



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. Members of the public can view the meeting by watching the live stream or attend in-person.

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.

	Pages
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2. <u>AGENDA ANNOUNCEMENTS / AMENDMENTS</u>	
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Report

Name: Kim Bradshaw, Stop Sprawl Halton

***5.3 Items for Consideration # 8.1**

65

Subject: We Make Milton – Growing in Milton Policy Considerations Report

Name: Marina Huissoon, Sustainable Milton

6. PUBLIC MEETING

6.1 Public Meeting and Initial Report: Zoning By-law Amendment Application by 150 Steeles Inc. applicable to lands known municipally as 150 Steeles Ave East (Town File: Z-06/23)

67

THAT Report DS-048-23, be received for information.

7. PRESENTATIONS

7.1 Supporting Safe Roads in Milton – 2023 Update

75

THAT staff implement four (4) 40km/h Neighbourhood Zones in the area bordered by Derry Road, Bronte Street South, Louis St. Laurent Avenue and Regional Road 25 within Ward 4;

THAT staff report back to Council in Q1 2024 with a detailed financial impact estimate and proposed implementation plan for the remaining proposed 40km/h Neighbourhood Zones along local and minor collector roads;

THAT Council approve a budget amendment in the amount of \$96,672 to capital project C40010223 - Traffic Infrastructure, funded from the Project Variance Account, for new School Zone Flashers along frontages of Secondary Schools on Arterial Roads;

AND THAT staff report back to Council in Q1 2024 with a detailed financial impact estimate and proposed implementation plan for the installation of raised crosswalks at school PXOs along Major Collector Roads.

8. ITEMS FOR CONSIDERATION

8.1 We Make Milton – Growing in Milton Policy Considerations Report

98

THAT Council receive Report DS-051-23 for information;

AND THAT the recommended policy considerations for the theme of Growing in Milton be endorsed by Council and that they be used to guide subsequent stages of We Make Milton.

8.2 Operating Budget Review – September 2023

318

THAT the operating report for the nine months ending September 2023

along with a projected year end deficit of \$123,523 be received for information.

***8.3 Housing Accelerator Fund (HAF) - Update**

349

1. **THAT** Council endorse the updated HAF Application, including the following five (5) additional initiatives as requested by the Federal Minister of Housing, Infrastructure and Communities, as outlined further in ES-011-23:
 - a. Permitting four units as-of-right city-wide;
 - b. Permitting four storeys as-of-right within 800 metres walking distance of Milton Transit lines;
 - c. Designate dedicated staff to implement an affordable housing strategy, which should involve liaising with non-market housing providers and other levels of government, guiding projects through the development and permitting process, and identifying lands for affordable nonmarket housing;
 - d. Delegate decision-making power for minor re-zonings, as well as approvals for affordable housing and modular housing, to City staff;
 - e. Create incentives to encourage the development of purpose-build rentals and non-market housing.
2. **THAT** the implementation of any of the five additional initiatives noted above be contingent on further Council approvals as outlined in the Supplemental Information that the Town provided for the HAF program (Attached herein as Appendix C).
3. **THAT** the Commissioner of Development Services be authorized to make any further adjustments required to the Town of Milton's HAF Application.
4. **THAT** the Mayor and Clerk be authorized to execute any agreements that are required in relation to the HAF funding program.

***8.4 2023 Halton Region Allocation Program**

360

THAT this report be received for information.

***8.5 Purchasing Various – November 2023**

366

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

THAT the contract increase for absolute secure access client software to Rogers Communications Canada in the amount of \$88,709 (excl. HST) be approved as outlined on Schedule B.

THAT the contract increase for detailed design for Nipissing Road to WSP Canada Inc. in the amount of \$660,600 (excl. HST) be approved as

outlined on Schedule C.

THAT staff be delegated the authority to approve change orders up to a total of 15% of the awarded value to WSP Canada Inc. in relation to the Nipissing Road reconstruction.

THAT the delegated authority to award the street light and pole condition assessment in the estimated amount of \$387,420 (excl. HST) be approved as outlined on Schedule D.

THAT the contract increase made under delegated authority for additional work required for the Fifth Line Grade Crossing and Widening to Canadian Pacific Railway Company in the amount of \$354,427 (excl. HST) be received for information as outlined in Schedule E.

THAT the contract increase made under delegated authority for Environmental Assessment of the Peru Road Bridge Removal and Cul-de-Sac Implementation to GM BluePlan Engineering Limited in the amount of \$9,080 (excl. HST) be received as outlined in Schedule F.

THAT the contract award made under delegated authority for Campbellville Road Guide Rail Upgrades to Powell Contracting Limited in the amount of \$1,266,870 (excl. HST) be received as outlined in Schedule G.

THAT the single source award made under delegated authority to conduct a Feasibility Study for the Milton Transit Garage to WSP Canada Limited in the amount of \$66,710 (excl. HST) be received as outlined in Schedule H.

THAT staff be delegated the authority to make a single source award to Pinchin Ltd. to undertake Asbestos Assessments for select Town facilities, and that details of the award be reported back to Council for information.

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.

8.6 Notice of Motion - Tesser Derksen
Review of Warrants for Crossing Guards

386

9. INTRODUCTION OF NOTICE OF MOTION

10. REGIONAL COUNCIL UPDATE

11. STATEMENT BY MEMBERS

***12. CONFIDENTIAL SESSION**

Milton Council will convene into confidential session to discuss litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board in respect to a Quarterly Legal Update and an update on the Trafalgar Secondary Plan Appeal.

13. OPEN SESSION

14. BY-LAWS

14.1 088- 2023 Regulate and Prohibit the Sale and Discharge of Fireworks and Repeal By-law 037-2009 388

A BY-LAW TO REGULATE AND PROHIBIT THE SALE AND DISCHARGE OF FIREWORKS, TO PROVIDE FOR THE ISSUANCE OF PERMITS FOR THE SALE AND DISCHARGE OF FIREWORKS AND TO REPEAL BY- LAW 037-2009

***14.2 089-2023 General Signing By-law - November 13, 2023 400**

BEING A BY-LAW TO AUTHORIZE THE EXECUTION OF DOCUMENTS

14.3 090-2023 Confirm Proceedings By-law - November 13, 2023 402

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD NOVEMBER 13, 2023

15. ADJOURNMENT



The Corporation of the
Town of Milton
COUNCIL MINUTES

October 23, 2023, 7:00 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. **MOMENT OF SILENT REFLECTION / O' CANADA / TRADITIONAL LAND ACKNOWLEDGEMENT**
2. **AGENDA ANNOUNCEMENTS / AMENDMENTS**

The Town Clerk noted that on Friday, October 20, 2023, a revised agenda was posted to the Town website with the addition of multiple delegates regarding Item for Consideration #8.4 Fireworks Sales, Distribution and Discharge Review report.

Furthermore, the Town Clerk noted that later on the agenda, there are two statutory public meetings scheduled with regard to a Zoning By-law Amendment application by Mattamy (Milton West) Limited, applicable to lands located at northwest corner of Britannia Road and Regional Road 25 and an Official Plan Amendment and Zoning By-law Amendment Applications by Milteron Developments Ltd., applicable to lands known municipally as 8010-8015 Derry Road West.

The Town Clerk reviewed the process for connecting to the meeting remotely and noted that in-person and remote speakers would be heard. She noted that the instructions will be provided again at the public meeting portion of the Council meeting agenda.

In addition, the Town Clerk noted that a motion to wave the rules will be required to allow two additional delegates, Bill Raynault and Kranthi Gangavarapu to speak with respect to Staff Report COMS-010-23 Fireworks Sales, Distribution and Discharge Review.

3. DISCLOSURE OF PECUNIARY INTEREST & GENERAL NATURE THEREOF

None

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

4. CONSENT ITEMS

Res. 134-23

THAT Consent Item 4.1 to 4.5 be approved.

Carried

4.1 Minutes of the Council meeting held on September 11, 2023

4.2 Delegated Authorities Updates

THAT Council approves the recommended amendments to the Delegation of Authority By-law 071-2016 and Bank Signing Authority By-law 052-2021 as set out in this report;

AND THAT the necessary by-laws, included on the October 23, 2023 Council meeting agenda, be considered for adoption.

4.3 Britannia Secondary Plan – Scope Change and Budget Increase

THAT Council authorize a contract increase of \$384,909 (exclusive of HST) to Malone Given Parsons Ltd. to complete the updates required to the Britannia Secondary Plan for a change in scope to accommodate population growth beyond the 2031 planning horizon.

AND THAT Council authorize a budget increase of \$391,684 for other professional fees for the Britannia Secondary Plan funded from long-term developer debt under the terms of the existing Milton Phase 4 (West) Secondary Plan Studies Funding and Reimbursement Agreement, as summarized in the financial impact section.

AND FURTHER THAT the Manager, Purchasing and Supply Chain Management be authorized to execute the contract changes, as outlined by the purchasing by-law.

4.4 2022 Annual Performance Report

THAT Council receive this report for information.

4.5 Capital and Operating Financial Statements – August 2023

THAT report CORS-048-23 covering the capital and operating financial statements as at August 31, 2023, be received for information.

5. DELEGATIONS

Res. 135-23

THAT the pertinent rules contained in Section 7.9 of Procedure By-law 007-2019 be waived to permit the delegation of Bill Raynault with respect to Staff Report COMS-010-23 re: Fireworks Sales, Distribution and Discharge Review.

Carried

Res. 136-23

THAT the pertinent rules contained in Section 7.9 of Procedure By-law 007-2019 be waived to permit the delegation of Kranthi Gangavarapu with respect to Staff Report COMS-010-23 re: Fireworks Sales, Distribution and Discharge Review.

Carried

5.1 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Aleem Kanji, Canadian National Fireworks Association

5.2 Item for Consideration #8.2

Subject: Declaration of Intimate Partner Violence an Epidemic - Councillor Ali

Name : Zahraa Syeda, Sakeenah Canada

5.3 Item for Consideration #8.2

Subject: Declaration of Intimate Partner Violence an Epidemic - Councillor Ali

Name : Mahnoor Bano, Hum-We

5.4 Item for Consideration #8.2

Subject: Declaration of Intimate Partner Violence an Epidemic - Councillor Ali

Name : Abarna Nathan, SAFE (Survivor Advocates for Empowerment)

5.5 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Tom Jacobs

5.6 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Victor Chapnik, Kaboom Fireworks Inc

5.7 Item for consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Paresh Soni, Hindu Legacy

5.8 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Harman Heer

5.9 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Michael Costa

5.10 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Sebastian Therrien

5.11 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Priyam Vyas

5.12 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Sarah Duhamel-Rosenberg

5.13 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Sherman Singh

5.14 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Shawn Orrett

Shawn Orrett did not delegate at the meeting.

5.15 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: James Fawcett

5.16 Items for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Bill Raynault

5.17 Item for Consideration #8.4

Subject: Fireworks Sales, Distribution and Discharge Review

Name: Kranthi Gangavarapu

6. PUBLIC MEETING

6.1 Public Meeting and Initial Report: Official Plan Amendment and Zoning By-law Amendment Applications by Milteron Developments Ltd., applicable to lands known municipally as 8010-8015 Derry Road West, Milton. (Town Files: LOPA 02/23 & Z-07/23)

Wayne Coutinho, Korsiak Urban Planning, representative for the applicant, and residents Emran Aziz and Shawn Linton addressed Council with respect to Staff Report DS-049-23.

As no further members of the public came forward at this time, the Acting Chair closed the public meeting.

Res. 137-23

THAT Development Services Report DS-049-23 be received for information.

Carried

6.2 Public Meeting: Zoning By-law Amendment Application by Mattamy (Milton West) Limited, applicable to lands located at northwest corner of Britannia Road and Regional Road 25 (Town File: Z-02/18)

Catherine McEwan, Korsiak Urban Planning, Shane Cooney, Mattamy Homes, and Brian Lay, Core Architect, representatives for the applicant, and residents Gokhan Haskan, Faiz Ausari, Oliver Clarke, Hussain Bakes, Lilianna Susa-Barndo, Murtaza Bukhari, Mario Fajardo, Angela Guzzo and Stacy Lynn Mortey addressed Council with respect to Staff Report DS-045-23.

As no further members of the public came forward at this time, the Acting Chair closed the public meeting.

Res. 138-23

THAT Report DS-045-23 be received for information.

Carried

7. PRESENTATIONS

8. ITEMS FOR CONSIDERATION

8.1 Purchasing Various – October 2023

Res. 139-23

THAT the contract increase for consulting services for the Milton Sports Centre parking lot improvements to WSP E&I Canada Limited in the amount of \$26,932 (excl. HST) be approved as outlined on Schedule A.

THAT the contract increase for contract administration for the 2018 Expanded Asphalt program to Hatch in the amount of \$10,932.10 (excl. HST) be approved as outlined on Schedule B.

THAT the contract increase for contract administration for Appleby Line to WSP E&I Canada Limited in the amount of \$22,160 (excl. HST) be approved as outlined on Schedule C.

THAT the single source award to S. Spera & Associates Ltd. for property negotiation services in the amount of \$28,000 (excl. HST) be approved as outlined in Schedule D.

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

**8.2 Declaration of Intimate Partner Violence an Epidemic - Councillor Ali
Res. 140-23**

WHEREAS the jury that adjudicated the Carol Culleton, Anastasia Kuzyk and Nathalie Warmerdam Inquest (The Renfrew Inquest) issued 86 recommendations to the Province of Ontario on Intimate Partner Violence; **AND WHEREAS** recommendation #1 of the Inquest is for the Province of Ontario to declare Intimate Partner Violence an epidemic; **AND WHEREAS**, every six days in Canada a woman is killed by her intimate partner; **AND WHEREAS**, on any given night in Canada, over 6,000 women and children sleep in shelters because it is not safe for them at home; **AND WHEREAS** this past year in Ontario, 52 women or one every week, were victims of femicide; **AND WHEREAS** in Halton in 2022 there were 3,503 Intimate Partner Violence calls made to Halton Regional Police and there were 2,342 calls to the Women's Shelter Crisis/Hotline calls; **AND WHEREAS** in Milton over 20 local women were supported by shelters and the Halton Regional Police received 188 crisis calls from Milton residents; **AND WHEREAS** Halton Women's Place receives 2,500 calls annually to its crisis information and support line, supports 400-600 women through their various outreach services and sees 140 women and children through their safe shelter every year; **AND WHEREAS** 93% of the CAS domestic violence-related intake cases involve a girl/woman as the primary participant; **AND WHEREAS** the waitlist for counselling can be difficult to access; **AND WHEREAS** violence against women costs the national justice system, health care systems, social service agencies, and municipalities billions of dollars per year; and municipalities are on the front lines in addressing gender-based violence; **AND WHEREAS** Town of Milton Council recognizes that issues of violence against women in all communities are of local importance to the

health and wellness of our residents.
THEREFORE BE IT RESOLVED:
THAT the Town of Milton Council:
• recognizes the issues of violence against women and girls in Milton as serious to the health and wellness of local families; and
• is committed to engaging with community partners to educate and support our residents about the seriousness and long-term danger of violence in our community;
AND THAT the Town of Milton Council declares, in accordance with Recommendation #1 of the Renfrew Inquest, that Intimate Partner Violence and Violence Against Women are epidemic;
AND THAT the Province of Ontario be requested to declare, in accordance with Recommendation #1 of the Renfrew Inquest, that Intimate Partner Violence and Violence Against Women are epidemic;
BE IT FURTHER RESOLVED THAT this resolution be circulated to The Honourable Doug Ford, Premier of Ontario, The Honourable Charmaine A. Williams, Associate Minister of Women's Social and Economic Opportunity, The Honourable Parm Gill, Minister of Red Tape Reduction and Milton MPP, Region of Halton, the Halton Police Board, Association of Municipalities of Ontario, the Federation of Canadian Municipalities, and the Ontario's Big City Mayors.

Carried Unanimously

8.3 Adopt a Road – Park Program

Res. 141-23

THAT the Adopt a Road / Park Program report be received for information.

Carried

8.4 Fireworks Sales, Distribution and Discharge Review

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

Res. 142-23

THAT the fine for violating the fire works by-law be increase to the amount of \$800 from the current \$265.

Carried

Res. 143-23-23

THAT staff be directed to bring forward the necessary by-law to ban the sale, distribution and setting off of consumer fireworks in Milton at the next regular meeting of Council.

AND THAT the fine for violating the fire works by-law be increase to the amount of \$800 from the current \$265.

Carried Unanimously

*This recommendation varies from the recommendation contained in Staff Report COMS-010-23.

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

Res. 144-23

THAT Council proceed beyond the hour of 11:00 p.m. to continue any unfinished business.

Carried

9. INTRODUCTION OF NOTICE OF MOTION

10. REGIONAL COUNCIL UPDATE

11. STATEMENT BY MEMBERS

12. CONFIDENTIAL SESSION

Res. 145-23

THAT the recommendations contained in Staff Report CORS-053-23 be approved.

Carried

Res. 146-23

THAT Milton Council convene into confidential session to discuss a 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 regarding a verbal update on NG911.

Carried

Council convened into confidential session at 11:05 p.m.

Res. 147-23

THAT Council resume in open session.

Carried

13. OPEN SESSION

Council resumed in open session at 11:35 p.m. and passed the following resolution:

Res. 148-23

THAT the verbal update regarding NG911 be received.

Carried

14. BY-LAWS

Res. 149-23

THAT By-law Numbers 073-2023 through to and including Bylaw 085-2023, 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

14.1 073-2023 PTP Interim 2024

14.2 074-2023 Tax Levy Interim 2024

14.3 075-2023 Pt Lot Control, Pony Pines PLC 03-23 20M-1242

14.4 076-2023 Uniform Traffic By-law 1984-1, Schedules 1, 7 and 23

- 14.5 077-2023 Full Assumption of Subdivision 20M1215 Gulfbeck Developments Inc PH3
- 14.6 078-2023 Partial Assumption of Subdivision 20M-1201 Menkes Milton Industrial Inc. PH 1
- 14.7 079-2023 Partial and Final Assumption of Subdivision 20M-1104 1832603 Ontario Ltd
- 14.8 080-2023 Amend Delegation of Authority By-law 071-2016
- 14.9 081-2023 Amend Bank Signing Authority Bylaw 052-2021
- 14.10 082-2023 Pt Lot Control 20M-1234 Primont Homes PLC-04-23
- 14.11 083-2023 Pt Lot Control 20M-1234 Primont Homes PLC-05-23
- 14.12 084-2023 General Signing By-law - October 23, 2023
- 14.13 085-2023 Confirm Proceedings - October 23, 2023

15. **ADJOURNMENT**

There being no further business to discuss the Acting Chair adjourned the meeting at 11:37 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: November 13, 2023

Report No: DS-052-23

Subject: Streamlining Development Services Process Update

Recommendation: **THAT Report DS-052-23 be received for information.**

EXECUTIVE SUMMARY

This Report provides an update of the Phase One implementation and anticipated impact of the Town of Milton's Public Online Services Portal. The portal was developed and launched as part of the Province's Streamline Development Approval Fund (SDAF), as well as the Town's ongoing efforts to modernize and streamline the development process, building permit application process, improve accessibility and transparency, and enhance customer service for residents, businesses, and stakeholders.

Following the announcement at the Province's Housing Summit and being identified as one of the 39 large municipalities which would qualify for the Streamlining Development Process Funding (SDAF) the Town of Milton applied for and received confirmation that funding is approved to a maximum of \$1,000,000.

- The Town signed an agreement shortly thereafter
- A project team was established and developed an outline for the necessary steps to enhance our current online service program
- Phase one of the project will include residential building permit application submissions through a new online service portal
- The project team extensively documented existing permit application processes and mapped to the desired future online portal procedures, streamlining processes where possible
- The vendor and Information Technology Division worked together to ensure the back end architecture and application was up-to-date and current processes optimized in order to support the addition of a new online portal. The Development Services project

EXECUTIVE SUMMARY

team members took part in and provided input to the design and development (look and feel) of the online portal

- Testing of the new online portal took place in August 2023
- The Town of Milton's Public Online Services Portal was launched live to residents on October 10, 2023.

Subsequent phases of this project will be developed for additional building permit types, as well as the Town's Engineering and Planning Divisions, following a stabilization and optimization period that will take place immediately after the Phase 1 go live.

REPORT

Background

Phase 1 implementation of Milton's Public Online Services Portal commenced shortly after January 19, 2022, following an announcement from the Province at the Ontario Housing Affordability Summit. Subsequently, the Province announced the implemented Streamline Development Approval Fund (SDAF) and the Town of Milton received funds from the Province of Ontario to implement a series of initiatives aimed at streamlining the development approval process to assist with coordination efforts to increase the supply of housing across the province.

Discussion

Phase 1 of the Portal was designed to serve as a baseline starting point for a comprehensive online platform for the submission, tracking, and processing of building permit applications. Key features and functionalities of the portal include:

1. **Online Application Submission:** The portal enables applicants to submit residential building permit applications electronically, eliminating the need for in-person visits to Development Services counter.
2. **Document Upload and Review:** Applicants can securely upload required documents, such as plans, drawings, and supporting materials, through the portal. Building Services staff can then review and provide feedback on these documents within the portal, facilitating a more efficient review process.
3. **Payment Processing:** The portal offers online payment options, allowing applicants to pay fees associated with building permits electronically. This will reduce the reliance

Discussion

on traditional payment methods, such as cheques or cash, and will expedite financial transaction processing for both the Town and applicants.

4. **Application Status Tracking:** Applicants can track the progress of their permit applications in real-time through the portal. This feature provides transparency and allows for better communication between applicants and the Building Service team.
5. **Communication and Notifications:** The portal incorporates a messaging system that enables notification between applicants and Building Services team. Automated notifications are also sent to applicants at key stages of the permit application process, keeping them informed of updates and requirements.
6. **Inspection Booking and Status Tracking:** Applicants can book required inspections, track the status and access completed inspection reports through the portal. This feature provides the applicant enhanced access to inspection results and the overall status of the building permit construction stages.

Impact and Benefits:

The implementation of phase one of the Town of Milton Public Online Services Portal will have several significant impacts and benefits for the Town of Milton:

1. **Efficiency:** The portal will streamline the overall permit application process. Electronic submission and review of applications, along with online payments, is intended to reduce administrative burdens and improve overall efficiency in the Building Department.
2. **Accessibility:** The portal's 24/7 availability and online accessibility will make it easier for applicants to apply for building permits, irrespective of their location or time constraints. This is intended to provide an increased convenience and improved accessibility for residents, businesses, and stakeholders.
3. **Savings:** The elimination of manual paperwork, travel, and in-person visits will result in considerable time and cost savings for applicants. The online payment system will also expedite fee processing, further contributing to overall time savings.
4. **Communication:** The portal's tracking and messaging features will improve communication between applicants and the Building Services team. Updates and notifications provide enhanced transparency and reduce the need for multiple inquiries, leading to improved customer satisfaction.
5. **Environmental:** The transition to electronic applications and document submission will significantly reduce the consumption of paper and other resources, positively

Discussion

impacting the environment and aligning with the Town's sustainability goals.

Alignment to Strategic Priorities

In the Town's updated 2023 – 2027 Strategic Plan, one of the strategic themes identified for the Town is to Innovate in Technology and Process. This means that the Town will focus on substantial investments in technology, process improvements and meaningful partnerships to improve customer service, embed sustainable practices and create a foundation for flattening long-term costs.

Conclusion:

The Phase 1 implementation of the Town of Milton's Public Online Services Portal has been successful in streamlining the residential permit application process (internally for staff, as well as externally), improving accessibility, and enhancing customer service. It aligns to the Town's desire to Innovate in Technology and Process as identified in the Town's recent Strategic Planning activities. The portal will have a positive impact on efficiency, transparency, and communication. It will also contribute to environmental sustainability by reducing paper consumption. Going forward, it is recommended that the Town continues to monitor user feedback and make necessary updates to ensure the portal remains a valuable resource for all stakeholders and continue with implementation of additional permit types throughout the business service areas.

Financial Impact

Funding of Phase 1 of the Town's Public Online Services Portal was through the Province's Streamline Development Approval Fund (SDAF).

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Colin Brook, Director, Building Services and Chief Building Official Phone: Ext. 2353



Attachments

<https://www.milton.ca/en/living-in-milton/building-permits-application.aspx>

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

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: November 13, 2023

Report No: DS-054-23

Subject: Notice of Intention to Designate 133, Mill Street - Eli Van Allen House

Recommendation: **THAT Staff Report DS-054-23 entitled: “Notice of Intention to Designate 133, Mill Street - Eli Van Allen House” be received;**

THAT Council recognizes the historic house at 133 Mill Street in the Town of Milton as being of heritage significance;

THAT Council designate the property under Part IV of the Ontario Heritage Act, R.S.O. 1990, c. O.18 for the reasons outlined in the Reasons for Designation attached as Appendix 1 to this Report;

AND THAT the Town Clerk provides the Notice of Intention to Designate as outlined in Section 29 (4) of the Ontario Heritage Act;

AND FURTHER THAT once the thirty-day objection period has expired and if there are no objections, a designation by-law is brought forward for Council adoption.

EXECUTIVE SUMMARY

- The current owner of the property municipally known as 133 Mill Street, Milton has voluntarily responded to the heritage designation program and desire that their property be designated.
- Staff has evaluated that this historic home is a significant built heritage resource for the Town of Milton and should be designated under Part IV of the Ontario Heritage Act to protect this built heritage resource. (See Appendix 1).
- This significant heritage resource fulfils more than two of the evaluation and criteria set out in Part IV of the Ontario Heritage Act (R.S.O. 1990), Ontario Regulation 9/06 (See

EXECUTIVE SUMMARY

Appendix 2). As such, it is worthy of designation under the provisions of the Ontario Heritage Act.

