bus Stop-Retrofit	\$73,600		\$73,600	\$78,400	107%	(\$4,800)
Transit Bus Pads	\$69,625	\$36,053	\$105,678	\$26,124	25%	\$79,554
Total Transit	\$364,376	\$36,053	\$400,429	\$104,524	26%	\$295,905
Transit Fleet Replacement						
Transit Bus Non Growth: Replacement	\$3,396,313	\$172,778	\$3,569,091	\$2,849,323	80%	\$719,768
Transit Bus Non Growth: Refurbishment	\$1,131,875		\$1,131,875			\$1,131,875
Total Transit Fleet Replacement	\$4,528,188	\$172,778	\$4,700,966	\$2,849,323	61%	\$1,851,643
Transit Fleet Growth						
Transit Bus	\$462,021	\$60,205	\$522,226	\$521,041	100%	\$1,185
Non-Fixed Route Bus	\$402,540		\$402,540			\$402,540
Total Transit Fleet Growth	\$864,561	\$60,205	\$924,766	\$521,041	56%	\$403,725
Total Transit	\$5,757,125	\$269,036	\$6,026,161	\$3,474,888	58%	\$2,551,273
Fire						
Fire Fleet Equipment - Replacement						
Replace Pick-Up Trucks	\$162,844	\$37,145	\$199,989	\$149,740	75%	\$50,249
Aerial Replacement/Refurbishment	\$73,725		\$73,725	\$33,282	45%	\$40,443
Training Vehicle Replacement	\$78,020		\$78,020	\$60,467	78%	\$17,553
Chief Officers Vehicle	\$78,020		\$78,020	\$76,513	98%	\$1,507
Rescue Truck Replacement/Refurbishment	\$38,295	\$1,214,508	\$1,252,803	\$47,612	4%	\$1,205,191
Pumper/Rescue Units Refurbishment	\$131,115		\$131,115	\$55,610	42%	\$75,505
Replace Rehab Van	\$133,900		\$133,900	\$3,900	3%	\$130,000
Total Fire Fleet Equipment - Replacement	\$695,919	\$1,251,653	\$1,947,572	\$427,124	22%	\$1,520,448
Fire Fleet Equipment - Growth Related						
Pumper/Rescue Growth	\$884,650	\$26,763	\$911,413	\$884,673	97%	\$26,740
Emergency Vehicle Technician Equipment	\$26,935		\$26,935	\$4,714	18%	\$22,221
Total Fire Fleet Equipment - Growth Related	\$911,585	\$26,763	\$938,348	\$889,387	95%	\$48,961

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Community Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
Fire - Replacement						
Breathing Apparatus Replacement	\$38,625		\$38,625	\$17,448	45%	\$21,177
Defibrillators Replacement	\$32,960		\$32,960			\$32,960
Special Operations Equipment Replacement	\$25,750		\$25,750	\$24,013	93%	\$1,737
Thermal Image Camera Replacement	\$20,600		\$20,600			\$20,600
Air Monitoring Replacement	\$14,420		\$14,420	\$420	3%	\$14,000
Bunker Gear Replacement - Employee Turnover	\$100,454		\$100,454	\$27,357	27%	\$73,097
Hazardous Material Equipment Replacement	\$25,750		\$25,750			\$25,750
Firefighting Hose Replacement	\$20,600		\$20,600			\$20,600
Fire Prevention Equipment Replacement	\$56,650		\$56,650	\$24,161	43%	\$32,489
Battery & Radio Parts Replacement	\$15,450		\$15,450	\$450	3%	\$15,000
Firefighting Equipment Replacement	\$22,660		\$22,660	\$9,097	40%	\$13,563
Total Fire - Replacement	\$373,919		\$373,919	\$102,946	28%	\$270,973
Fire - Growth						
Specialized Equipment Training Structure - Growth	\$72,821		\$72,821	\$22,794	31%	\$50,027
Bunker Gear and Recruit Package - Growth	\$133,063		\$133,063	\$83,388	63%	\$49,675
Vehicle Extrication Equipment Growth	\$188,278		\$188,278	\$88,184	47%	\$100,094
Total Fire - Growth	\$394,162		\$394,162	\$194,366	49%	\$199,796
Total Fire	\$2,375,585	\$1,278,416	\$3,654,001	\$1,613,824	44%	\$2,040,177
Operations						
Fleet Equipment - Replacement						
Fleet Strategy	\$180,250	\$96,414	\$276,664	\$83,268	30%	\$193,396
1 Ton Crew Dump Trucks	\$190,365	\$110,949	\$301,314	\$184,349	61%	\$116,965
1/2 Ton Pick up Replacement	\$100,288	\$4,902	\$105,190			\$105,190
3/4 Ton Pick-ups Replacement	\$143,383	\$7,938	\$151,321			\$151,321
Tandem Axle Dump Truck	\$1,445,356	\$946,560	\$2,391,916	\$363,524	15%	\$2,028,392
Enforcement Vehicles	\$57,409	(\$2,891)	\$54,518			\$54,518
Sign Truck	\$750,759	\$27,987	\$778,746	\$87,822	11%	\$690,924
Haul All/Packer	\$159,465	(\$29,623)	\$129,842	\$4,645	4%	\$125,197
Multifunction Tractor	\$401,022	\$43,844	\$444,866	\$11,532	3%	\$433,334
Tractor Attachments	\$71,377		\$71,377			\$71,377
Trackless Front Mower Deck	\$132,643	\$74	\$132,717	\$25,824	19%	\$106,893
Zero Turning Radius Mowers	\$320,330	\$21,895	\$342,225	\$114,830	34%	\$227,395
Ball Diamond Groomer	\$48,644		\$48,644			\$48,644
Landscape Trailer	\$28,227		\$28,227			\$28,227
Gator Utility Vehicle - Replacement	\$125,311	(\$1,887)	\$123,424	\$39,468	32%	\$83,956
Ice Resurfacer	\$113,300	\$92,601	\$205,901	\$3,300	2%	\$202,601
Total Fleet Equipment - Replacement	\$4,268,129	\$1,318,763	\$5,586,892	\$918,562	16%	\$4,668,330
Fleet Equipment - Growth Related						
1 Ton Dump Trucks - Growth	\$411,832	\$17,921	\$429,753	\$7,445	2%	\$422,308
Tandem Axle Trucks	\$540,884	\$66,305	\$607,189	\$15,754	3%	\$591,435
Zero Radius Mowers	\$49,584	\$4,369	\$53,953	\$1,444	3%	\$52,509
General Mowers and Attachments - Growth	\$99,358	\$5,127	\$104,485	\$104,485	100%	-
Tractors, Loaders & Back Hoes	\$639,149	\$5,964	\$645,113			\$645,113
Trailers/Water Tanks	\$44,545	(\$11,089)	\$33,456	\$12,149	36%	\$21,307
Fleet Mechanic Equipment	\$38,625	\$2,091	\$40,716	\$1,125	3%	\$39,591
Haul All/Packer	\$274,506	(\$501)	\$274,005			\$274,005
Facility Maintenance Pick-Up	\$52,943	\$11,424	\$64,367			\$64,367
Total Fleet Equipment - Growth Related	\$2,151,426	\$101,611	\$2,253,037	\$142,402	6%	\$2,110,635
Forestry						
EAB Implementation Strategy	\$139,926		\$139,926	\$61,345	44%	\$78,581

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Community Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
Urban Forestry Mangement	\$63,860		\$63,860	\$1,860	3%	\$62,000
Total Forestry	\$203,786		\$203,786	\$63,205	31%	\$140,581
Surface Treatment Program						
Surface Treatment Program	\$3,065,836		\$3,065,836	\$1,475,675	48%	\$1,590,161
Total Surface Treatment Program	\$3,065,836		\$3,065,836	\$1,475,675	48%	\$1,590,161
Total Operations	\$9,689,177	\$1,420,374	\$11,109,551	\$2,599,844	23%	\$8,509,707
Total Community Services	\$153,292,621	\$2,660,024	\$155,952,645	\$72,432,095	46%	\$83,520,550
Total Active	\$153,292,621	\$2,660,024	\$155,952,645	\$72,432,095	46%	\$83,520,550
Completed Pending Warranty						
Community Services						
Parks Redevelopment						
Coulson Park Redevelopment	\$352,110	(\$15,652)	\$336,458	\$326,799	97%	\$9,659
Coxe Park Redevelopment	\$509,332	(\$43,002)	\$466,330	\$444,128	95%	\$22,202
Beaty Neighbourhood Park Redevelopment	\$413,803	(\$133,193)	\$280,610	\$275,666	98%	\$4,945
Sam Sherratt Trail Redevelopment	\$56,045	\$83,048	\$139,093	\$137,862	99%	\$1,231
Total Parks Redevelopment	\$1,331,290	(\$108,799)	\$1,222,491	\$1,184,455	97%	\$38,036
Total Community Services	\$1,331,290	(\$108,799)	\$1,222,491	\$1,184,455	97%	\$38,036
Total Completed Pending Warranty	\$1,331,290	(\$108,799)	\$1,222,491	\$1,184,455	97%	\$38,036
Total CM Community Services	\$154,623,911	\$2,551,225	\$157,175,136	\$73,616,550	47%	\$83,558,586
Total Community Services	\$154,623,911	\$2,551,225	\$157,175,136	\$73,616,550	47%	\$83,558,586

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Development Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
DV Development Services						
Active						
Development Services Administration						
Development Services Administration						
Transportation Master Plan	\$272,064	\$10,000	\$282,064	\$5,329	2%	\$276,735
Development Eng & Parks Standards Manual	\$63,036	\$15,000	\$78,036	\$55,537	71%	\$22,499
Train Whistle Cessation Assessment		\$35,000	\$35,000	\$1,050	3%	\$33,950
Guiderail Inventory, Condition and Needs Assessment	\$104,288		\$104,288			\$104,288
Retaining Wall Inventory and Condition Assessment	\$69,525		\$69,525			\$69,525
Road Needs Study/Asset Management Plan for Roads	\$208,575	(\$33,424)	\$175,151	\$565		\$174,586
Bridge Needs Study	\$83,430	(\$9,873)	\$73,557	\$690	1%	\$72,867
Total Development Services Administration	\$800,918	\$16,703	\$817,621	\$63,171	8%	\$754,450
Total Development Services Administration	\$800,918	\$16,703	\$817,621	\$63,171	8%	\$754,450
Infrastructure Management						
Urban Roads Redevelopment						
Bronte Street (Main St to Steeles Ave)	\$33,434,927	\$2,435,682	\$35,870,609	\$26,769,383	75%	\$9,101,226
Nipissing Road Redevelopment	\$4,238,589	\$72,991	\$4,311,580	\$271,552	6%	\$4,040,029
Bronte Street (Heslop to S. of Main)	\$2,560,779	(\$101,345)	\$2,459,434	\$1,814,166	74%	\$645,268
Jasper Street Reconstruction	\$624,546	\$36,312	\$660,858	\$124,305	19%	\$536,553
Asphalt Overlay Program	\$29,426,877	(\$608,654)	\$28,818,223	\$18,623,234	65%	\$10,194,989
High Point Drive (Hwy 25 to Parkhill Dr)	\$3,336,990	\$33,898	\$3,370,888	\$131,901	4%	\$3,238,987
Main St (Drew Centre to Thompson Rd)	\$1,116,910	\$141,891	\$1,258,801	\$40,057	3%	\$1,218,744
Total Urban Roads Redevelopment	\$74,739,618	\$2,010,775	\$76,750,393	\$47,774,598	62%	\$28,975,796
Urban Roads Growth						
Main St (Scott Blvd (incl. CNR Crossing) to Bronte St)	\$7,587,563	\$28,207	\$7,615,770	\$7,421,923	97%	\$193,847
Main St (JSP to 5th Line)/5th Line (Hwy 401 to Main St)	\$23,501,907	\$3,388,438	\$26,890,345	\$23,212,375	86%	\$3,677,970
Main Street (Fifth Line to Sixth Line)	\$591,282		\$591,282	\$63		\$591,219
Thompson Road (Britannia to Louis St Laurent)	\$12,110,740	\$411,969	\$12,522,709	\$11,840,498	95%	\$682,212
Thompson Road (Louis St Laurent to Derry Rd)	\$526,967		\$526,967	\$816		\$526,151
5th Line (Hwy 401 to Derry Road)	\$41,483,803	\$815,132	\$42,298,935	\$10,439,418	25%	\$31,859,516
5th Line (Derry Road to Britannia Road)	\$20,639,542		\$20,639,542	\$757,677	4%	\$19,881,865
Louis St Laurent (Yates to 4th Line) formerly to Thompson Rd	\$14,208,877	(\$3,704,346)	\$10,504,531	\$10,838,832	103%	(\$334,301)
Louis St Laurent (James Snow Parkway to Fifth Line)		\$9,242,240	\$9,242,240	\$5,950,362	64%	\$3,291,879
Peru Road (Bridge Removal and Cul De Sac)	\$877,293		\$877,293	\$123,501	14%	\$753,792
Boulevard Works	\$895,369		\$895,369	\$23,429	3%	\$871,940
Total Urban Roads Growth	\$122,423,343	\$10,181,640	\$132,604,983	\$70,608,894	53%	\$61,996,089
Rural Roads Redevelopment						
Campbell Ave (Glenda Jane Dr./Canyon Rd-Campbellville Rd.)	\$1,337,601	\$702,865	\$2,040,466	\$1,833,325	90%	\$207,141
Expanded Asphalt Program	\$8,138,073	(\$1,383,759)	\$6,754,314	\$2,104,888	31%	\$4,649,427
Appleby Line	\$2,716,430	\$1,985,346	\$4,701,776	\$655,653	14%	\$4,046,123
Milborough Line Rehabilitation	\$116,820		\$116,820	\$1,004	1%	\$115,816
Burnhamthorpe Rd Rehabilitation	\$179,739		\$179,739	\$1,569	1%	\$178,170
Campbellville Road - Guiderail Replacement	\$778,242		\$778,242	\$1,695		\$776,547
Total Rural Roads Redevelopment	\$13,266,905	\$1,304,453	\$14,571,358	\$4,598,133	32%	\$9,973,224
Active Transportation - Redevelopment						
James Snow Parkway Multi-Use Path Replacement	\$68,598		\$68,598			\$68,598
Total Active Transportation - Redevelopment	\$68,598		\$68,598			\$68,598
Active Transportation - Growth						
Boyne Limestone Trails	\$697,043	\$21,225	\$718,268	\$277,699	39%	\$440,569
Boyne Pedestrian Railway Crossing	\$6,228,061	\$246,625	\$6,474,686	\$595,343	9%	\$5,879,343
Boyne Multiuse Asphalt Trails	\$467,033	\$573,319	\$1,040,352	\$589,445	57%	\$450,907

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Development Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
Boyne Pedestrian Bridge - Minor Crossing	\$39,162		\$39,162			\$39,162
Total Active Transportation - Growth	\$7,431,299	\$841,169	\$8,272,468	\$1,462,486	18%	\$6,809,982
Bridges/Culverts Redevelopment						
Bridge/Culvert Rehabilitation Needs	\$1,073,926	(\$42,733)	\$1,031,193	\$81,357	8%	\$949,836
Second Line Nassagaweya Bridge (Structure No. 63)	\$545,131	\$33,150	\$578,281	\$465,988	81%	\$112,293
Kelso Road Bridge (Structure 74)	\$150,538	\$17,339	\$167,877	\$74,979	45%	\$92,898
25 SR Bridge - 0.1 km West of Guelph Line (Structure No. 62)	\$124,803		\$124,803	\$3,635	3%	\$121,168
Fourth Line Nassagaweya Bridge Replacement (Structure 112)	\$240,908		\$240,908			\$240,908
Total Bridges/Culverts Redevelopment	\$2,135,306	\$7,756	\$2,143,062	\$625,959	29%	\$1,517,103
Storm Water Management Rehabilitation						
SWM Quality Master Plan	\$602,550		\$602,550			\$602,550
Stormwater Pond Maintenance	\$1,717,654	\$579,607	\$2,297,261	\$1,605,067	70%	\$692,194
Mill Pond Rehabilitation	\$3,454,047		\$3,454,047	\$101,992	3%	\$3,352,055
Storm Sewer Network Study	\$205,849	\$33,449	\$239,298	\$184,709	77%	\$54,589
Storm Sewer Network Program	\$4,933,530	(\$71,110)	\$4,862,420	\$110,564	2%	\$4,751,856
Total Storm Water Management Rehabilitation	\$10,913,630	\$541,946	\$11,455,576	\$2,002,332	17%	\$9,453,244
Traffic						
Traffic Infrastructure	\$155,339		\$155,339	\$12,022	8%	\$143,317
Traffic Services Safety Review	\$250,429	\$1,596	\$252,025	\$61,775	25%	\$190,250
Pedestrian Crossover (PXO) Program	\$211,705		\$211,705	\$45,532	22%	\$166,173
Pedestrian Crossover Decision Warrant System		\$50,880	\$50,880			\$50,880
New Traffic Signals	\$1,086,185	\$26,490	\$1,112,675	\$43,435	4%	\$1,069,240
Preemption Traffic Control System	\$245,332		\$245,332	\$152,707	62%	\$92,625
Signal Interconnect Program	\$258,880		\$258,880	\$214,700	83%	\$44,180
Transport Canada Rail Regulations	\$537,718		\$537,718	\$282,114	52%	\$255,604
Preemption Traffic Control System	\$83,572		\$83,572	\$58,146	70%	\$25,426
Traffic Calming Study - Bronte/Main St		\$35,000	\$35,000			\$35,000
Traffic Calming	\$85,068	\$110,000	\$195,068			\$195,068
Intersection Pedestrian Signal (LSL at Diefenbaker St/Hamman Way)	\$177,037		\$177,037			\$177,037
Total Traffic	\$3,091,265	\$223,966	\$3,315,231	\$870,430	26%	\$2,444,801
Streetlighting						
Street Light Inventory and Condition Assessment	\$451,720		\$451,720			\$451,720
Street Lighting	\$200,329		\$200,329	\$3,815	2%	\$196,514
Street Light / Pole / Underground Power Renewal	\$131,487		\$131,487	\$1,872	1%	\$129,615
Street Light LED Replacement	\$5,133,677	(\$2,147,673)	\$2,986,004	\$2,870,560	96%	\$115,444
Total Streetlighting	\$5,917,213	(\$2,147,673)	\$3,769,540	\$2,876,247	76%	\$893,293
Parking						
Downtown Parking Study	\$80,000	(\$4,101)	\$75,899	\$61,399	81%	\$14,501
Total Parking	\$80,000	(\$4,101)	\$75,899	\$61,399	81%	\$14,501
Total Infrastructure Management	\$240,067,177	\$12,959,931	\$253,027,108	\$130,880,477	52%	\$122,146,630
Development Engineering						
Storm Water Management Growth						
SWM Boyne	\$502,507	\$14,052	\$516,559	\$170,189	33%	\$346,370
SWM Derry Green (BP2)	\$343,448	\$5,206	\$348,654	\$113,539	33%	\$235,115
SWM Sherwood	\$328,364		\$328,364	\$15,876	5%	\$312,488
SWM Milton Education Village	\$255,853		\$255,853	\$7,724	3%	\$248,129
SWM North Porta	\$133,900		\$133,900	\$1,667	1%	\$132,233
Total Storm Water Management Growth	\$1,564,072	\$19,258	\$1,583,330	\$308,995	20%	\$1,274,335
Total Development Engineering	\$1,564,072	\$19,258	\$1,583,330	\$308,995	20%	\$1,274,335
Planning and Development						
Planning						

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Development Services

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
Official Plan Review	\$448,081	\$366,880	\$814,961	\$649,992	80%	\$164,969
Urban Design Guidelines	\$225,053		\$225,053	\$73,668	33%	\$151,385
Milton Heights OMB	\$203,500	\$1,591,902	\$1,795,402	\$1,759,863	98%	\$35,539
MEV Secondary Planning/Site Specific Zoning	\$550,417	\$856,380	\$1,406,797	\$1,299,757	92%	\$107,041
Proposed CN Intermodal Facility	\$253,500	\$410,000	\$663,500	\$218,722	33%	\$444,778
Urban Residential Secondary Plan Phase 4	\$1,442,652	\$1,877,303	\$3,319,955	\$2,646,491	80%	\$673,464
Sustainable Halton Subwatershed Study	\$2,230,000	\$258,209	\$2,488,209	\$2,268,198	91%	\$220,011
Sustainable Halton Land Base Analysis	\$242,888	\$399,662	\$642,550	\$322,585	50%	\$319,965
Britannia E/W - Secondary Plan	\$2,389,887	\$865,568	\$3,255,455	\$1,770,276	54%	\$1,485,179
Community Improvement Plan for CBD	\$107,711		\$107,711	\$3,170	3%	\$104,541
Zoning By-Law Review	\$295,460		\$295,460	\$9,378	3%	\$286,082
Building Public Portal Implementation		\$1,000,000	\$1,000,000	\$159,971	16%	\$840,029
Trafalgar Secondary Plan Application		\$450,000	\$450,000			\$450,000
Res/Non-Res Take Up/Land Needs Study	\$250,192		\$250,192	\$10,021	4%	\$240,171
Total Planning	\$8,639,341	\$8,075,904	\$16,715,245	\$11,192,092	67%	\$5,523,153
Total Planning and Development	\$8,639,341	\$8,075,904	\$16,715,245	\$11,192,092	67%	\$5,523,153
Total Active	\$251,071,508	\$21,071,796	\$272,143,304	\$142,444,735	52%	\$129,698,569
Completed Pending Warranty						
Infrastructure Management						
Urban Roads Redevelopment						
Wheelabrator Way - Including Culvert Replacement	\$1,698,327	\$1,057,773	\$2,756,100	\$2,691,168	98%	\$64,932
Victoria Street (Bronte to James St)	\$830,947	(\$453,195)	\$377,752	\$309,972	82%	\$67,780
Elizabeth Street (Victoria St to Main St)	\$1,340,152	(\$1,055,759)	\$284,393	\$216,060	76%	\$68,333
Total Urban Roads Redevelopment	\$3,869,426	(\$451,181)	\$3,418,245	\$3,217,200	94%	\$201,045
Urban Roads Growth						
Main St (Scott Blvd (incl. CNR Crossing) to Bronte St)	\$3,052,500	\$3,743,586	\$6,796,086	\$6,626,635	98%	\$169,451
Louis St Laurent (4th Line to James Snow Parkway)	\$5,494,082	(\$3,457,712)	\$2,036,370	\$1,876,182	92%	\$160,188
Total Urban Roads Growth	\$8,546,582	\$285,874	\$8,832,456	\$8,502,817	96%	\$329,639
Rural Roads Redevelopment						
Expanded Asphalt Program	\$4,292,662	(\$1,338,650)	\$2,954,012	\$2,773,844	94%	\$180,168
Total Rural Roads Redevelopment	\$4,292,662	(\$1,338,650)	\$2,954,012	\$2,773,844	94%	\$180,168
Bridges/Culverts Redevelopment						
Bridge/Culvert Rehabilitation Needs	\$1,051,498	(\$102,031)	\$949,467	\$868,101	91%	\$81,367
Sixth Line Nassagaweya Culverts (Structures 113 and 118)	\$1,319,404	\$283,182	\$1,602,586	\$1,581,542	99%	\$21,043
Total Bridges/Culverts Redevelopment	\$2,370,902	\$181,151	\$2,552,053	\$2,449,643	96%	\$102,410
Total Infrastructure Management	\$19,079,572	(\$1,322,806)	\$17,756,766	\$16,943,505	95%	\$813,261
Total Completed Pending Warranty	\$19,079,572	(\$1,322,806)	\$17,756,766	\$16,943,505	95%	\$813,261
Total DV Development Services	\$270,151,080	\$19,748,990	\$289,900,070	\$159,388,240	55%	\$130,511,830
Total Development Services	\$270,151,080	\$19,748,990	\$289,900,070	\$159,388,240	55%	\$130,511,830

Appendix A
TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
April 2023

Library

	APPROVED BUDGET	BUDGET ADJUSTMENTS	REVISED BUDGET	LTD ACTUALS	% SPENT	VARIANCE LTD
LB Library						
Active						
Library						
Library						
Automation Replacement	\$400,604		\$400,604	\$116,865	29%	\$283,739
Collection - Replacement	\$918,368		\$918,368	\$359,034	39%	\$559,334
New Branch Equipment	\$60,660	\$251,328	\$311,988	\$286,269	92%	\$25,719
Collection - New	\$1,881,805		\$1,881,805	\$713,595	38%	\$1,168,210
Furniture Replacement	\$21,432		\$21,432	\$624	3%	\$20,808
Shelving - New	\$116,942	\$192,582	\$309,524	\$287,371	93%	\$22,153
Library Service Delivery Strategy Implementation	\$840,377		\$840,377	\$24,477	3%	\$815,900
E-Services Implementation		\$132,560	\$132,560	\$137,398	104%	(\$4,838)
Total Library	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026
Total Library	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026
Total Active	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026
Total LB Library	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026
Total Library	\$4,240,188	\$576,470	\$4,816,658	\$1,925,632	40%	\$2,891,026

**TOWN OF MILTON - SUMMARY
OPERATING FINANCIAL STATEMENT
April 2023**

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
MAYOR AND COUNCIL	233,120	233,276	643,301		643,301	(410,025)	36%
EXECUTIVE SERVICES	387,590	485,665	1,558,658		1,558,658	(1,072,993)	31%
CORPORATE SERVICES	4,934,886	6,437,246	12,782,738		12,782,738	(6,345,492)	50%
GENERAL GOVERNMENT	(34,678,061)	(43,360,985)	(64,469,399)		(64,469,399)	21,108,414	67%
COMMUNITY SERVICES	11,430,624	11,701,615	47,145,210		47,145,210	(35,443,595)	25%
DEVELOPMENT SERVICES	(3,238,060)	636,105	2,339,493		2,339,493	(1,703,388)	27%
LIBRARY	(1,223,827)	(1,327,127)				(1,327,127)	
HOSPITAL EXPANSION	1,963,018	1,989,816				1,989,816	
BIA	(77,119)	(101,633)				(101,633)	
Total TOWN OF MILTON	(20,267,829)	(23,306,022)				(23,306,022)	

Note: Figures include rounding and may result in minor variances to the departmental financial statements.

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
April 2023

MAYOR AND COUNCIL

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
MAYOR AND COUNCIL							
MAYOR AND COUNCIL							
EXPENDITURES							
Salaries and Benefits	191,155	193,141	564,329		564,329	371,188	34%
Administrative	38,581	36,974	60,745		60,745	23,771	61%
Financial			5,000		5,000	5,000	
Purchased Goods	545	333	770		770	437	43%
Purchased Services	6,449	2,829	30,426		30,426	27,597	9%
Total EXPENDITURES	236,730	233,277	661,270		661,270	427,993	35%
REVENUE							
Financing Revenue			(5,000)		(5,000)	(5,000)	
Recoveries and Donations	(3,609)		(12,970)		(12,970)	(12,970)	
Total REVENUE	(3,609)		(17,970)		(17,970)	(17,970)	
Total MAYOR AND COUNCIL	233,121	233,277	643,300		643,300	410,023	36%
Total MAYOR AND COUNCIL	233,121	233,277	643,300		643,300	410,023	36%
Total MAYOR AND COUNCIL	233,121	233,277	643,300		643,300	410,023	36%

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EXECUTIVE SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
EXECUTIVE SERVICES							
OFFICE OF THE CAO							
EXPENDITURES							
Salaries and Benefits	165,296	195,390	587,971		587,971	392,581	33%
Administrative	3,832	6,686	20,056		20,056	13,370	33%
Purchased Goods	6,603	6,368	5,507		5,507	(861)	116%
Purchased Services	1,363	4,316	49,528		49,528	45,212	9%
Total EXPENDITURES	177,094	212,760	663,062		663,062	450,302	32%
REVENUE							
Financing Revenue			(16,429)		(16,429)	(16,429)	
User Fees and Service Charges	(195)	(552)	(3,000)		(3,000)	(2,448)	18%
Total REVENUE	(195)	(552)	(19,429)		(19,429)	(18,877)	3%
Total OFFICE OF THE CAO	176,899	212,208	643,633		643,633	431,425	33%
STRATEGIC INITIATIVES AND ECONOMIC DEVELOPMENT							
EXPENDITURES							
Salaries and Benefits	232,828	295,539	891,314		891,314	595,775	33%
Administrative	1,265	1,807	23,537		23,537	21,730	8%
Financial		85	1,858		1,858	1,773	5%
Transfers to Own Funds	2,110	3,082	24,750		24,750	21,668	12%
Purchased Goods	48	191	8,336		8,336	8,145	2%
Purchased Services	12,946	(11,914)	190,028		190,028	201,942	(6%)
Reallocated Expenses			2,454		2,454	2,454	
Total EXPENDITURES	249,197	288,790	1,142,277		1,142,277	853,487	25%
REVENUE							
Financing Revenue		(18,675)	(85,108)		(85,108)	(66,433)	22%
Grants	(8,700)	25,000	(45,344)		(45,344)	(70,344)	(55%)
Recoveries and Donations	(25,000)						
User Fees and Service Charges	(4,804)	(21,658)	(96,799)		(96,799)	(75,141)	22%
Total REVENUE	(38,504)	(15,333)	(227,251)		(227,251)	(211,918)	7%
Total STRATEGIC INITIATIVES AND ECONOMIC DEVELOPMENT	210,693	273,457	915,026		915,026	641,569	30%
Total EXECUTIVE SERVICES	387,592	485,665	1,558,659		1,558,659	1,072,994	31%
Total EXECUTIVE SERVICES	387,592	485,665	1,558,659		1,558,659	1,072,994	31%

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CORPORATE SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
CORPORATE SERVICES							
FINANCE							
EXPENDITURES							
Salaries and Benefits	1,527,118	1,658,009	5,484,136		5,484,136	3,826,127	30%
Administrative	10,836	12,605	86,800		86,800	74,195	15%
Financial	2,549	1,378	5,406		5,406	4,028	25%
Purchased Goods	14,709	9,705	41,832		41,832	32,127	23%
Purchased Services	76,225	49,935	323,702		323,702	273,767	15%
Total EXPENDITURES	1,631,437	1,731,632	5,941,876		5,941,876	4,210,244	29%
REVENUE							
Financing Revenue	(275)		(2,726,344)		(2,726,344)	(2,726,344)	
Recoveries and Donations		306				(306)	
User Fees and Service Charges	(309,518)	(423,042)	(1,079,430)		(1,079,430)	(656,388)	39%
Reallocated Revenue			(333,466)		(333,466)	(333,466)	
Total REVENUE	(309,793)	(422,736)	(4,139,240)		(4,139,240)	(3,716,504)	10%
Total FINANCE	1,321,644	1,308,896	1,802,636		1,802,636	493,740	73%
INFORMATION TECHNOLOGY							
EXPENDITURES							
Salaries and Benefits	837,961	1,086,738	3,509,441		3,509,441	2,422,703	31%
Administrative	344	5,491	33,325		33,325	27,834	16%
Purchased Goods	1,032,585	1,706,618	2,456,460		2,456,460	749,842	69%
Purchased Services	554,880	648,994	1,490,022		1,490,022	841,028	44%
Total EXPENDITURES	2,425,770	3,447,841	7,489,248		7,489,248	4,041,407	46%
REVENUE							
Financing Revenue	(131,580)	(155,284)	(726,480)		(726,480)	(571,196)	21%
User Fees and Service Charges		(31)	(100)		(100)	(69)	31%
Reallocated Revenue	(385)	(406)	(126,740)		(126,740)	(126,334)	
Total REVENUE	(131,965)	(155,721)	(853,320)		(853,320)	(697,599)	18%
Total INFORMATION TECHNOLOGY	2,293,805	3,292,120	6,635,928		6,635,928	3,343,808	50%
HUMAN RESOURCES							
EXPENDITURES							
Salaries and Benefits	321,886	474,647	1,427,810		1,427,810	953,163	33%
Administrative	40,277	36,734	214,428		214,428	177,694	17%
Purchased Goods	6,527	1,078	5,857		5,857	4,779	18%
Purchased Services	12,228	40,891	173,428		173,428	132,537	24%
Total EXPENDITURES	380,918	553,350	1,821,523		1,821,523	1,268,173	30%
REVENUE							
Financing Revenue			(356,721)		(356,721)	(356,721)	
Reallocated Revenue	(45,876)	(52,396)	(171,194)		(171,194)	(118,798)	31%
Total REVENUE	(45,876)	(52,396)	(527,915)		(527,915)	(475,519)	10%
Total HUMAN RESOURCES	335,042	500,954	1,293,608		1,293,608	792,654	39%
LEGISLATIVE & LEGAL SERVICES							
EXPENDITURES							
Salaries and Benefits	903,040	1,001,787	3,440,325		3,440,325	2,438,538	29%
Administrative	13,931	17,362	74,169		74,169	56,807	23%

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CORPORATE SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
Financial	4,032	6,416	35,000		35,000	28,584	18%
Transfers to Own Funds			225,000		225,000	225,000	
Purchased Goods	3,411	4,197	27,999		27,999	23,802	15%
Purchased Services	156,390	220,973	861,406		861,406	640,433	26%
Reallocated Expenses	35,083	65,167	111,467		111,467	46,300	58%
Total EXPENDITURES	1,115,887	1,315,902	4,775,366		4,775,366	3,459,464	28%
REVENUE							
Financing Revenue			(292,909)		(292,909)	(292,909)	
Recoveries and Donations	(68,360)	(3,816)	(21,500)		(21,500)	(17,684)	18%
User Fees and Service Charges	(362,332)	(317,046)	(2,392,051)		(2,392,051)	(2,075,005)	13%
Total REVENUE	(430,692)	(320,862)	(2,706,460)		(2,706,460)	(2,385,598)	12%
Total LEGISLATIVE & LEGAL SERVICES	685,195	995,040	2,068,906		2,068,906	1,073,866	48%
STRATEGIC COMMUNICATIONS							
EXPENDITURES							
Salaries and Benefits	286,982	311,278	1,032,403		1,032,403	721,125	30%
Administrative	5,745	12,935	22,984		22,984	10,049	56%
Purchased Goods	165	1,206	8,300		8,300	7,094	15%
Purchased Services	6,310	14,819	119,977		119,977	105,158	12%
Total EXPENDITURES	299,202	340,238	1,183,664		1,183,664	843,426	29%
REVENUE							
Financing Revenue			(202,003)		(202,003)	(202,003)	
Total REVENUE			(202,003)		(202,003)	(202,003)	
Total STRATEGIC COMMUNICATIONS	299,202	340,238	981,661		981,661	641,423	35%
Total CORPORATE SERVICES	4,934,888	6,437,248	12,782,739		12,782,739	6,345,491	50%
Total CORPORATE SERVICES	4,934,888	6,437,248	12,782,739		12,782,739	6,345,491	50%

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GENERAL GOVERNMENT

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
GENERAL GOVERNMENT							
GENERAL GOVERNMENT							
EXPENDITURES							
Salaries and Benefits	6,113	200				(200)	
Administrative	13,112	6,282	120,000		120,000	113,718	5%
Financial	1,179,784	880,289	5,328,957		5,328,957	4,448,668	17%
Transfers to Own Funds	2,563,537	3,712,430	44,817,917		44,817,917	41,105,487	8%
Purchased Services	1,050,573	74,233	88,865		88,865	14,632	84%
Total EXPENDITURES	4,813,119	4,673,434	50,355,739		50,355,739	45,682,305	9%
REVENUE							
External Revenue Transferred to Reserves	(2,689,969)	(7,214,888)	(16,130,156)		(16,130,156)	(8,915,268)	45%
Financing Revenue	(596,643)	(1,641,421)	(6,139,400)		(6,139,400)	(4,497,979)	27%
Taxation	(35,486,541)	(38,246,911)	(85,427,006)		(85,427,006)	(47,180,095)	45%
Payments In Lieu			(1,028,464)		(1,028,464)	(1,028,464)	
Recoveries and Donations	681	(605)				605	
User Fees and Service Charges	(626,955)	(824,182)	(3,749,476)		(3,749,476)	(2,925,294)	22%
Reallocated Revenue	(91,750)	(106,411)	(2,350,636)		(2,350,636)	(2,244,225)	5%
Total REVENUE	(39,491,177)	(48,034,418)	(114,825,138)		(114,825,138)	(66,790,720)	42%
Total GENERAL GOVERNMENT	(34,678,058)	(43,360,984)	(64,469,399)		(64,469,399)	(21,108,415)	67%
Total GENERAL GOVERNMENT	(34,678,058)	(43,360,984)	(64,469,399)		(64,469,399)	(21,108,415)	67%
Total GENERAL GOVERNMENT	(34,678,058)	(43,360,984)	(64,469,399)		(64,469,399)	(21,108,415)	67%