REPORT

Background

The Eli Van Allen historic house at 133 Mill Street was built circa 1857. Its cultural heritage value lies in its physical, historical and contextual value. It is a surviving example of the Ontario Regency Style Cottage. It has historical significance as it is the house of former Town Councillor Eli Van Allen, who built this house. It has contextual significance as this property is one of the original houses in the John Martin Survey Plan 6 for this significant part of historic Milton.

Discussion

133 Mill Street is an altered example of a Regency cottage. The brick cottage, now covered in stucco, retains its original form and location. Extensive renovations in the 1990s altered the character and appearance of this house, hiding its Regency origins. A two-storey addition was added to the east of the historic house. The original structure of the home featured a simple centre-gable porch entrance. Renovations of the cottage added transoms to the windows. They are not original to the house.

Physically, the current structure retains its original low hip roof with a centre gable, decorative frieze, plain soffit and open veranda, which is common among the Regency Cottage style. The veranda features plain rectangular posts. The new veranda occupies both the original structure and the addition.

Historically, Eli Van Allen purchased the land from Edward Martin in 1856 and built this house in 1857. Eli Van Allen was a Town Councillor from 1868 to 1870. Eli sold this house to his son Joshua Van Allen, who was appointed the Town jailer in 1857. Eli was also a carpenter by trade and worked in constructing the Wallace Hotel that previously existed at the intersection of Main and Brown Streets. The Van Allen's raised their two sons, George and Frank in this house. Richard White, the founder of the Milton Reformer, was a tenant in this house.

Contextually, it is one of the earliest houses in the John Martin Survey (Plan No. 6) established in 1853. This neighbourhood was one of the very early subdivisions in Milton that were created even before Milton was incorporated as a Town in 1857. The Martin Survey

Discussion

included houses North of Main Street East, East of Bronte Street North, Mill Street, Victoria Street and James Street. This house helps to define, maintain and support the heritage character of this neighbourhood. It is described as a 'gatepost' to the neighbourhood.

This significant heritage resource fulfils more than two of the evaluation criteria in Part IV of the Ontario Heritage Act (R.S.O. 1990), Ontario Regulation 9/06 (See Appendix 2). As such, it is worthy of designation under the provisions of the Ontario Heritage Act.

Staff concludes that the Eli Van Allen House is a significant heritage resource that conforms to the criteria for designation and is further described in Appendix 1: Reasons for Designation

Key character-defining elements/heritage attributes vital to the preservation of this house at 133, Mill Street are the following (see also Appendix 3: Photos of Heritage Attributes):

- The original location, form and massing of the one-storey house (except for the two-storey addition) with a stone foundation and basement.
- Original low-hip roof with centre gable, decorative frieze and plain soffit.
- Open veranda with plain wood posts.
- Home of Eli Van Allen, Town Councillor 1868 -1870.
- Context of the location of the original house as the 'gatepost' and contributing to the heritage character of the John Martin survey neighbourhood of 1853.

Staff Recommendation

Staff recommends that the optimal conservation and protection measures for this heritage property is the designation of the property.

Financial Impact

There is no financial impact associated with this report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services



For questions, please contact: Anthony Wong, Senior Policy Planner Phone: Ext.2565

Attachments

- Appendix '1'_Reasons for Designation for 133, Mill Street_ Eli Van Allen House
- Appendix '2'_CHVI Evaluation
- Appendix '3'_Photographic Record Heritage Attributes_ 133, Mill Street

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.



Figure 1 View of 133 Mill at the corner of Mill and James Street

Legal Description

Lots 39 & Part Lots 41, John Martin Survey, Plan 6, Block 6, Town of Milton, Regional Municipality of Halton.

Description of Property

The original one-story brick Regency-style cottage (popular between 1820 and 1860) with an open veranda was built by Eli Van Allen in 1857. The cottage underwent various renovations over the 20th century, with a two-storey addition to the east of the original structure with new stucco to the bricks and was completed in 1991. The original form and the house's location are retained, but the original style of the windows and doors have been altered. This property forms a 'gatepost' to this significant part of this old Milton neighbourhood established through John Martin Survey Plan 6. This neighbourhood is seeing an increasing number of designated historic homes.

Statement of Cultural Heritage Value and Interest

The historic house at 133 Mill Street was built circa 1857. Its cultural heritage value lies in its physical, historical and contextual value. It is a surviving example of the Ontario Regency Style Cottage. It has historical significance as it is the house of former Town Councillor Eli Van Allen, who built this house. It has contextual

significance as this property is one of the original houses in the John Martin Survey Plan 6 for this significant part of Old Milton.

Design Value or Physical Value

133 Mill is an altered example of a Regency cottage. Built in 1856, the brick cottage, now covered in stucco, retains its original form and location. Extensive renovations in the 1990s altered the character and appearance of this house, hiding its Regency origins. A two-storey addition was added to the east of the historic house. The original structure of the home featured a simple centre-gable porch entrance. Renovations of the cottage added transoms to the windows. They are not original to the house.

The current structure retains its original low hip roof with a centre gable, decorative frieze, plain soffit and open veranda, which is common in Regency Cottage style. The veranda features plain rectangular posts. The new veranda occupies both the original structure and the addition.

Historical Value

Eli Van Allen purchased the land from Edward Martin in 1856 and built this house in 1857. Eli Van Allen was a Town Councillor from 1868 to 1870. Eli sold this house to his son Joshua Van Allen, who was appointed the Town jailer in 1857. Eli was also a carpenter by trade and worked in constructing the Wallace Hotel that previously existed at the intersection of Main and Brown Streets. The Van Allen's raised their two sons, George and Frank. Richard White, the founder of the Milton Reformer, was a tenant in this house.

Contextual Value

This property has contextual value as one of the earliest houses built in the John Martin Survey (Plan No. 6) in 1853. This neighbourhood was one of the very early subdivisions in Milton that were created even before Milton was incorporated as a Town in 1857. The Martin Survey included houses North of Main Street East, East of Bronte Street North, Mill Street, Victoria Street and James Street. This house helps to define, maintain and support the heritage character of this neighbourhood, which is seeing an increase in the number of designated heritage properties, which could turn the neighbour into a future heritage conservation district. It is described as a 'gatepost' to the neighbourhood.

Character Defining Elements/Heritage Attributes

Key heritage attributes vital to the preservation of 133 Mill Street are the following character-defining elements/heritage attributes:

- The original location, form and massing of the one-storey house (except for the two-storey addition) with a stone foundation and basement.
- Original low-hip roof with centre gable, decorative frieze and plain soffit.
- Open veranda with plain wood posts
- Home of Town Councillor Eli Van Allen 1868-1870
- Context of the location of the original house as the 'gatepost' and contributing to the heritage character of the John Martin survey neighbourhood of 1853.

Voluntary Heritage Designation _133 Mill Street

Cultural Heritage Value or Interest Evaluation

Ontario Regulation 9/06 of the *Ontario Heritage Act* establishes the criteria for determining Cultural Heritage Value of Heritage Resources. A property must have the potential to meet at least two of the criteria to be considered to have heritage significance. These criteria fall into three categories: design or physical value, historical or associative value and contextual value. The following table considers and evaluates the subject property against these criteria.

Table 6: Evaluation of the Cultural Heritage Value of 133 Mill Street

The property has design value or physical value because it,		
	Criteria	Evaluation
i	is a rare, unique, representative or early example of a style, type, expression, material or construction method	Yes, the property is an early example of a Regency-style cottage.
ii	displays a high degree of craftsmanship or artistic merit	No, the property does not display a high degree of craftsmanship in both design and materials as most of the original brickwork has been stuccoed, and windows and doors have been altered.
iii	demonstrates a high degree of technical or scientific achievement	No, the property does not demonstrate a high degree of technical or scientific achievement
The property has historical value or associative value because it,		
i	has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	Yes, the subject property has direct associations with the Town of Milton as Eli Van Allen, the builder, was a Town Councillor from 1868 to 1870. Richard White, the founder of the Milton Reformer, was a tenant in this house.
ii	Yields or has the potential to yield, information that contributes to an understanding of a community or culture	Yes, the subject property was among the first properties built in the John Martin Survey Plan 6 neighbourhood of 1853
iii	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No, the subject property does not demonstrate or reflect that the subject property are associated with any known architect, builder or designer.
The property has contextual value because it,		

Voluntary Heritage Designation _133 Mill Street

i	is important in defining, maintaining or supporting the character of an area	Yes, the property has contextual value because it is a tangible link to the character of the first subdivision of Downtown Milton, known as the James Martin Survey neighbourhood.
ii	is physically, functionally, visually or historically linked to its surroundings	Yes, the property is linked to its surroundings as a 'gateway' to the neighbourhood, which is seeing an increase in the number of designated heritage properties and could potentially contribute to a future historical conservation district
iii	is a landmark	No, the property is not a landmark.

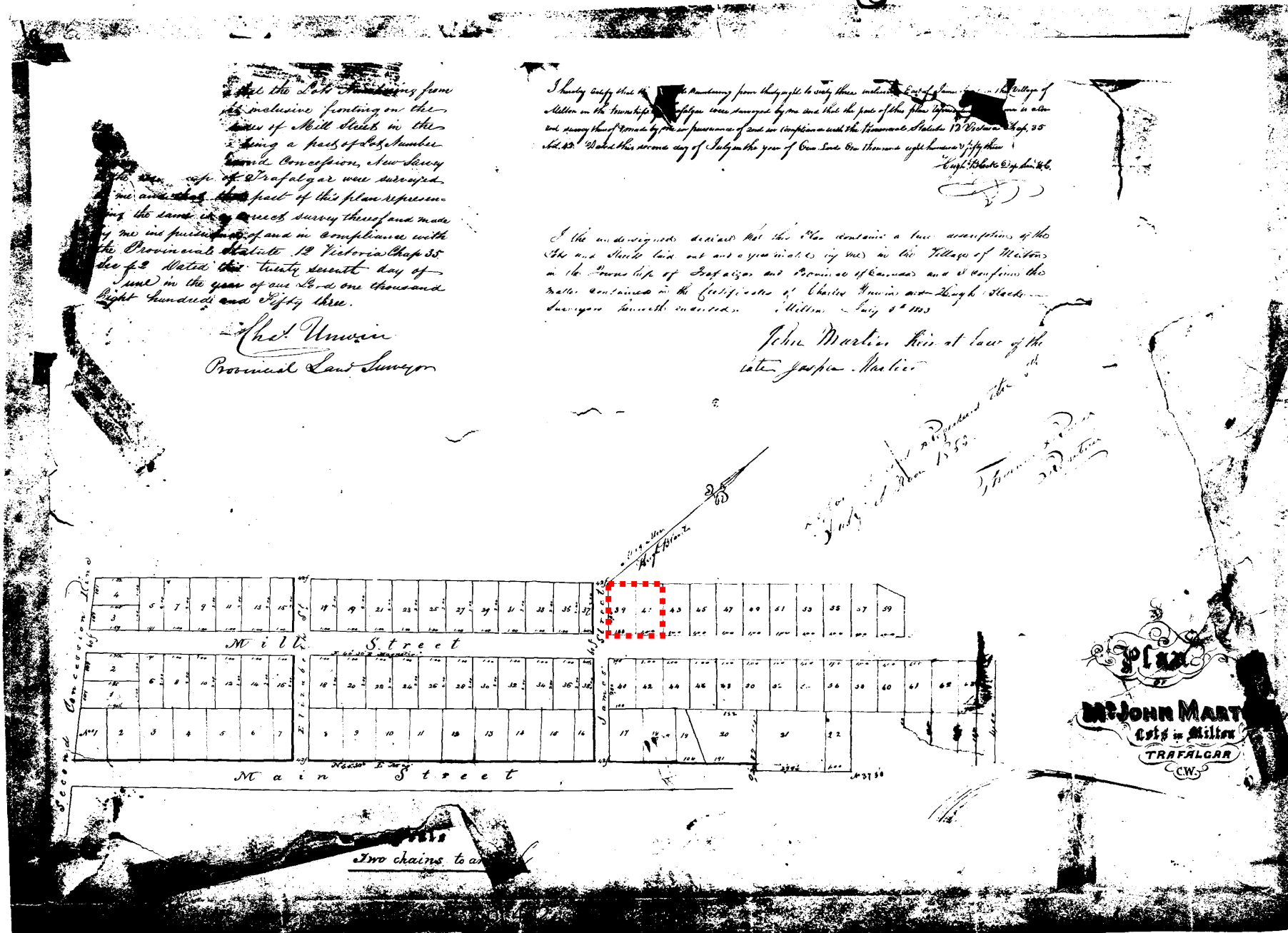
Based on the above evaluation, the subject property has significant cultural heritage value based on design, historical and contextual criteria. These attributes are sufficient to warrant Heritage Designation under the *Ontario Heritage Act*.



Appendix 3
Photographic Record _ Heritage Attributes _ 133 Mill Street

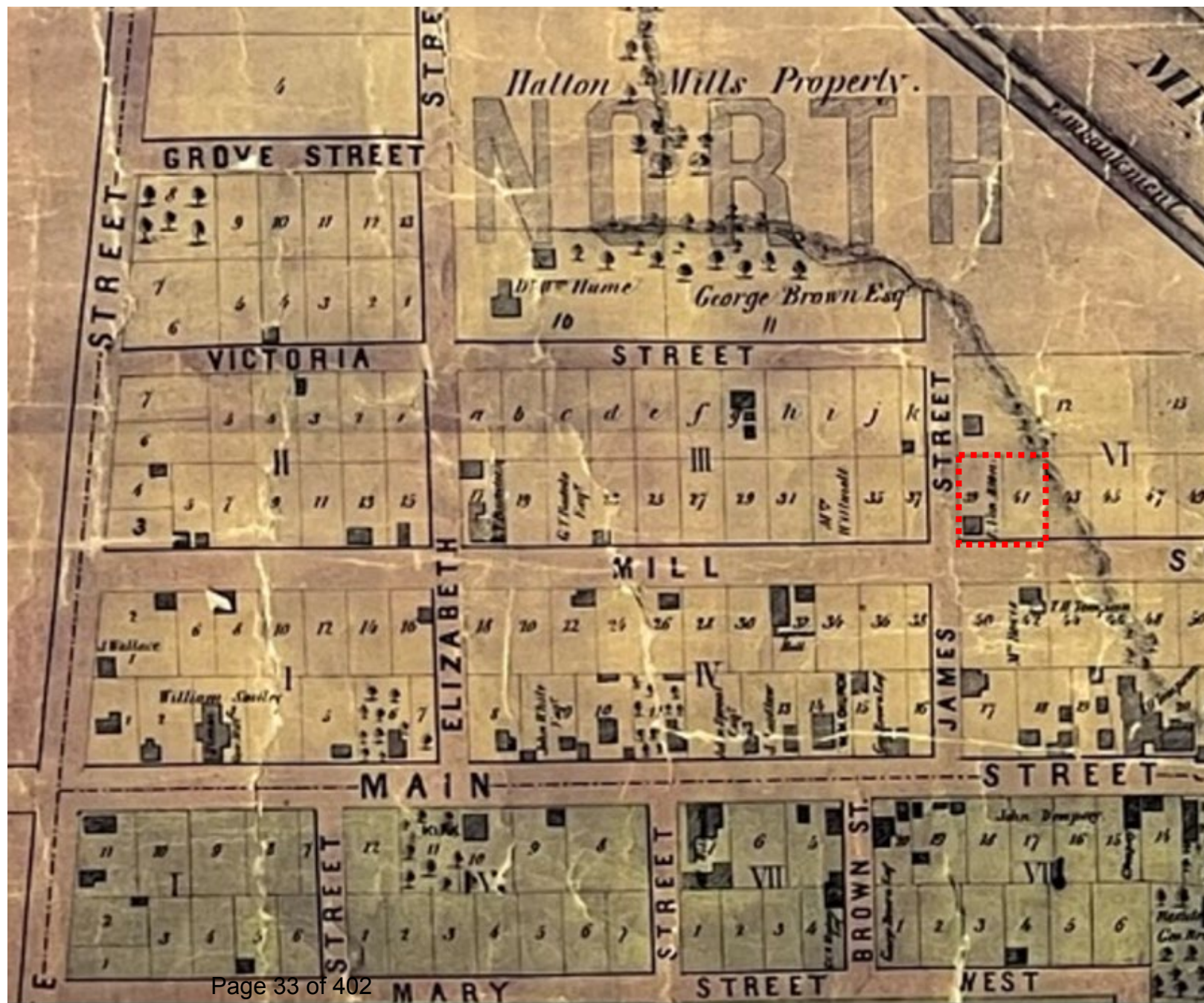
Contextual Heritage Attributes

- Context of the location of the original house as the 'gatepost' and contributing to the heritage character of the John Martin survey neighbourhood of 1853



Contextual Heritage Attributes

- Context of the location of the original house as depicted in the Map of the Town of Milton, County of Halton, Canada West, T.C. Livingston P.L.S. 1858 Map





Rotary Park

Victoria St

Mill St

James St

Mill St

Main St E

Mary St

Elizabeth St

Victoria St

Mill St

Brown St

Town Hall

Location Map_ 133 Mill Street_ Eli Van Allen House

Hugh Foster Hall

Historical Heritage Attributes

- Home of Town Councillor Eli Van Allen 1868-1870

133 MILL STREET

Part of Lot 39 and 41
John Martin Survey

Built in 1857
Major Renovation to Cottage 1995/96

This house has fascinating stories to tell about its own transformation and about the families who have lived here.

In 1856 Eli Van Allen had acquired this land and built a one-storey brick cottage. But looking at the house today it is hard to visualize the original structure.

Renovations were carried out at various periods in the 20th century – most recently by D. Sitas. Stucco was applied to the original brick; also a two-storey addition was added to the east side. Another renovation converted all five rooms of the original building to one large space. Other projects replaced the original pine floor with hardwood, and added a fireplace to the spacious living-dining area.

The Van Allens, who owned the house for 14 years, raised their two sons, George and Frank here. Eli and Joshua Van Allen, believed to be Eli's father, were carpenters and builders. The Van Allens were contractors for the Wallace Hotel – later the Milton Inn – built in 1864 at the corner of Main and Brown Streets. (Since destroyed by fire.) They also built the structure at 198/200 Main Street.

Eli was a Town Councillor 1868-70, and a member of the Milton Curling Club. Eli was born about 1830 and his wife about 1840.

James and Christina (McCallum) Hanley and their family owned the house from 1904 to 1956 and raised their son, Gordon, in this house.



An original Regency cottage on a high base has disappeared in recent major additions. The original section of the building was to the left of the photo.

Long-term owners were Norman and Norma (Evans) Wrigglesworth – the home was occupied by the family from 1957 until 1994. Norman (Gib) was raised in Ashgrove and Norma near Dublin Line. They raised three children here – Donna (McHugh), Lisa (Madill) and Howard. Norman for many years operated his business from the house, "Belworth Pump Service", which his son continues to run.

Other tenants known to have lived here over the years are: Richard White, founder of the Mil-

ton Reformer, Jack and Mary Allan who raised their family, Charles and Betty.

For the past three years this home has been owned by Connie (Kirk), a Torontonain, and Jeff Cantwell, from St. John's Newfoundland. They purchased it from Mr. Sitas and enjoy showing off their home, especially to their adult family – daughters Leigh, Sheri, Merritt and sons Scott and Jason. The couple have decorated the home keeping some of its original character through their choice of furnishings.



Comparative Photos_ 133 Mill Street _ Eli Van Allen House



- 1991 Mill Street Elevation



- 1996 Mill Street Elevation



- 2023 Mill Street Elevation _ One storey stucco brick bungalow with two storey addition

Physical Heritage Attributes

- The original location, form and massing of the one storey house (except for the two storey addition) with stone foundation, and basement
- Original low-hip roof with centre gable, decorative frieze and plain soffit.



Corner View from Mill and Martin street



Rear Elevation along Martin Street



West Elevation along Mill Street



Elevation along Mill Street



View of the Historical portion of the house



Rear Historical Elevation

Physical Heritage Attributes

- Open veranda with plain wood posts



Central Raised Porch Entrance



Existing Verandah
Page 38 of 402



Existing Front Door, single leaf with four panel side lights and elliptical transom

Modified Existing Windows_ Single sash, 12 panels, semicircular transom, decorative mouldings



Existing Window West Elevation



Existing Window North Elevation



Existing Window West Elevation



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: November 13, 2023

Report No: DS-055-23

Subject: Notice of Intention to Designate 337, Oak Street - Alexander Murray House

Recommendation: **THAT Staff Report DS-055-23 entitled: "Notice of Intention to Designate 337, Oak Street - Alexander Murray House be received and;**

THAT Council recognizes the historic house at 337 Oak Street in the Town of Milton as being of heritage significance;

THAT Council designate the property under Part IV of the Ontario Heritage Act, R.S.O. 1990, c. O.18 for the reasons outlined in the Reasons for Designation attached as Appendix 1 to this Report;

AND THAT the Town Clerk provides the Notice of Intention to Designate as outlined in Section 29 (4) of the Ontario Heritage Act;

AND FURTHER THAT once the thirty-day objection period has expired and if there are no objections, a designation by-law is brought forward for Council adoption.

EXECUTIVE SUMMARY

- The current owner of the property municipally known as 337, Oak Street, Milton has voluntarily responded to the heritage designation program and desire that their property be designated.
- Staff has evaluated that this historic home is a significant built heritage resource for the Town of Milton and should be designated under Part IV of the Ontario Heritage Act to protect this built heritage resource. (See Appendix '1')
- This significant heritage resource fulfils more than two of the evaluation and criteria set out in Part IV of the Ontario Heritage Act (R.S.O. 1990), Ontario Regulation 9/06 (See Appendix 2). As such, it is worthy of designation under the provisions of the Ontario Heritage Act.

REPORT

Background

337 Oak Street, built by Alexander Murray in 1856, is a two-story Georgian-style stone cottage with an open porch. Alexander Murray was a merchant in the community. He chose this location for his new house as it was on higher ground above the surrounding land and not at risk from the flooding from Sixteen Mile Creek. This property was nominated in 2009 for a Heritage Award in the renovation category for an urban house.

Discussion

337 Oak Street is an excellent example of a three-bay Ontario Georgian-style stone cottage with a stone foundation and two chimneys. The house has a medium gable roof with projecting eaves, plain fascia soffit and frieze. Window openings are rectangular with stone lintels and lug sills. The one-storey open porch has plain wood piers, open railings with plain trims and straight steps. It has a central single-leaf door with a single light transom and sidelights. Windows are two sash, one over one.

This house is unusual as it has a full second storey but includes very small front-facing windows. These small window openings include cut stone lintels and stone lug sills. The front of this house is constructed in dressed cut stone laid in courses. Less finely cut stone is used on the sides with rubble stones between. This house received a contemporary side addition with new front windows and an entrance door.

A new open veranda occupies both the original structure and the addition. The veranda features plain rectangular posts.

From a historical perspective, Alexander Murray, a merchant, purchased the land from Matthias Teetzel in 1856 when he built the cottage. He owned this house for 14 years. Murray also built a stone house on the corner of Charles Street and Main Street (now demolished), where Milton Council first met in 1857.

This property has contextual value as one of the earliest houses built in the Teetzel Survey, Plan 9 of 1854. This house was one of the first to be built in the early subdivisions that were created even before Milton was incorporated as a Town in 1857. The Teetzel Survey is bounded by Main Street East to the north, Ontario Street to the east, Oak Street to the south and Charles Street to the west. This historic house helps define, maintain and support the historic character of this neighbourhood. Key heritage attributes vital to the preservation of 337, Oak Street are the following character-defining elements/heritage attributes:

Discussion

- Two storey, three bay Ontario Georgian-style stone cottage with a stone foundation and two chimneys.
- The original form, rooflines and massing of the two-storey stone house exterior (except for the addition).
- Medium gable roof with projecting eaves, plain fascia soffit and frieze.
- Rectangular window openings with stone lintels and lug sills.
- One-story open veranda with wood piers, open railings with plain trims and straight steps.
- Define, maintain and support the historic character of Teetzel Survey, Plan 9 neighbourhood of 1854.

Staff Recommendation

Staff recommends that the optimal conservation and protection measures for this heritage property is the designation of the property.

Financial Impact

There is no financial impact associated with this report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Anthony Wong, Senior Policy Planner Phone: Ext. 2565



Attachments

- Appendix '1' Reasons for Designation for 337 Oak Street _ Alexander Murray House
- Appendix '2' CHVI Evaluation_337 Oak Street
- Appendix '3' Photographic Record Heritage Attributes _ 337 Oak Street

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.



Figure 1 Oak Street view

Legal Description

Lot 13, Block 10 Teetzel Survey Plan 9, Town of Milton, and Regional Municipality of Halton.

Description of Property

337 Oak Street, built by Alexander Murray in 1856, is a two-story Georgian-style stone cottage with an open porch. Alexander Murray was a merchant in the community. He chose this location for his new house as it was on higher ground above the surrounding land and not at risk from the flooding from Sixteen Mile Creek. This property was nominated in 2009 for a Heritage Award in the renovation category for an urban house.

Statement of Cultural Heritage Value and Interest

The subject property, 337 Oak, was built circa 1856. Its cultural heritage value lies in its architectural and design significance as a representative example of

Ontario Style Stone Cottage. It also has contextual significance as it contributes to the historic neighbourhood of the Teetzel Survey, Plan 9 of 1854

Design Value or Physical Value

337 Oak Street is an excellent example of a three-bay Ontario Georgian-style stone cottage with a stone foundation and two chimneys. The house has a medium gable roof with projecting eaves, plain fascia soffit and frieze. Window openings are rectangular with stone lintels and lug sills. The one-story open porch has plain wood piers, open railings with plain trims and straight steps. It has a central single-leaf door with a single light transom with sidelights. Windows are two slash, one over. The doors and windows are not original.