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COMMUNITY SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
COMMUNITY SERVICES							
RECREATION AND CULTURE FACILITIES							
EXPENDITURES							
Salaries and Benefits	1,514,168	1,893,734	6,291,765		6,291,765	4,398,031	30%
Administrative	634	5,718	40,021		40,021	34,303	14%
Financial	26,152	34,611	170,497		170,497	135,886	20%
Transfers to Own Funds			2,071,849		2,071,849	2,071,849	
Purchased Goods	71,095	177,613	856,987		856,987	679,374	21%
Purchased Services	950,754	1,105,382	6,245,587		6,245,587	5,140,205	18%
Reallocated Expenses	3,567	7,898	179,466		179,466	171,568	4%
Total EXPENDITURES	2,566,370	3,224,956	15,856,172		15,856,172	12,631,216	20%
REVENUE							
Financing Revenue	(109,512)	(137,671)	(395,117)		(395,117)	(257,446)	35%
Grants	(545,128)	(519,277)	(989,811)		(989,811)	(470,534)	52%
Recoveries and Donations	(7,708)	(1,283)	(75,947)		(75,947)	(74,664)	2%
User Fees and Service Charges	(1,790,682)	(2,548,263)	(7,720,261)		(7,720,261)	(5,171,998)	33%
Reallocated Revenue			(424,355)		(424,355)	(424,355)	
Total REVENUE	(2,453,030)	(3,206,494)	(9,605,491)		(9,605,491)	(6,398,997)	33%
Total RECREATION AND CULTURE FACILITIES	113,340	18,462	6,250,681		6,250,681	6,232,219	
ADMINISTRATION AND CIVIC FACILITIES							
EXPENDITURES							
Salaries and Benefits	939,156	1,071,818	3,850,360		3,850,360	2,778,542	28%
Administrative	12,450	15,479	50,838		50,838	35,359	30%
Financial	26,072	31,979	59,893		59,893	27,914	53%
Transfers to Own Funds	142,093	172,222	460,049		460,049	287,827	37%
Purchased Goods	11,842	18,701	89,685		89,685	70,984	21%
Purchased Services	343,496	340,360	1,647,204		1,647,204	1,306,844	21%
Reallocated Expenses	6,599	17,132	94,193		94,193	77,061	18%
Total EXPENDITURES	1,481,708	1,667,691	6,252,222		6,252,222	4,584,531	27%
REVENUE							
Financing Revenue	(423,558)	(438,741)	(1,647,141)		(1,647,141)	(1,208,400)	27%
Recoveries and Donations	(6,770)	(5,156)	(17,138)		(17,138)	(11,982)	30%
User Fees and Service Charges	(83,602)	(114,345)	(336,846)		(336,846)	(222,501)	34%
Total REVENUE	(513,930)	(558,242)	(2,001,125)		(2,001,125)	(1,442,883)	28%
Total ADMINISTRATION AND CIVIC FACILITIES	967,778	1,109,449	4,251,097		4,251,097	3,141,648	26%
PROGRAMS							
EXPENDITURES							
Salaries and Benefits	727,329	1,116,321	5,268,377		5,268,377	4,152,056	21%
Administrative	4,256	4,376	62,158		62,158	57,782	7%
Financial	26,801	58,956	584,955		584,955	525,999	10%
Transfers to Own Funds			23,350		23,350	23,350	
Purchased Goods	21,159	35,883	260,172		260,172	224,289	14%
Purchased Services	71,566	140,448	858,082		858,082	717,634	16%
Reallocated Expenses			83,161		83,161	83,161	
Total EXPENDITURES	851,111	1,355,984	7,140,255		7,140,255	5,784,271	19%

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COMMUNITY SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
REVENUE							
Financing Revenue			(656,244)		(656,244)	(656,244)	
Grants	(11,871)	(22,192)	(68,421)		(68,421)	(46,229)	32%
Recoveries and Donations	(11,385)	(12,776)	(403,005)		(403,005)	(390,229)	3%
User Fees and Service Charges	(568,360)	(1,496,159)	(5,851,192)		(5,851,192)	(4,355,033)	26%
Reallocated Revenue		(1,850)	(6,500)		(6,500)	(4,650)	28%
Total REVENUE	(591,616)	(1,532,977)	(6,985,362)		(6,985,362)	(5,452,385)	22%
Total PROGRAMS	259,495	(176,993)	154,893		154,893	331,886	(114%)
OPERATIONS							
EXPENDITURES							
Salaries and Benefits	2,210,434	2,392,150	7,514,473		7,514,473	5,122,323	32%
Administrative	3,507	8,251	57,161		57,161	48,910	14%
Transfers to Own Funds			1,986,091		1,986,091	1,986,091	
Purchased Goods	963,535	939,607	1,878,929		1,878,929	939,322	50%
Purchased Services	2,375,038	2,186,662	7,964,707		7,964,707	5,778,045	27%
Fleet Expenses	394,192	554,732	1,326,890		1,326,890	772,158	42%
Reallocated Expenses	1,573,308	1,025,329	4,116,673		4,116,673	3,091,344	25%
Total EXPENDITURES	7,520,014	7,106,731	24,844,924		24,844,924	17,738,193	29%
REVENUE							
Financing Revenue	(1,436)		(279,764)		(279,764)	(279,764)	
Recoveries and Donations	(361,807)	(297,263)	(3,673,817)		(3,673,817)	(3,376,554)	8%
User Fees and Service Charges	(101,696)	(242,007)	(1,220,899)		(1,220,899)	(978,892)	20%
Reallocated Revenue	(1,700,776)	(1,195,086)	(4,563,839)		(4,563,839)	(3,368,753)	26%
Total REVENUE	(2,165,715)	(1,734,356)	(9,738,319)		(9,738,319)	(8,003,963)	18%
Total OPERATIONS	5,354,299	5,372,375	15,106,605		15,106,605	9,734,230	36%
TRANSIT							
EXPENDITURES							
Salaries and Benefits	94,846	139,747	446,095		446,095	306,348	31%
Administrative	160	9,711	18,531		18,531	8,820	52%
Financial			300		300	300	
Transfers to Own Funds			1,767,390		1,767,390	1,767,390	
Purchased Goods	494		13,778		13,778	13,778	
Purchased Services	1,123,177	1,509,833	5,822,654		5,822,654	4,312,821	26%
Fleet Expenses	331,811	439,751	2,149,883		2,149,883	1,710,132	20%
Reallocated Expenses	77,840	79,043	66,826		66,826	(12,217)	118%
Total EXPENDITURES	1,628,328	2,178,085	10,285,457		10,285,457	8,107,372	21%
REVENUE							
Financing Revenue			(978,132)		(978,132)	(978,132)	
Recoveries and Donations	(7,334)	(215,322)	(784,496)		(784,496)	(569,174)	27%
User Fees and Service Charges	(280,408)	(420,431)	(1,160,188)		(1,160,188)	(739,757)	36%
Total REVENUE	(287,742)	(635,753)	(2,922,816)		(2,922,816)	(2,287,063)	22%
Total TRANSIT	1,340,586	1,542,332	7,362,641		7,362,641	5,820,309	21%
FIRE							
EXPENDITURES							
Salaries and Benefits	3,332,515	3,784,924	12,521,212		12,521,212	8,736,288	30%

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COMMUNITY SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
Administrative	28,087	31,895	125,961		125,961	94,066	25%
Financial	1,129	1,299	3,000		3,000	1,701	43%
Transfers to Own Funds			1,106,306		1,106,306	1,106,306	
Purchased Goods	17,013	35,281	76,794		76,794	41,513	46%
Purchased Services	45,013	23,143	335,396		335,396	312,253	7%
Fleet Expenses	44,576	71,183	186,753		186,753	115,570	38%
Reallocated Expenses			453		453	453	
Total EXPENDITURES	3,468,333	3,947,725	14,355,875		14,355,875	10,408,150	27%
REVENUE							
Financing Revenue			(10,408)		(10,408)	(10,408)	
Grants	(4,900)	(18,068)	(2,500)		(2,500)	15,568	723%
Recoveries and Donations	(21,560)	(45,217)	(164,000)		(164,000)	(118,783)	28%
User Fees and Service Charges	(46,742)	(48,450)	(159,669)		(159,669)	(111,219)	30%
Total REVENUE	(73,202)	(111,735)	(336,577)		(336,577)	(224,842)	33%
Total FIRE	3,395,131	3,835,990	14,019,298		14,019,298	10,183,308	27%
Total COMMUNITY SERVICES	11,430,629	11,701,615	47,145,215		47,145,215	35,443,600	25%
Total COMMUNITY SERVICES	11,430,629	11,701,615	47,145,215		47,145,215	35,443,600	25%

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DEVELOPMENT SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
DEVELOPMENT SERVICES							
PLANNING SERVICES							
EXPENDITURES							
Salaries and Benefits	591,016	690,619	2,446,846		2,446,846	1,756,227	28%
Administrative	6,610	14,444	50,509		50,509	36,065	29%
Purchased Services	35,931	11,389	56,934		56,934	45,545	20%
Total EXPENDITURES	633,557	716,452	2,554,289		2,554,289	1,837,837	28%
REVENUE							
Financing Revenue	(124,111)	(138,996)	(596,711)		(596,711)	(457,715)	23%
Recoveries and Donations	(11,768)	(2,349)	(54,200)		(54,200)	(51,851)	4%
User Fees and Service Charges	(948,594)	(914,042)	(2,853,534)		(2,853,534)	(1,939,492)	32%
Total REVENUE	(1,084,473)	(1,055,387)	(3,504,445)		(3,504,445)	(2,449,058)	30%
Total PLANNING SERVICES	(450,916)	(338,935)	(950,156)		(950,156)	(611,221)	36%
BUILDING SERVICES							
EXPENDITURES							
Salaries and Benefits	1,021,251	1,196,843	5,171,897		5,171,897	3,975,054	23%
Administrative	15,277	48,377	156,362		156,362	107,985	31%
Financial	(1)						
Transfers to Own Funds			3,989,862		3,989,862	3,989,862	
Purchased Goods	339	693	16,301		16,301	15,608	4%
Purchased Services	1,027	969	56,966		56,966	55,997	2%
Reallocated Expenses	28,120	9,550	2,720,794		2,720,794	2,711,244	
Total EXPENDITURES	1,066,013	1,256,432	12,112,182		12,112,182	10,855,750	10%
REVENUE							
Financing Revenue			(9,264)		(9,264)	(9,264)	
User Fees and Service Charges	(4,835,789)	(1,583,995)	(12,102,915)		(12,102,915)	(10,518,920)	13%
Total REVENUE	(4,835,789)	(1,583,995)	(12,112,179)		(12,112,179)	(10,528,184)	13%
Total BUILDING SERVICES	(3,769,776)	(327,563)	3		3	327,566	(10,918,767%)
INFRASTRUCTURE MANAGEMENT							
EXPENDITURES							
Salaries and Benefits	629,092	719,004	2,480,624		2,480,624	1,761,620	29%
Administrative	4,099	7,171	38,018		38,018	30,847	19%
Financial			246,094		246,094	246,094	
Transfers to Own Funds			33,920		33,920	33,920	
Purchased Goods	5,721	3,150	67,702		67,702	64,552	5%
Purchased Services	372,690	401,498	2,115,944		2,115,944	1,714,446	19%
Reallocated Expenses	1,212		7,926		7,926	7,926	
Total EXPENDITURES	1,012,814	1,130,823	4,990,228		4,990,228	3,859,405	23%
REVENUE							
Financing Revenue	(199,759)	(189,229)	(1,394,473)		(1,394,473)	(1,205,244)	14%
Recoveries and Donations	(4,745)	(8,728)	(14,767)		(14,767)	(6,039)	59%
User Fees and Service Charges	(24,791)	(51,860)	(370,452)		(370,452)	(318,592)	14%
Total REVENUE	(229,295)	(249,817)	(1,779,692)		(1,779,692)	(1,529,875)	14%
Total INFRASTRUCTURE MANAGEMENT	783,519	881,006	3,210,536		3,210,536	2,329,530	27%
DEVELOPMENT ENGINEERING							

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
April 2023

DEVELOPMENT SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
EXPENDITURES							
Salaries and Benefits	567,021	623,202	2,100,806		2,100,806	1,477,604	30%
Administrative	5,472	5,699	34,462		34,462	28,763	17%
Purchased Goods			200		200	200	
Purchased Services	4,729	(31,455)	323,142		323,142	354,597	(10%)
Total EXPENDITURES	577,222	597,446	2,458,610		2,458,610	1,861,164	24%
REVENUE							
Financing Revenue	(31,318)	(47,441)	(311,874)		(311,874)	(264,433)	15%
Recoveries and Donations		342	(77,570)		(77,570)	(77,912)	-
User Fees and Service Charges	(466,662)	(300,331)	(2,425,237)		(2,425,237)	(2,124,906)	12%
Reallocated Revenue	(27,952)	(9,550)	(232,010)		(232,010)	(222,460)	4%
Total REVENUE	(525,932)	(356,980)	(3,046,691)		(3,046,691)	(2,689,711)	12%
Total DEVELOPMENT ENGINEERING	51,290	240,466	(588,081)		(588,081)	(828,547)	(41%)
ADMINISTRATION							
EXPENDITURES							
Salaries and Benefits	136,616	149,587	471,794		471,794	322,207	32%
Administrative	5,458	8,531	11,565		11,565	3,034	74%
Purchased Goods	2,271	3,306	37,950		37,950	34,644	9%
Purchased Services	12,168	25,182	247,969		247,969	222,787	10%
Total EXPENDITURES	156,513	186,606	769,278		769,278	582,672	24%
REVENUE							
Financing Revenue	(10,042)	(9,089)	(102,083)		(102,083)	(92,994)	9%
Recoveries and Donations	1,350	3,867				(3,867)	
User Fees and Service Charges		(257)				257	
Total REVENUE	(8,692)	(5,479)	(102,083)		(102,083)	(96,604)	5%
Total ADMINISTRATION	147,821	181,127	667,195		667,195	486,068	27%
Total DEVELOPMENT SERVICES	(3,238,062)	636,101	2,339,497		2,339,497	1,703,396	27%
Total DEVELOPMENT SERVICES	(3,238,062)	636,101	2,339,497		2,339,497	1,703,396	27%

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
April 2023

LIBRARY

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
LIBRARY							
LIBRARY							
EXPENDITURES							
Salaries and Benefits	1,110,004	1,179,010	4,158,747		4,158,747	2,979,737	28%
Administrative	7,201	20,120	53,629		53,629	33,509	38%
Financial	1,783	1,637	5,821		5,821	4,184	28%
Transfers to Own Funds			678,988		678,988	678,988	
Purchased Goods	123,462	128,208	372,983		372,983	244,775	34%
Purchased Services	158,657	155,100	534,031		534,031	378,931	29%
Reallocated Expenses			392,230		392,230	392,230	
Total EXPENDITURES	1,401,107	1,484,075	6,196,429		6,196,429	4,712,354	24%
REVENUE							
Financing Revenue			(21,696)		(21,696)	(21,696)	
Taxation	(2,532,759)	(2,749,072)	(5,901,548)		(5,901,548)	(3,152,476)	47%
Grants	(53,667)	(26,055)	(57,554)		(57,554)	(31,499)	45%
Recoveries and Donations	(9,446)	(4,686)	(14,596)		(14,596)	(9,910)	32%
User Fees and Service Charges	(29,062)	(31,389)	(201,037)		(201,037)	(169,648)	16%
Total REVENUE	(2,624,934)	(2,811,202)	(6,196,431)		(6,196,431)	(3,385,229)	45%
Total LIBRARY	(1,223,827)	(1,327,127)	(2)		(2)	1,327,125	66,356,350%
Total LIBRARY	(1,223,827)	(1,327,127)	(2)		(2)	1,327,125	66,356,350%
Total LIBRARY	(1,223,827)	(1,327,127)	(2)		(2)	1,327,125	66,356,350%

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
April 2023

HOSPITAL EXPANSION

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
HOSPITAL EXPANSION							
HOSPITAL EXPANSION							
EXPENDITURES							
Financial	1,963,019	1,989,817	2,499,256		2,499,256	509,439	80%
Total EXPENDITURES	1,963,019	1,989,817	2,499,256		2,499,256	509,439	80%
REVENUE							
Financing Revenue			(2,499,256)		(2,499,256)	(2,499,256)	
Total REVENUE			(2,499,256)		(2,499,256)	(2,499,256)	
Total HOSPITAL EXPANSION	1,963,019	1,989,817				(1,989,817)	
Total HOSPITAL EXPANSION	1,963,019	1,989,817				(1,989,817)	
Total HOSPITAL EXPANSION	1,963,019	1,989,817				(1,989,817)	

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
April 2023

BIA

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
BIA							
BIA							
EXPENDITURES							
Salaries and Benefits	43,160	51,462	173,391		173,391	121,929	30%
Administrative	(62)	22				(22)	
Financial	2,128	2,250	4,500		4,500	2,250	50%
Purchased Goods	406	3,637	13,500		13,500	9,863	27%
Purchased Services	15,260	29,808	209,096		209,096	179,288	14%
Reallocated Expenses	3,385	924	6,000		6,000	5,076	15%
Total EXPENDITURES	64,277	88,103	406,487		406,487	318,384	22%
REVENUE							
Financing Revenue			(29,740)		(29,740)	(29,740)	
Taxation	(117,873)	(123,148)	(258,086)		(258,086)	(134,938)	48%
Grants	(6,067)	(29,013)	(4,000)		(4,000)	25,013	725%
Recoveries and Donations	(11,121)	(22,298)	(26,500)		(26,500)	(4,202)	84%
User Fees and Service Charges	(6,335)	(15,275)	(18,500)		(18,500)	(3,225)	83%
Reallocated Revenue			(69,661)		(69,661)	(69,661)	
Total REVENUE	(141,396)	(189,734)	(406,487)		(406,487)	(216,753)	47%
Total BIA	(77,119)	(101,631)				101,631	
Total BIA	(77,119)	(101,631)				101,631	
Total BIA	(77,119)	(101,631)				101,631	



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE: May 29, 2023

SUBJECT: DMBIA & TJSF Event

CONSIDERATION DATE: June 19, 2023

REQUESTED BY: Councillor Tesser Derksen

SECONDED BY: Councillor Best

WHEREAS Section 107 of the Municipal Act, 2001 allows municipalities to provide grants on such terms as the Council considers appropriate for purposes that Council considers to be in the interests of the municipality.

AND WHEREAS the Downtown Milton Business Improvement Area (DMBIA) has hosted a winter street festival in downtown Milton (Holidayfest) for over five years, and the Tiger Jeet Singh Foundation (TJSF) has hosted a winter event in downtown Milton for 14 years (Miracle on Main Street),

AND WHEREAS the DMBIA and TJSF have entered a partnership to combine elements of Holidayfest and Miracle on Main Street to bring a single, expanded, enhanced, and coordinated winter event to downtown Milton while advancing the economic mandate of the DMBIA and the charitable work of the TJSF (the "Event")

AND WHEREAS the DMBIA and TJSF have both committed resources and financial investment to support the Event, but those resources do not cover the entire estimated cost, and the resulting shortfall requires additional financial support.

AND WHEREAS the DMBIA has provided a written request to the Town of Milton for financial support to bring the Event to Downtown Milton, (which request is attached to this Notice of Motion as Schedule "A").

AND WHEREAS the Town of Milton's Strategic plan to create placemaking and community attractiveness for future residents and employers suggests a focus on events that enhance community engagement and quality of life.

THEREFORE BE IT RESOLVED THAT the Town of Milton provide a one-time financial support of up to \$38,000.00 (thirty-eight thousand dollars) to the DMBIA to support of the Event subject to the following terms:

- Eligible costs include those items as presented in Appendix 1 to the DMBIA's letter
- The funding commitments from the DMBIA and TJSF will be applied to the costs outlined above first, followed by utilization of the Town's grant
- Payment of the funding is contingent on the submission of a post-event summary that includes a statement of the costs and revenues associated with the event (along with the related supporting documentation), as well as a summary of the outcomes of the event

AND THAT the grant be provided through the 2023 operating budget for the Mayor and Council, and that a transfer from the Ontario Lottery Corporation Proceeds reserve to the operating budget be approved to fund the grant.

AND THAT any future requests for the winter event be presented through the annual budget process as part of the DMBIA operating budget.



For: Town of Milton Council

CC: Glen Cowan, Chief Financial Officer & Treasurer, Town of Milton
Steve Palmer, Director, Recreation & Culture, Town of Milton
Andy Scott, Director, Strategic Initiatives & Business Development, Town of Milton

Date: May 19, 2023

Subject: Request for financial support for winter event in Downtown Milton in 2023

Hello,

The Downtown Milton Business Improvement Area (DMBIA) is committed to building a vibrant downtown and supporting the economic development of our community. Events are an important tool to achieve these objectives and are consistent with the goals set out in Milton's Economic Development Strategy and Culture Plan.