The balanced plain form of this house is characteristic of the popular Georgian architecture. Most houses of this style include either a half or full second storey. Half-storeys included accommodation within the roof space and were popular as they were taxed lower than two-storey houses. This house is unusual as it has a full second storey but includes very small front-facing windows. These small window openings include cut stone lintels and stone lug sills. The front of this house is constructed in dressed cut stone laid in courses. Less finely cut stone is used on the sides with rubble stones between. Using the most expensive materials on the prominent facades of a building was a common practice. This house received a contemporary side addition with new front windows and an entrance door.

The current and original structure features an open veranda. The veranda features plain rectangular posts. The new veranda occupies both the original structure and the addition.

Historical Value

Alexander Murray, a merchant, purchased the land from Matthias Teetzel in 1856 when he built the cottage. He owned this house for 14 years. Murray also built a stone house on the corner of Charles & Main Street (now demolished), where Milton Council first met in 1857.

Contextual Value

This property has contextual value as one of the earliest houses built in the Teetzel Survey, Plan 9 of 1854. This house was one of the first to be built in this subdivision that was created even before Milton was incorporated as a Town in 1857. The Teetzel Survey is bounded by Main Street East to the North, Ontario Street to the east, Oak Street to the South and Charles Street to the West. This historic house helps define, maintain and support the historic character of this neighbourhood.

Character Defining Elements/Heritage Attributes

Key heritage attributes vital to the preservation of 337 Oak Street are the following character-defining elements/heritage attributes:

- Two storey three bay Ontario Georgian-style stone cottage with a stone foundation and two chimneys
- The original form, rooflines and massing of the two-storey stone house exterior (except for the addition).
- Medium gable roof with projecting eaves, plain fascia soffit and frieze.
- Rectangular window openings with stone lintels and lug sills.
- One-story open veranda with wood piers, open railings with plain trims and straight steps.
- Define, maintain and support the historic character of Teetzel Survey, Plan 9 neighbourhood of 1854.

Appendix 2_ CHVI_337 Oak Street

Cultural Heritage Value or Interest Evaluation

Ontario Regulation 9/06 of the *Ontario Heritage Act* establishes the criteria for determining Cultural Heritage Value of Heritage Resources. A property must have the potential to meet at least two of the criteria to be considered to have heritage significance. These criteria fall into three categories: design or physical value, historical or associative value and contextual value. The following table considers and evaluates the subject property against these criteria.

Table 6: Evaluation of the Cultural Heritage Value of 337 Oak Street

The property has design value or physical value because it,		
	Criteria	Evaluation
i	is a rare, unique, representative or early example of a style, type, expression, material or construction method	Yes, the property is an excellent example of a three-bay Ontario Georgian-style stone cottage with a stone foundation and two chimneys
ii	displays a high degree of craftsmanship or artistic merit	Yes, the property display a high degree of craftsmanship in the use of dressed cut stone laid in courses to the front of the building.
iii	demonstrates a high degree of technical or scientific achievement	No, the property does not demonstrate a high degree of technical or scientific achievement
The property has historical value or associative value because it,		
i	has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	No, the subject property does not have any direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
ii	Yields or has the potential to yield, information that contributes to an understanding of a community or culture	Yes, Alexander Murray, a merchant, purchased the land from Matthias Teetzel in 1856 when he built the cottage. He owned this house for 14 years. Murray also built a stone house on the corner of Charles & Main Street (now demolished), where Milton Council first met in 1857
iii	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No, the subject property does not demonstrate or reflect that the subject property are associated with any known architect, builder or designer.

Appendix 2_ CHVI_337 Oak Street

The property has contextual value because it,		
i	is important in defining, maintaining or supporting the character of an area	Yes, the property help define, maintain and support the historic character of Teetzel Survey, Plan 9 neighbourhood of 1854
ii	is physically, functionally, visually or historically linked to its surroundings	Yes, the property is a tangible link to the historic character of Teetzel Survey, Plan 9 neighbourhood of 1854
iii	is a landmark	The property is not a landmark.

Based on the above criteria, the subject property has significant cultural heritage value based on both design and contextual criteria. These attributes are sufficient to warrant Heritage Designation under the *Ontario Heritage Act*. However, designation may not be necessary at this time as the property is current listed on the Municipal Heritage Register, which offers it some protection from demolition.



Appendix 3

Photographic Record _ Heritage Attributes _ 337 Oak Street Mill Street

Current Neighbourhood Context

Source: Town of Milton GIS , Heritage Properties Map, 2023

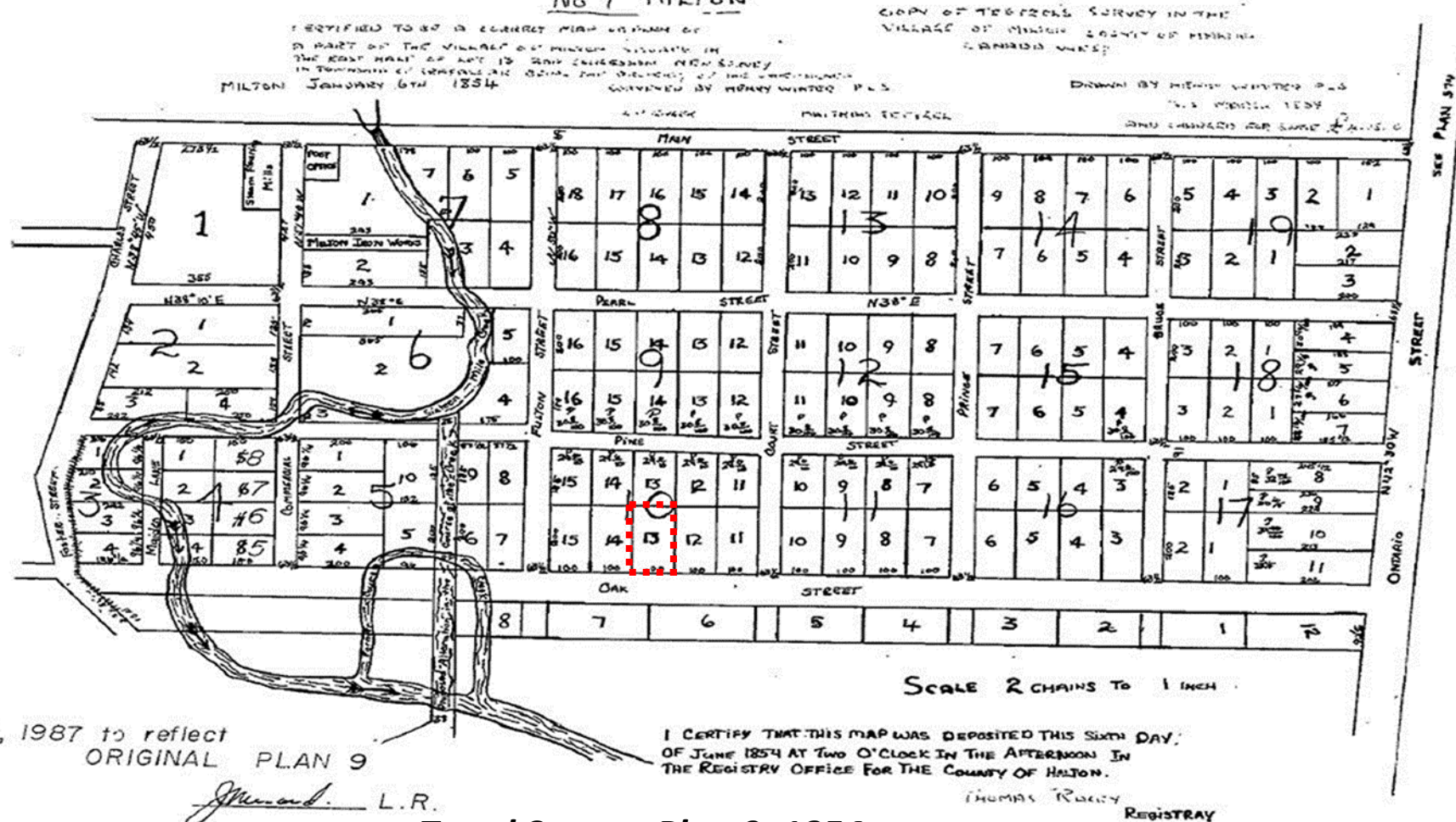


Contextual Attributes:

Context location of the original house contributing to the heritage character of the Tetzels Survey, Plan 9, 1854

No. 9

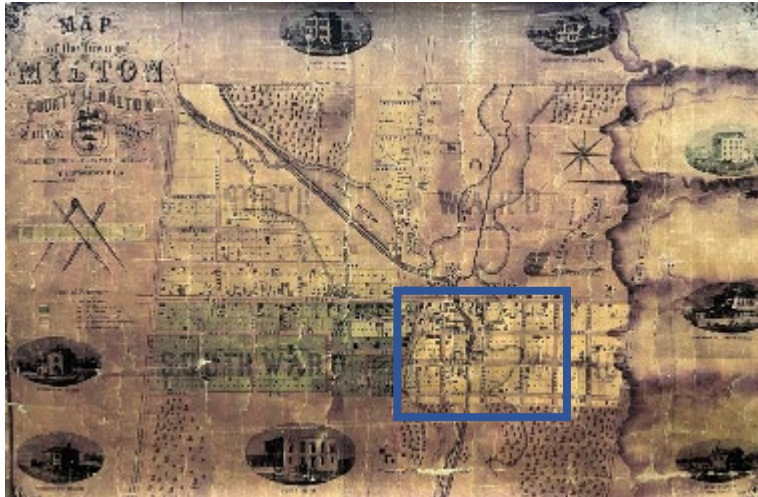
No 9 MILTON



Tetzels Survey, Plan 9, 1854

Contextual Attributes

- Context of the location of the original house contributing to the heritage character of the Tetzels Survey, Plan 9, 1854



Map of the Town of Milton, County of Halton, Canada West, T.C. Livingston P.L.S. 1858 Map

Historical Attributes

- Builder: Alex Murray
- Profession: Merchant
- Year built: 1856

337 OAK ST.
Lot 13, Block 10, Teetzel Survey Plan 9
Built in 1856



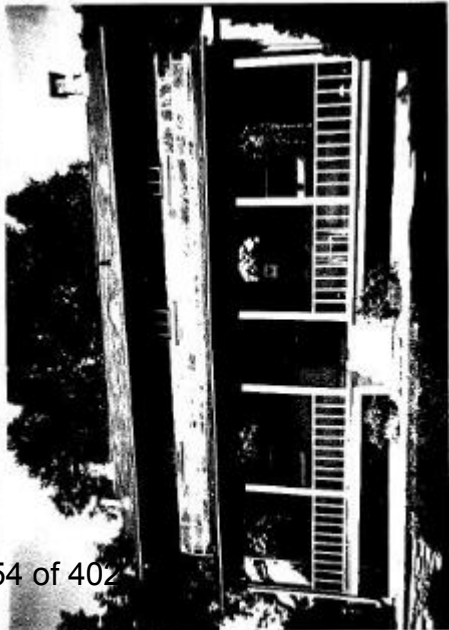
It may be assumed that Alexander Murray built the stone residence on this lot in 1856.

Cheryl and Edmund Sellors have lived in this house for nine years.

Alexander Murray was a merchant in the community at the time and his choice of a lot on elevated land indicated how conscious people were at that time of the potential flooding from the strong-flowing Sixteen Mile Creek, which this house overlooked.

Alexander Murray also built a stone store at the corner of Charles and Main St., now demolished, in which Milton Council met during its first year of operation from July 1857 to the end of the year. The Council Chambers were located above the store; banquets were also held upstairs.

Physical Attributes _ LACCA Heritage Inventory

MILTON L.A.C.A.C. HERITAGE INVENTORY	
BUILDING TYPE: Residential	INVENTORY #:
ADDRESS: 337 Oak St.	
BUILDING NAME:	
ORIGINAL USE: Housing	CONSTRUCTED: 1856
PRESENT USE: Housing	
DESIGNATION:	DATE:
HISTORY	
Alexander Murray built this house.	
ARCHITECTURAL COMMENTS	
<p>WALLS: A single two storey stone house with stone foundation, a basement, three bays and two chimneys.</p> <p>ROOF: A medium gable roof with projecting eaves, plain fascia, soffit and moulded frieze.</p> <p>WINDOWS: Windows are new, flat with stone lintels, lug sills.</p> <p>DOORWAYS: Central door with single light transom, sidelights and single leaf.</p> <p>PORCHES: A one storey open porch with wood piers, open railing, moulded trim and straight steps.</p> <p>OTHERS:</p>	
	

Physical Heritage Attributes

- Two storey 3 bay Ontario Georgian style stone cottage with stone foundation and two Chimneys
- The original form, rooflines and massing of the two storey house exterior (except for the addition).
- Medium gable roof with projecting eaves, plain fascia soffit and frieze.



Historical House 2006



View along Oak Street, 2023



View along Oak Street, 2023



Elevation along Mill Street, 2023



View of the Historical House and Additions



Rear Historical Elevation

Physical Heritage Attributes

Rectangular window openings with stone lintels and stone lug sills



Windows on West Elevation



Windows at East Elevation



Upper Windows along Oak Street

Physical Attributes

- One story open veranda with wood piers, open railings with plain trims and straight steps



Open Verandah



Plain Trims



Straight Steps

337 Oak Street_ Backyard



Pool



South Elevation



Window



Patio Garden



West Elevation



Addition entrance



1.5 storey addition



Additions



Pool



Pool



Deck and Patio

337 Oak _Interior





Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Sunday November 5th 2023 8:03 PM with reference number 2023-11-05-039.

<https://forms.milton.ca/Management/Response/View/cc0c5c18-7090-42e5-97db-b0b283b957ab>

Application Information

- **First Name:**
Erin
- **Last Name**
Westman
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
[REDACTED]
- **Are you representing a group?**
Yes
- **Group Name**
Elsie MacGill Secondary School Community

- **Street Address:**
410 Bronte St S
- **Town**
Milton
- **Postal Code:**
L9E 1B9
- **Council Meeting Date**
11/13/2023
- **Please indicate how you intend to participate during the Council Meeting**
In person
- **Please describe the issue you intend to present:**
In September, an Elsie MacGill Secondary School (EMSS) student was struck in the PXO in front of the school. After this incident, Sameera Ali and Sarah Marshall met with the School Council to put forward possible solutions to create a safer commute to school for EMSS students. We will share impact statements with the Council, in support of our request to have the PXO replaced with a full red light traffic signal. We hope to prevent any future traffic accidents involving students, who must cross at this PXO because there is no access for vehicles or pedestrians to enter the school from the west. This is the main thoroughfare for students to enter the school, and we insist that it be safe for students.
- **Please describe specific actions you want Council to take:**
We request replacement of the PXO at 410 Bronte St S with a full traffic signal with red light, to control the traffic and prevent future collisions. We want Council to take every possible precaution to ensure that students can arrive and depart Elsie MacGill Secondary School (EMSS) safely.

- **Please provide your comments in support of or in opposition to the staff recommendation:**

I understand that Sameera Ali and Sarah Marshall have already presented a recommendation to replace the PXO at 410 Bronte St S with full traffic lights.

- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**

Yes I give my permission



Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Thursday November 9th 2023 11:35 AM with reference number 2023-11-09-025.

<https://forms.milton.ca/Management/Response/View/c4ba8d63-ee38-4117-af04-b0b55e440fc2>

Application Information

- **First Name:**
Kim
- **Last Name**
Bradshaw
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
[REDACTED]
- **Are you representing a group?**
Yes
- **Group Name**
Stop Sprawl Halton



- **Council Meeting Date**
11/13/2023
- **Please indicate how you intend to participate during the Council Meeting**
In person
- **Please describe the issue you intend to present:**
8.1 We Make Milton – Growing in Milton Policy Considerations Report
We will be asking Council to revisit a number of the recommended "guiding policies" in Staff Report DS-051-23, thereby reinforcing the Halton Regional Council decision not to increase the Milton urban boundary.
- **Please describe specific actions you want Council to take:**
Request that Staff Report DS-051-23 and its addendums be updated to reflect a policy of no urban boundary expansion.
- **Staff Report Number (if known)**
DS-051-23
- **Please provide your comments in support of or in opposition to the staff recommendation:**
I will provide these in person during my delegation.
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission



Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Thursday November 9th 2023 2:01 PM with reference number 2023-11-09-044.

<https://forms.milton.ca/Management/Response/View/91b4c30d-d2ac-4413-b869-b0b5f4117f70>

Application Information

- **First Name:**
marina
- **Last Name**
huissoon
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
[REDACTED]
- **Are you representing a group?**
Yes
- **Group Name**
Sustainable Milton
- **Town**
Milton
- **Council Meeting Date**
11/13/2023



- **Please indicate how you intend to participate during the Council Meeting**
In person
- **Please describe the issue you intend to present:**
Official Plan - Staff Report DS 051-23, Item 8.1 on the Agenda.
- **Please describe specific actions you want Council to take:**
We want to know how the Province's most recent change of plan will affect the Milton Official Plan that is currently under development - in particular how much Prime Agricultural land is being taken (unnecessarily) for future development
We want to be allowed to engage with the policy making process more fully - previous offers of participation have not been satisfactory
- **Staff Report Number (if known)**
DS 051-23
- **Please provide your comments in support of or in opposition to the staff recommendation:**
Our delegation is neither in support or against the report
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: November 13, 2023

Report No: DS-048-23

Subject: Public Meeting and Initial Report: Zoning By-law Amendment Application by 150 Steeles Inc. applicable to lands known municipally as 150 Steeles Ave East (Town File: Z-06/23)

Recommendation: THAT Report DS-048-23, BE RECEIVED FOR INFORMATION.

EXECUTIVE SUMMARY

The applicant is seeking an amendment to the Town of Milton Zoning By-law 016-2014, as amended, to rezone a portion of the subject lands from the site-specific Business Park (M1*38) zone to the Natural Heritage System (NHS) zone in order to reflect the true limits of the natural heritage system on the subject lands. This application proposes to add approximately 2.15 hectares of land into the NHS zone. No development is proposed as part of this application.

Future Planning Act applications will be required to support any proposed changes to land use, which will include public consultation. Given the site's proximity to Downtown Milton, it is envisioned for redevelopment into a higher density, mixed-use precinct.

The application is complete pursuant to the requirements of the Planning Act and is being processed accordingly. Upon completion of the consultation and review process, a Technical Report, including recommendations, will be brought forward for Council consideration. The Technical Report will address issues raised through the consultation and review process.

REPORT

Background

Owner: 150 Steeles Milton Inc., 775 Main Street East, Suite 1b, Milton, ON.

Applicant: Korsiak Urban Planning, 277 Lakeshore Road East, Unit 206, Oakville, ON.

Location/Description:

The subject lands are located in Ward 1, on the south side of Steeles Avenue East, west of the intersection of Steeles Avenue East and Martin Street and are municipally known

Background

as 150 Steeles Avenue East. The subject lands are irregular in shape and have frontage on the east side of Bronte Street (8 metres), south side of Steeles Avenue East (249 metres) and west side of Martin Street (15 metres). The subject lands comprise a total area of approximately 20.3 hectares, however the proposed zoning by-law amendment only applies to a portion of the subject lands comprising an area of approximately 2.15 hectares. The subject lands are currently vacant.

The subject lands were formerly occupied by Meritor Suspension Systems Company ('MSSC') that manufactured car parts. MSSC occupied the site from 1954 to 2009. Areas of the site became contaminated as a result of the former industrial use. Contaminants were located primarily around the factory building, which has been demolished, as well as within the limits of the Regional natural heritage system.

Remediation of the site is ongoing. In order to facilitate the continued remediation within the Regional natural heritage system, the Town, Region and Conservation Halton required the completion of a Comprehensive Environmental Management Study ('CEMS') to be submitted as part of a development application (e.g. zoning by-law amendment application). The primary purpose of the CEMS is to address potential impacts related to site remediation while also refining the limits of the Regional natural heritage system.

The subject lands are surrounded by a range of land uses. Employment uses are located to the north and west. Residential uses are located to the east of the subject lands, fronting Martin Street. The Sixteen Mile Creek, valley and surrounding natural heritage system are located to the south and southwest of the subject lands.

Proposal:

The applicant has applied for a zoning by-law amendment to rezone a portion of the subject lands in order to reflect the true limits of the Regional natural heritage system. The application proposes to add approximately 2.15 hectares of land into the Natural Heritage System (NHS) zone in the Town's Urban Zoning By-law. No development is proposed as part of this application. Future Planning Act applications will be required to support any proposed changes to land use, which will include public consultation.

The following reports have been submitted in support of this application:

- Executed application form for a Zoning Bylaw Amendment, prepared by 150 Steeles Milton Inc., dated 2023-08-24;
- Cover Letter, prepared by 150 Steeles Milton Inc., dated 2023-08-23;
- Record of Pre-Consultation, prepared by Town of Milton staff, dated 2022-06-14;
- Comment Response Matrix, prepared by Korsiak Urban Planning, undated;
- Planning Justification Brief, prepared by Korsiak Urban Planning, dated 2023-08-22;
- Draft Zoning By-law Amendment, prepared by Korsiak Urban Planning, dated

Background

2023-08-09;

- Topographic Survey, prepared by WAHBA Surveying, dated 2021-05-21;
- Comprehensive Environmental Management Study (CEMS), prepared by Beacon Environmental Limited, DS Consultants Ltd., Jennifer Lawrence and Associates Inc. and Urbantech Consulting, dated 2023-08;
- Archaeological Clearance Letter, prepared by the Ministry of Heritage, Sport, Tourism and Culture Industries, dated 2021-10-05;
- Preliminary Hydrogeological Investigation, prepared by DS Consultants Ltd., dated 2022-08-11;
- Update Phase 1 Environmental Site Assessment, prepared by Pinchin Environmental Ltd., dated 2009-07-13;
- Phase 2 Environmental Site Assessment, prepared by AEL Environment (a division of Aeon Egmond Ltd.), dated 2013-12-16; and,
- Slope Stability Assessment, prepared by DS Consultants Ltd., dated 2023-10-05.

Discussion

Planning Policy

The subject lands are designated Business Park Area and Natural Heritage System on Schedule B - Urban Land Use Plan of the Town of Milton Official Plan.

Official Plan Policies relevant to this proposal include:

- 2.3.3.23 and 2.3.3.24 Site Contamination assessment requirements for contaminated sites;
- 4.8.1.3 Key Features within the Natural Heritage System - protection of key features in the natural heritage system;
- 4.8.1.6 Natural Heritage System - intent of the natural heritage system to protect, maintain and enhance natural heritage, hydrologic and landform features and functions;
- 4.9.3.1 Regional Natural Heritage System - Permitted and prohibited uses within the Regional natural heritage system;
- 4.9.3.12 Adjustments to the Regional natural heritage system limits; and,
- 4.9.3.13 Requirement that all lands within the Regional natural heritage system be zoned appropriate in the Town's Zoning By-law.

Zoning By-law 016-2014, as amended

Discussion

The subject lands are zoned Business Park (M1), Business Park with a special exception (M1*38) and Natural Heritage System (NHS) under the Town of Milton Urban Zoning By-law 016-2014, as amended.

The applicant has made an application for a Zoning By-law Amendment to rezone a portion of the lands zoned Business Park with a special exception to the NHS zone to implement the true limits of the Regional natural heritage system. There are limited permitted uses in the NHS zone and these include existing uses, conservation uses and forestry uses. New development is not permitted within the NHS zone. Appendix 1 to this Report includes the proposed Zoning By-law Amendment.

Public Consultation and Review Process

Notice for the statutory public meeting was provided pursuant to the requirements of the Planning Act on October 16, 2023.

With regard to the proposal, staff has identified the following matters to be addressed through the review process:

- Refined limits of the natural heritage system based on the completion of the Comprehensive Environmental Management Study (CEMS); and,
- Consistency with Provincial Policy Statement and conformity with Growth Plan for the Greater Golden Horseshoe, Regional Official Plan and Town Official Plan.

Upon completion of the evaluation of the application, a Technical Report with recommendations will be brought forward for Council consideration.

Key Milestones

Milestone	Date
Pre-Consultation Meeting	6/14/2022
Public Information Centre Meeting	2/10/2023
Pre-Submission Review	4/6/2023
Application Deemed Complete	9/7/2023
Statutory Public Meeting	11/13/2023
Date Eligible to Appeal for Non-Decision	12/6/2023



Financial Impact

None arising from this Report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Jessica Tijanic MSc., MCIP, RPP Phone: Ext. 2221
Senior Planner

Attachments

Figure 1 – Location Map
Appendix 1 – Draft Zoning By-law Amendment

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.

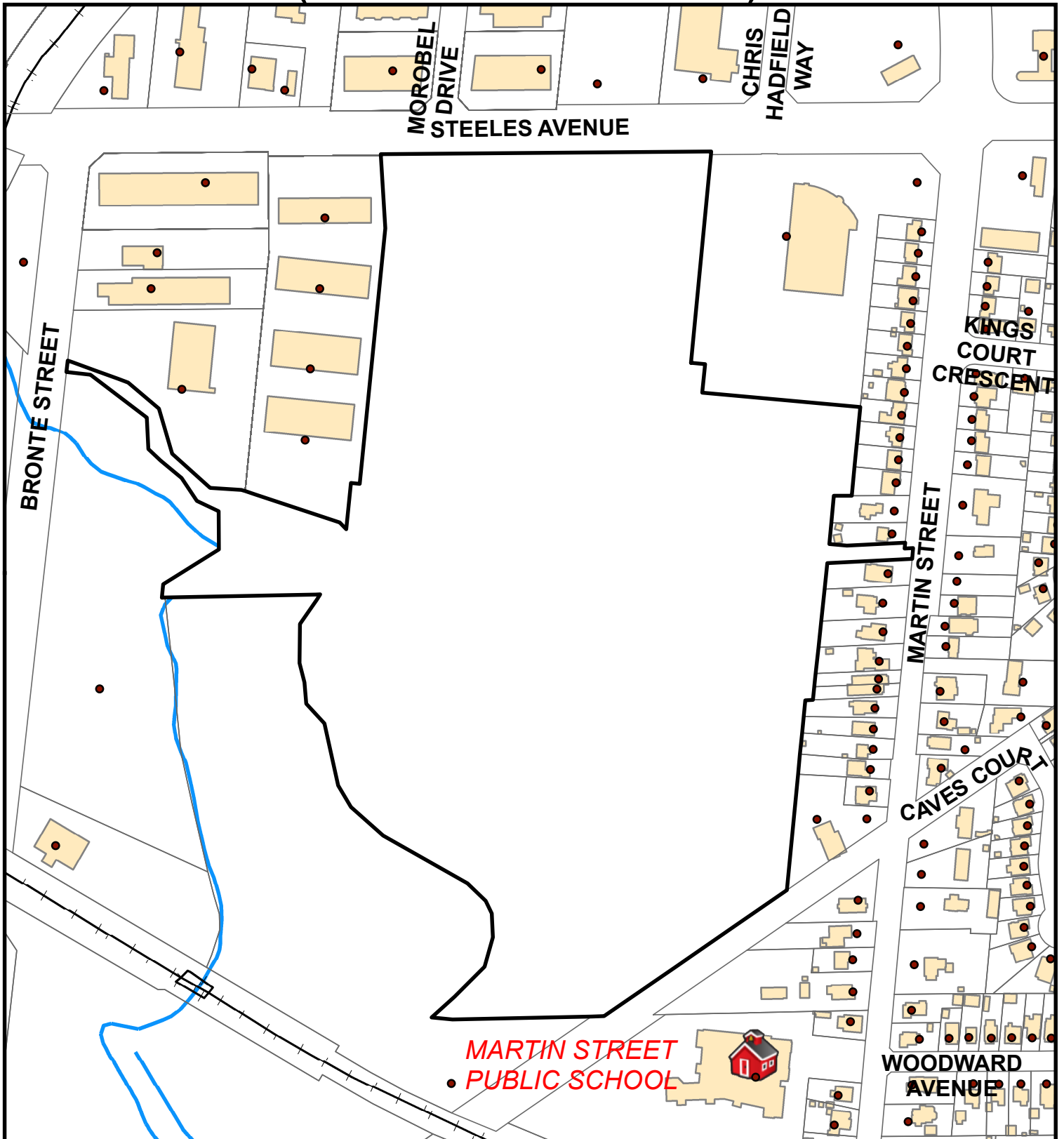


MILTON

FIGURE 1 LOCATION MAP (150 Steeles Avenue East)



MILTON



Council Meeting Date:
November 13, 2023

Scale: 1: 3,333

Files: Z-06/23

Development Services Department



Subject Property
Page 72 of 402

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XXX.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 IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 15 CONCESSION 2, FORMER GEOGRPAHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (NEATT COMMUNITIES) TOWN FILE – Z-XX-23

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

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

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Site Specific Business Park (M1*38) Zone symbol to a new Natural Heritage System (NHS)) Zone symbol on the lands shown on Schedule A attached hereto.
2. **THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON XXXXXX, 2023.

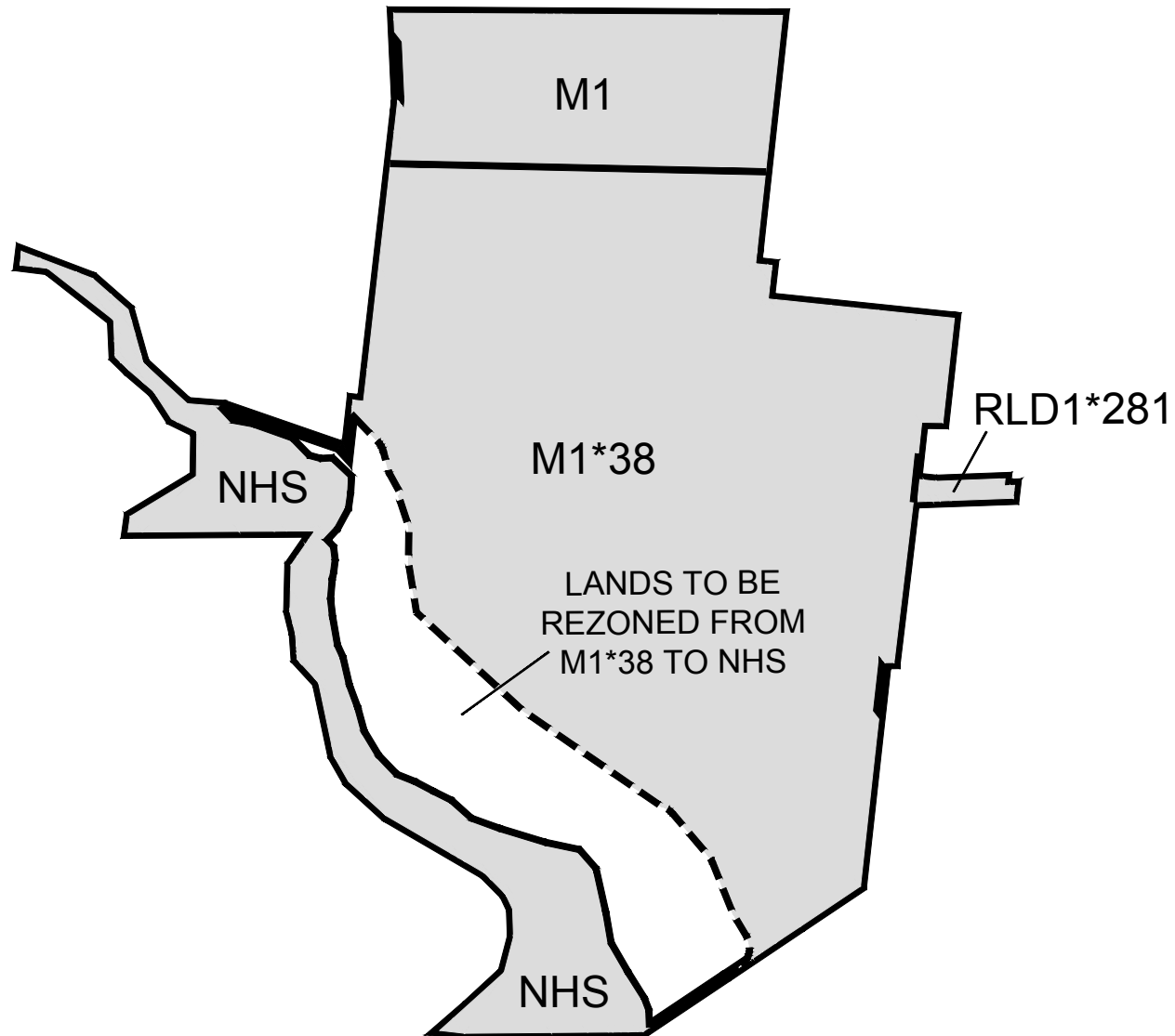
Gordon A. Krantz Mayor

Troy McHarg Town Clerk

SCHEDULE A
TO BY-LAW No. ***-2023
TOWN OF MILTON

150 STEELES AVENUE EAST
Z-_____
August 9, 2023

PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
TOWN OF MILTON





The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: November 13, 2023

Report No: DS-050-23

Subject: Supporting Safe Roads in Milton - 2023 Update

Recommendation: THAT staff implement four (4) 40km/h Neighbourhood Zones in the area bordered by Derry Road, Bronte Street South, Louis St. Laurent Avenue and Regional Road 25 within Ward 4;

THAT staff report back to Council in Q1 2024 with a detailed financial impact estimate and proposed implementation plan for the remaining proposed 40km/h Neighbourhood Zones along local and minor collector roads;

THAT Council approve a budget amendment in the amount of \$96,672 to capital project C40010223 - Traffic Infrastructure, funded from the Project Variance Account, for new School Zone Flashers along frontages of Secondary Schools on Arterial Roads;

AND THAT staff report back to Council in Q1 2024 with a detailed financial impact estimate and proposed implementation plan for the installation of raised crosswalks at school PXOs along Major Collector Roads.

EXECUTIVE SUMMARY

Our roads must provide safe passage not only for vehicles, but also for pedestrians and cyclists. To-date, staff has implemented the following as part of continuous road safety initiatives:

- Pilot Projects for a 40 kilometre per hour (km/h) neighbourhood and 30 km/h in school zones
- Lowered the speed threshold to warrant the installation of speed humps
- Eleven (11) new Community Safety Zones (speeding fines doubled and required for

EXECUTIVE SUMMARY

- future Automated Speed Enforcement (ASE)
- Ten (10) new pedestrian crossovers (PXOs)
- Education and outreach through the Milton Moves Together campaign in partnership with Halton Police and the School Boards

This report provides an update on several traffic safety initiatives and pilot programs including:

1. 40km/h Speed Limit Implementation
2. Community Safety Zones
3. Automated Speed Enforcement (ASE) Program
4. Traffic Calming Program

This report also examines and makes recommendations on new traffic safety initiatives including:

5. School Zone Flashers along frontages of Secondary Schools on Arterial Roads
6. Raised crosswalks at school PXOs along Major Collector Roads

REPORT

Background

In 2022, staff presented DS-030-22 Supporting Safe Roads in Milton to Council for consideration. Subsequently, Council directed staff to implement two pilot projects. The first was for “40 km/h Neighbourhood Speed Limit in Ward 4, including a speed reduction of 30km/h in school zones within the pilot area”. The second was for reducing the speeding limit to 30km/h “when flashing” along the frontage of Viola Desmond Elementary School on Leger Way. This report provides the results of the two pilot studies, as well as proposed recommendations for Council consideration with respect to the 40Km/h neighbourhoods. In addition, the report provides an update on several other initiatives that have been considered and/or implemented over the last year and a half (Traffic Calming Policy, Automated Speed Enforcement Update, Community Safety Zones) and proposes a new Road Safety initiatives for Council consideration - the installation of School Zone Flashers for Secondary School frontages on arterial roads and raised crosswalks at school PXOs along Major Collector Roads.

Discussion

Results of Pilot Projects:

1. 40 km/h Neighbourhood Zone Pilot

In Ontario, municipalities do not have the authority to unilaterally change the default speed limit. The default or statutory speed limits in Ontario are established by the provincial government and applied unless otherwise posted. The default speed limit on urban and built up areas is 50 km/hr unless otherwise posted.

The Province of Ontario passed Bill 65 - the Safer School Zone Act on May 30, 2017, which amended section 128 (2.1) of the Highway Traffic Act (HTA). Section 128 (2.1) of the HTA now allows municipalities to designate an area in the municipality and prescribe a rate of speed, which must be less than 50 km/h.

Staff completed the evaluation of a pilot 40 km/h neighbourhood zone bordered by Derry Road, Bronte Street South, Louis St. Laurent Avenue and Regional Road 25 within Ward 4 (Appendix I). This pilot was introduced as part of DS-030-22 Supporting Safe Roads in Milton and was implemented in late Summer 2022. Within this zone, there are two elementary schools - Anne J. McArthur Public School and St. Benedict Catholic School. The speed along the frontage of these schools was reduced to 30 km/h “when flashing” (i.e. during school entrance, dismissal and nutritional break times).

With this pilot being undertaken, speed studies were completed on a number of Major and Minor Collector roads within the area during three time periods: before speed limit reduction, Fall 2022 (shortly after signage was implemented) and Spring 2023. For reference, in the context of this report, a Major Collector road has an Average Annual Daily Traffic (AADT) volume of greater than 3000 vehicles, may have elementary school frontage, bike lanes, urban shoulders, parking lanes and could be utilized by Milton Transit. A Minor Collector road has an Average Annual Daily Traffic (AADT) volume of between 1000 - 3000 vehicles (see Appendix II for the location of the Major and Minor Collector roads within the study area). Collector Roads serve local travel demands by connecting neighbourhoods and distributing traffic to and from arterial roads (*ref: Milton Transportation Master Plan, 2018*), may have up to four travel lanes, provision for on-street parking on one or both sides, and have right of way requirements up to 26m (*ref: Town of Milton Official Plan, Office Consolidation March 2023*).

The data shows that the 40 km/h Neighbourhood Zone pilot had an insignificant impact on operating speeds on both the Major and Minor Collector Roads within the study area. Table

Discussion

1 provides a brief summary of the results, with detailed data presented in Appendix III and Appendix IV of the report.

Table 1- Summary of 40 km/h Neighbourhood Pilot

Road Type	Average 85 th Percentile Speed when Posted 50 km/h	Average 85 th Percentile Speed when Posted 40 km/h	Differential 85 th Percentile Speed Range when Posted 50 km/h	Differential 85 th Percentile Speed Range when Posted 40 km/h
Major Collector Road	62 km/h	59 km/h	+12 km/h	+19 km/h
Minor Collector Road	60 km/h	52 km/h	+10 km/h	+12 km/h

**The 85th Percentile Speed is the speed at which 85% of motorists are travelling at or below.*

The 40 km/h posted speed limit along Minor Collector Roads had a minor impact on the operating speeds, it is important to note that the differential between the 85th percentile speeds, when 40 km/h compared to 50 km/h, actually increased.

30 km/h Pilot Along School Frontages

Staff also completed an evaluation of the 30 km/h “when flashing” speed limit along the frontage of Viola Desmond Elementary School on Leger Way. During this pilot, Leger Way remained a 50 km/h posted roadway with the school zone being reduced to 30 km/h “when flashing”. The other two schools were within the pilot 40 km/h Neighbourhood Zone referenced above.

Table 2 provides a brief summary of the results, with detailed data presented in Appendix V. The results are as follows

Discussion

Table 2 - Summary of 30 km/h “When Flashing” at Schools

School Locations on Major Collector Roads	85 th Percentile Speed when Posted 40 km/h When Flashing	Average 85 th Percentile Speed when Posted 30 km/h When Flashing	Average Differential 85 th Percentile Speed Range when Posted 40 km/h When Flashing	Average Differential 85 th Percentile Speed Range when Posted 30 km/h When Flashing
Viola Desmond - Leger Way south of Whitlock Avenue	56 km/h	52 km/h	+16	+22
Anne J MacArthur - Farmstead Drive south of McLaughlin Avenue	56 km/h	60 km/h	+16	+30
St. Benedict - McLaughlin Avenue east of Bronte Street South	63 km/h	56 km/h	+23	+26

* *The 85th Percentile Speed is the speed at which 85% of motorists are travelling at or below*

The 30 km/h posted speed limit along school frontages “when flashing” had very little impact on the operating speeds, with one location seeing an increase in operating speeds. In addition, the differential between the 85th percentile speeds when 30 km/h compared to 40 km/h increased at all locations.

Discussion

40 km/h for Local and Minor Collector Roadways

Although the pilot showed that 40 km/h and 30 km/h signage did not significantly reduce speeds along Major and Minor Collector roads and school zones, there is undeniable evidence that lower speed limits can save lives.

Speed and safety:

- Speed is a contributing factor in approximately one third of fatal collisions according to the Ontario Traffic Council.
- Lower speeds are proven to reduce the severity of injuries.
- Statistics from the World Health Organization (WHO) show that survival rates dramatically increase with lower speeds.
- There is a 9 in 10 rate of survival if hit by a vehicle travelling at 30 km/h or lower. At 50km/hr, the survival rate drops to 1.5 in 10.

The slower a vehicle is travelling, the less time it takes to stop and avoid a collision. While we know that lower speeds prove to reduce the seriousness of injuries from a collision, we must balance safety with the need to get from point A to point B in a reasonable time. As such, staff is recommending a Town-wide holistic approach to speed limits. This approach will:

- Ensure consistent speed limits in Milton's urban neighbourhoods.
- Discourage excessive speeds and unsafe driving behaviour that could result in significant harm or injury.
- Lower speed limits on neighbourhood streets while allowing arterial roads to function as intended, shifting how people move around Milton.
- Send a clear message that neighbourhood streets are not shortcuts or speedways.

As such, this report recommends the following:

- A 40 km/h speed limit on local and Minor Collector roads be implemented by creating 40 km/h Neighbourhood Zones. The boundary of the neighbourhood zones would be defined by Major Collector and Arterial roads. In order to define these neighbourhood zones, "40 km/h Area Begins/Ends" signs would be installed at all entry/exit points to the neighbourhood. No speed limit signs would need to be installed on internal roads within the neighbourhood. Attached is a map illustrating proposed 40 km/h

Discussion

neighbourhood zones (see Appendix VI). It is anticipated that there would be 10 zones in Ward 1, 17 zones in Ward 2, 16 zones in Ward 3, and 21 zones in Ward 4.

- Speed Limits along Major Collector Roads would remain at 50 km/h. Schools located on these Major Collector roads remain 40 km/h “when flashing”.

If the 40km/h Neighbourhood Zones are supported, the existing pilot area would be changed to permanent as per the above (therefore implementing four 40km/h Neighbourhood Zones in Ward 4), using budget currently available within the Traffic Infrastructure 2023 budget.

Should Council support the above recommendations, staff would report back to Council in Q1 2024 with a detailed financial impact estimate and proposed implementation plan (including associated updates to the Traffic Calming policy) for the remaining proposed 40km/h Neighbourhood Zones along local and minor collector roads.

Updates on Existing Road Safety Initiatives:

2. Community Safety Zones Update

Further to DS-030-22 - Supporting Safe Roads in Milton, 11 new Community Safety Zones have been approved and by-lawed in preparation for the introduction of Automated Speed Enforcement. To-date, four of the streets have had the appropriate signage installed and seven streets still need to be completed. Staff anticipate that the remaining seven streets will be complete by the end of 2023.

Street Name	Completed	To Be Completed
Clark Boulevard between Thompson Road and James Snow Parkway (Ward 3)	X	
Commercial Street between Pine Street and Laurier Avenue (Ward 1)		X



Discussion

Farmstead Drive between Derry Road and Britannia Road (Ward 4)		X
Laurier Avenue between Bronte Street South and Cedar Hedge Road (Wards 1 and 2)		X
Louis St Laurent Avenue between Tremaine Road and James Snow Parkway (Wards 3 and 4)		X
Martin Street between Steeles Avenue and Millside Drive (Ward 2)	X	
Savoline Boulevard between Main Street West and Louis St. Laurent Avenue (Wards 1 and 4)	X	
Scott Boulevard between Main Street West and Dymott Avenue (Wards 1 and 4)	X	
Trudeau Drive between Louis St. Laurent Avenue and James Snow Parkway (Wards 2 and 3)		X

Discussion

Woodward Avenue between Martin Street and Ontario Street South (Ward 1)		X
Yates Drive between Holly Avenue and Louis St. Laurent Avenue (Ward 3)		X

3. Automated Speed Enforcement (Speed Camera) Update

Automated Speed Enforcement (ASE) is a road safety initiative intended to enhance the compliance of posted speed limits using speed enforcement cameras. ASE can be utilized in both School Zones and Community Safety Zones. The ASE cameras record visual evidence of a speeding vehicle by detecting and capturing the license plate image along with travel speed.

Implementing ASE is complex. It is not just about installing cameras. Staff continues to work with the Ontario Traffic Council and the Province on this initiative. Progress has been protracted for the following reasons:

- As ASE is a provincially regulated program. It requires the Town to enter into agreements with the Ministry of Transportation (MTO), Ministry of Attorney General (MAG), and further necessitates the establishment of a Joint Processing Centre (JPC) to issue ASE tickets to registered vehicle owners, and conduct screening and adjudication of the disputed ASE tickets.
- Halton Court Services does not have the capacity to process ASE tickets.
- A case management system must be developed to accommodate the processing of offences through the Administrative Penalty System (APS). The system must be approved by the Ministry of Transportation.

It is anticipated that staff will commence the required agreements in Q2 2024, when more progress has been made with the APS case management system. A staff working group will be formed including Legislative Services, Development Services and Finance to establish the program. Council will be kept updated on the progress of this initiative.

Discussion

4. Traffic Calming Update

To further Milton's road safety initiatives, Council approved a lower speed threshold to warrant the installation of speed humps (DS-017-23). Through the 2023 budget, funding was approved via capital project C40012623 for the capital costs associated with a traffic calming program including the purchase, installation and removals of two (2) temporary traffic calming devices. Council further directed staff to install the temporary traffic calming devices at the top two locations where vehicle speeds surpassed the new lowered threshold speed limits and undertake additional studies to determine their effectiveness on improving road safety. If they are effective, traffic calming will be made permanent the next year pending budget approval. The following provides an update on the program to-date:

- 22 applications have been received for the implementation of traffic calming.
- Of these 22 applications, two of the streets are within the 40km/h neighbourhood pilot area, and one has not been evaluated due to construction activity.
- Of the 19 remaining, 12 streets did not meet the initial screening requirement for a detailed traffic calming review.
- The other 7 streets did meet the initial screening requirements and community support petition packages have been sent to the requesters in line with Town policy.
- Once the petition packages are returned, staff will then determine which two streets are going to be further reviewed for temporary traffic calming measures in 2024. Once this is determined, staff will advise Council. See Appendix VIII for a summary of applications received to-date and their status.

New Road Safety Initiative for Council Consideration:

5. School Zone Flashers at Secondary Schools

At this time, school zone flashers are installed along the frontage of elementary schools where the speed limit is reduced to 40 km/h "when flashing". There are presently four (4) existing and one (1) secondary school under construction (on Louis St. Laurent Avenue east of Kennedy Circle - east intersection) along arterial roads. Four (4) of these secondary schools are on an arterial road with a posted speed limit of 60 km/h and the other is on an arterial road with a posted speed limit of 50 km/h.

Discussion

Staff has installed a set of school zone flashers along the frontage of Elsie McGill Secondary School on Bronte Street South. Bronte Street South is a posted 60 km/h roadway and the speed limit will be reduced to 50 km/h “when flashing” during school entrance and dismissal times as well as the nutritional break. This installation was completed as a result of a request from the Ward Councillors after a motor vehicle collision involving a pedestrian. Staff had an extra set of school zone flashers available for this installation.

Staff recommends that school zone flashers be installed along the frontage of the other four (4) remaining secondary schools along arterial roads. A budget amendment will be required to the 2023 Traffic Infrastructure Capital Budget (C40010223), in the amount of \$95,000 + HST. Staff would then work to have the flashers purchased and installed as soon as weather permits in 2024.

6. Raised Crosswalks at PXOs

Raised crosswalks at PXOs bring the level of the roadway to that of the sidewalk, forcing vehicles to slow before passing over the crosswalk and provides a level pedestrian path of travel from curb to curb. They create a safe, slow-speed crossing at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk. Proposed raised crosswalk locations at PXO’s near schools is contained within Appendix VII to this report.

This report recommends that staff provide a detailed financial impact estimate and proposed implementation plan in Q1 2024 for the installation of raised crosswalks at school PXOs along Major Collector Roads.



Financial Impact

If directed by Council, staff will report back in Q1 2024 regarding the anticipated financial impact of implementing the 40 km/h neighbourhood zones on local and Minor Collector roads, as well as the anticipated financial impact of implementing raised crosswalks at school PXO's along Major Collector roads. The immediate financial impact of the next steps associated with these is restricted to staff time, which can be addressed with the existing staff complement.

As noted above, should Council direct staff to convert the pilot 40km/h neighborhood into a permanent 40km/h neighbourhood zone, this can be accomplished within the existing approved Traffic Infrastructure budget.