The DMBIA is proposing a partnership between our organization and the Tiger Jeet Singh Foundation (TJSF) to co-host a winter event in December 2023, and requesting financial support from the Town of Milton to make this possible. The combined winter event would include important elements of both Downtown Milton HolidayFest and Miracle on Main Street. It would feature vendors and local businesses, toy drive donation drop-offs, live music from local children's groups and performers, rides and attractions, local arts and cultural opportunities and lots more.

By working together, the DMBIA and TJSF teams could offer a truly unique, impactful and inclusive winter event in Downtown Milton that delivers significant economic and social benefits. We could provide an enhanced event while leveraging the strengths of each of our organizations, achieving cost efficiencies and mitigating risks.

Financial Request

To make this partnership and the winter event possible in 2023, we are requesting that the Tiger Singh family, the DMBIA and the Town of Milton provide financial contributions towards the event. To date, the Tiger Singh family has agreed to contribute \$23,000 towards the winter event. The DMBIA has agreed to contribute \$18,000 towards the event which would be sourced through our 2023 budget and fundraising activities we would undertake. The DMBIA would also contribute approximately \$25,000 worth of staff time into planning for the event.

We are requesting a financial contribution of \$38,000 from the Town of Milton towards the winter event in December 2023.



We would be willing to work with Town staff to ensure that Town dollars are directed towards the areas of our event budget that they deem the best fit (cost categories include programming and production, event/site logistics, media and promotions). See Appendix 1 for the proposed event budget.

We would not be requesting day-of support from Town of Milton administration or temporary staff to fill roles related to vendors, stage management or kids' activities for this event. We would engage other temporary staff and volunteers to fill these roles. Support from the Town of Milton Operations Department would be beneficial on event day for set-up, tear-down, maintenance, litter removal, garbages, etc. That said, we understand that Town Operations staff may not be available on the day and we may need to source this support elsewhere. (If that is the case, there would be changes required to our proposed budget.)

A Strategic Partnership

The Downtown Milton Business Improvement Area team is made up of staff and volunteers that work to support over 200 downtown businesses and property owners. The team has extensive event management experience, expertise in logistics and administration and strong connections with local businesses and stakeholders.

The Tiger Jeet Singh Foundation is a Milton-based charity with significant support in place from corporate partners and the local police. They have strong name recognition and experience delivering large-scale, inclusive events that target diverse demographics.

By joining forces, the DMBIA and TJSF teams can leverage the strengths, resources, contacts and experience of each organization and deliver the winter event in a way that provides the maximum value for local business businesses and the broader community.

Benefits of Great Community Events

High quality, well-organized festivals and events create tremendous value for the community. Through the combined winter event in December 2023, we would be helping to:

- Stimulate economic activity in Downtown Milton
- Attract new businesses downtown and support local jobs
- Build and promote Milton's quality of place
- Make Milton a premier destination for diverse talent
- Celebrate and share Milton's diversity and cultural opportunities
- Build a sense of belonging, togetherness and community pride
- Support and showcase local arts and culture
- Strengthen culture-led economic and social development



Looking Ahead

The 2023 event will be an important opportunity to pilot the joint event and partnership. For 2024 and beyond, funding requests will be made through the annual budget process or as otherwise directed by the Town of Milton.

Thank you again for your time and please feel free to reach out with any questions or to discuss further.

Sincerely,

Rachel Shuttleworth
Executive Director
Downtown Milton Business Improvement Area



Appendix 1

Miracle DMBIA Partnership Event *Draft budget for proposed event in Dec. 2023*

EXPENSES	AMOUNT
Programming and Production	
Stage, sound speakers, performers	13,000
Amusement rides, animals	26,400
Activities, characters, décor, supplies	5,200
Subtotal	44,600
Media and Promotions	
Media buys, digital advertising	5,100
Printing, web & design	7,600
Photography, videography	2,400
Subtotal	15,100
Site/Event Logistics	
Health, sanitation, safety	7,300
Event equipment rentals	5,190
Electrical	3,100
Temporary event staffing & volunteers	2,900
Licenses, permits, supplies, other	3,740
Subtotal	22,230
Total Expenses	81,930

FINANCIAL CONTRIBUTIONS	AMOUNT
Town of Milton (requested)	38,000
Singh Family (confirmed)	23,000
Downtown Milton BIA (confirmed)	18,000
Total Financial Contributions	79,000

STAFF TIME FOR EVENT PLANNING
Estimated value of BIA staff time contribution: Over \$25,000

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 046-2023

BEING A BY-LAW TO PARTIALLY ASSUME SUBDIVISION PLAN 20M-925 – SHIPP SOUTH PHASE 1, 2C WEST SPECIFICALLY LOTS 1, 2, 16, 17, 33, 38 AND 39

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the partial assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-925;

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

1. **THAT** Subdivision Plan 20M-925 – Shipp South Phase 1, 2C West specifically Lots 1, 2, 16, 17, 33, 38 and 39, are hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the specified lots and/or blocks is accepted and becomes the property of the Town of Milton.
2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
3. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 047-2023

BEING A BY-LAW TO ASSUME SUBDIVISION PLAN 20M-1165 – FARMGARD PHASE 1 AND BEING A BY-LAW TO LIFT AND ASSUME AS PART OF THE PUBLIC HIGHWAY SYSTEM .3 METRE RESERVE KNOWN AS BLOCK 275 ON PLAN 20M-1165

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1165;

AND WHEREAS the Town of Milton acquired one .3 metre reserve known as Block 275 on Plan 20M-1165;

AND WHEREAS Council deems it appropriate to lift the said .3 metre reserve;

AND WHEREAS Council is desirous of assuming the former .3 metre reserve known as Block 275 on Plan 20M-1165 as part of the Town of Milton's public highway system.

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

1. **THAT** Subdivision Plan 20M-1165 – Farmgard Phase 1 is hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the said Plan of Subdivision is accepted and becomes the property of the Town of Milton.
2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
3. **THAT** the following .3 metre reserve is hereby lifted:
 - Block 275, Plan 20M-1165

4. **THAT** Block 275 on Plan 20M-1165 is hereby assumed as part of the Town of Milton's public highway system.
5. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 048-2023

BEING A BY-LAW TO ASSUME SUBDIVISION PLAN 20M-1167 – FRAMGARD – PHASE 2

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1167;

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

1. **THAT** Subdivision Plan 20M-1167 – Framgard Phase Two is hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the said Plan of Subdivision is accepted and becomes the property of the Town of Milton.
2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
3. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 049-2023

BEING A BY-LAW TO PARTIALLY ASSUME SUBDIVISION PLAN 20M-1197 – FARMGARD PHASE 3 SPECIFICALLY LOTS 1 TO 42 AND BLOCKS 43 TO 47 AND BEING A BY-LAW TO LIFT AND ASSUME AS PART OF THE PUBLIC HIGHWAY SYSTEM .3 METRE RESERVES KNOWN AS BLOCK 49, 50 AND 51 ON PLAN 20M-1197

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the partial assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1197;

AND WHEREAS the Town of Milton acquired three .3 metre reserves known as Block 49, 50 and Block 51 on Plan 20M-1197;

AND WHEREAS Council deems it appropriate to lift the said .3 metre reserves;

AND WHEREAS Council is desirous of assuming the former .3 metre reserves known as Blocks 49, 50 and 51 on Plan 20M-1197 as part of the Town of Milton's public highway system.

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

1. **THAT** Subdivision Plan 20M-1197 – Farmgard Phase 3 specifically Lots 1 to 42 and Blocks 43 to 47, are hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the specified lots and/or blocks is accepted and becomes the property of the Town of Milton.
2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
3. **THAT** the following .3 metre reserves are hereby lifted:
 - Block 49, Plan 20M-1197
 - Block 50, Plan 20M-1197
 - Block 51, Plan 20M-1197

- PASSED IN OPEN COUNCIL ON JUNE 19, 2023.**

Meaghen Reid Town Clerk

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 050-2023

BEING A BY-LAW TO REGULATE AND LICENSE VEHICLES FOR HIRE AND TO REPEAL BY-LAWS 94-2004, 001-2006, 143-2009, 078-2010, 042-2011 and 050-2011

WHEREAS Section 8 (3) of the *Municipal Act 2001*, S.O. 2001, c.25, as amended hereinafter referred to as the “*Municipal Act, 2001*” authorizes a municipality to provide for a system of licences; and

WHEREAS Section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural *person* for the purpose of exercising the authority under the Act; and

WHEREAS Section 11(2) of the *Municipal Act, 2001* authorizes a municipality to pass a by-law respecting the health, safety and well-being of *persons* and respecting the protection of *persons* and property including consumer protection; and

WHEREAS sections 9, 11 and 391 of the *Municipal Act, 2001* authorize a municipality to impose fees and charges on *persons*; and

WHEREAS sections 23.1, 23.2 and 23.3 of the *Municipal Act, 2001* authorize a municipality to delegate its powers and duties under the Act to a *person*; and

WHEREAS Section 151 of the *Municipal Act, 2001* provides that a municipality may provide for a system of licences with respect to a business and may:

- (a) prohibit the carrying on or engaging in the business without a licence;
- (b) refuse to grant a licence or to revoke or suspend a licence;
- (c) impose conditions as a requirement of obtaining, continuing to hold or renewing a licence;
- (d) impose special conditions on a business in a class that have not been imposed on all the businesses in that class in order to obtain, continue to hold or renew a licence;
- (e) impose conditions, including special conditions, as a requirement of continuing to hold a licence at any time during the term of the licence; and
- (f) licence, regulate or govern real and personal property used for the business and the persons carrying it on or engaged in it; and

WHEREAS section 425 of the *Municipal Act, 2001* provides that the council of a municipality may pass by-laws providing that a person who contravenes a by-law of the municipality passed under the *Municipal Act, 2001* is guilty of an offence; and

WHEREAS section 426(4) of the *Municipal Act, 2001* deems that any person that hinders or obstructs, or attempts to hinder or obstruct any person who is exercising or performing a duty under this By-law created under the *Municipal Act, 2001* is guilty of an offence; and

WHEREAS section 429 of the *Municipal Act, 2001* provides that a municipality may establish a system of fines for offences under a by-law of the municipality passed under the *Municipal Act, 2001*; and

WHEREAS Section 431 of the *Municipal Act, 2001* authorizes that where any by-law of a municipality under the *Municipal Act, 2001* is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by the by-law, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted and requiring the person convicted to correct the contravention; and

WHEREAS section 436 of the *Municipal Act, 2001* authorizes a municipality to pass a by-law providing that the municipality may enter on land to conduct inspections; and

WHEREAS sections 444 and 445 of the *Municipal Act, 2001* authorizes a municipality to make *Orders* to discontinue, or to correct, the contravention of a by-law; and

WHEREAS section 446 of the *Municipal Act, 2001* authorizes a municipality to do a matter or thing in default of it being done by the *person* directed or required to do it; and

WHEREAS the Council for the Town of Milton deems it desirable and in the public interest to enact a Vehicle for Hire By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON HEREBY ENACTS AS FOLLOWS:

1 SHORT TITLE

- 1.1. The Short Title of this By-law is the “Vehicle for Hire By-law”.

2 SCOPE AND INTERPRETATION

- a. Where the provisions of this By-law conflict with the provision of any other By-law in force in the Town, the provision that establishes the

higher standard to protect the health, safety and welfare of the general public shall prevail.

- b. In the interpretation and application of the provisions of this By-law, unless otherwise stated to the contrary, the provisions shall be held to be the minimum requirements adopted for the promotion of public health, safety, comfort, convenience and general welfare.

3 DEFINITIONS

- a. “*Accessible taxicab*” means a *motor vehicle* that is an *accessible vehicle* and that is licenced as a *taxicab* by a municipality;
- b. “*Accessible vehicle*” means a *motor vehicle* or a *transit bus*, other than a school bus,
 - (a) that is designed or modified to be used for the purpose of transporting persons with disabilities and is used for that purpose, whether or not the vehicle is also used to transport persons without disabilities, and
 - (b) that is operated:
 - (i) for compensation by, for or on behalf of any person, club, agency or organization, or
 - (ii) not for compensation by, for or on behalf of any person, club, agency or organization that holds itself out as providing a transportation service to persons with disabilities;
- c. “*Accessible vehicle training course*” means an accessible vehicle training course approved by the *Licensing Officer*.
- d. “*Appeal Committee*” means the *Appeal Committee* established by the Town;
- e. “*Applicant*” means any *person* applying for a *Licence* under this By-law;
- f. “*Broker*” means a *person* who carries on the business of accepting calls and *dispatching a taxicab*;
- g. “*Brokerage*” means the general business of a *Broker*, and includes the land and *premises* where such business is carried on;
- h. “*Clerk*” means the *Clerk* for the Town or any *person* designated by the *Clerk*;
- i. “*Criminal Record Check*” means a *Criminal Records Check* performed by the Halton Regional Police Service, or the Police Service in the jurisdiction of the *Applicant’s* residence and dated within six (6) months of the date of application for the business *Licence*;
- j. “*Dispatch*” or “*Dispatching*” means the communication given in any manner of an order or information to a *Driver*;

- k. “*Driver*” means a *person* who drives a *vehicle for hire* but does not include a *TNC Driver*;
- l. “*Driver’s abstract*” means a *driver’s abstract* issued by the Province of Ontario, which contains driver identification details, and information related to a driver’s driving record including total demerit points and active fine suspensions, *Highway Traffic Act* and *Criminal Code of Canada* convictions and suspensions and reinstatements for the past 3 years;
- m. “*Fare*” means the amount to be calculated using a *taxicab meter* or *TNC App*;
- n. “*Highway Traffic Act*” means the *Highway Traffic Act*, R.S.O. 1990, c. H. 8, as amended;
- o. “*Licence*” means an authorization under this By-law to carry on a business specified herein and the document, certificate, plate or card issued which provides evidence of such authority as the context may allow;
- p. “*Licensing Officer*” means the *person* appointed as such by Council;
- q. “*Licensee*” means any *person licenced* under this By-law;
- r. “*Limousine*” means a *motor vehicle*, with a seating capacity of not more than ten (10) *persons*, including the *Driver*, that provides *transportation services*, and includes a luxury vehicle, stretch vehicles and classic, vintage or specialty vehicles, but does not include station wagons, vehicles designed to accommodate seating for more than ten (10) *persons* or a *motor vehicle* equipped with a *taxicab meter*;
- s. “*Model year*” means the age of a *motor vehicle* as indicated on the registration documents of said *motor vehicle* with the Province of Ontario;
- t. “*Motor vehicle*” includes an automobile, truck, trailer, motorcycle and any other vehicle propelled or driven otherwise than by muscular power;
- u. “*Nuisance*” means excess or unlawful use of one's property to the extent of unreasonable annoyance or inconvenience to a neighbour or to the public, including, but not limited to noise, noxious odours, and traffic;
- v. “*Ontario Driver’s Licence*” means a valid and current unrestricted Class G driver’s licence issued by the Province of Ontario in accordance with the *Highway Traffic Act*.
- w. “*Officer*” means a Provincial Offences Officer or Municipal Law Enforcement Officer of the Town, or any other *person* appointed by or under the authority of a Town By-law to enforce this By-law;
- x. “*Order*” means an *Order* issued under Section 10 of this By-law;
- y. “*Order for transportation*” means the act of requesting transportation services;

- z. “*Transportation Network Company*” or “*TNC*” means a *person* who receives, relays, authorizes, facilitates, enables or communicates an order for *transportation services* through a *TNC App* but does not include a *Broker*;
- aa. “*Owner*” means any person licenced, or required to be licenced to own or keep or lease or use any *taxicab, limousine or TNC vehicle* under the control of this By-law;
- bb. “*Owner plate*” means a metal number plate issued to the *Owner* of a *taxicab or limousine* under this By-law;
- cc. “*Ownership*” means the *person* endorsed under the vehicle portion of a provincial permit according to the records maintained by the Registrar of Motor Vehicles for the Province of Ontario;
- dd. “*Passenger*” means a *person* in a *vehicle for hire* other than a *Driver* or a *TNC Driver*;
- ee. “*Person*” includes a natural *person* and a company, corporation, cooperative, partnership, firm, sole proprietorship, trust, association, society, organization or other legal entity;
- ff. “*Pre-arranged booking*” means an electronic, written, or oral reservation or booking made in advance to request *transportation services*;
- gg. “*Premises*” means lands and structures, or either of them, and includes a *motor vehicle*;
- hh. “*Provincial Licence Plate*” means a number plate issued in accordance with the *Highway Traffic Act*.
- ii. “*Provincial Offences Act*” means the *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended.
- jj. “*Public Authority*” includes the Town, the Region of Halton, the Halton District and Halton Catholic School Boards, the Crown in Right of Ontario, the Crown in Right of Canada or any of their ministries, agencies, boards or other Crown corporations;
- kk. “*Region*” means the Corporation of the Regional Municipality of Halton;
- ll. “*Safety Standards Certificate*” means a certificate that confirms a *motor vehicle* complies with the equipment and performance standards prescribed by the *Highway Traffic Act*;
- mm. “*Service animal*” includes a guide dog and other trained animal easily identifiable by a harness or vest and used to assist a *person* with a disability, as described in subsection 80.45(4) of O. Reg. 191/11, Integrated Accessibility Standards;
- nn. “*Taxicab*” means a *motor vehicle* with a seating capacity of not more than seven (7) *persons*, including the driver, and is *licenced* under this By-law to provide *transportation services* and includes an *accessible taxicab*;

- oo. “*Taxicab meter*” means a measuring device used to calculate the *fare* payable for a transportation service but does not include a *TNC App*;
- pp. “Town” means the Corporation of the Town of Milton;
- qq. “*Transit bus*” means a class of bus which, while operated on a highway, as defined in the *Highway Traffic Act*, is designed and intended to be used for *passenger* transportation;
- rr. “*Transportation Network Company*” or “*TNC*” means a *person* who receives, relays, authorizes, facilitates, enables or communicates an order for *transportation services* through a *TNC App* but does not include a *Broker*;
- ss. “*Transportation Network Company App*” or “*TNC App*” means any software, technology, or service, including a smartphone application or other comparable technology used to connect *passengers* with a *TNC Driver* for *transportation services*;
- tt. “*Transportation Network Company Driver*” or “*TNC Driver*” means a *person* who drives a *TNC vehicle*;
- uu. “*Transportation Network Company Identifier*” or “*TNC Identifier*” means a sign, decal, emblem, symbol or number displaying the logo or name of the *TNC* through which the *TNC Driver* is providing *transportation service* to *passengers* and such other information as may be required by the *Licensing Officer*, in a form approved by the *Licensing Officer*.
- vv. “*Transportation Network Company vehicle*” or “*TNC vehicle*” means a private *vehicle for hire* with a seating capacity of not more than seven (7) *persons*, including the *TNC Driver*, that provides *transportation services* through a *TNC App* but does not include a *taxicab* or *limousine*;
- ww. “*Transportation services*” means a journey in a *motor vehicle* for compensation or hire and commences when a *passenger* enters the *motor vehicle*, continuing for the period that the *motor vehicle* is continuously occupied, and ending when all *passengers* or goods exit the *motor vehicle*;
- xx. “*User Fee By-Law*” means the applicable Town by-law setting the user fees in respect of *vehicles for hire*;
- yy. “*Vehicle for hire*” means a *taxicab*, *limousine* or a *TNC vehicle*;
- zz. “*Wheelchair Securement and Occupant Restraint System Training*” means a training program on wheelchair securement and occupant restraint systems approved by the *Licensing Officer*.
- aaa. “*Zoning By-law*” means the applicable in force *Zoning By-law* of the Town as amended from time to time.