In order to implement the school zone flashers for schools along arterial roads, a budget increase of \$96,672 would be required in capital project C40010223 - Traffic Infrastructure, which is recommended to be funded from the Project Variance Account.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, Heide Schlegl,
C.E.T, MITE, Dipl. M.M.
Manager, Traffic:

Phone: 905 878 7252
Ext. 2506

Attachments

Appendix I - 40 km/h Pilot Neighbourhood Zone

Appendix II - Classification of Collector Roadways

Appendix III - Major Collector Roadway Data

Appendix IV - Minor Collector Roadway Data

Appendix V - Flashing 30 km/h School Zone Data

Appendix VI - Proposed 40 km/h Neighbourhood Zones

Appendix VII - Proposed Raised Crosswalks at PXO's near Schools

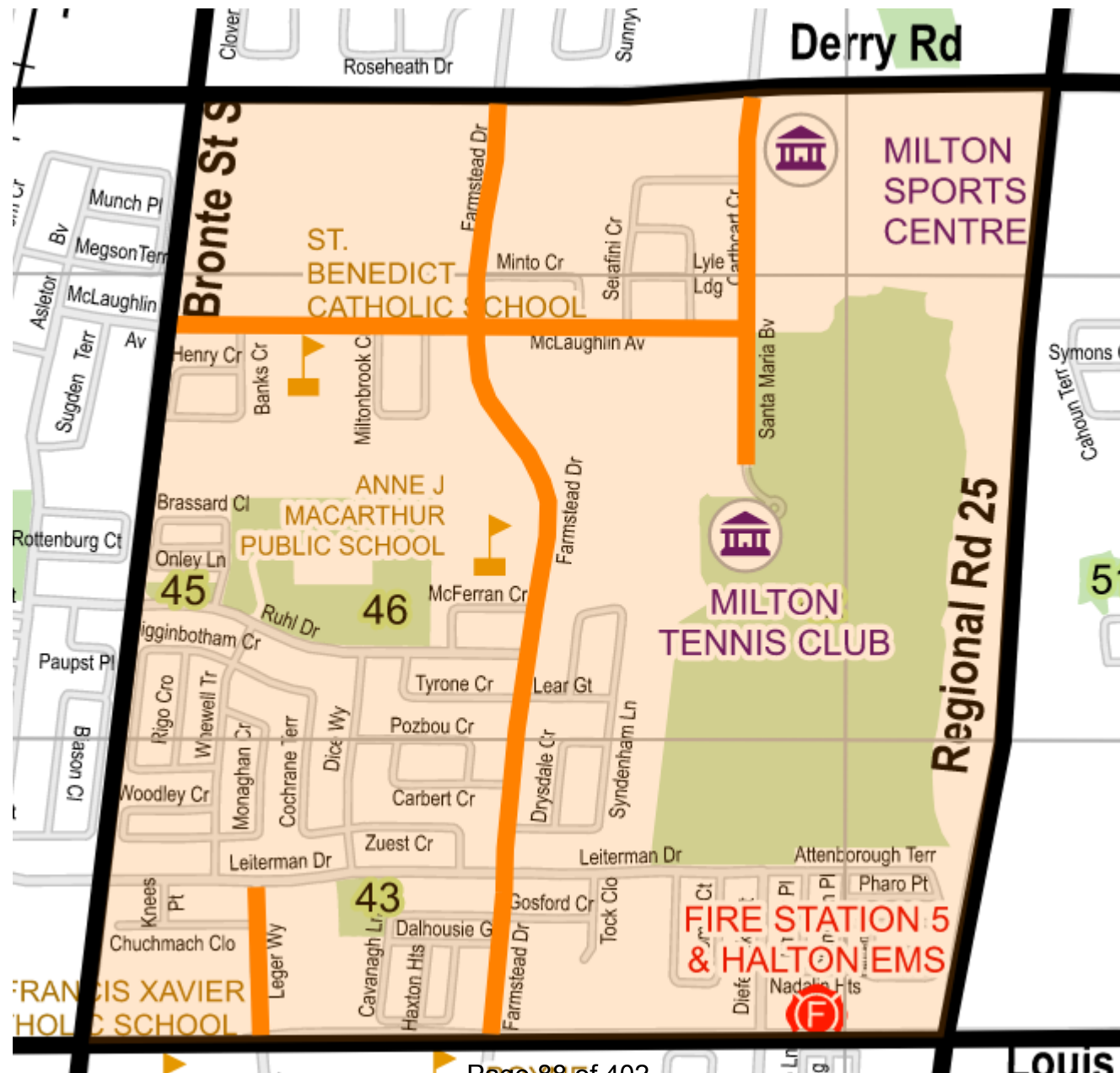
Appendix VIII - Traffic Calming Application Status

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 I
40km/h Pilot
Neighbourhood Zone



URBAN STREET DIRECTORY



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DATE OF LAST REVISION: SEPTEMBER, 2021

Appendix II Classification of Collector Roadways

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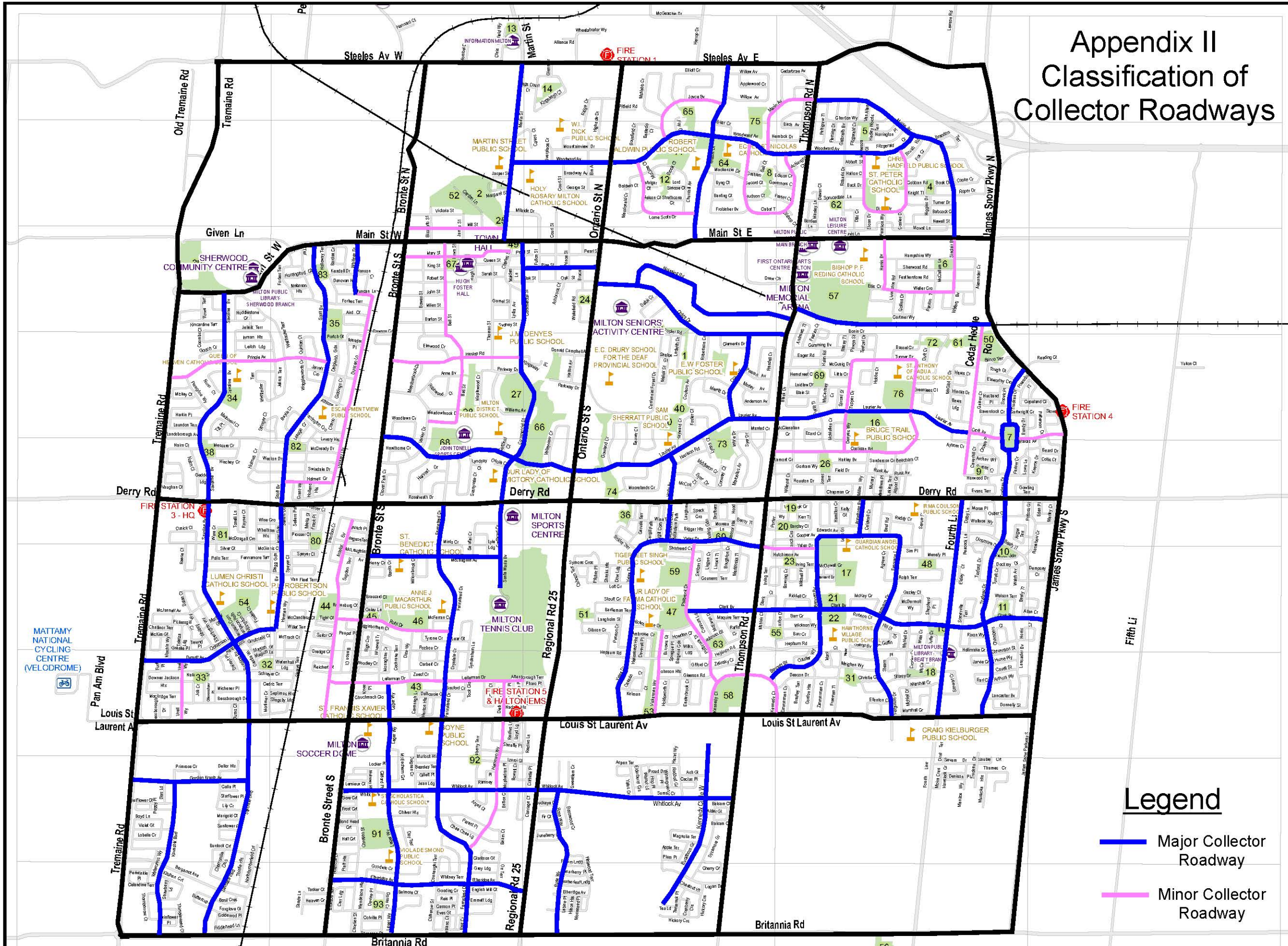
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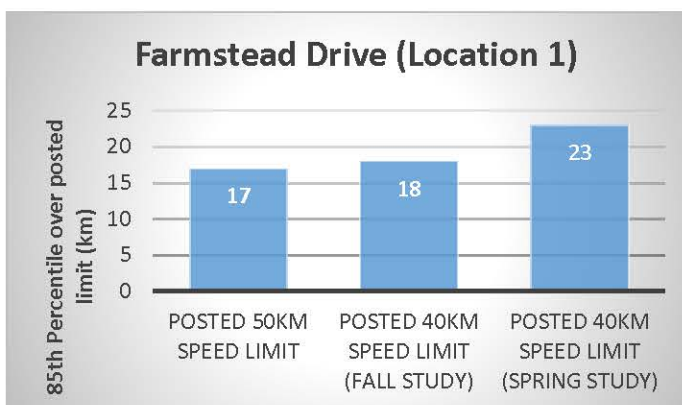
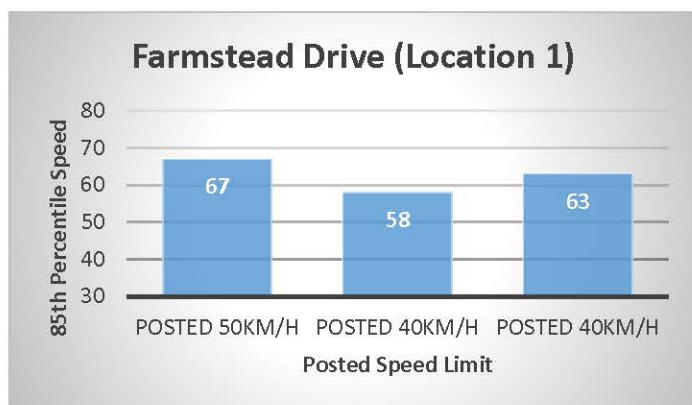
Legend

- Major Collector Roadway
- Minor Collector Roadway

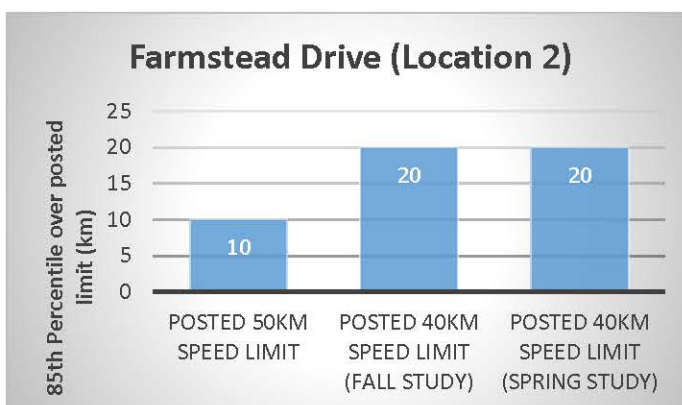
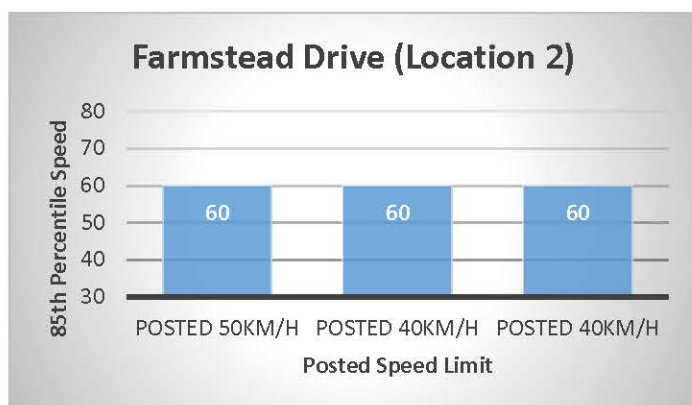
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6	SINCLAIR PARK	D3
7	TRUDEAU PARK	D4, D5
8	CENTRE PARK	C2
9	HARWOOD PARK	D5
10	BEATY TRAIL PARK	D5, D6
11	WATSON PARK	D6
12	COURT PARK	C2
13	CHRIS HADFIELD PARK	B1
14	KINGSLEIGH PARK	C1
15	MCDUFFE PARK	D6
16	CLARKE NEIGHBOURHOOD PARK	D5
17	BEATY NEIGHBOURHOOD PARK - NORTH	D5, D6
18	DAKVIEW PARK	D7
19	WALLBROOK PARK	D5
20	BARCLAY PARK	D5
21	BEATY NEIGHBOURHOOD PARK - SOUTH	D6
22	BENNETT PARK	D6
23	HUTCHINSON PARK	D6
24	WAKEFIELD PARK	C3
25	CENTENNIAL PARK	B2
26	FIELD PARK	D5
27	BRIAN BEST PARK	B4, C4
28	DAVID THOMPSON PARK	B4
29	MEIGHEN PARK	D7
32	GASTLE PARK	A7, B7
33	HARRISON PARK	A7
34	SCOTT NEIGHBOURHOOD PARK - WEST	A4
35	SCOTT NEIGHBOURHOOD PARK - EAST	B3, B4
36	WINN PARK	C5
38	SAVOLINE PARK	A5
39	SHERWOOD DISTRICT PARK	A3
40	COULSON PARK	C4
41	MILTON COMMUNITY PARK	B5, B7, C5, C7
42	LETTERMAN PARK	B7
44	WILLMOTT NEIGHBOURHOOD PARK	B5
45	WILLMOTT LINEAR PARK	B5
46	SUNNY MOUNT PARK (OFF LEASH DOG PARK)	B5
47	COATES NEIGHBOURHOOD PARK SOUTH	C5
48	MENEY PARK	D5
49	SPICE OF LIFE PAKETTE	B3
50	CEDAR HEDGE PARK - EAST	D3, D4
51	FEATHERSTONE PARK	C5
52	ROTARY PARK	B2
53	COATES LINEAR PARK	C5, C7
54	OPTIMIST PARK	A6
55	LUXTON PARK	C5, D6
56	OMAGH PARK	D9
57	LIONS SPORTS PARK	D3
58	BRISTOL DISTRICT PARK	C7
59	COATES NEIGHBOURHOOD PARK NORTH	C5, C6
60	BURLING PARK	D2
61	CEDAR HEDGE PARK - WEST (OFF LEASH DOG PARK)	D4
62	SPRUCCEDALE PARK	D2
63	MAQUIRE PARK	C6
64	BALDWIN PARK	C2
65	FAY COURT PARK	C1, C2
66	16 MILE CREEK PARK - NORTH	B5, C4, C5
67	VICTORIA PARK	B3
68	BRONTE MEADOWS PARK	B4, B5
69	LIDLAW PARK	D4
70	SAM SHERRATT PARK	C4, C5
72	BUSSEL PARK	D4
73	LAURIER PARK	C4, C5
74	MOORELANDS PARK	C5
75	MELANIE PARK	C1, C2
76	CLARKE NEIGHBOURHOOD PARK	D4
77	KINSMEN PARK	C2
78	DEMPSEY NEIGHBOURHOOD PARK	D2
79	16 MILE CREEK PARK - SOUTH	B5, C5
80	SPEYER PARK	B5, B6
81	MCDUGALL PARK	A5
82	MCCREADY PARK	B5
83	HOLLOWAY PARK	B3
86	COXE BOULEVARD PARK	C4
87	BEAVER COURT PARK	C4
91	FORD NEIGHBOURHOOD PARK	B8
92	RASPBERRY PARK	B7, B8
93	BRONSON PARK	B9
96	TIMBERLEA TRAIL	C3

Major Collector Roadways

Farmstead Drive (between Derry Road and McLaughlin Avenue)

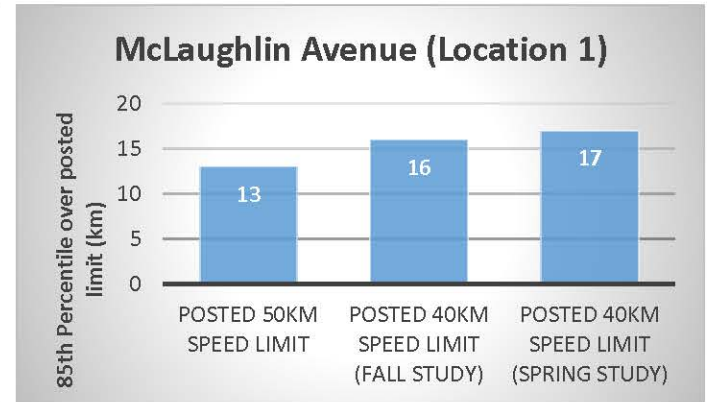
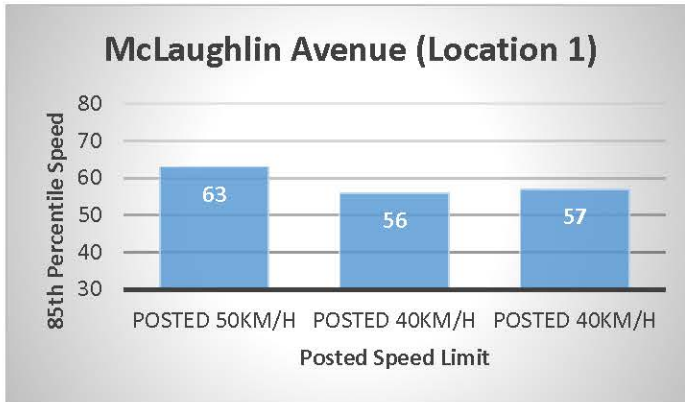


Farmstead Drive (between McLaughlin Avenue and Leiterman Drive)

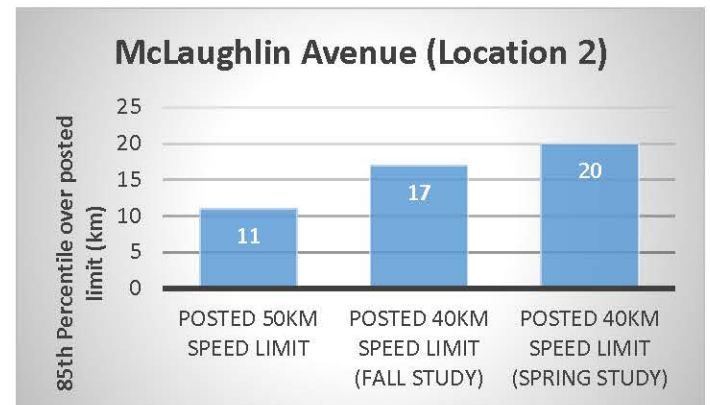
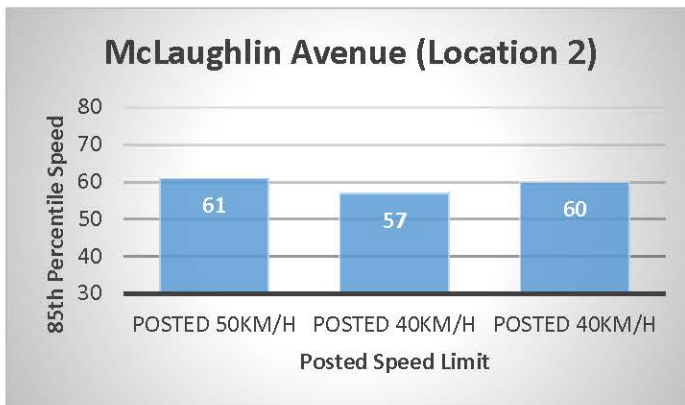


Major Collector Roadways

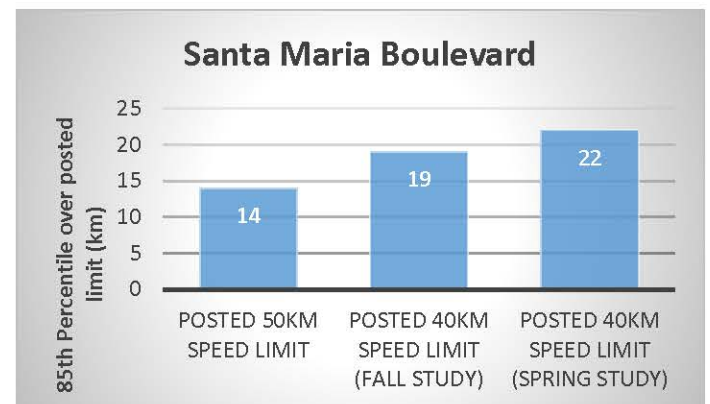
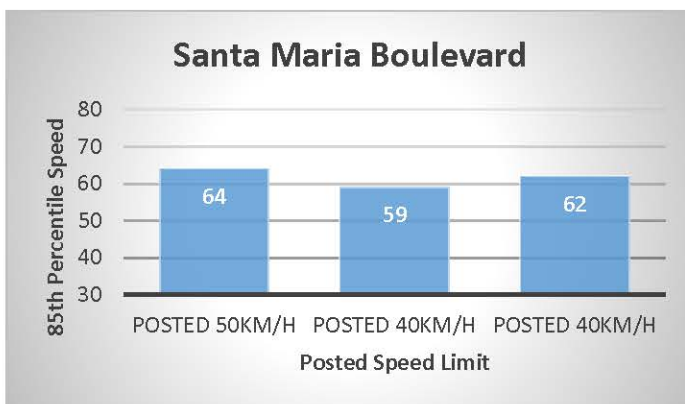
McLaughlin Avenue (between Bronte Street South and Farmstead Drive)



McLaughlin Avenue (between Farmstead Drive and Santa Maria Boulevard)

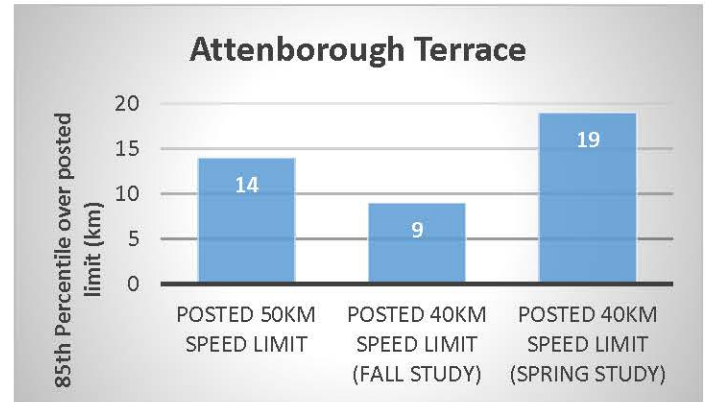
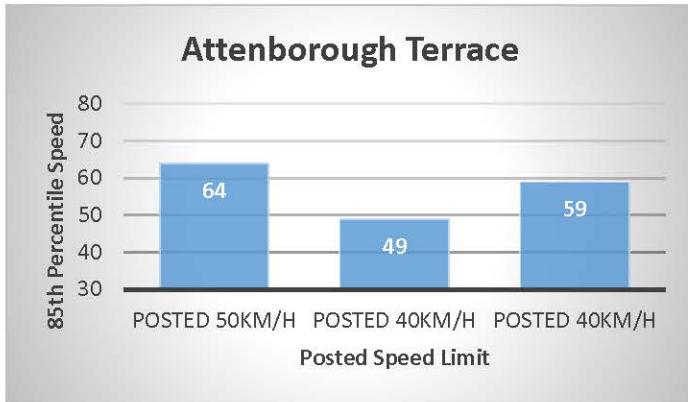


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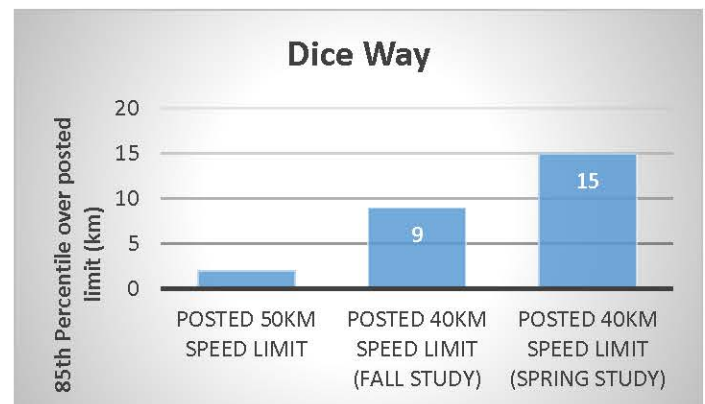


Minor Collector Roadways

Attenborough Terrace

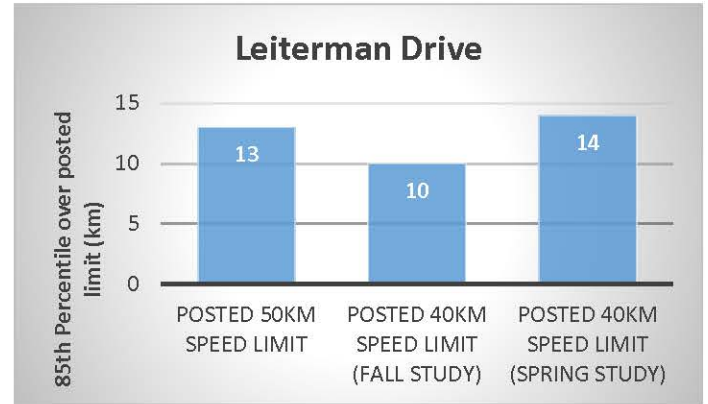
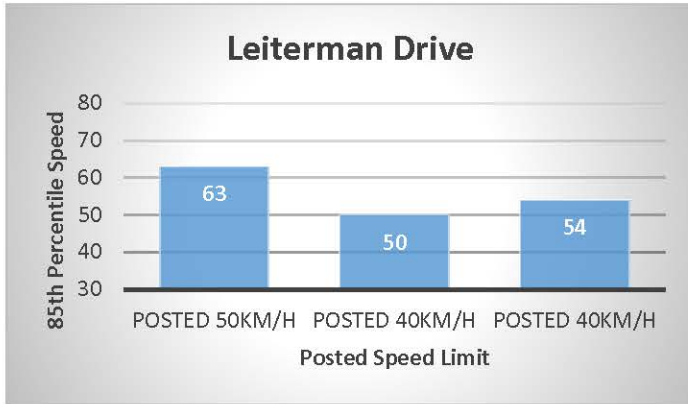