4 GENERAL ADMINISTRATION AND EXEMPTIONS

4.1. Provisions of this By-law do not apply to:

- (a) activities or matters undertaken by the *Town* or the *Region* or a local board of the *Town* or the *Region*;
- (b) a *motor vehicle* that is licenced by another municipality or an airport authority and is conveying *passengers* from a point in the *Town* to an airport;
- (c) a *person* who facilitates “carpooling” as provided for in the *Public Vehicles Act*, R.S.O. 1990, c. P. 54, as amended;
- (d) an emergency *motor vehicle* including but not limited to an ambulance, fire department or police vehicle;
- (e) a *transit bus*;
- (f) a *motor vehicle* used by not-for-profit organizations registered in the province of Ontario for the purpose of transporting a *person* as a designated driver service for which a designated driver drives the customer in the customer’s *motor vehicle* to at least one destination; or
- (g) activities, services or matters undertaken as part of the municipal transit system.

5 PROHIBITIONS OPERATING WITHOUT A LICENCE

5.1. No *person* without a valid *Licence* shall own, operate or permit the operation of a:

- (a) *TNC*;
- (b) *Brokerage*; or
- (c) *vehicle for hire*;

5.2. No *person* shall carry on business other than in the name that appears on a *Licence within*;

- (a) Schedule ‘A’ Taxicab and limousine driver licence requirements
- (b) Schedule ‘B’ Taxicab and limousine owner licence requirements
- (c) Schedule ‘C’ Taxicab broker licence requirements
- (d) Schedule ‘D’ Accessible taxicab owner licence requirements
- (e) Schedule ‘F’ TNC licence requirements

- 5.3. No *person* shall make a false or intentionally misleading recitals of fact, statement, or representation, orally or in any agreement, statutory declaration or application form required by this By-law, to the Town, *Licensing Officer* or a *Public Authority*. The making of such a false or intentionally misleading recital of fact, statement, or representation constitutes an offence.
- 5.4. No *person* shall represent to the public that the *person* is *licenced* under this By-law if the *person* is not so *licenced*.
- 5.5. No *person* shall employ or engage the services of a *Driver* or a *TNC Driver* that does not meet the requirements of this By-law.
- 5.6. No *person* shall own, operate or permit the operation of a *vehicle for hire* that does not meet the requirements of this By-law.
- 5.7. No *person* shall own, operate or permit the operation of a *TNC*, a *Brokerage*, or a *vehicle for hire*, other than in accordance with the terms and conditions of a *Licence* and this By-law.
- 5.8. No *person* shall drive a *vehicle for hire* without evidence of the following in their possession:
- (a) proof of *ownership* of the *motor vehicle*;
 - (b) a valid insurance card or slip;
 - (c) a valid *Ontario Driver's Licence*;
 - (d) any other document as required by this By-law.
- 5.9. No *person* shall operate or permit the operation of a *vehicle for hire* that requires mechanical or exterior repair.
- 5.10. No *person* shall remove or tamper with, or cause to be removed or tampered with a *taxicab meter* or a *taxicab meter* seal.
- 5.11. No *person* shall permit or accept payment by cash for *transportation services* provided by a *TNC* or *TNC Driver*.
- 5.12. No *person* shall own or operate a *TNC vehicle* without a valid *TNC Identifier* displayed on the *TNC vehicle*.
- 5.13. No *person* shall operate a vehicle with a *model year* older than ten (10) years.

6 APPROVAL, REFUSAL, SUSPENSION OR REVOCATION

- 6.1. The *Licensing Officer* shall receive, process and review all applications for all new *Licences* and renewals of *Licences* under this By-law, provided all the required information has been provided and all application fees have been paid.
- 6.2. The *Licensing Officer* shall have the power and authority to:
- (a) issue a new *Licence*;
 - (b) renew a *Licence*;
 - (c) deny the issuance or renewal of a *Licence*;
 - (d) revoke a *Licence*;
 - (e) suspend a *Licence*; and
 - (f) impose terms or conditions on a *Licence*, including a new *Licence* or a previously issued *Licence*.
- 6.3. When an application for a new *Licence* or renewal of a *Licence* is made in accordance with this By-law and the *Applicant* meets all the requirements of this By-law, the *Licensing Officer* shall issue a *Licence*.
- 6.4. A *Licensing Officer* may refuse to issue, renew, revoke, or suspend a *Licence* at any time where there are reasonable grounds to believe that:
- (a) the requirements of this By-law are not met;
 - (b) the past or present conduct of any *person*, including any partner or the officers, directors, employees or agents of a corporation, affords reasonable cause to believe that the *person* will not carry on or engage in the business in respect of which the application is made in accordance with the law or with honesty or integrity;
 - (c) the *Applicant* or *Licensee* has been previously found in breach or contravention of any provision of this By-law or any other municipal by-law or provincial or federal statute associated with the carrying on of such business;
 - (d) the financial position of the *Applicant* or *Licensee* affords reasonable grounds to believe that the activity for which he is *licenced* or is seeking to be *licenced* will not be carried on in a financially responsible manner;
 - (e) the *Applicant* or *Licensee* has failed to pay a fine or fines imposed by a court for convictions for breach of this By-law or any other Town by-law;

- (f) the *Applicant* or *Licensee* has failed to comply with any term, condition or direction of the *Licensing Officer* or *Officer* or has failed to permit any investigation or inspection by the *Licensing Officer* or *Officer*;
 - (g) the *Licensing Officer* determines it is in the public interest to do so, for reasons of public health, safety, well-being of *persons*, the protection of *persons* and *property*, including consumer protection, *nuisance*, or noise.
 - (h) the *Applicant* or *Licensee* is carrying on or engaging in activities that are, or will be, if the *Applicant* or *Licensee* is *licenced*, in contravention of this By-law, or any other applicable law;
 - (i) the *Applicant* or *Licensee* has not paid the required *licence* fees;
 - (j) in the case of a *Driver* or *TNC*, the *Applicant* or *Licensee* fails to meet the requirements set out in this By-law;
 - (k) the *Applicant* or *Licensee* fails to maintain insurance as required by this By-law;
 - (l) the *Ontario Driver's Licence* of the *Applicant* or *Licensee* expires, is cancelled, suspended or revoked; or
 - (m) the *Criminal Record Check* disclosed a criminal conviction of a type set out in Schedule "H" to this By-law.
- 6.5. Where the *Licensing Officer* is satisfied that the continuation of a business poses an immediate danger to the health or safety of any *person* or to any property, the Town may suspend a *Licence* without a hearing subject to the following:
- (a) before suspending the *Licence*, the Town shall provide the *Licensee* with the reasons for the suspension, either orally or in writing, and an opportunity to respond to them; and
 - (b) the suspension shall not exceed fourteen (14) days.
- 6.6. Except with respect to a decision under subsections 6.5 after a decision is made by the *Licensing Officer* to refuse, revoke, or suspend a *Licence*, written notice of that decision shall be given to the *Applicant* or *Licensee* advising the *Applicant* or *Licensee* of the *Licensing Officer's* decision with respect to the application or *Licence*.
- 6.7. The written notice to be given under subsection 6.6 shall:
- (a) set out the grounds for the decision;
 - (b) give reasonable particulars of the grounds;
 - (c) be signed by the *Licensing Officer*; and

- (d) state that the *Applicant* or *Licensee* is entitled to a hearing by the *Appeal Committee* if the *Applicant* or *Licensee* sends a request for a hearing to the *Licensing Officer* within fifteen (15) days after the notice is delivered, and by paying the required fee pursuant to the *User Fee By-Law*, as amended from time to time.
- 6.8. Where a *Licence* has been suspended, and a hearing has occurred the suspension shall remain in force until such time as the *Licensee* has satisfied the *Licensing Officer* as to the *Licensee's* compliance with this By-law and *Licence* conditions, and that the public interest no longer requires the suspension of such *Licence*.
- 6.9. Any *Licence* that has been under suspension for a period in excess of 120 days is automatically revoked, without further notice of by the *Licensing Officer*.
- 6.10. Where a *Licence* or application to renew a *Licence* has been refused, revoked, suspended or cancelled, the *Licensee* is not entitled to a refund of any fee paid under the *User Fee By-Law*.
- 6.11. No *person* shall re-apply to obtain or renew a *Licence* for a minimum of one (1) year from the later of:
 - (a) the date of the *Licensing Officer's* decision to refuse to issue, renew or revoke a *Licence*;
 - (b) where the decision of the *Licensing Officer* is appealed, the date of the *Appeal Committee's* decision if the *Appeal Committee* upholds the decision to refuse to issue, renew or revoke the *Licence*.

7 APPEAL TO THE APPEAL COMMITTEE

- 7.1. The decision of the *Licensing Officer* may be appealed by the *applicant* or *licensee* to the *Appeal Committee* by sending a request for an appeal hearing to the *Licensing Officer* within fifteen (15) days after the notice set out in subsection 6.6 is delivered. A request for a hearing shall contain the following information:
 - (a) the name of the appellant;
 - (b) the decision that is the subject of the appeal;
 - (c) the detailed grounds of the appeal; and
 - (d) payment of the required appeal fee pursuant to the *User Fee By-Law*.
- 7.2. Where the *Licensing Officer* receives notice from the *Applicant* or *Licensee* in accordance with section 7.1, the *Licensing Officer* shall refer

the matter to the *Appeal Committee* and give the *Applicant* or *Licensee* notice of the date and time when the *Applicant* or *Licensee* will have the opportunity to be heard on the matter by the *Appeal Committee*.

- 7.3. Service of any notice on the *Applicant* or *Licensee* under section 7.2 shall be made by personal delivery, ordinary mail or email transmission. The notice shall be deemed to have been served on the fifth (5th) day after the day of mailing or on the date of personal service or on the date of the email transmission.
- 7.4. Where the *Licensing Officer* does not receive a request for an appeal hearing in accordance with section 7.1, the decision of the *Licensing Officer* is final.

8 APPEAL COMMITTEE

- 8.1. An appeal to the *Appeal Committee* under section 7.1 is limited to the grounds articulated as part of the request for appeal.
- 8.2. The appellant bears the onus in an appeal.
- 8.3. The *Appeal Committee* shall have all the powers of a *Licensing Officer* under subsection 6.2 of this By-law.
- 8.4. At least seven (7) days in advance of the date set for the hearing of the appeal, the appellant and the *Licensing Officer* shall provide to the *Appeal Committee* and to each other:
 - (a) a list and copies of any documents to be relied on; and
 - (b) a list of any witnesses to be called.
- 8.5. Where a matter has been referred to the *Appeal Committee* at the request of the *Applicant* or *Licensee*, and the *Applicant* or *Licensee* does not attend the scheduled hearing, the appeal shall be deemed abandoned and the decision of the *Licensing Officer* shall be final.
- 8.6. At any hearing conducted by the *Appeal Committee*, the *Appeal Committee* may consider evidence presented by the *Applicant* or *Licensee*, the *Licensing Officer*, other Town staff, or any *Public Authority*.
- 8.7. Upon the conclusion of a hearing conducted by the *Appeal Committee* under this By-law, the *Appeal Committee* shall as soon as reasonably practicable prepare a written report that includes:

- (a) a brief summary of the evidence and arguments presented by the parties;
- (b) the findings made by the *Appeal Committee*; and
- (c) the decision of the *Appeal Committee*.

8.8. The decision of the *Appeal Committee* shall be final.

9 LICENCE TERM AND RENEWAL

- 9.1. Every *Licence* issued under this By-law shall expire within one (1) year of being issued, unless otherwise revoked or suspended prior to that date.
- 9.2. Each *Licensee* shall be required to renew the said *Licence* prior to the expiry of the original *Licence* issued under this By-law, and failing such renewal, the *Licensee* must discontinue the operation of his or her business upon the expiry of the *Licence*.
- 9.3. A *Licensee* shall operate in compliance with this By-law, the terms and conditions of a *Licence* and all federal and provincial legislation.
- 9.4. No *person* may assign, modify, sell, or transfer, any *Licence* issued under this By-law.
- 9.5. When a *Licensee* changes their address or any information relating to the *Licence*, they shall notify the *Licensing Officer* within five (5) days of the change and shall return the *Licence* immediately to the *Licensing Officer* for review.
- 9.6. A *person* wishing to renew a *Licence* shall comply with the application requirements set out in this By-law.
- 9.7. A *person* who has been issued a *Licence* under this By-law shall immediately return the owner plate issued in accordance with the *Licence* to the *Licensing Officer* if;
 - (a) the plate is damaged or has been replaced;
 - (b) the *motor vehicle* ceases to be used as a *taxicab* or *limousine*;
- 9.8. Upon the request of the *Licensing Officer* or an *Officer*, a *Licensee* shall submit:
 - i) a *motor vehicle* for an inspection;
 - ii) documents and records required to be kept in accordance with this By-law.

- 9.9. Every *Licence* shall remain at all times the property of the Town and no *person* shall enjoy a vested right in a *Licence* or the continuance of a *Licence*.

10 INSPECTIONS AND ORDERS

- 10.1. An *Officer* may at any reasonable time, enter upon and inspect the land of any *person* to ensure that the provisions of this By-law are complied with, in accordance with section 436(1) of the *Municipal Act, 2001*.
- 10.2. For the purposes of conducting an inspection pursuant to this By-law, an *Officer* may:
- (a) require the production for inspection of documents or things relevant to the inspection;
 - (b) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;
 - (c) require information from any *person* concerning a matter related to the inspection; and
 - (d) alone, or in conjunction with a *person* possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.
- 10.3. No *person* shall prevent, hinder, or obstruct, or attempt to prevent, hinder or obstruct, an *Officer* who is lawfully exercising a power or performing a duty under this By-law.
- 10.4. Where an *Officer* has reason to believe that any provision of this By-law or any condition of a *Licence* has been contravened, the *Officer* may issue an *Order* requiring the *Owner*, *Licensee* or such any other *person* who contravened this By-law or who caused or permitted the contravention to:
- (a) discontinue the contravention; or
 - (b) do work or take action to correct the contravention.
- 10.5. An *Order* under section 10.4 shall set out:
- (a) reasonable particulars of the contravention adequate to identify the contravention;
 - (b) the location of the *premises* on which the contravention occurred, if any; and
 - (c) the date by which compliance with the *Order* is required.

- 10.6. Every *person* shall comply with an *Order* made pursuant to subsection 10.4.
- 10.7. Any notice or other document under this By-law may be served by any of the following means:
- (a) delivered personally;
 - (b) emailed to the last known email address of the *person* to whom the *Order* is directed;
 - (c) deposited in the mailbox or mail slot of the *person* to whom the *Order* is directed;
 - (d) sent by prepaid regular mail to the last known address of the *person* to whom the *Order* is directed; or
 - (e) sent by registered mail to the last known address of the *person* to whom the *Order* is directed.
- 10.8. Where service under section 10.7 is effected by:
- (a) regular mail, it shall be deemed to be made on the fifth (5th) day after the date of mailing;
 - (b) registered mail, it shall be deemed to be made on the second (2nd) day after the date of mailing;
 - (c) any other means, it shall be deemed effective on the day the document served was delivered, posted, emailed or deposited; or
 - (d) service by multiple means, it shall be deemed effective on earliest applicable date set out in this section.

11 SEVERABILITY

- 11.1. If a court of competent jurisdiction declares any section or part of this By-law invalid, the remainder of this By-law shall continue in force unless the court makes an order to the contrary.

12 ENFORCEMENT AND PENALTY PROVISIONS

- 12.1. Each *person* who contravenes any provision of this By-law, an *Order* or a condition of a *Licence* is guilty of an offence and is liable to a fine, and such other penalties as provided in the *Provincial Offences Act* and the *Municipal Act, 2001*.
- 12.2. Where a contravention is committed on or continues for more than one day, the *person* who commits the contravention is liable to be convicted for a separate offence for each day on which it is committed or

continued. For clarity, in the case of an *Order*, a contravention continues for every day or part of a day past the date set out in the *Order* by which the work must be completed, action taken or discontinued, as the case may be.

12.3. In addition to section 12.1, any *person* who is charged with an offence under this By-law by the laying of an information under Part III of the *Provincial Offences Act* and is found guilty of the offence, is subject to the following fines pursuant to section 429 of the *Municipal Act, 2001*:

- (a) a minimum fine shall not exceed \$500 and a maximum fine shall not exceed \$100,000;
- (b) in the case of a continuing offence, for each day or part of a day that the offence continues, a minimum fine shall not exceed \$500, and a maximum fine shall not exceed \$10,000, but the total of all daily fines for the offence is not limited to \$100,000; and
- (c) in the case of a multiple offence, for each offence included in the multiple offence the minimum fine shall be \$500 and the maximum fine shall be \$10,000, but the total of all fines for each included offence is not limited to \$100,000.

13 INTERPRETATION

13.1. References in this By-law to any statute or statutory provision include references to that statute or statutory provision as it may from time to time be amended, extended or re-enacted.

13.2. In this By-law, unless the context otherwise requires words importing the singular shall include the plural and use of the masculine shall include the feminine, where applicable.

13.3. The Schedules appended to this By-law are incorporated into and form part of this By-law.

14 REPEAL

14.1. By-laws 94-2004, 001-2006, 143-2009, 078-2010, 042-2011 and 050-2011 are hereby repealed.

15 EFFECT

THAT this By-law comes into force on the day it is passed.

PASSED IN OPEN COUNCIL ON June 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE 'A' to BY-LAW 050-2023

TAXICAB AND LIMOUSINE DRIVER LICENCE REQUIREMENTS

1 APPLICATION REQUIREMENTS

- 1.1. A *person* wishing to operate or permit the operation of a *taxicab* or *limousine* in the Town shall apply for a new *Licence* or renewal of *Licence* by providing the *Licensing Officer* with the following information and documents together with an application fee in accordance with the *User Fees By-Law* prior to the expiry of the current *Licence*:
- (a) the applicable licensing fee
 - (b) proof of being at least 18 years of age;
 - (c) proof of a current and valid *Ontario Driver's Licence*;
 - (d) a *Driver's Abstract* dated within the previous sixty (60) days;
 - (e) a *Criminal Record Check* dated within the previous sixty (60) days;
 - (f) where an *Applicant* or *Licensee* is not the owner of the *taxicab* or *limousine*, correspondence from the *Owner* confirming his employment as a *Driver* in the form provided by the Town;
 - (g) where the *Applicant* or *Licensee* is a corporation, a copy of the articles of incorporation or other incorporating documents issued by the Province of Ontario or the Government of Canada, and the business name registration, when applicable;
 - (h) where the *Applicant* or *Licensee* is a sole proprietor, a copy of the business name registration, when applicable;
 - (i) where the *Applicant* or *Licensee* is a registered partnership, a copy of the registered declaration of partnership, the names and addresses of each member of the partnership as well as name under which the partnership intends to carry on business and a copy of the business name registration;
 - (j) any documents or required approvals from the approval authority having jurisdiction; and
 - (k) any other documents as may be required by the *Licensing Officer*.

2 DUTIES AND RESPONSIBILITIES

2.1. A *Driver* shall:

- (a) examine the *motor vehicle* for mechanical defects, interior and exterior damage, and immediately report any defects to the *Owner* and the *Broker*, prior to operating the *motor vehicle*;
- (b) carry their *Ontario Driver's Licence* with them at all times when operating the *motor vehicle*;
- (c) carry and display their *Licence* in such a manner that is visible to a *passenger*; and
- (d) immediately report:
 - i) any collision to the *Owner* and *Broker*; and
 - ii) any suspension of his *Ontario Driver's Licence* to the *Owner*, *Broker* and the *Licensing Officer*.

2.2. A *Driver* shall not:

- (a) operate a *motor vehicle* when his ability to perform his duties is impaired by fatigue, illness or otherwise; or
- (b) take on any additional *passengers* after the *motor vehicle* has departed with one or more *passengers* from any one starting point except under the following circumstances:
 - i) in an emergency situation;
 - ii) when operating exclusively for the transportation of children to and from school in accordance with the requirements of the applicable School Board; or
 - iii) when operating an *accessible taxicab* which is being used in accordance with a pre-arranged booking for the transportation of *passengers* with a disability.

2.3. A *Driver* may refuse to provide *transportation services* where a *passenger*:

- (a) has not paid a previous *fare*;
- (b) in their opinion, is unwilling or unable to pay the *fare*;
- (c) is in possession of an animal other than a *service animal*;
- (d) is intoxicated or disorderly;
- (e) refuses to give a destination; or
- (f) is not obeying the law.

2.4. A *Driver* of a *taxicab* shall:

- (a) create and keep daily a record in written or electronic form details of all *transportation services* which includes the following:
 - i) the *Driver's* name, the date and the *taxicab's Provincial Licence Plate* number;
 - ii) the location and time of the beginning and end of each *transportation service* provided; and
 - iii) the amount of the *fare* collected for each *transportation service* provided; and
- (b) keep and maintain all *transportation services* records for at least one (1) year.

2.5. A *Driver* of a *taxicab* shall not operate a *taxicab* when the *taxicab meter* seal has been broken or removed.

2.6. A *limousine driver* shall not:

- (a) solicit without a pre-arranged contract for hire; or
- (b) hold themselves out as being available for hire in any public place.

SCHEDULE 'B' to BY-LAW 050-2023

TAXICAB AND LIMOUSINE OWNER LICENCE REQUIREMENTS

1 APPLICATION REQUIREMENTS

- 1.1. In addition to the requirements set out in this By-law, an *Applicant* or *Licensee* for an *Owner's Licence* or renewal of an *Owner's Licence* shall submit annually the following to the satisfaction of the *Licensing Officer*:
- (a) the applicable licensing fee
 - (b) proof of being at least 18 years of age;
 - (c) proof of a current valid *Ontario Driver's Licence*;
 - (d) a *Safety Standards Certificate* dated within the previous sixty (60) days;
 - (e) proof of *ownership* of the *motor vehicle*;
 - (f) provide proof of third party *motor vehicle* liability insurance for the *motor vehicle* which shall:
 - i) be endorsed to provide the *Licensing Officer* with at least fifteen (15) days' notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy;
 - ii) insure against loss or damage resulting from bodily injury to or the death of one or more *persons*, or from loss or damage to property resulting from any one accident and include provision for *passenger* hazard, with limits of not less than two million dollars (\$2,000,000) per occurrence;
 - iii) be endorsed to include all *persons* who have any interest in the *motor vehicle*; and
 - iv) not exclude coverage for use of the *motor vehicle* to carry paying passengers;
 - (g) where the *motor vehicle* runs on propane or natural gas, a safety check certificate dated within the previous sixty (60) days;
 - (h) where the *Owner* of a *taxicab* or *limousine* is issued more than two (2) *Licences* under this By-law and the *motor vehicles* are stored on a property located in the Town, confirmation of compliance with the *Zoning By-law*.

2 VEHICLE REQUIREMENTS

2.1. A *taxicab* or *limousine* shall:

- (a) have a minimum of four (4) doors and useable trunk capacity that is able to accommodate a wheelchair, walker or similar device used to assist a *person* with a disability;
- (b) be equipped with operable air-conditioning and heating in both the driver and passenger compartments;
- (c) be equipped with working seatbelts for its maximum *passenger* capacity;
- (d) be equipped with snow tires or all weather tires between December 1 and April 15;
- (e) be equipped with a *taxicab meter* which shall be:
 - i) identified with a serial number;
 - ii) illuminated between dusk and dawn;
 - ii) located in a position clearly visible to a *passenger*;
 - iii) adjusted in accordance with the *Broker's fare*;
 - iv) used only when the seal thereon is intact; and
 - v) kept in good working condition;
- (f) be clean and maintained in a good repair and free from interior damage and exterior damage;
- (g) display on the exterior of the *taxicab* uniform signage that includes the name of the *broker*; and
- (h) bear the compliance label required by Motor Vehicle Safety Regulation C.R.C., c. 1038 of the *Motor Vehicle Safety Act*, S.C. 1993, c. 16, as amended.

3 DUTIES AND RESPONSIBILITIES

3.1. The *Owner* of a *taxicab* shall:

- (a) provide a *taxicab meter* calibration and seal certificate prepared by a qualified mechanic or tradesperson;
- (b) permanently affix the *owner plate* to the *motor vehicle*;
- (c) ensure an electrically illuminated roof sign that is securely attached to the top of the *taxicab* in working condition, and wired to the *taxicab meter* and working in conjunction with the *taxicab meter* so that it is illuminated when the *taxicab meter* is in the vacant position;

- (d) employ or use only the services of *Drivers* who are *licenced* under this By-law;
- (e) maintain an up to date list of all *Drivers* operating *taxicabs* for the *Owner*, which list shall show the name, address, telephone number of each *Driver* and shall be provided to the *Licensing Officer* or other *Officer* on request;
- (f) report immediately to the *Licensing Officer* if any *Driver* is involved in any accident or collision connected with the operation of the *taxicab*; and
- (g) ensure that the *taxicab meter* seal required by this By-law is not removed or tampered with in any fashion.

3.2. The *Owner* of a *limousine* shall:

- (a) ensure that there is a signed contract for each *transportation service* that includes:
 - (i) client identification;
 - (ii) *Driver* identification;
 - (iii) service rendered;
 - (iv) *fare* charged; and
 - (v) date and time of the *transportation service*;
- (b) create and maintain in a readily accessible electronic format a list of all *Drivers* operating its *limousines*, which list shall include the following:
 - (i) the name of the *Driver*;
 - (ii) the year, make, model and *Provincial Licence Plate* number of the *limousine* operated by the *Driver*; and
 - (iii) the name of the *Owner*;
- (c) keep and maintain all records of repair to the *limousine* including all invoices for the duration of its operation as a *limousine*.

3.3. If a person owns more than one *motor vehicle* licenced under this By-law, the *Owner* shall be affiliated with a *Brokerage* or be *licenced* as a *Broker*, and comply with the requirements of a *Brokerage* contained in this By-law.

3.4. No *Owner licenced* under this By-law, shall:

- (a) permit an *owner plate* to be used with respect to any other *motor vehicle*, other than the *taxicab* for which the *owner plate* was issued;

- (b) require or permit a *Driver* of a *motor vehicle* of which they are the *Owner* to work when that person's ability to perform his duties is impaired by fatigue, illness or otherwise;
- (c) permit a *motor vehicle* of which they are the *Owner*, to be operated with mechanical defects of which the *Owner* is aware;
or
- (d) operate a *vehicle for hire* or permit the operation of a *motor vehicle* of which they are the *Owner* as a *vehicle for hire* without an *owner plate* for that *motor vehicle* having been issued under this By-law;

SCHEDULE 'C' to BY-LAW 050-2023

TAXICAB BROKER LICENSE REQUIREMENTS

1 APPLICATION REQUIREMENTS

1.1 In addition to the requirements set out in this By-law an *Applicant or Licensee* for a *Broker's Licence* or renewal of a *Broker's Licence* shall submit annually the following to the satisfaction of the *Licensing Officer*:

- (a) the applicable licensing fee;
- (b) a list of all *taxicab Drivers* and *taxicab Owners* affiliated with the *Broker*, which list shall include the following information:
 - i) the name of the *taxicab Driver*;
 - ii) the year, make, model and *Provincial Licence Plate* number of the *taxicab* operated by the *taxicab Driver*, and
 - iii) the name of the *taxicab Owner* and *Provincial Licence Plate* number of the *taxicab* owned by the *Owner*;
- (b) proof of commercial general liability insurance which shall:
 - i) be endorsed to provide the *Licensing Officer* with at least fifteen (15) days' notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy; and
 - ii) insure against all claims for personal injury including bodily injury resulting in death, and property damage with an inclusive limit of not less than two million dollars (\$2,000,000) per occurrence insuring him against liability imposed by law for any loss or damage resulting from the carrying on of the business to which the *Licence* relates;
- (c) where the *Broker* has five (5) or more *taxicabs* affiliated with its *Brokerage*, proof that a minimum of one (1) *taxicab* is an *accessible taxicab*; and
- (d) where the *Brokerage* office is located in the Town, confirmation that the *premises* where the *Brokerage* operates complies with the *Zoning By-law*.

2 DUTIES AND RESPONSIBILITIES

2.1. A *Broker* shall:

- (a) keep in full force and effect commercial general liability insurance in accordance with the requirements of this By-law;

- (b) create and maintain in a readily accessible electronic format a list of all *taxicab Drivers* and *taxicab Owners* affiliated with the *Broker*, which list shall include the following:
 - i) the name of the *taxicab Driver*, and
 - ii) the year, make, model and *Provincial Licence Plate* number of the *taxicab* operated by the *taxicab Driver*, and
 - iii) the name of the *taxicab Owner*,
 - (c) ensure each *taxicab* that is *dispatched* is equipped:
 - i) to accept credit card and debit card payments; and
 - ii) with a fully functioning global positioning system.
- 2.2. A *Broker* shall create and maintain information on all orders in a readily accessible electronic format which shall include:
 - (a) the date, time and receipt of the order;
 - (b) the name of the *taxicab Driver* and the *Provincial Licence Plate* number of the *taxicab dispatched*;
 - (c) the pick up location and the destination;
 - (d) the date and time the *transportation service* started and terminated;
 - (e) the length of time elapsed between the order and the start time of the *transportation service*.
- 2.3. A *Broker* shall keep and maintain all records required to be kept under this By-law for a period of three (3) years.
- 2.4. A *Broker* shall:
 - (a) inform a customer of the anticipated time for arrival of the *taxicab*;
 - (b) where the *transportation service* requested requires an *accessible taxicab* and the *Broker* is unable to provide such service, direct the *person* requesting the *transportation service* to another *Broker* which can provide the service;
 - (c) when a *Driver* ceases to be affiliated with the *Broker*, notify the *Licensing Officer* within three (3) days of the said termination;
 - (d) provide *transportation services* to all areas in the Town;
 - (e) provide for off-street parking within the Town for every *vehicle for hire* affiliated with the *Broker*; and
 - (f) ensure that the *brokerage* service will be available and staffed by a *dispatcher* on a continuous 24-hour basis.

2.5. A *Broker* with five (5) or more *taxicabs* in his fleet must have at least one (1) *accessible taxicab* in service at all times.

2.6. A *Broker* shall not:

- i. require a *Driver* to accept an order necessitating an expenditure of money by the *Driver* on behalf of the *passenger*;
- ii. *dispatch* a *Driver* or a *taxicab* that does not meet the requirements of this By-law;
- iii. permit any person to drive a *taxicab* unless that person is *licenced* as a *Driver* under this By-law;
- iv. employ or engage a *Driver* that has a criminal conviction of a type set out in Schedule "H" to this By-law;
- v. *dispatch* a *Driver* when his ability to perform his duties is impaired by fatigue, illness or otherwise;
- vi. require a *taxicab Driver* to drive more than an average of twelve (12) hours per day calculated over any seven (7) day period; or
- vii. operate or permit a *vehicle for hire* to be operated that has known defects.

2.7. A *Broker* may refuse an order where a *passenger* has not paid a previous *fare*.

SCHEDULE 'D' to BY-LAW 050-2023

ACCESSIBLE TAXICAB OWNER LICENCE REQUIREMENTS

1 APPLICATION REQUIREMENTS

- 1.1. In addition to the requirements set out in Schedule A of this By-law, an *Applicant* or *Licensee* for an *Owner's Licence* for an *accessible taxicab* or renewal of an *Owner's Licence* for an *accessible taxicab* shall submit annually the following to the satisfaction of the *Licensing Officer*:
- (a) the applicable licensing fee
 - (b) proof of being at least 18 years of age;
 - (c) proof of a current valid *Ontario Driver's Licence*;
 - (d) a *Safety Standards Certificate* dated within the previous sixty (60) days;
 - (d) proof of *ownership* of the *motor vehicle*;
 - (e) proof of third party *motor vehicle* liability insurance for the *accessible taxicab* in accordance with the requirements of this By-law;
 - (f) where the *accessible taxicab* runs on propane or natural gas, a safety standards certificate dated within the previous sixty (60) days; and
 - (g) where the *Owner* of an *accessible taxicab* is issued more than two (2) *Licences* and the *vehicles for hire* are stored on a property in the Town, confirmation of compliance with the *Zoning By-law*.
- 1.2. The *Owner* of an *accessible taxicab* shall provide a *taxicab meter* calibration and seal certificate prepared by a qualified mechanic or tradesperson.
- 1.3. In addition to the requirements that apply to a *Driver* of a *taxicab*, an *Applicant* or *Licensee* who will operate an *accessible taxicab* shall to the satisfaction of the *Licensing Officer*:
- (a) submit proof of successful completion of an *accessible vehicle training course*; and
 - (b) submit a certificate of completion of a *Wheelchair Securement and Occupant Restraint System Training* program with respect to the handling, safety restraint, transportation care and safety of a *passenger* with a disability.

2 DUTIES AND RESPONSIBILITIES

2.1. The *Owner* of an *accessible taxicab* shall:

- (a) keep in full force and effect *motor vehicle* liability insurance which shall:
 - i) be endorsed to provide the *Licensing Officer* with at least fifteen (15) days' notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy;
 - ii) ensure against loss or damage resulting from bodily injury to or the death of one or more *persons*, or from loss or damage to property resulting from any one accident and include provision for *passenger* hazard, with limits of not less than two million dollars (\$2,000,000) per occurrence;
 - iii) be endorsed to include all *persons* who have any interest in the *motor vehicle*; and
 - iv) not exclude coverage for use of the *motor vehicle* to carry paying passengers;
- (b) repair any mechanical defect or exterior repair of a *taxicab* that is reported to them or known;
- (c) not permit the operation of *taxicab* that has been in a collision until such time as the necessary repairs have been completed;
- (d) when a *Driver* ceases to be affiliated with a *taxicab Owner*, notify the affiliated *Broker* and the *Licensing Officer* within three (3) days of the said termination;
- (e) if a *taxicab* will not longer be used as a *taxicab licensed* in accordance with this By-law, immediately remove from the *taxicab* being disposed of:
 - i) all identifying decals and markings;
 - ii) the *taxicab meter*;
 - iii) all other item which make the *taxicab* appear to the public to be a *taxicab*; and
 - iv) keep and maintain all records of repair to the *taxicab* including all invoices for the duration of its operation as a *taxicab*.

2.2. Every *Driver* of an *accessible taxicab* shall comply with all other requirements that apply to a *Driver* under this By-law.

3 ACCESSIBLE TAXICAB REQUIREMENTS

3.1. In addition to the all requirements that apply to *taxicabs* in this By-law, an *accessible taxicab* shall:

- (a) be equipped with:
 - i) approved wheelchair tie downs;
 - ii) a first aid kit; and
 - iii) a dry chemical fire extinguisher having an effective total rating of at least 4-B C, and weighing at least 2.27 kb (approximately 5 lbs); and
- (b) be in compliance with Ontario Regulation 629 of the *Highway Traffic Act*.

3.2. No *motor vehicle* with a *model year* greater than five (5) years shall be used as an *accessible taxicab*.

SCHEDULE 'E' to BY-LAW 050-2023

FARES

1 FARES

1.1. A *Driver* of a *taxicab* shall:

- (a) take the shortest possible route to the destination when a *passenger* enters a *taxicab* and gives the *Driver* the desired destination, unless the *passenger* directs otherwise;
- (b) commence the calculation of a *fare* using the *taxicab meter* and calculate the *fare* for providing the *transportation service* using the *taxicab meter* except where a flat rate *fare* is applicable;
- (c) not commence calculation of the *fare* until he has notified the *passenger* of his arrival and has waited a reasonable time after the time of the order;
- (d) not charge for time lost through his own incompetence;
- (e) not charge for time elapsed due to early arrival of the *taxicab* in response to a call for a *taxicab* to arrive at a fixed time;
- (f) when there is a dispute with the *fare* give the *passenger* a receipt that includes:
 - i) the *fare* paid;
 - ii) the date and time of the *transportation service*;
 - iii) the pick up location and destination;
 - iv) the *Driver's* name;
 - v) the *Provincial Licence Plate* number of the *taxicab*;
- (g) if there is a dispute with the *passenger* about the *fare*, refer the dispute to the Halton Regional Police.

1.2 When picking up a *passenger* within the Town for a *transportation service* with a destination outside the Town, a *taxicab Driver* may agree with the *passenger* before commencement of the *transportation service* to a flat rate *fare* where the destination is a minimum of five (5) kilometers outside the limits of the Town.

1.3 In the event that a *taxicab meter* ceases to function, the *taxicab* can continue to operate for a period of no longer than eighteen (18) hours and the *fares* may be calculated from an odometer reading. The odometer reading details shall be recorded by the *Driver* in his record of *transportation services*.

1.4 A *Driver* of a *limousine* shall:

- (a) not charge for time lost through their own incompetence;
- (b) when there is a dispute with the *fare* give the *passenger* a receipt that includes:
 - i) the *fare* paid;
 - ii) the date and time of the *transportation service*;
 - iii) the pick up location and destination;
 - iv) the *Driver's* name;
 - v) the *Provincial Licence Plate* number of the *limousine*;
- (c) if there is a dispute with the *passenger* about the *fare*, refer the dispute to the Halton Regional Police.