Dice Way

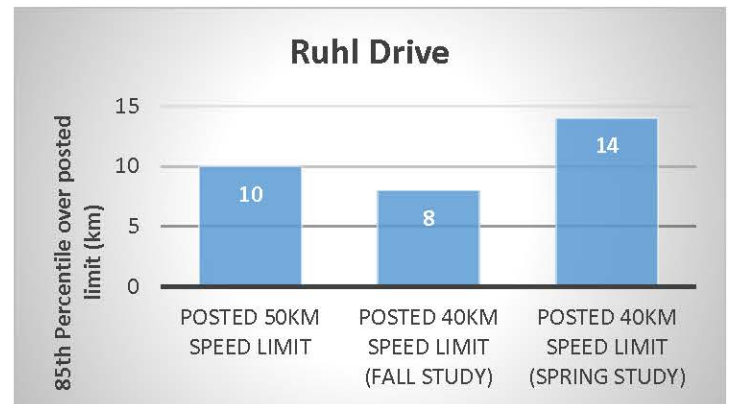


Minor Collector Roadways

Leiterman Drive

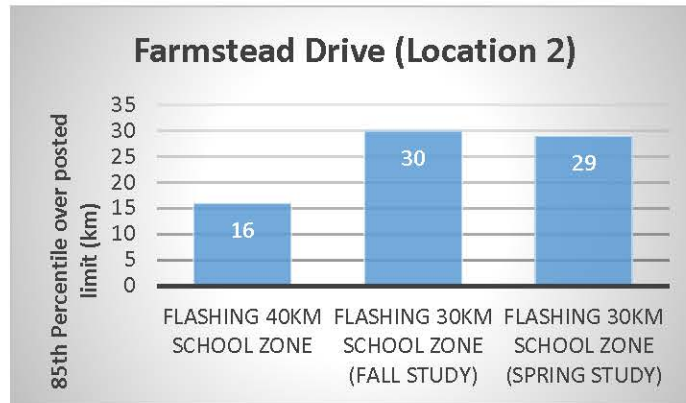


Ruhl Drive

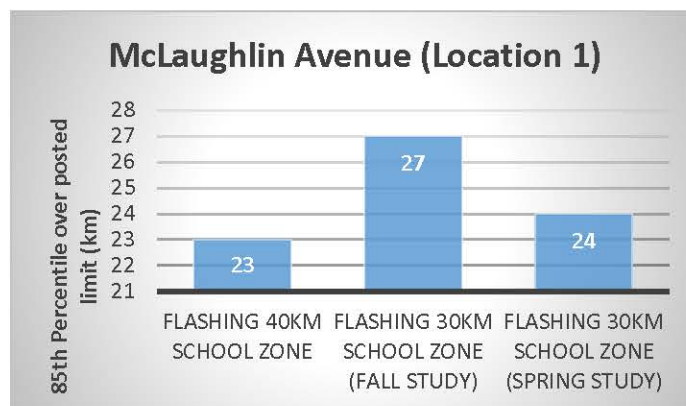


Flashing 30km/h School Zones

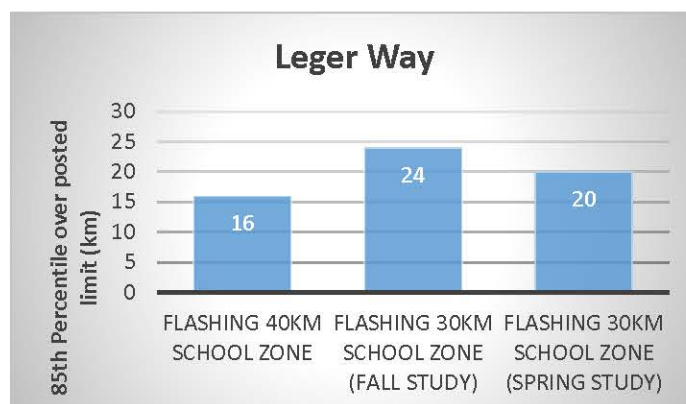
Farmstead Drive (between McLaughlin Avenue and Leiterman Drive)

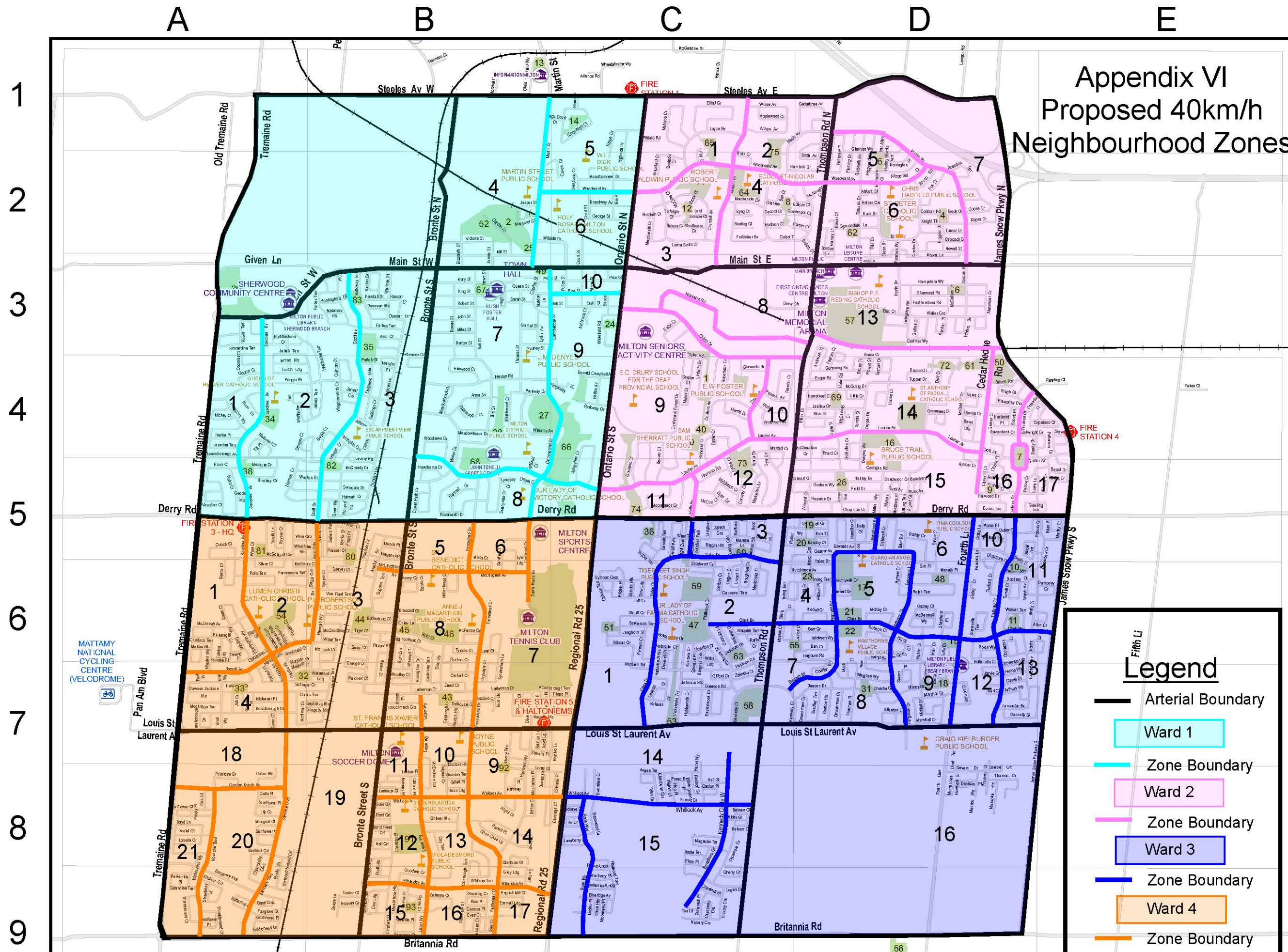


McLaughlin Avenue (between Bronte Street South and Farmstead Drive)



Leger Way (between Whitlock Avenue and Etheridge Avenue)





Appendix VI Proposed 40km/h Neighbourhood Zones

URBAN STREET DIRECTORY

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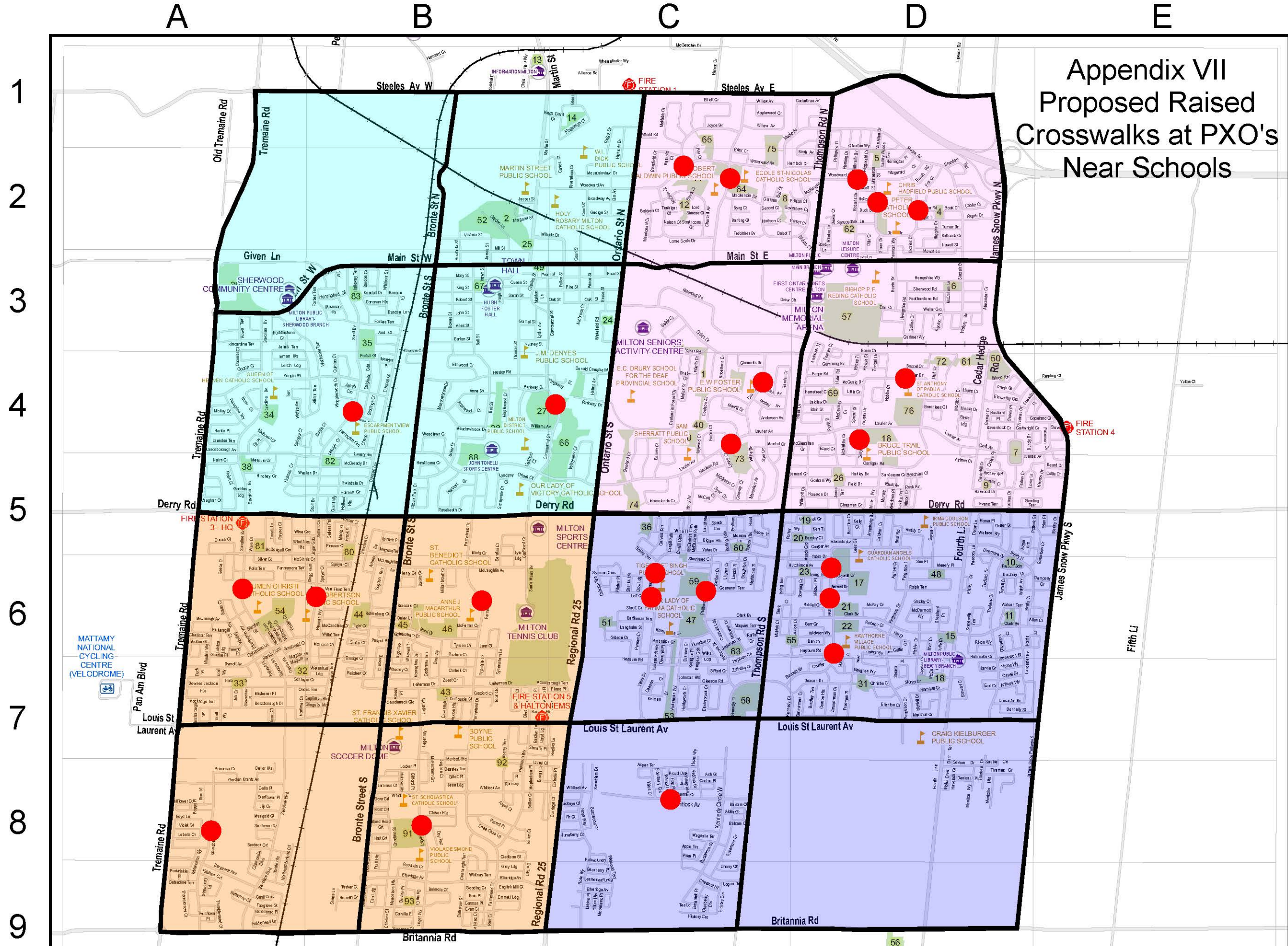
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6	SINCLAIR PARK	D3
7	TRUDEAU PARK	D4, D5
8	CENTRE PARK	C2
9	HARWOOD PARK	D5
10	BEATY TRAIL PARK	D5, D6
11	WATSON PARK	D6
12	COURT PARK	C2
13	CHRIS HADFIELD PARK	B1
14	KINGSLEIGH PARK	C1
15	MCDUFFE PARK	D6
16	CLARKE NEIGHBOURHOOD PARK	D5
17	BEATY NEIGHBOURHOOD PARK - NORTH	D5, D6
18	DAKVIEW PARK	D7
19	WALLBROOK PARK	D5
20	BARCLAY PARK	D5
21	BEATY NEIGHBOURHOOD PARK - SOUTH	D6
22	BENNETT PARK	D6
23	HUTCHINSON PARK	D6
24	WAKEFIELD PARK	C3
25	CENTENNIAL PARK	B2
26	FIELD PARK	D5
27	BRIAN BEST PARK	B4, C4
28	DAVID THOMPSON PARK	B4
29	MEIGHEN PARK	D7
32	GASTLE PARK	A7, B7
33	HARRISON PARK	A7
34	SCOTT NEIGHBOURHOOD PARK - WEST	A4
35	SCOTT NEIGHBOURHOOD PARK - EAST	B3, B4
36	WINN PARK	C5
38	SAVOLINE PARK	A5
39	SHERWOOD DISTRICT PARK	A3
40	COULSON PARK	C4
41	MILTON COMMUNITY PARK	B5, B7, C5, C7
42	LETTERMAN PARK	B7
44	WILLMOTT NEIGHBOURHOOD PARK	B5
45	WILLMOTT LINEAR PARK	B5
46	SUNNY MOUNT PARK (OFF LEASH DOG PARK)	B5
47	COATES NEIGHBOURHOOD PARK SOUTH	C5
48	MENEY PARK	D5
49	SPICE OF LIFE PARKETTE	B3
50	CEDAR HEDGE PARK - EAST	D3, D4
51	FEATHERSTONE PARK	C5
52	ROTARY PARK	B2
53	COATES LINEAR PARK	C5, C7
54	OPTIMIST PARK	A6
55	LUXTON PARK	C5, C6
56	OMAGH PARK	D9
57	LIONS SPORTS PARK	D3
58	BRISTOL DISTRICT PARK	C7
59	COATES NEIGHBOURHOOD PARK NORTH	C5, C6
60	BURLING PARK	C5
61	CEDAR HEDGE PARK - WEST (OFF LEASH DOG PARK)	D4
62	SPRUCEDALE PARK	D2
63	MAQUIRE PARK	C6
64	BALDWIN PARK	C2
65	FAY COURT PARK	C1, C2
66	16 MILE CREEK PARK - NORTH	B5, C4, C5
67	VICTORIA PARK	B3
68	BRONTE MEADOWS PARK	B4, B5
69	LIDLAW PARK	D4
70	SAM SHERATT PARK	C4, C5
72	BUSSEL PARK	D4
73	LAURIER PARK	C4, C5
74	MOORELANDS PARK	C5
75	MELANIE PARK	C1, C2
76	CLARKE NEIGHBOURHOOD PARK	D4
77	KINSMEN PARK	C2
78	DEMPSEY NEIGHBOURHOOD PARK	D2
79	16 MILE CREEK PARK - SOUTH	B5, C5
80	SPEYER PARK	B5, B6
81	MCDUGALL PARK	A5
82	MCCREARY PARK	B5
86	HOLLOWAY PARK	B3
88	COXE BOULEVARD PARK	C4
87	BEAVER COURT PARK	C4
91	FORD NEIGHBOURHOOD PARK	B8
92	RASPBERRY PARK	B7, B8
93	BRONSON PARK	B9
96	TIMBERLEA TRAIL	C3

Legend

- Arterial Boundary
- Ward 1
- Zone Boundary
- Ward 2
- Zone Boundary
- Ward 3
- Zone Boundary
- Ward 4
- Zone Boundary



Appendix VII Proposed Raised Crosswalks at PXO's Near Schools

URBAN STREET DIRECTORY

0 95 190 380 570 760 Meters

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7	TRUDEAU PARK	D4, D5
8	CENTRE PARK	C2
9	HARWOOD PARK	D5
10	BEATY TRAIL PARK	D5, D6
11	WATSON PARK	D6
12	COURT PARK	C2
13	CHRIS HADFIELD PARK	B1
14	KINGSLEIGH PARK	C1
15	MCDUFFE PARK	D6
16	CLARKE NEIGHBOURHOOD PARK	D5
17	BEATY NEIGHBOURHOOD PARK - NORTH	D5, D6
18	DAKVIEW PARK	D7
19	WALLBROOK PARK	D5
20	BARCLAY PARK	D5
21	BEATY NEIGHBOURHOOD PARK - SOUTH	D6
22	BENNETT PARK	D6
23	HUTCHINSON PARK	D6
24	WAKEFIELD PARK	C3
25	CENTENNIAL PARK	B2
26	FIELD PARK	D5
27	BRIAN BEST PARK	B4, C4
28	DAVID THOMPSON PARK	B4
29	MEIGHEN PARK	D7
32	GASTLE PARK	A7, B7
33	HARRISON PARK	A7
34	SCOTT NEIGHBOURHOOD PARK - WEST	A4
35	SCOTT NEIGHBOURHOOD PARK - EAST	B3, B4
36	WINN PARK	C5
38	SAVOLINE PARK	A5
39	SHERWOOD DISTRICT PARK	A3
40	COULSON PARK	C4
42	MILTON COMMUNITY PARK	B5, B7, C5, C7
43	LETTERMAN PARK	B7
44	WILMOTT NEIGHBOURHOOD PARK	B5
45	WILMOTT LINEAR PARK	B5
46	SUNNY MOUNT PARK (OFF LEASH DOG PARK)	B5
47	COATES NEIGHBOURHOOD PARK SOUTH	C5
48	MENEY PARK	D5
49	SPICE OF LIFE PARKETTE	B3
50	CEDAR HEDGE PARK - EAST	D3, D4
51	FEATHERSTONE PARK	C5
52	ROTARY PARK	B2
53	COATES LINEAR PARK	C5, C7
54	OPTIMIST PARK	A6
55	LUXTON PARK	C5, D6
56	OMAGH PARK	D9
57	LIONS SPORTS PARK	D3
58	BRISTOL DISTRICT PARK	C7
59	COATES NEIGHBOURHOOD PARK NORTH	C5, C6
60	BURLING PARK	C5
61	CEDAR HEDGE PARK - WEST (OFF LEASH DOG PARK)	D4
62	SPRUCCEDALE PARK	D2
63	MAQUIRE PARK	C6
64	BALDWIN PARK	C2
65	FAY COURT PARK	C1, C2
66	16 MILE CREEK PARK - NORTH	B5, C4, C5
67	VICTORIA PARK	B3
68	BRONTE MEADOWS PARK	B4, B5
69	LIDLAW PARK	D4
70	SAM SHERRATT PARK	C4, C5
72	BUSSEL PARK	D4
73	LAURIER PARK	C4, C5
74	MOORELANDS PARK	C5
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77	KINSMEN PARK	C2
78	DEMPSEY NEIGHBOURHOOD PARK	D2
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81	MCDUGALL PARK	A5
82	MCCREADY PARK	B5
83	HOLLOWAY PARK	B3
86	COXE BOULEVARD PARK	C4
87	BEAVER COURT PARK	C4
89	FORD NEIGHBOURHOOD PARK	B8
92	RASPBERRY PARK	B7, B8
93	BRONSON PARK	B9
96	TIMBERLEA TRAIL	C3

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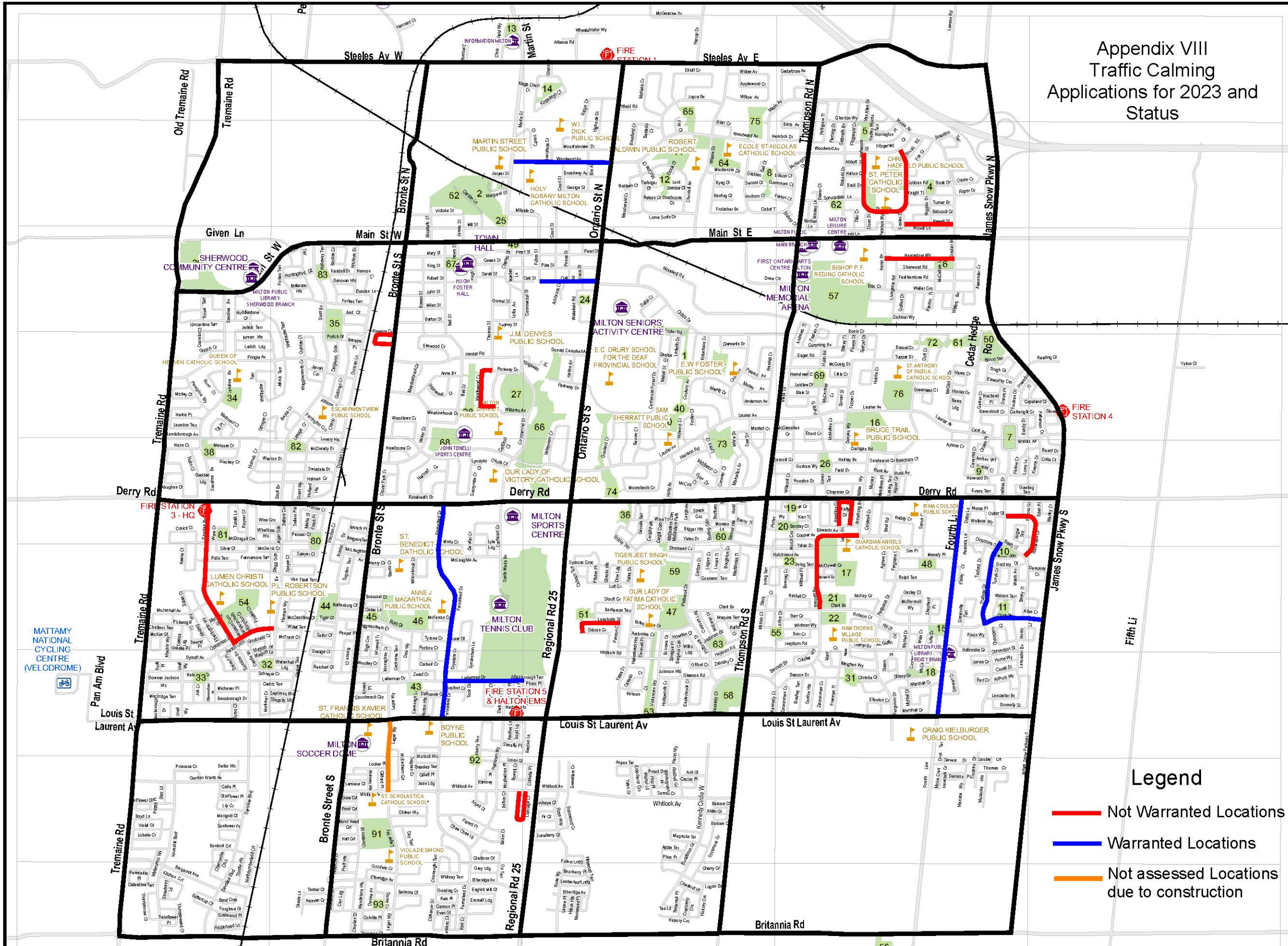
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Appendix VIII Traffic Calming Applications for 2023 and Status

URBAN STREET DIRECTORY

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48	MENEFF PARK	D5
49	SPICE OF LIFE PARKETTE	B3
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56	OMAGH PARK	D9
57	LIONS SPORTS PARK	D3
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61	CEDAR HEDGE PARK - WEST (OFF LEASH DOG PARK)	D4
62	SPRUCCEDALE PARK	D2
63	MAQUIRE PARK	C6
64	BALDWIN PARK	C2
65	FAY COURT PARK	C1, C2
66	16 MILE CREEK PARK - NORTH	B5, C4, C5
67	VICTORIA PARK	B3
68	BRONTE MEADOWS PARK	B4, B5
69	LIDLAW PARK	D4
70	SAM SHERRATT PARK	C4, C5
72	BUSSEL PARK	D4
73	LAURIER PARK	C4, C5
74	MOORELANDS PARK	C5
75	MELANIE PARK	C1, C2
76	CLARKE NEIGHBOURHOOD PARK	D4
77	KINSMEN PARK	C2
78	DEMPSEY NEIGHBOURHOOD PARK	D2
79	16 MILE CREEK PARK - SOUTH	B5, C5
80	SPEYER PARK	B5, B6
81	MCDUGALL PARK	A5
82	MCCREADY PARK	B5
83	HOLLOWAY PARK	B3
86	COXE BOULEVARD PARK	C4
87	BEAVER COURT PARK	C4
88	FORD NEIGHBOURHOOD PARK	B8
92	RASPBERRY PARK	B7, B8
93	BRONSON PARK	B9
96	TIMBERLEA TRAIL	C3

Legend

- Not Warranted Locations
- Warranted Locations
- Not assessed Locations due to construction



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: November 13, 2023

Report No: DS-051-23

Subject: We Make Milton – Growing in Milton Policy Considerations Report

**Recommendation: THAT Council receive Report DS-051-23 for information;
AND THAT the recommended policy considerations for the theme of Growing in Milton be endorsed by Council and that they be used to guide subsequent stages of We Make Milton.**

EXECUTIVE SUMMARY

- Council endorsed the policy considerations for the We Make Milton Living in Milton theme in June 2022, the Moving in Milton theme in June 2023, and the Working in Milton theme in July 2023.
- The subject report identifies the Big Questions for the fourth theme, 'Growing in Milton', and is requesting Council endorsement of the set of policy considerations to be used to develop policy through Stage Four of the We Make Milton project, 'Drafting and Discussing'.

REPORT

Background

The 'We Make Milton' project is a multi-year Official Plan review and update that was launched in July 2019 and includes five project stages:

- Stage One - Listening and Learning
- Stage Two - Vision and Guiding Principles
- Stage Three - Big Questions
- Stage Four - Drafting and Discussing
- Stage Five - New Official Plan

The work undertaken in Stages One and 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. The Vision Statement and Guiding Principles have been used to guide the development of policy considerations through Stage three - Big Questions.