SCHEDULE 'F' to BY-LAW 050-2023

TNC LICENCE REQUIREMENTS

- 1.1 In addition to the requirements set out in this By-law, an *Applicant* or *Licensee* for a *TNC Licence* or renewal of a *TNC Licence* shall submit the following annually to the satisfaction of the *Licensing Officer*:
- (a) a list of all *TNC Drivers* affiliated with the *TNC*, which list shall include the following information:
 - i) the applicable licensing fee
 - ii) the name of the *TNC Driver*;
 - iii) the *model year*, make, model and *Provincial Licence Plate* number of the *TNC vehicle* operated by the *TNC Driver*;
 - iv) proof of a current valid *Ontario Driver's Licence* of the *TNC Driver*;
 - v) a *Driver's Abstract* dated within sixty (60) days of applying for affiliation with the *TNC*;
 - vi) a *Criminal Record Check* dated within sixty (60) days of applying for affiliation with the *TNC*;
 - vii) proof of *ownership* of the *TNC vehicle* operated by the *TNC Driver*;
 - viii) a *Safety Standards Certificate* in respect of the *TNC vehicle* dated within sixty (60) days of applying for affiliation with the *TNC*; and
 - ix) where the *TNC vehicle* runs on propane or natural gas, a safety check certificate dated within the previous sixty (60) days of applying for affiliation with the *TNC*;
 - (b) proof that every *TNC Driver* affiliated with the *TNC* has third party *motor vehicle* liability insurance for owned, or leased *TNC vehicles*, which shall be in effect at all times during the provision of *transportation services*:
 - i) be endorsed to provide the *Licensing Officer* with at least fifteen (15) days' notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy; and
 - ii) insure against loss or damage resulting from bodily injury to or the death of one or more *persons*, or from loss or damage to property occurring while in the post-acceptance period resulting from any one accident and include the IPCF 6TN Permission to Carry Paying Passengers for a

TNC endorsement or an equivalent endorsement acceptable to the *Licensing Officer*, with limits of not less than two million dollars (\$2,000,000) per occurrence;

- (c) the name, telephone and email contact information for the *person* authorized to receive and respond on behalf of the *TNC* to any and all communications from the *Town* relating to the *TNC's Licence* or the *TNC's* conduct of its business;
- (d) proof that there are adequate data security measures in place to protect the *personal* data of *passengers* and *TNC Drivers* collected by the *TNC*, to the satisfaction of the *Licensing Officer*, and
- (e) documentation demonstrating that the *TNC App*:
 - i) provides to the *passenger* requesting the *transportation service* at the time the *transportation service* is arranged:
 - 1. the *TNC* name and contact information;
 - 2. the first name and a photograph of the *TNC Driver*;
 - 3. the make, model and *Provincial Licence Plate* number of the *TNC vehicle*;
 - 4. the estimated *fare* including any surcharge; and
 - 5. the current location of the *TNC vehicle*;
 - ii) provides a process allowing a *passenger* to accept or refuse the *transportation service* prior to it commencing and keeps a record of such acceptance or refusal;
 - iii) provides a secure payment mechanism;
 - iv) provides a printed or electronic receipt to the *passenger* at the end of the *transportation service* that includes the following information:
 - 1. the *fare* and any surcharges paid;
 - 2. the date, time, duration and distance of the *transportation service*;
 - 3. the pick-up location and the destination;
 - 4. the first name of the *TNC Driver*.
 - v) incorporates a global positioning system in which all *transportation services* are recorded.

SCHEDULE 'G' to BY-LAW 050-2023

TNC LICENCE TERMS AND CONDITIONS

1 DUTIES AND RESPONSIBILITIES

1.1. A TNC shall:

- (a) ensure that driver training is available for all affiliated *TNC Drivers* on the use of the *TNC App*;
- (b) where the *transportation service* requested requires an *accessible vehicle* and the *TNC* is unable to provide such service, direct the *person* requesting the *transportation service* to a *TNC Driver* who can provide the service;
- (c) have a dispute resolution process for dealing with any complaints regarding *fares*, customer service or any other issues arising from the *TNC's* operations;
- (d) not obstruct access or use of the *TNC App* by the *Licensing Officer* or a Municipal Law Enforcement Officer, including but not limited to the creation and use of an account as a *passenger* or as a *TNC Driver*;
- (e) make available to the public on its *TNC App*, and by any other means of its choice, the following information:
 - i) the insurance coverage required to be maintained by the *TNC* and by a *TNC Driver*;
 - ii) the applicable screening process for a *TNC Driver* and a *TNC vehicle*; and
 - iii) that *TNC Driver* cannot accept cash payment for *transportation services*.
- (f) provide to the *passenger* requesting the *transportation service* at the time the *transportation service* is arranged:
 - i) the *TNC* name and contact information;
 - ii) the first name and a photograph of the *TNC Driver*;
 - iii) the make, model and *Provincial Licence Plate* number of the *TNC vehicle*;
 - iv) the estimated *fare* including any surcharge; and
 - v) the current location of the *TNC vehicle*;
- (g) provide a link to the *passenger* requesting the *transportation service* to provide a rating or otherwise comment on the *TNC Driver* and the *TNC vehicle*;

- (h) provide a process allowing a *passenger* to accept or refuse the *transportation service* prior to it commencing;
- (i) provide a secure payment mechanism;
- (j) provide a printed or electronic receipt to the *passenger* at the end of the *transportation service* that includes the following information:
 - i) the *fare* and any surcharges paid;
 - ii) the date, time, duration and distance of the *transportation service*;
 - iii) the pick-up location and the destination; and
 - iv) the first name of the *TNC Driver*; and
- (k) ensure the *TNC App* operates in accordance with documentation submitted as part of the *Licence* application demonstrating that the *TNC App* meets all the required functionality as required by this By-law.

1.2. A *TNC* shall not:

- (a) permit a *TNC Driver* to access the *TNC App*:
 - i) where the *TNC* has a reasonable belief that the *TNC Driver* does not meet the *TNC Driver* requirements set out in this By-law; or
 - ii) where the *Licensing Officer* has notified the *TNC* that, based on an investigation, the Town has determined that the *TNC Driver* does not meet the *TNC Driver* requirements set out in this By-law; and
 - (iii) where access to the *TNC App* has been removed, the *TNC* shall not reinstate access until the *Licensing Officer* is satisfied the *TNC Driver* is in compliance with the *TNC Driver* requirements set out in this By-law;
 - iv) require or permit a *Driver* of a *motor vehicle* of which they are the *Owner* to work when that person's ability to perform his duties is impaired by fatigue, illness or otherwise;
- (b) require that the law of any jurisdiction other than Ontario be applied in relation to the use of the *TNC App* in the Town by *TNC Drivers* or *passengers*; or
- (c) employ or engage a *TNC Driver* that has a criminal conviction of a type set out in Schedule "H" to this By-law; or
- (d) All *TNCs* are encouraged to ensure that their affiliated *TNC App* is accessible to a *person* with a disability.

2 RECORDS

- 2.1 A *TNC* shall create and maintain in a readily accessible electronic format, which shall be submitted to the Town on an annual basis, or upon request from the *Licensing Officer* or other *Officer*:
- (a) a list of all *TNC Drivers* affiliated with the *TNC*, which list shall include the following:
 - i) the name of the *TNC Driver*; and
 - ii) the *model year*, make, model and *Provincial Licence Plate* number of the *TNC vehicle* operated by the *TNC Driver*;
 - (b) information on all orders and *transportation services* completed by affiliated *TNC Drivers* which shall include:
 - i) the date, time and receipt of the order;
 - ii) the name of the *TNC Driver* and the *Provincial Licence Plate* number of the *TNC vehicle*;
 - iii) the pick up location and the destination;
 - iv) the distance, date and time the *transportation service* started and terminated;
 - v) the length of time elapsed between the order and the start of the *transportation service*; and
 - vi) the *fare* paid for the *transportation service*;
 - (c) information for all *transportation services* that cannot be completed by an affiliated *TNC Driver* including for *transportation services* where an *accessible vehicle* is required.
 - (d) the total number of *transportation services* provided by the *TNC*;
 - (e) the total number of *TNC Drivers* providing *transportation services*; and
 - (f) the total number of *TNC vehicles* providing *transportation services*;
 - (g) Every 3 months following the issuance of a *TNC Licence*, the *TNC* shall provide the *Licensing Officer* with an up-to-date list in a readily accessible electronic format of every affiliated *TNC Driver* and *TNC vehicle* that includes:
 - i) the full name and address of every *TNC Driver*;
 - ii) the make, model and *Provincial Licence Plate* number of every *TNC vehicle*; and,
 - iii) confirmation that each *TNC Driver* meets the requirements in subsection 1.1(a) and (b) of Schedule “F”.

2.2 A *TNC* shall keep and maintain all records required to be kept under this By-law for a period of three (3) years except:

- (a) *motor vehicle* insurance coverage records, which shall be retained for three (3) years after the *TNC Driver* ceases to be affiliated with the *TNC*;

2.3 Prior to the collection of any personal information, a *TNC* shall obtain consent from any affiliated *TNC Driver* for such collection and future disclosure to the *Licensing Officer* for the purposes of investigating complaints and potential breaches of this By-law.

3 TNC VEHICLE REQUIREMENTS

3.1 A *TNC vehicle* shall:

- (a) have a minimum of four (4) doors and useable trunk capacity;
- (b) be equipped with operable air-conditioning and heating;
- (c) be equipped with working seatbelts for its maximum *passenger* capacity;
- (e) be equipped with snow tires or all weather tires from December 1 to April 15;
- (f) be clean and maintained in a good repair and free from interior damage and exterior damage;
- (g) display in a visible location on the exterior of the *TNC Vehicle* the *TNC Identifier*; and
- (h) bear the compliance label required by *Motor vehicle* Safety Regulation C.R.C., c. 1038 of the *Motor vehicle Safety Act*; S.C. 1993, c. 16, as amended.

SCHEDULE 'H' to BY-LAW 050-2023

CRIMINAL OFFENCES

Criminal Code Offences	Description
Explosives	Using explosives; possession.
Terrorism	Providing or collecting <i>property</i> for certain activities; providing or making available <i>property</i> or services for terrorist purposes; using or possessing <i>property</i> for terrorist purposes; participation in activity of terrorist group; facilitating terrorist activity; instructing to carry out activity for terrorist group; instructing to carry out terrorist activity.
Firearms and weapons	Using firearms (including imitation) in commission of offence; careless use of firearm; pointing a firearm; possession of weapon for dangerous purposes; carrying weapon while attending public meeting; carrying concealed weapon; unauthorized possession of firearm; possession of firearm knowing its possession is unauthorized; possession at unauthorized place; unauthorized possession in motor vehicle; possession of prohibited or restricted firearm with ammunition; possession of weapon obtained by commission of offence; breaking and entering to steal firearm; robbery to steal firearm; weapons trafficking; possession for purpose of weapons trafficking; transfer without authority; making automatic firearm; discharging firearm with intent; causing bodily harm with intent — air gun or pistol.
Sexual offences against Minors	Sexual interference; invitation to sexual touching; sexual exploitation; sexual exploitation of person with disability; incest; making child pornography; parent or guardian procuring sexual activity; householder permitting sexual activity; corrupting children; luring a child; prostitution of person under eighteen.
Sexual offences against persons other than minors	Sexual exploitation of person with disability; incest; indecent acts; sexual assault.
Criminal Negligence	Causing death by criminal negligence; causing bodily harm by criminal negligence.

Murder	Murder; manslaughter; infanticide; attempt to commit murder; accessory to murder.
Operation of vehicles, vessels, or aircraft	Dangerous operation of motor vehicles, vessels and aircraft; flight; causing death by criminal negligence (street racing); causing bodily harm by criminal negligence (street racing); dangerous operation of motor vehicle while street racing; failure to stop at scene of accident; operation while impaired; operation while disqualified.
Harassment and threats	Criminal harassment; uttering threats; intimidation.
Assault	Assault; assaulting a peace Officer.
Confinement	Kidnapping; Trafficking in persons; Hostage taking; Abduction of person under sixteen; Abduction of person under fourteen; Abduction in contravention of custody order; Abduction.
Theft over, forgery and fraud	Theft over; destroying documents of title; fraudulent concealment; theft and forgery of credit card; theft from mail; forgery; uttering forged document; drawing document without authority; fraud; using mails to defraud; arson for fraudulent purpose.
Robbery and extortion	Robbery; extortion.

SCHEDULE 'I' to BY-LAW 050-2023

TNC Voluntary “In-lieu of Accessibility” Surcharge

Certain *TNCs* have voluntarily agreed to include a trip surcharge on all *fares* in lieu of providing accessible *transportation services* in the Town. Town staff will request that any other *TNCs* applying for a *TNC Licence* agree to a negotiated the same *fare* surcharge in lieu of providing accessible *transportation services* in the Town. All funds collected from the voluntary accessibility surcharge will be used towards increasing accessible transportation within the Town, including but not limited to accessible public transit solutions.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 051-2023

BEING A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS 76 KING Street, MILTON, ON L9T 1L8, LOT 5 BLOCK 6 OF FOSTER SURVEY (PLAN NO.7), TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON, IN THE TOWN OF MILTON, AS BEING OF CULTURAL HERITAGE VALUE OR INTEREST.

WHEREAS Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter O. 18, as amended, authorizes the Council of a municipality to enact by-law to designate real property including all buildings and structures thereon, to be of cultural heritage value or interest;

AND WHEREAS the Council or the Corporation of the Town of Milton has caused to be served on the owners of the lands and premises known as, 76 King Street in the Town of Milton and upon the Ontario Heritage Foundation, Notice of Intention to so designate the aforesaid real property and has caused such Notice of Intention to be published in the same newspaper having general circulation in the municipality;

AND WHEREAS the reasons for designation are set out in Schedule 'B' attached hereto;

AND WHEREAS despite receiving a Notice of Objection from the owner to the proposed designation has been served on the Clerk of the municipality;

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

1. THAT there is designated as being of cultural heritage value or interest, the real property known as the exterior of the building located at 76 King Street, Milton, On L9T 1J8, Lot 5 Block 6 of Foster Survey (Plan No.7), Town of Milton, Regional Municipality of Halton, in the Town of Milton, more particularly described in Schedule A' attached hereto.
2. THAT the municipal solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule 'A', attached hereto, in the proper Land Registry Office;

3. THAT the Clerk is hereby authorized to cause a copy of this By-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in the same newspaper having general circulation in the municipality.

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE 'A' to BY-LAW NO. 051-2023

ALL AND SINGULAR that certain parcel or tract of land and premises situate at, 76 King Street, Milton, ON L9T 1J7, Lot 5 Block 6 of Foster Survey (Plan No.7), Town of Milton, Regional Municipality of Halton.

SCHEDULE 'B' to BY-LAW NO. 051-2023

Legal Description

Lot 5 Block 6 of Foster Survey (Plan No.7), Town of Milton, Regional Municipality of Halton.

Description of Property

The Thomas Ford House, located in historical Downtown Milton, is a one-and-a-half-storey frame house that is an excellent representative example of vernacular Victorian domestic architecture.

Statement of Cultural Heritage Value and Interest

Its cultural heritage value lies in its architectural and design significance as a representative example of Ontario Style Victorian architecture with Gothic Revival detailing. It also has historical and contextual significance as the home of Thomas Ford and his family. Contextually, the house is one of the earliest houses built in Hugh Foster's 1854 plan of subdivision, one of the very early subdivisions in Milton.

Design Value or Physical Value.

The Thomas Ford house is an excellent representative example of vernacular Victorian domestic architecture. It was built in 1888. This house is one of Milton's best examples of a distinctive Ontario-style Victorian Gothic Revival house. It is similar to the "Ontario House" or "Ontario Cottage" that was widely publicized in magazines, such as the "Canadian Farmer" magazine in the mid-19th Century.

The gable dormer for this house included an arched or lancet window with associated trim to emphasize its peak. It is the arched form that referenced details of the medieval Gothic style of architecture, which gave rise to its name Gothic Revival style of architecture.

Historical Value

Thomas Ford owned the house at 76 King Street from 1888. He died in 1940. Thomas Ford drove the hay wagon used by Henry Peacock and Palmer Book. He delivered all the parcels from Eaton & Simpson that were too large for the post office right to the door. Thomas Ford received \$1 daily for his services to the Canadian Pacific Express agents.

The house has remained occupied by different generations of the Ford family till the present day. Although a fire occurred in the house in 2012, it received a Heritage award from the town in 2020 for its conservation efforts.

Contextual Value

This property also has contextual significance and is among the earliest houses built in Hugh Foster's 1854 plan of subdivision, Foster Survey (Plan No. 7). It is one of the very early subdivisions in Milton that were created even before Milton was incorporated as a Town in 1857.

Character Defining Elements/Heritage Attributes

Key heritage attributes important to the preservation of the Thomas Ford house at 76 King Street are the following character-defining elements/heritage attributes:

- The original form, rooflines and massing of the one-and-a-half-storey house exterior (except for the addition).
- Medium Gable roof with central façade gable
- Gable Dormer with arched or lancet window with associated trim
- Open veranda with moulded wood trim and Doric piers.
- Central three-panel entrance door with shaped glass and thin wood trim
- Two over two windows with trims on the front facade
- Original wood cladding (with horizontal orientation and V-groove joint)
- Double Hung pine windows and door elements of the original house (front and sides of the main block), including their pedimented heads.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 052-2023

BEING A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS 22 KING STREET, MILTON, ON L9T 1J5, LOT 6 BLOCK 3 OF FOSTER SURVEY (PLAN NO.7), TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON, IN THE TOWN OF MILTON, AS BEING OF CULTURAL HERITAGE VALUE OR INTEREST.

WHEREAS Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter O. 18, as amended, authorizes the Council of a municipality to enact by-law to designate real property including all buildings and structures thereon, to be of cultural heritage value or interest;

AND WHEREAS the Council or the Corporation of the Town of Milton has caused to be served on the owners of the lands and premises known as, 76 King Street in the Town of Milton and upon the Ontario Heritage Foundation, Notice of Intention to so designate the aforesaid real property and has caused such Notice of Intention to be published in the same newspaper having general circulation in the municipality;

AND WHEREAS the reasons for designation are set out in Schedule 'B' attached hereto;

AND WHEREAS despite receiving a Notice of Objection from the owner to the proposed designation has been served on the Clerk of the municipality;

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

1. THAT there is designated as being of cultural heritage value or interest, the real property known as the interior and exterior of the building located at 22 King Street, Milton, ON L9T 1J5, Lot 6 Block 3 of Foster Survey (Plan No.7), Town of Milton, Regional Municipality of Halton, in the Town of Milton, more particularly described in Schedule A' attached hereto.
2. THAT the municipal solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule 'A', attached hereto, in the proper Land Registry Office;

3. THAT the Clerk is hereby authorized to cause a copy of this By-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in the same newspaper having general circulation in the municipality.

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz

Mayor

Meaghen Reid

Town Clerk

SCHEDULE 'A' to BY-LAW NO. 052-2023

ALL AND SINGULAR that certain parcel or tract of land and premises situate at, 22 King Street, Milton, ON L9T 1J5, Lot 6 Block 3 of Foster Survey (Plan No.7), Town of Milton, Regional Municipality of Halton.

SCHEDULE 'B' to BY-LAW NO. 053-2023

Legal Description

Lot 6 Block 3 of Foster Survey (Plan No.7), Town of Milton, Regional Municipality of Halton.

Description of Property

The Alexander Hogg Stone house, previously located at 7419 Tremaine Road in the Town of Milton, is a one-and-a-half-storey, cut stone structure. Through a heritage conservation plan, the house was reconstructed and rehabilitated at its present location at 22 King Street.

Statement of Cultural Heritage Value and Interest

The property is of cultural heritage value or interest for the one-and-a-half-storey cut stone structure, which has a couple of designs or physical value. Constructed around the 1830s, it was the residence of Alexander Hogg (1792-1872), a farmer and pioneer who played a role in the area's agricultural development.

Design or Physical Value

The house has a design or physical value because it is a rare example of a mid-19th century centre gable Gothic Revival style house constructed in cut stone with a double stuck mortar joint. This building implements a unique combination of stone construction with vernacular, minimalist detailing.

The property also displays a high degree of craftsmanship or artistic merit. The house retained several original features. The artistic value is seen in the details of the centre gable roof with four panes, semi-circular window, two cut stone chimneys, six over six windows with cut stone lintels and brush hammered edges, and the main entrance with cut stone lintel with bush hammered edges and four-pane transom and sidelights.