We Make Milton Stage Three - Big Questions

Following Council endorsement of the 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 and how our new Official Plan can address them.

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 One and Two. These policy considerations will guide the development of the new Official Plan in Stage Four (Drafting and Discussing).

To organize the background information and explore community ideas about key land use planning issues, a series of We Make Milton reports have been prepared on the themes of: Living; Moving; Working; and Growing. There is some crossover between these themes. Two reports were prepared for each theme. These include:

1. A 'Background and Information' Report (attached as Appendix A), 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 and provide more choice for the year 2051, following our new land use planning vision and guiding principles; and
2. A 'Policy Considerations' Report (attached as Appendix B), which provides an exploration of the Big Questions and the identification of various policy considerations that link to the Council-endorsed Guiding Principles. The policy considerations intended to answer the Big Questions and are to be considered as the New Official Plan is drafted in the next stages.

The 'Living in Milton', 'Moving in Milton' and 'Working in Milton' recommended policy considerations were endorsed by Council in June 20, 2022 (Report [DS-060-22](#)); June 19, 2023 (Report [DS-032-23](#)); and July 17, 2023 (Report [DS-39-23](#)), respectively. Through the subject report, Town staff seek Council endorsement of the recommended policy considerations for the last theme discussed in Stage Three of We Make Milton, 'Growing in Milton'.

Discussion

Growing in Milton

The Growing in Milton theme explores where and how future growth could take place in Milton. This involves thinking about how Milton will plan for a sustainable, complete community, including the conservation and protection of its environmental resources.

In the context of our new planning vision, our community and our community building partners will have a wide range of choices to support where and how Milton grows. Some parts of Milton, will grow through higher density development and intensification. Parts of Milton will grow through new complete communities and employment lands. While at the same time, growth will be managed to support the revitalization or conservation of the existing character, important features and characteristics of specific parts of Milton.

The new Plan will manage growth by providing long-term certainty about land use and development while adapting in a flexible and innovative way as the needs of the community change over time.

Big Questions and Policy Considerations

In August 2023, Staff released the Growing 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 the engagement, summarized below, are the commentaries received through the engagement process. Resulting from the feedback received, no additional policy considerations were added. However, some changes were made to the draft considerations to clarify and elaborate the recommended policy directions.

The final Big Questions and Policy Considerations for ‘Growing in Milton’ are:

Big Question 1: Promoting a Local Approach to Growth

How can Milton’s new Official Plan provide a local approach to managing growth? What are Milton’s growth objectives and how do we achieve them?

- Growing in Milton Policy Consideration 1.1:
 - The new Official Plan should identify and describe the features that make the Town a unique place, reflect the new land use planning vision, Milton 2051: Choice Shapes Us, and address local Council and community’ priorities for future Milton.
- Growing in Milton Policy Consideration 1.2:

- The new Official Plan must accommodate the Town's updated population and jobs forecast to the 2051 planning horizon of the Plan.
- Growing in Milton Policy Consideration 1.3:
 - The new Official Plan should implement a balanced approach to growth by responding to provincial directions on growth and the future needs of the community, addressing residents' expectations and concerns and implementing the principles of complete community and sustainable development.

Big Question 2: Establishing Milton's Future Land Use Structure

What does our future land use structure look like? What is the role of the Town Structure's components and how should they function in 2051?

- Growing in Milton Policy Consideration 2.1:
 - The new Official Plan should illustrate the physical make-up of the community's long-term structure for the municipality. The community structure could recognize components of the urban and rural environments that either already exist or are expected to emerge during the life of the plan.
- Growing in Milton Policy Consideration 2.2:
 - For the Urban Area, the new Official Plan should establish an urban structure and hierarchy of urban places with long-term policy outcomes, intentions and directions that will be foundational to planning for a complete, thriving and healthy community.
- Growing in Milton Policy Consideration 2.3:
 - The new Official Plan should ensure that the policies for approved secondary plans that cover stable built-out areas (for example, Bristol Survey) are consistent with and do not duplicate the Official Plan community goals, objectives and strategic policies.
- Growing in Milton Policy Consideration 2.4:
 - For the rural area, the new Official Plan must establish a local rural structure to provide places for businesses and amenities that serve the rural community while protecting the environment and natural resources.

- Growing in Milton Policy Consideration 2.5:
 - The new Official Plan should develop legible and easy-to-understand text, schedules and figures that can assist the reader in understanding the proposed outcomes, intentions and directions.

Big Question 3: Managing Growth within the Settlement Areas

How can the new Official Plan manage growth and provide a framework and guidance for where and how to intensify? What is our capacity for intensification?

- Growing in Milton Policy Consideration 3.1:
 - The new Official Plan must detail where and how the Town will grow within the urban area, integrating land uses and transportation and making efficient use of resources and infrastructure.
- Growing in Milton Policy Consideration 3.2:
 - The new Official Plan should provide direction to achieve a greater mix of housing choices, affordability and densities in proximity to services and amenities in strategic growth areas, existing neighbourhoods, and future community.
- Growing in Milton Policy Consideration 3.3:
 - The new Official Plan should guide opportunities for sustainable growth within the rural settlement areas (the hamlets) in order to ensure their long-term viability.

Big Question 4: Envisioning Growth and Promoting Good Development Practice

What will future growth look like in Milton? How can the new Official Plan accommodate growth in a manner that achieves a high quality of life and sense of place? How can we achieve more complete and healthy communities?

- Growing in Milton Policy Consideration 4.1:
 - The new Official Plan should establish direction in policy for the design and visual appearance of the built form typologies that will represent Milton's urban environment over time, within the diversity of urban places and destinations.
- Growing in Milton Policy Consideration 4.2:
 - The new Official Plan should promote a sense of place and interest by providing direction for the creation of memorable sites, buildings and public realm that people can connect and relate to.

- Growing in Milton Policy Consideration 4.3:
 - The new Official Plan should ensure the conservation and enhancement of character both in the rural and urban communities.
- Growing in Milton Policy Consideration 4.4:
 - The new Official Plan could promote sustainable community design and construction practice.

Big Question 5: Promoting Resource and Environmental Protection

How can the new Official Plan protect and enhance our natural resources and landscapes while balancing the need to accommodate growth in a safe, orderly and sensitive manner?

- Growing in Milton Policy Consideration 5.1:
 - The new Official Plan must protect, improve, and enhance the natural heritage and water resources systems.
- Growing in Milton Policy Consideration 5.2:
 - The new Official Plan must protect, enhance, and support the agriculture system and rural community by protecting farmland, agri-food networks and edge planning at the intersection of the urban and rural areas.
- Growing in Milton Policy Consideration 5.3:
 - The new Official Plan must make mineral aggregate resource available for use while mitigating and minimizing potential adverse effects from resource extraction.

Big Question 6: Delivering Infrastructure and Community Services

How can the new Official Plan support the efficient, fiscally responsible and sustainable delivery and use of community infrastructure and services?

- Growing in Milton Policy Consideration 6.1:
 - The new Official Plan must ensure the equitable distribution of existing and future community infrastructure; public service facilities; and institutional needs are planned for as part of future growth.
- Growing in Milton Policy Consideration 6.2:
 - The new Official Plan should promote partnerships, co-location and shared use of facilities to contribute to cost effective operations.
- Growing in Milton Policy Consideration 6.3:

- The new Official Plan should provide direction for the Town to adapt against the challenges of climate change and build a resilient infrastructure.

Summary of Engagement

Public and stakeholder engagement is a crucial part of We Make Milton. Stage Three (Big Questions) has provided significant opportunities for the community to stay involved.

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. A summary of the community engagement activities on the theme of Growing in Milton is provided below.

We Make Milton Online Public Forum (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 Stage Three and continued to receive comments from across the OP review themes. The Growing in Milton 'Background and Information' Report (Appendix A) and Policy Considerations" Report (attached as Appendix B) were made available to the public on [Let's Talk Milton website](#) and the [We Make Milton project web page](#) on September 29, 2023.

Growing in Milton Survey (September 1 to September 29, 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. The survey was promoted using social media posts, social media ads, notices in digital newsletter, media stories, website posts, printed flyers, digital signs, and more. A record of the survey participation is provided in Appendix C to the subject report.

Technical Advisory Committee Meetings (May 17, 2023 and October 3, 2023)

- Staff established a Technical Advisory Committee (TAC) to obtain technical advice 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 twice to provide input on the Growing in Milton big questions and proposed policy considerations. Staff adjusted the reports based on TAC feedback.

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, Town staff held a stakeholder engagement meeting met the Mississaugas of the Credit First Nation on July 7, 2023.

Public Virtual Feedback Sessions (September 12, 14 and 28, 2023)

- Virtual Public Feedback sessions provided an opportunity for discussion in more detail than is possible using the online survey. The virtual sessions used various tools to collect feedback, including verbal comments shared over Zoom and the Zoom chat tool. Morning, afternoon and evening sessions were held in September 2023.

Public In-person Feedback Session (September 28, 2023)

- A Public in-person feedback session provided an opportunity for discussion in person at Town Hall. Comments and feedback were collected during the presentation in the Milton Room. Likewise, attendees were invited to complete the Growing in Milton survey.

Summary of Participation - Growing in Milton:

Overall, survey respondents were in favour of the policy considerations identified in the Growing in Milton survey. The public engagement sessions and stakeholder meetings gave productive conversation that provided more context into community concerns related to future growth in Milton, resulting in refinements to some of the policy considerations.

Staff will continue to engage with the public and stakeholder groups through the project's next phases. The shareholder and public sessions continued to see a good representation from a reasonable cross-section of different stakeholders and community interests.

Next Steps

Based on the input received, staff recommend that all of the refined policy considerations identified for the theme of Growing in Milton be carried forward and used to inform subsequent stages of the new Official Plan project. As staff advance into Stage Four (Drafting and Discussing), there will continue to be opportunities for the community to help us draft, discuss, and refine new land use planning policies based on these recommended policy directions.

Following the completion of Stage Three (Big Questions) with the endorsement of the Growing in Milton policy considerations, Stage Four (Drafting and Discussing) will commence. The proposed draft policies will reflect the community input, updated provincial



WE MAKE MILTON

Growing in Milton
Big Questions:
Background & Information



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Introduction

This is the fourth and final Background and Information Report for the We Make Milton Project. This report discusses the theme of Growing in Milton. Prepared as part of Stage 3 of the new Official Plan project, it explores the current context, planning opportunities and challenges related to Milton’s growth. It concludes a series of Big Questions about how to manage growth and change to the year 2051, aligning with Milton’s new land use planning vision: Choice Shapes Us.

The Growing in Milton Policy Considerations Report has been prepared to complete Stage 3 of the new Official Plan project. It identifies policy considerations that inform the preparation of our new Official Plan. It rounds out the Big Questions considered in the previous reports for Living, Moving and Working in Milton. The Growing theme explores the past and future context for Milton’s growth. It also identifies some potential Big Questions about how to manage growth and change to the year 2051.

The Background and Information Report and Policy Considerations Report will be used for our next round of community engagement and consultation.

About Growing in Milton

The Growing in Milton theme explores where future growth will happen and what form it will take. This involves thinking about how Milton will address the conservation and protection of finite resources, and implement complete community ideals.

In the context of our new planning vision, our community and our community building partners will have a lot of choices to support where and how Milton grows. In some parts of Milton, we will grow ‘up,’ with higher density development and intensification; in some parts of Milton, we will grow through new complete communities; and, in other parts of Milton, established areas growth will support revitalization or conservation. Outside of these areas, the emphasis will be on managing growth to preserve or enhance the existing character or other important features.

Growth will be managed to provide long-term certainty about land use and development while adapting in a flexible and innovative way as the needs of the community change.



What are the Big Questions?

Big Questions are critical policy questions about how to manage change to the year 2051 and achieve our land use Vision: Choice Shapes Us. 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 specific to Milton.

What do we mean by Development?

Development means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include: a) activities that create or maintain infrastructure authorized under an environmental assessment process; or b) works subject to the *Drainage Act*.

(The Growth Plan, 2020).

The Town of Milton is committed to engaging the community and building a better Milton together. This information report is the start of a collaborative journey of envisioning and planning growth in Milton.

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

- Balancing and managing new growth and development.
- Creating smart, complete, mixed-use communities.
- Encouraging sustainable/green development.
- Improving building/site design standards and aesthetics.
- Managing height and density of new development.
- Preserving small town feel and character.
- Addressing infrastructure gaps.
- Prioritizing intensification and efficient land use.
- Protecting our environment and natural resources.
- Supporting agricultural and rural preservation.

What do we mean by Complete Communities?

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

(Proposed Planning Policy Statement, 2023).

"We need more housing options - from entry level to executive and seniors - as well as more affordable options."

"What's the why behind an official plan? To deliver growth. How can we make this more efficient?"

"People aren't against growth - it doesn't need to stop - but we have to maintain the past and the rural identity. There is limited growth potential there anyway."

"Change is coming and people agree that we need to make choices about the future. The important question is: how do we approach change?"



Brief History of Milton's Growth

The Mississaugas of the Credit First Nation

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and shares this land and the responsibility for the water, food and resources. The Mississaugas of the Credit First Nation is part of the Ojibwe (Anishinaabe) Nation, one of the largest Aboriginal Nations in North America. By 1700, after defeating the Iroquois, the Ojibwe had conquered most of Southern Ontario and in the mid-18th century, the Ojibwe tribes occupied almost all of this territory. The Mississauga people's ancestors owned all of the territory from Long Point on Lake Erie to the headwaters of the Thames, Grand, Humber and Rouge rivers (mncfn.ca, n.d.).

Under pressure to acquire land to resettle Loyalists after the American Revolution, the British Crown and the Mississaugas of the Credit negotiated various treaties between 1781 and 1820. At the time, the Crown saw treaties as outright land purchases, while the Mississaugas did not.

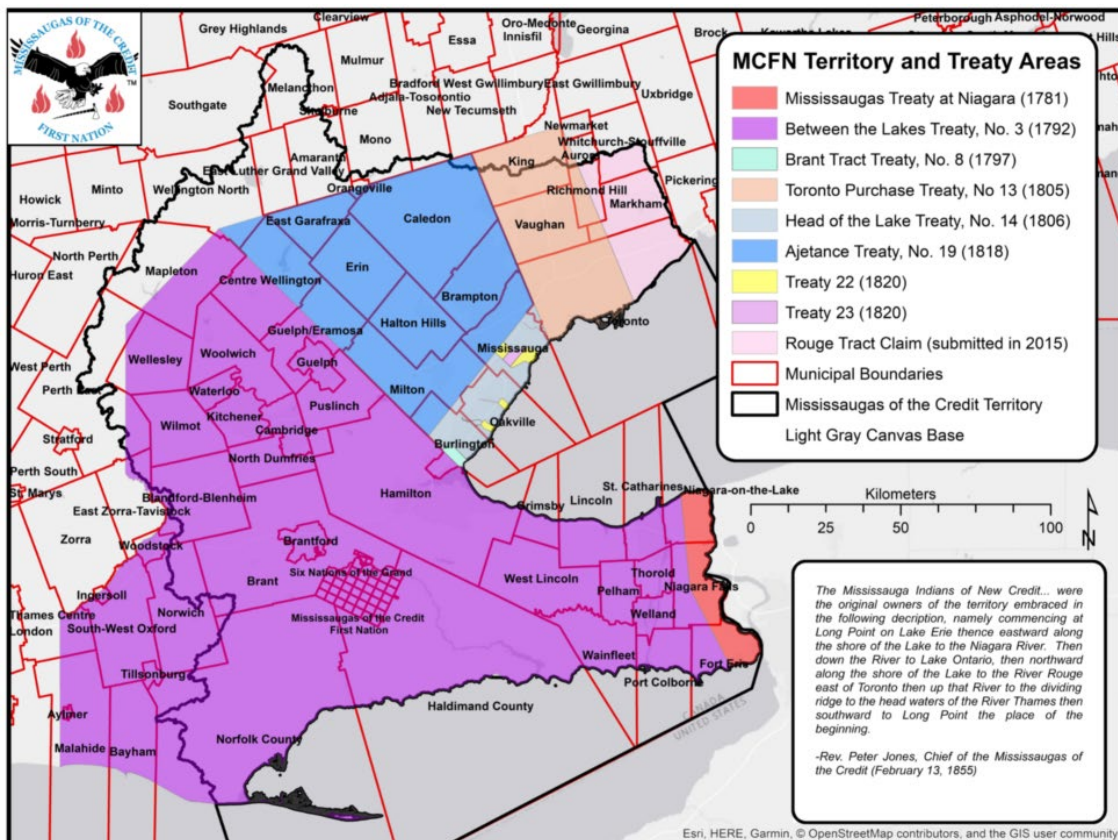


Figure 1. Municipalities within Mississaugas of the Credit Treaty Lands and Territories (mncfn.ca, n.d.).

By the 1820s, the Mississaugas were outnumbered by white settlers more than 100 to one. They were beginning to become outcasts in their own land. During the implementation of these treaties, the Mississaugas were negatively impacted by the activity of settlers. The depletion of fish and game stock led to the collapse of the Nation's traditional economy. Their mobility was also deeply affected by settlers' farms and communities. The settlement on the land of the Mississaugas cause their population to reduce by 60 per cent and their land stewardship to reduce from 4,000,000 acres to 200 acres.

Most of Milton exists on the treaty lands of the Ajetance Treaty No.19 (1818) and a small portion on the Head of the Lake Treaty (1806), which was signed within a larger treaty named the Between the Lakes Treaty in 1792.

From the vast territory they once occupied, today the Mississaugas of the Credit live on less than 6,000 acres straddling Brant and Haldimand counties. Outside of the Milton area, they also claim unextinguished aboriginal title to the Rouge River Valley Tract and submitted a 2015 claim to the governments of Ontario and Canada seeking the return of those lands.

The Early Settlement and Townships

Early European settlers began to settle here in the late 1700s and early 1800s, eventually establishing treaties with the Indigenous Peoples. By 1818, what is now known as Milton was located across four growing townships in Halton County (Nelson Trafalgar, Esquesing, and Nassagaweya).

Milton’s early settlement was a self-sufficient agricultural community. In 1822, Jasper Martin received a grant from the Crown of 40.5 hectares of land on the West Branch of the Sixteen Mile Creek, an area now comprising Martin Street and the Mill Pond north of Main Street. The settlement was later known as Milltown and, in 1837, became Milton. The first store and the post office opened in 1836 on what would become Main Street and the first churches began to be built in the 1840s, for Milton’s population of about 100 residents.



Figure 2. Main Street, Milton, C.1910-1920 (Milton Historical Society, n.d.).

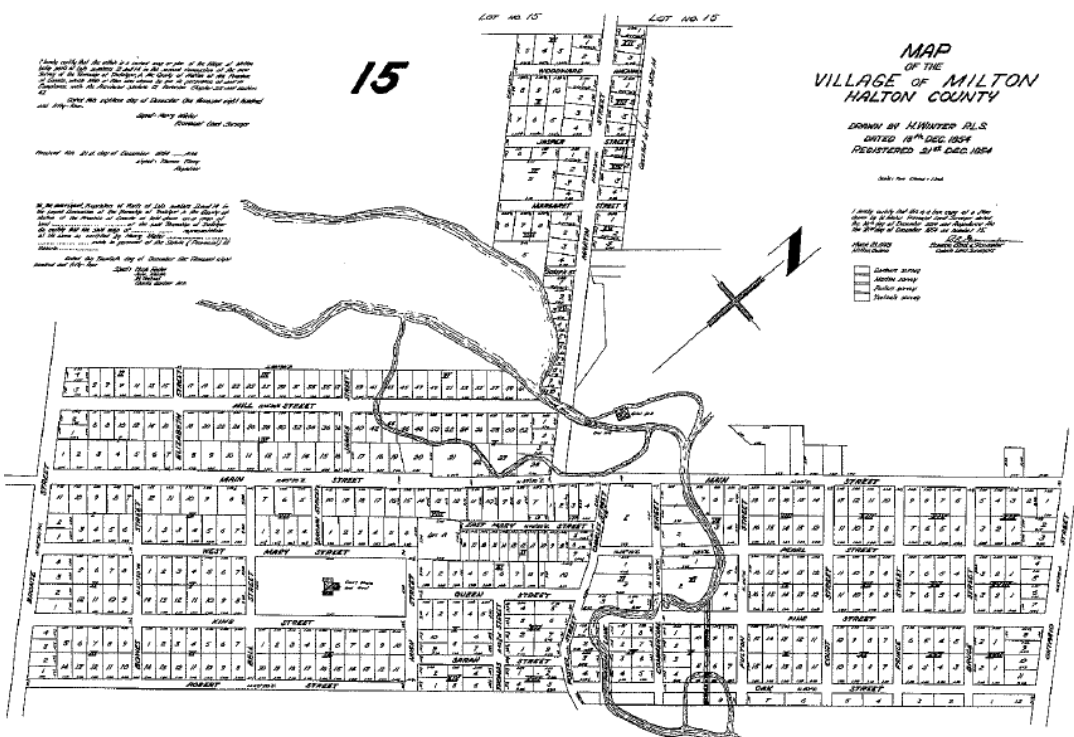


Figure 3. Plan 15, Registered 1854 (Town of Milton files).

The town was incorporated in 1857 and by 1869 there was a population of 1,000. With the arrival of two railways between 1877 and 1879 (now CN rail and CP rail), the Town positioned itself as a well-established service and transportation centre. Throughout this period, Milton remained primarily an agricultural town serving the needs of the surrounding area.

The town grew slowly to about 1,370 people in 1901 and 1,654 people by 1911. After the Second World War, the town grew to 6,600 inhabitants due to the development of new housing for veterans and the extension of Highway 401 to Milton.

In 1974, with the creation of Regional government, parts of the townships and the old Town of Milton were amalgamated to create Milton as it is today.

The Urban Area Expansion

Milton's urban area consisted of the original historic town site as defined through regionalization in 1974. The 1,327 hectares of urban area included the Mountain View, Bronte Meadows, Dorset Park and Timberlea neighbourhoods, an industrial area to the north, and the historic downtown core. In the local growth planning context, this central area of Milton is referred to as the Established Urban Area (Figure 4).

The pre-existing urban area was subsequently expanded by the Halton Urban Structure Plan (ROPA 8) adopted by the Region in 1994.

The 'Living in Milton', 'Moving in Milton', and 'Working in Milton' Background and Information Reports provide additional details about different aspects of Milton's history.

The 1997 Official Plan

Through the 1997 Official Plan, the local Council adopted an urban structure intended to manage growth and guide development decisions within the 2021 planning horizon. The 1997 Official Plan responded to this direction and incorporated three new phases of urban expansion and residential development, being the Bristol Survey (Phase 1), Sherwood Survey (Phase 2) and Boyne Survey (Phase 3) Secondary Plan areas.

There were also two areas of urban expansion for non-residential uses in the 1997 Official Plan. The 401 Industrial/Business Park was the first phase and the Derry Green Industrial Business Park was the second phase. As a result, the urban area increased to 5,614 hectares, representing 15 per cent of the municipality. These lands were added to the Urban Area through the Halton Urban Structure Plan (HUSP) and were intended to accommodate planned growth to 2021. Figure 4 depicts the extent of the urban area resulting from the 1997 expansion.

2009 Urban Area Expansion

In 2009, the Halton Official Plan was updated to identify new lands where urban development would be permitted. The process used to identify these lands was called Sustainable Halton. The new lands will accommodate the distribution of population and employment from 2021 to 2031, in accordance with the 2006 Growth Plan for the Greater Golden Horseshoe. These lands are located in three areas: a corridor along the Trafalgar Road, a corridor along Tremaine Road including the Milton Education Village lands and an area south and east of Britannia Road.

A smaller area of employment lands on the north side of James Snow Parkway, east of Regional Road 25 was also brought into the Urban Area boundary to be added to the existing 401 Industrial Business Park. These lands were identified as Phase 4 of urban expansion.

Through this expansion, the urban area achieved a total area of 8,308 hectares, representing 23 per cent of the municipality, encompassing a full range of residential, commercial, industrial/employment, institutional and open space land uses and development areas intended to be the focus of urban development and intensification.

2022 Urban Area Expansion

In 2022, the Province of Ontario approved Regional Official Plan Amendment 49 (ROPA 49). This change to the Halton Region Official Plan created a land use policy framework to guide growth and development to 2051, including direction that addresses housing and growth management, as well as long-term planning for employment and infrastructure.

The amendment builds on the framework introduced under ROPA 48, and identifies and delineates an additional Major Transit Station Area: Milton-Trafalgar GO. In addition, the amendment updates policies associated with Primary Regional Nodes, assigning targets to these Strategic Growth Areas.

The 2022 expansion increased the extent of the urban area adding new lands dedicated to future community and employment-related uses by another 2,308 hectares, accounting for approximately 6 per cent of municipal lands. These new community and employment lands now represent Milton's Phase 5 of growth. These new areas will be subject to secondary planning processes in the future to achieve complete communities and allocate population and employment growth.

Through the approval of ROPA 49, the Province included a new policy requiring the Region to update Table 2 and 2a of the Regional Official Plan. These tables set out targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas and Employment Areas and the regional phasing to the planning horizon of 2051 through a future amendment to the Plan.

"No matter how large Milton has grown, our citizens celebrate together, respect one another, we share well, we recreate together and we maintain a sense of history in our community."



An upcoming amendment to the Milton Official Plan will incorporate updates to the local growth policy framework and mapping to incorporate the results of the 2022 urban settlement area expansion and its associated population and job growth projections.

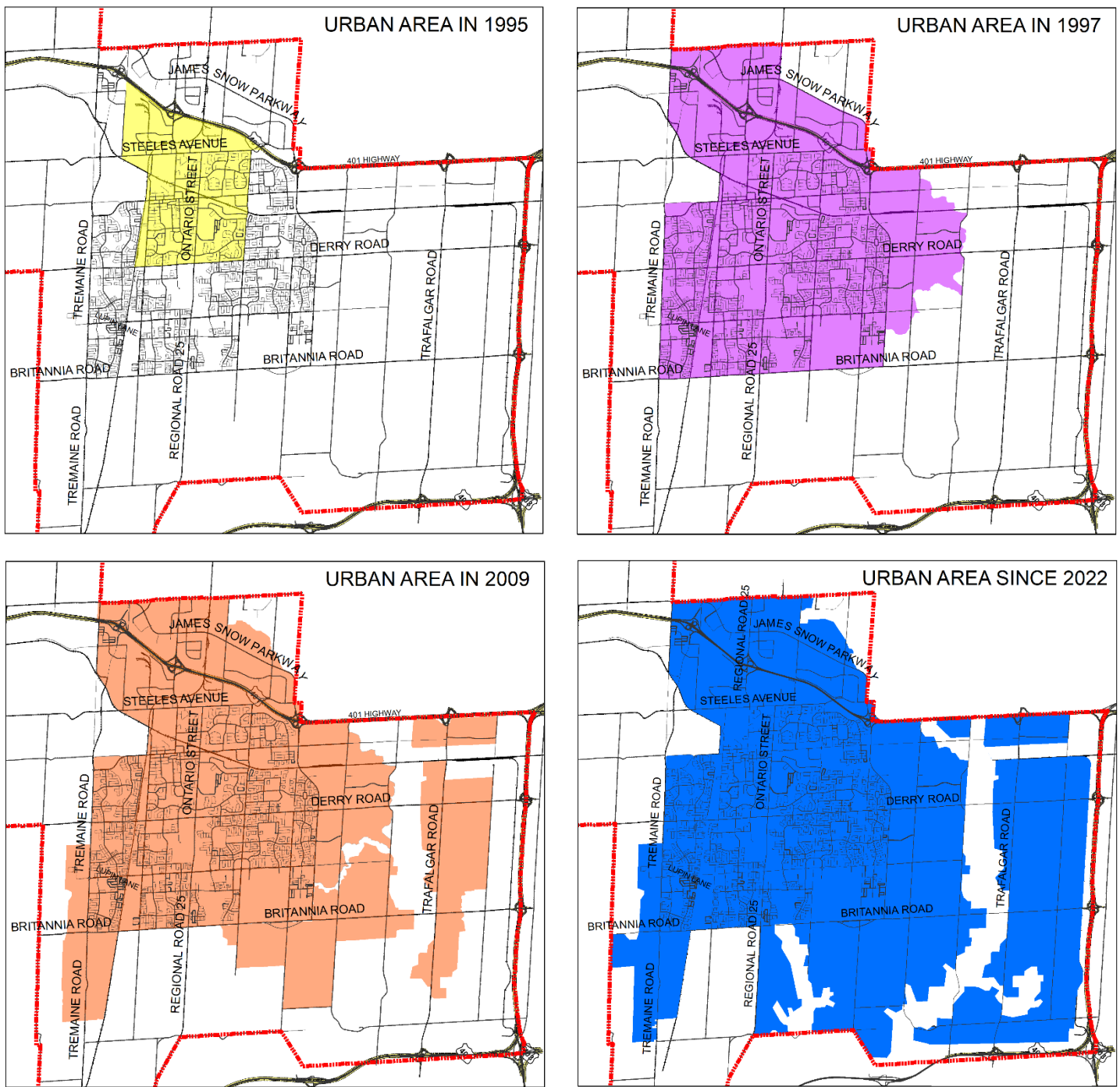


Figure 4. Milton's Phases of Urban Expansion (Milton GIS, 2023).

The location of new Community and Employment Areas incorporated into the Urban Settlement Area in 2022 is depicted on Figure 23.

Growth in Milton Today

Population Distribution and Growth

Over the past three decades, Milton's urban area has grown significantly because of multiple urban boundary expansions. Likewise, the Town's population has continued to experience significant growth. In 2001, our population was 31,471 inhabitants; by 2021, 132,979 people called Milton home, an increase of more than 400 per cent.

Table 1 shows Milton's growth rate in various intervals between 2001 and 2020. Compared to the provincial rate of 4.6 per cent and national rate of five per cent⁷, Milton's growth rate has been significant for more than two decades. Milton has gained over 100,000 people over the last 25 years, increasing by almost 20,000 with every five-year increment.

Table 1: Population of Milton (2001 to 2021)

Year	Population	Per cent Change
2001	31,471	–
2006	53,939	71.4%
2011	84,362	56.4%
2016	110,128	30.5%
2021	132,979	20.7%

Source: Statistics Canada.

Most Milton residents live in the urban area (94.3 per cent), where there is a wide range of densities. Less than 6 per cent of Milton's population lives in the rural area. Table 2 shows how the current distribution of population across Milton based on the most recent census.

With population growth comes the need for various forms of housing. According to the 2021 Census, the number of occupied dwellings in Milton increased by 215 per cent since 2006 and accounts for 40,040 units. While the majority of the dwellings are single detached. Ground-oriented dwellings represent 89 per cent of the housing stock, and the remaining 11 per cent accounts for all types of apartment units.

Table 2: 2021 Population Distribution across Milton

Area of Milton	Population	Percentage
Urban Milton (urban area only)	125,384	94.3%
Rural Milton (all lands outside Urban Area including Hamlets)	7,595	5.7%
Town-wide (all of Milton)	132,979	100%

Source: Statistics Canada.

The two housing types that increased the most from 2006 to 2021 are row houses (an increase of 3.3 times) and apartments in low-rise buildings (increase of 4.1 times).

While single-detached units, semi-detached units, and row houses represent the majority of the units approved and under construction, more recently, the number of apartment units in mid-rise and tall buildings has started to increase.



*Figure 5. Residential development in Milton
(Town of Milton files).*

Table 3. Summary of growth. Occupied dwellings by structural type.

Structural type	2006(*)	2011	2016	2021
Total occupied private dwellings by structural type	18,465	27,565	31,325	40,040
Single-detached house	11,983	17,480	17,250	22,720
Semi-detached house	1,976	2,870	3,555	3,755
Row house	2,733	5,130	7,415	9,140
Apartment or flat in a duplex	240	255	225	295
Apartment in a building that has fewer than five storeys	462	755	1,320	1,920
Apartment in a building that has five or more storeys	1,034	1,035	1,555	2,185
Other single-attached house	55	25	10	15
Movable dwelling	N/A	15	10	15

(*) Number of dwellings constructed before 1986: 8,935 / Number of dwellings constructed between 1986 and 2006: 9,530.

Source: Statistics Canada.

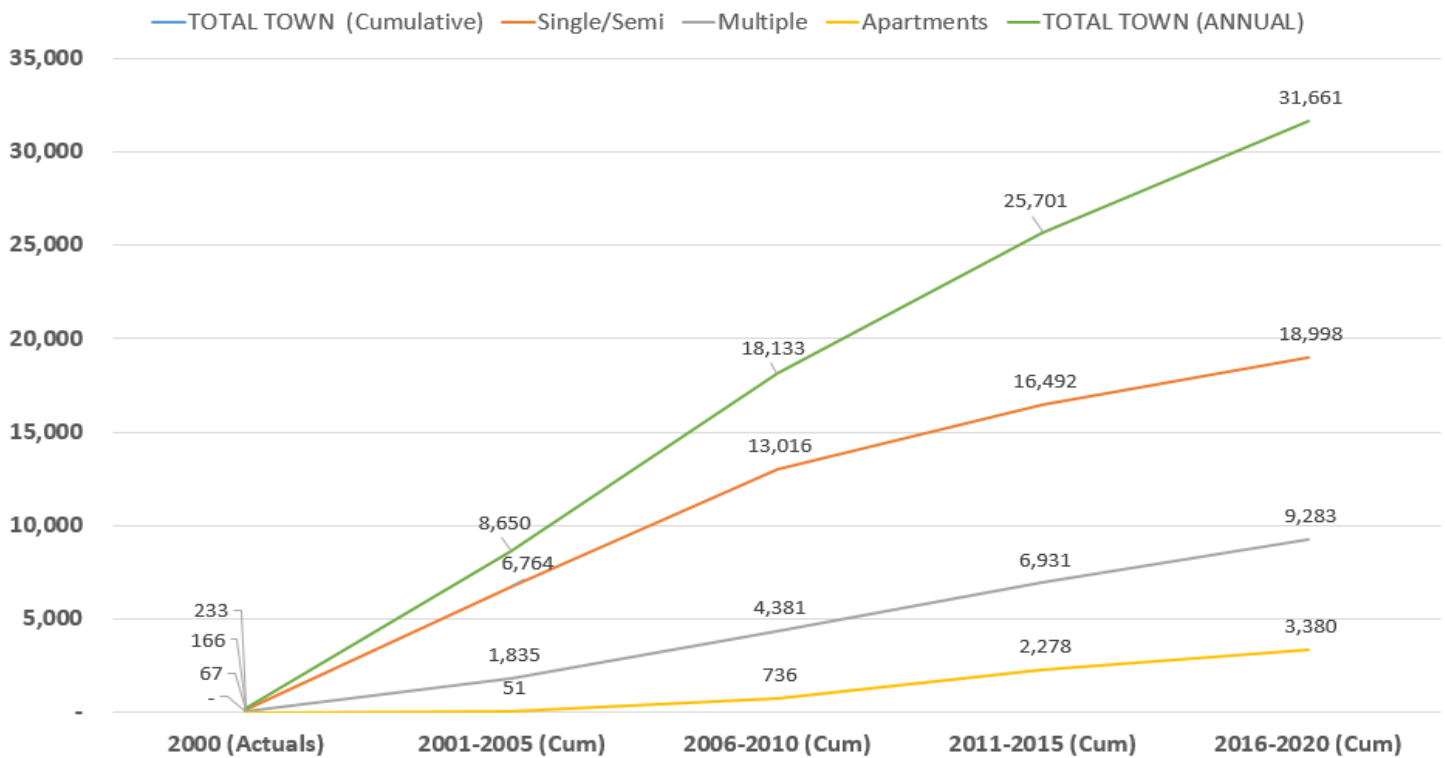


Figure 6. Total Number of Approved Units by Type since 2000 (Town of Milton).

The Provincial Policy Statement (PPS), 2020, currently under review, provides direction on matters of provincial interest related to land use planning and development in Ontario and provides policies to manage growth that must be implemented by Milton. It establishes two different types of settlement areas: urban and rural. These are areas where growth has historically been concentrated and areas that must continue to be the focus of future growth.

In Milton’s urban areas, neighbourhoods have significantly more population and density due to the type and form of housing that has been planned and developed. For example, population densities tend to be higher in newer urban neighbourhoods, which include townhouses, semis and apartments. In contrast, mature neighbourhoods often consist exclusively of single-detached homes.

There are different ways to measure and discuss growth: population by area (people per hectare), number of jobs by area (jobs per hectare), or people + jobs by area (people and jobs per hectare). The ratio of residents and jobs to a land area is the way density is calculated in the Growth Plan.

Growth in Urban Milton

Residential neighbourhoods in urban Milton have evolved from the low-density Mature Neighbourhoods Areas centred around the original historic town site of Milton (also called the Established Urban area) to a denser approach in our new community and employment areas with higher density and mixed uses in strategic growth areas like the area around the Milton GO Station.

Change in many of Milton's existing neighbourhoods is the result of detailed planning to develop complete communities and realize our local growth objectives. Over the past several decades, Milton has been preparing and implementing secondary plans (called surveys) for new growth areas.

Some of our Secondary Plan Areas are nearly fully developed – and have been for some time – while others will not start developing until later this decade, in accordance with our growth and phasing strategies. The preparation of secondary plans for Milton's new Community and Employment Areas that resulted from the urban expansion approved in 2022 will be required prior to their development.

What do we mean by Density?

Density is a key metric the Province uses to measure how municipalities and regions in the G.G.H. are planning to achieve the goals of the Growth Plan.

The relationship between density and built form is further explored in Appendix A – “Visualizing Density in Milton” to this report.



Figure 7. Single-family dwellings and a proposed apartment complex in Milton (Town of Milton files).

Current Urban Structure (2017)

Since 2009, the Town completed a number of studies including the Milton Intensification Strategy (2010), the Employment Land Needs Assessment (2016) and the Land Base Analysis (2017), to inform how development should be planned and built on the lands added to the Town's urban area through the 2009 Sustainable Halton Plan (Regional Plan Amendment 38).

This urban expansion was coordinated in order to implement the Province's growth management objectives in a manner that aligned with the achievement of the Town's own strategic objectives, as articulated in Destiny Milton 3, an update to the Town's Strategic Plan Milton 2, and the Town's first principles of growth.

In 2017, Town Council endorsed in principle a framework for future growth in Milton to provide for a growing urban population and established a vision for the Town's urban structure. Emphasis was placed on intensification and redevelopment within the delineated built boundary, planning for and protecting employment lands, and careful management of growth in designated greenfield areas.

While outside of the 2017 Urban Boundary, the 2017 urban structure also identified Future Strategic Employment lands, which are intended to be protected from incompatible uses pending their development post 2031.

Figure 8 below illustrates the geographic locations of the urban structure's components, which are further described on Table 4. While technically not part of the urban structure, a Natural Heritage System (NHS) is interwoven with the urban fabric and therefore must be considered an important element of the structure. In addition to ensuring that the Town's natural environment is protected and enhanced in an urbanizing context, the NHS contributes valuable green space, which in turn supports the environmental sustainability of the community.

What do we mean by 'Urban Structure'?

Planners use this term to describe the arrangement and organization of land uses with a high-level focus on key areas and how they are intended to function and relate to each other over the planning horizon.

Until recently, the 2017 Town's Future Urban Structure has represented the vision that directs how the town's urban area will contribute positively to the Town's overall urban structure. It introduced a set of areas along with a vision, attributes and dependencies for each element supporting the achievement of the vision.

"How can we prepare a future-proof Official Plan? There is an opportunity to incorporate language about the evolution of a neighbourhood".



Planning Report PD-049-17 entitled "Building Possibility – Town of Milton Future Urban Structure" was endorsed by Council in September 2017.

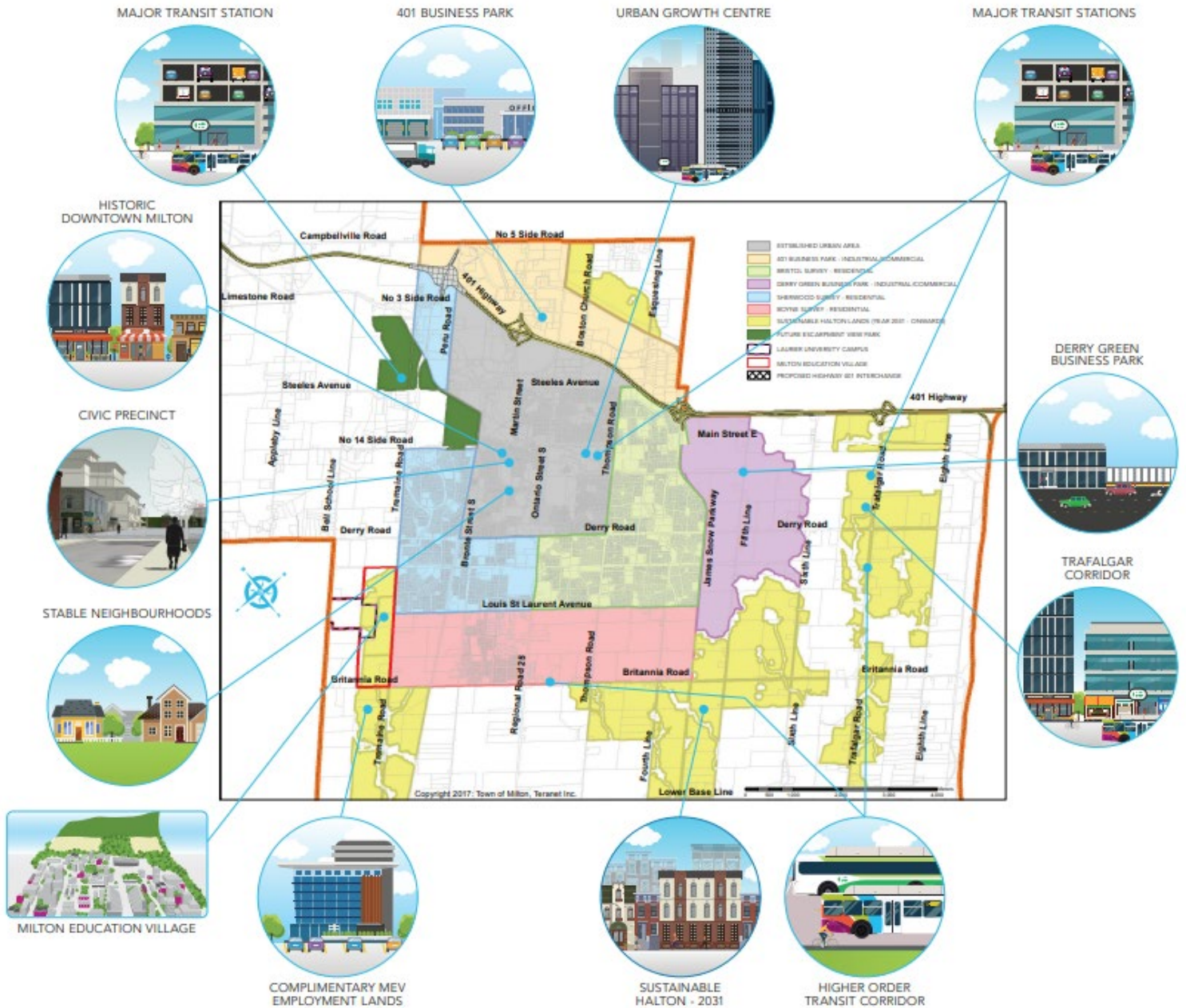


Figure 8. Milton's Urban Structure, 2017 (Town of Milton files).

Milton has undergone substantial growth since Town Council approved the 2017 Urban Structure. The new Official Plan will establish a new Municipal Framework, and Urban and Rural Structures, and confirm the location and purpose of Strategic Growth Areas in a way that brings together past and future build forms and quality of life.

Table 4: Key Components of Milton's Future Urban Structure

Component	Community Vision
Historic Downtown	The vibrant and pedestrian-friendly downtown core combines modern shopping, dining and recreational amenities with a concentration of cultural heritage resources.
Civic Precinct	The Civic Precinct is a part of a planned downtown revitalization project to enhance the existing downtown streetscape and create an engaging and interactive public space that will be a destination for residents, visitors and businesses.
Stable Neighbourhoods	The stable neighbourhoods are areas comprised of generally older dwellings of modest-size on large properties and quiet streets with a high degree of visual interest. Development that is sympathetic to neighbourhood character is expected.
Urban Growth Centre	The Urban Growth Centre will be planned as a vibrant, high density and mixed-use centre supported by a range of public and complementary services and major transit infrastructure and accommodate a significant share of population and employment growth.
Major Transit Station Area	Milton MTSA is a priority intensification area. The Town is looking at opportunities to improve transit and optimize the area's potential to create transit-oriented, mixed-use, walkable and sustainable neighbourhoods.
401 Industrial/Business Park	The 401 Industrial/Business Park's strategic location has facilitated the area's evolution as a significant employment district. The secondary plan described a vision for the area that reflected its key location and unique rural and escarpment landscape.
Derry Green Corporate Business Park	The Derry Green Corporate Business Park is the second of Milton's two planned employment areas that is being implemented as part of the Halton Urban Structure Plan (HUSP). The area will accommodate the majority of Milton's employment growth to the year 2021.
The Trafalgar Corridor	The Trafalgar corridor is part of Milton's next phase of growth and development (2021-2031). The area is planned in accordance with provincial and local policies to achieve the vision of a mixed-use intensification, transit supportive corridor and higher order transit.
Milton Education Village	The MEV is planned to fully integrate knowledge-based employment and mid- to high-density mixed uses in a strong pedestrian and connected environment. Progressive development will occur over a longer planning horizon.

Our Existing Strategic Growth Areas

The local Official Plan promotes intensification and development of Strategic Growth Areas as the highest priority of urban development in order to support the development of compact, efficient, vibrant, complete and healthy communities.

Strategic Growth Areas are located within the Urban Area and consist of the Urban Growth Centre (Central Business District), Major Transit Station Areas (MTSA), Intensification Corridors and Secondary Mixed Use Nodes along with specific sites. These areas along with the Built Boundary, as delineated by the Province, are depicted on Schedule K – Strategic Growth Areas of the Official Plan (Figure 9). The specific sites shown on Schedule “K” that are within an Employment Area designation are identified for the purposes of employment intensification.

As outlined in the local Official Plan, it is the Town’s policy to direct development with higher densities, including mixed uses and transit supportive land uses to Strategic Growth Areas, ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and protect the physical character of these neighbourhoods through urban design.

What do we mean by ‘Strategic Growth Areas?’

Strategic Growth Areas mean lands identified within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form.

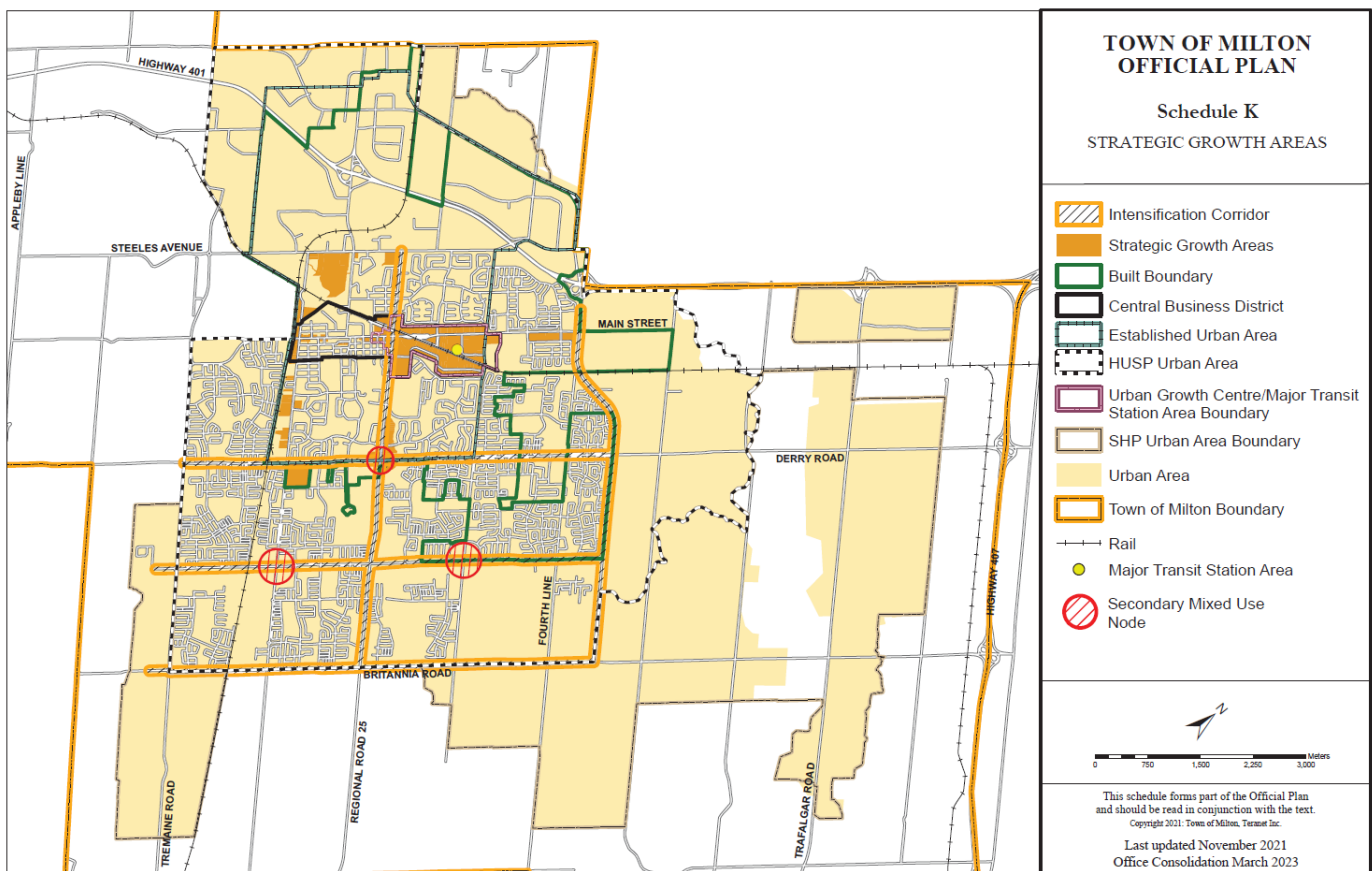


Figure 9. Strategic Growth Areas in Urban Milton (Town of Milton Official Plan).

The Strategic Growth Areas will be reviewed as part of the growth strategy in the new Official Plan. These areas will include the areas currently described in Schedule K, recently identified strategic growth areas, new community and employment areas, and potential intensification areas within secondary planning areas, along higher order corridors and other locations.

Our Secondary Planning Areas

The Region of Halton Official Plan requires the preparation of Secondary Plans for major growth areas.

The development of many of Milton's neighbourhoods and employment areas has been the result of detailed secondary planning to achieve