Character Defining Elements/Heritage Attributes

Key attributes that reflect the cultural heritage value of the property include:

- Gothic Revival style composition with three-bay, storey-and-a-half massing
- Medium side gable roof with central cross-gable
- Stone Chimneys with chamfered caps inside both end walls
- Load-bearing walls chiselled ashlar masonry laid in regular courses.
- Wood frieze with nebuly or nebulé mouldings
- Window opening in the cross-gable with semi-circular arch head formed with small stone voussoirs

- Symmetrical fenestration on the front façade and end walls defined by plain stone lug sills and heavy stone lintels that are bush hammered with chiselled margins.
- Wide central main entrance with interior and exterior multi-pane transoms and sidelights and five-panel wood door
- Interior first-level architraves at the central entrance and windows, including full-wall height mouldings and panelling with twisted cord beading.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 053-2023

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*, AS AMENDED, TO ADD THE SUSTAINABLE HALTON LANDS TO THE URBAN ZONING BY-LAW, IN RESPECT OF THE LANDS AS DEPICTED ON FIGURE 1: LOCATION MAP, FILE: Z-13/21

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

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

- 1.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the lands identified as “Subject Lands” on figure 1 attached hereto; and
- 2.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by zoning the lands being added as FD (Future Development), NHS (Natural Heritage System), OS (Open Space), M2*27 (General Industrial – Site Specific), and C5*28 (Auto Commercial – Site Specific) zone symbols as shown on Schedule A attached hereto.
- 3.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by noting Minister’s Zoning Order Ontario Regulation 476/21, Map No. 256 is applicable to the area as shown on Schedule A attached hereto.
- 4.0 THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by noting By-law 61-85 is still applicable to the property municipally known as 13003 Derry Road (Concession 8 NS, Part Lot 11) as shown on Schedule A attached hereto.
- 5.0 THAT** Section 1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding “or 61-85” after 144-2003.
- 6.0 THAT** Section 1.10 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding “or By-law 61-85” to the end of the last sentence.

7.0 THAT Section 1.11.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection iii) as follows:

- iii) Nothing in this By-law shall prevent the erection or use of a building or structure for a development for which a complete application for site plan approval and/or building permit was filed on or prior to the date of passage of By-law NO. 053-2023 where applicable, if the development in question complies, or the building permit application for the development is amended to comply, with the provisions of Comprehensive Zoning By-law 144-2003, as amended, as it read on the date of passage of By-law NO. 053-2023.

8.0 THAT Section 1.11.3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsections v) and vi) as follows:

- v) Nothing in this By-law shall prevent the issuance of a building permit or site plan approval in accordance with both Comprehensive Zoning By-law 144-2003, as amended, as it read on the date of passage of By-law NO. 053-2023 and a related minor variance that was granted approval by the Town of Milton Committee of Adjustment or the Ontario Land Tribunal, under Comprehensive Zoning By-law 144-2003, as amended, as it read on the date of passage of By-law NO. 053-2023, so long as the complete application for the building permit has been filed by the date of compliance with the conditions pursuant to the decision of the Town of Milton Committee of Adjustment or the decision of the Ontario Land Tribunal.
- vi) Notwithstanding the provisions of Section 1.11.2 iii), an application for minor variance associated with a complete application for site plan approval and/or building permit that was filed prior to the date of the passage of By-law NO. 053-2023, can still be made under the provisions of Comprehensive Zoning Bylaw 144-2003, as amended, as it read on the date of passage of By-law NO. 053-2023.

9.0 THAT Section 1.11.5 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection iii) as follows:

- iii) Sections 1.11.2 iii) and 1.11.3 v) are repealed two years from the date of enactment of By-law NO. 053-2023.

10.0 THAT Section 13.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.27 as follows:

13.1.1.27	61-85 47-2005	M2	*27
Part Lot 6, Concession II (Nassagaweya) and Part Lot 13, concession VIII (Trafalgar)			
i) Only Uses permitted <ul style="list-style-type: none"> a) <i>Equipment Sales and Rental;</i> b) <i>Industrial Use;</i> c) <i>Outdoor Storage;</i> d) <i>Motor Vehicle and Equipment Storage;</i> e) <i>Seasonal Vehicle Storage;</i> f) <i>Service and Repair Shop;</i> g) <i>Transportation Terminal;</i> h) <i>Veterinary Clinic – Small Animal;</i> i) <i>Veterinary Clinic – Large Animal;</i> j) <i>Veterinary Hospital- Small Animal;</i> k) <i>Warehouse Distribution Centre;</i> l) <i>a dwelling for a watchman or caretaker or other similar person employed on the premises concerned.</i> 			

11.0 THAT Section 13 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by addition Section 13.1.1.28 as follows:

13.1.1.28	61-85	C5	*28
Part Lot 4, Concession III (Trafalgar Truck Stop)			
i) Only Uses Permitted <ul style="list-style-type: none"> a) <i>Convenience Store;</i> b) <i>Drive Through Service Facility;</i> c) <i>Motor Vehicle Gas Bar;</i> d) <i>Motor Vehicle Service Station;</i> e) <i>Propane Facility, Retail;</i> f) <i>Restaurant</i> 			

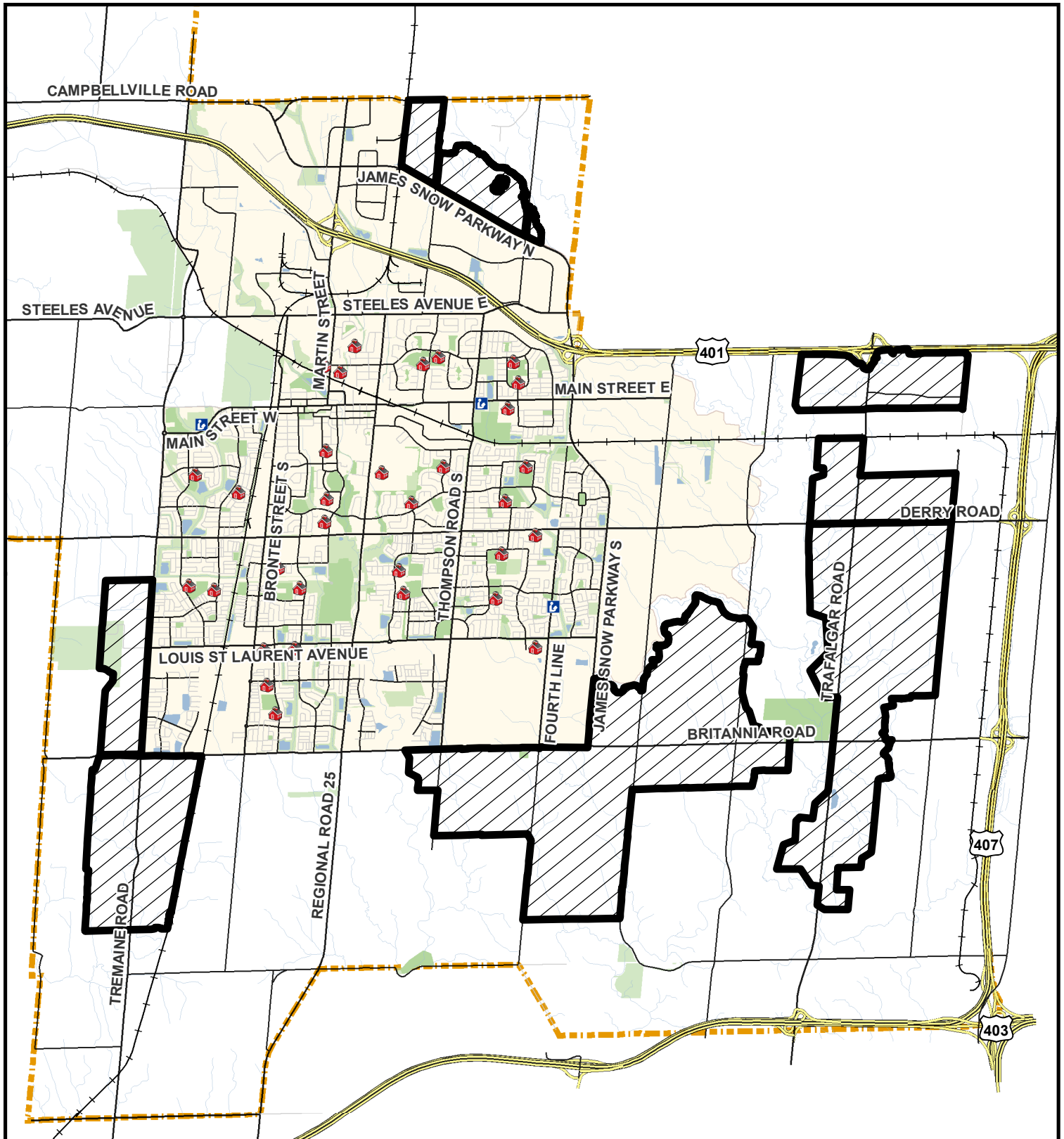
12.0 THAT pursuant to Section 34(21) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this by-law comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsection 34(19) of the Planning Act, as amended. Where one or more appeals have been 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 Ontario Land Tribunal.

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghan Reid Clerk

FIGURE 1 LOCATION MAP



Council Meeting Date:
June 19, 2023

Scale: 1: 75,000

Files: Z-13/21

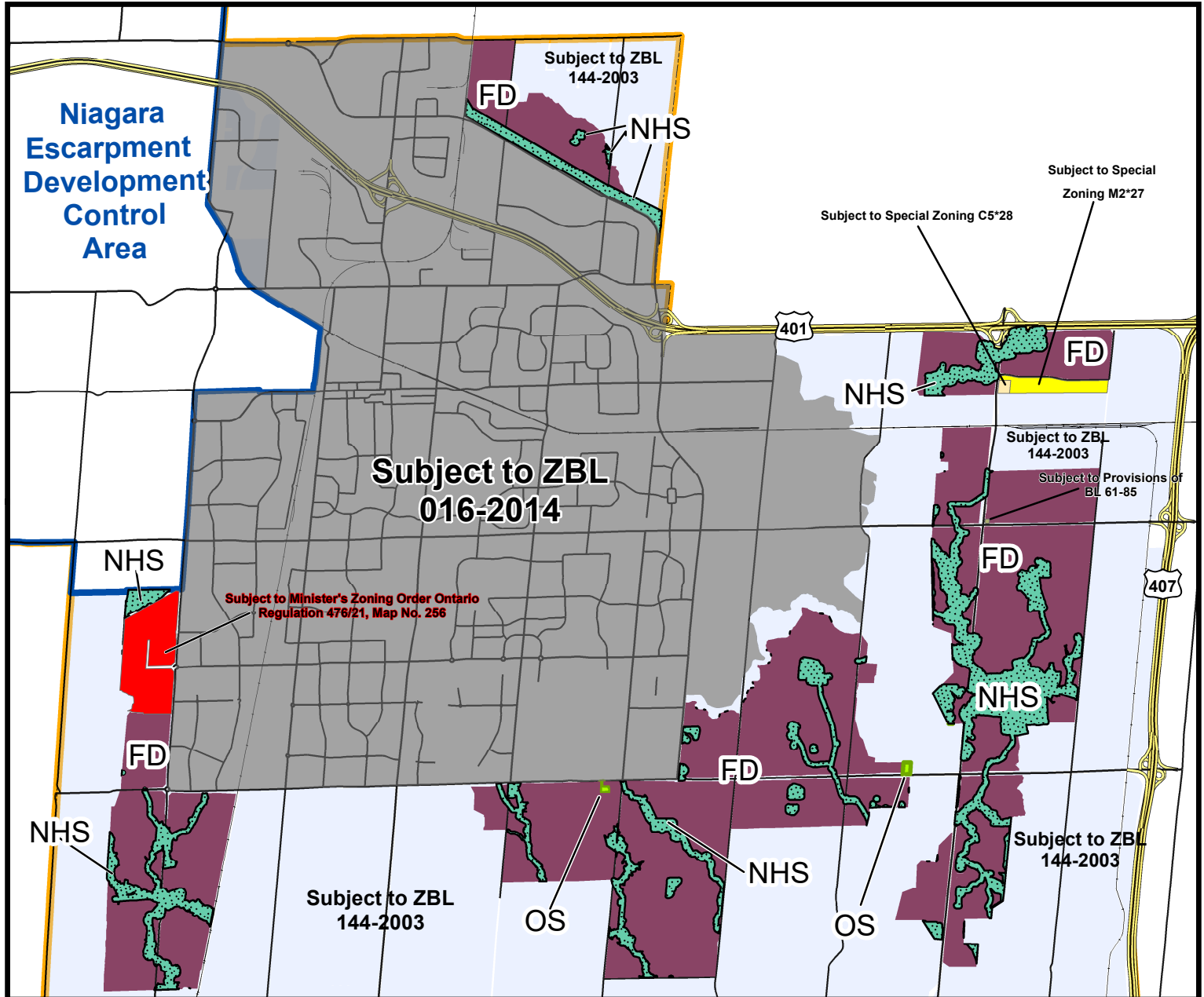
Development Services Department



Subject Area
Page 270 of 274

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Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. 053-2023 PASSED
THIS 19 DAY OF JUNE, 2023.

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid

FD - Future Development

NHS - Natural Heritage System Zone

OS - Open Space Zone

Subject to Minister's Zoning Order

Page 271 of 274 Subject to Minister's Zoning Order
Ontario Regulation 476/21, Map No. 256

Z-13/21

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 054-2023

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 144-2003, AS AMENDED, PURSUANT TO SECTION 34 OF THE *PLANNING ACT*, AS AMENDED, TO REMOVE THE SUSTAINABLE HALTON LANDS FROM THE RURAL ZONING BY-LAW IN RESPECT OF THE LANDS AS DEPICTED ON FIGURE 2: LOCATION MAP, FILE: Z-13/21

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 144-2003, as amended;

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

- 1.0 THAT** Comprehensive Zoning By-law 144-2003, as amended, is hereby repealed as it applies to the lands identified as "Subject Area" as shown on "Figure 2" attached to this by-law; and,
- 2.0 THAT** Schedule A to Comprehensive Zoning By-law 144-2003, as amended, is hereby further amended by removing the lands identified as "Subject Area" as shown on Figure 2 attached hereto.
- 3.0 THAT** Comprehensive Zoning By-law 144-2003, as amended, is hereby further amended by replacing "1003 Derry Road East" with "13003 Derry Road" in Sections 1.1 and 1.9.
- 4.0 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 Ontario Land Tribunal.

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Clerk



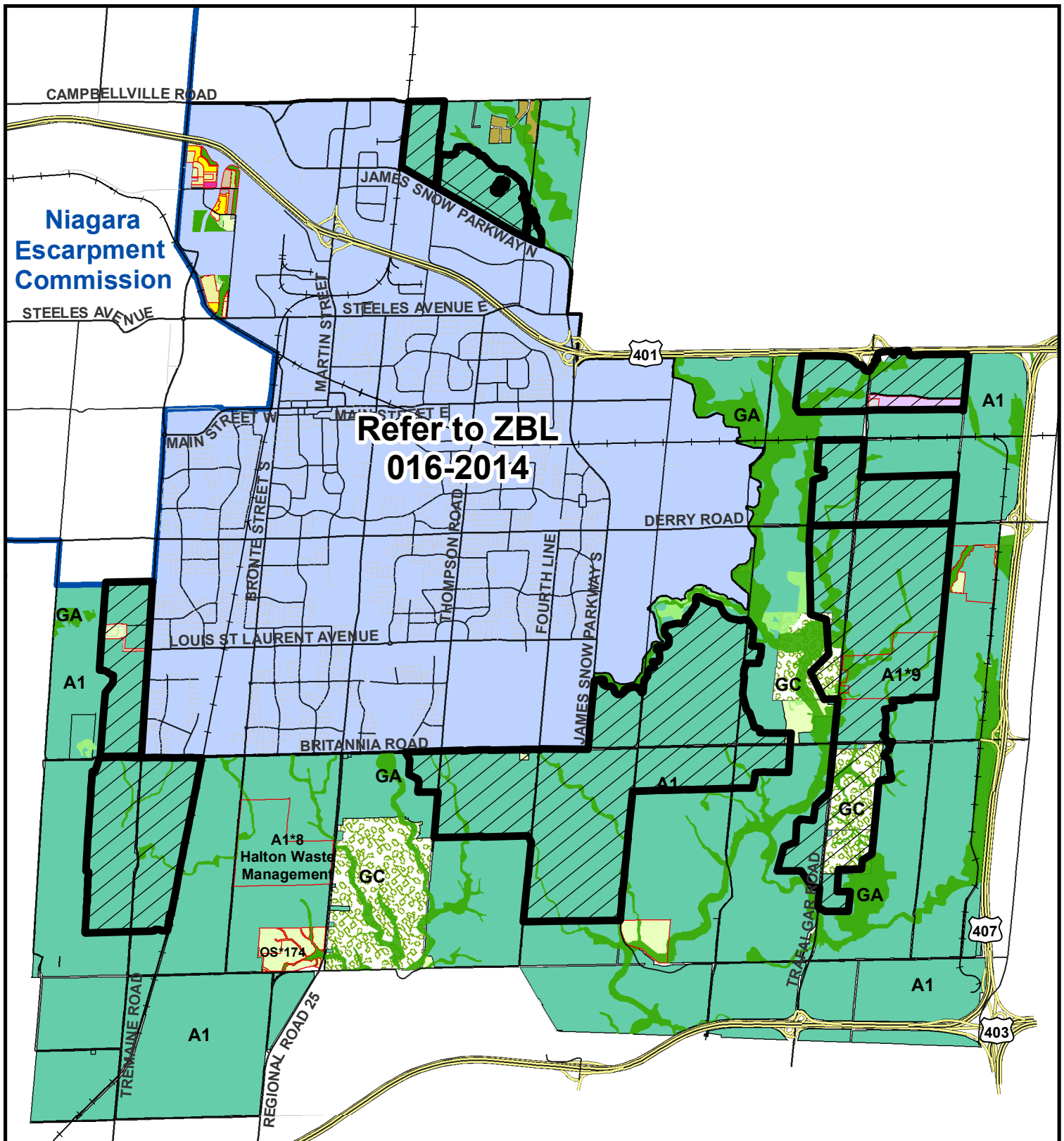
MILTON

FIGURE 2

ZONING CONTEXT MAP



MILTON



Council Meeting Date:
June 19, 2023

Scale: 1: 75,000

Files: Z-13/21

Development Services Department



Subject Area
Page 273 of 274

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THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 055-2023

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD JUNE 19, 2023

WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Town of Milton (hereinafter referred to as “Council”) at its meeting held on June 19, 2023 be confirmed and adopted by by-law;

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

1. The proceedings and actions of Council at its meeting held on June 19, 2023 and considered by Council at the said meeting, and in respect of each Report, Motion, Recommendation and other actions passed and taken by Council at the said meeting are hereby adopted, ratified and confirmed.
2. The Mayor and proper officials of the Corporation of the Town of Milton are hereby authorized and directed to do all things necessary, and to obtain approvals where required, to give effect to the actions passed and taken by Council at the said meeting.

PASSED IN OPEN COUNCIL ON JUNE 19, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk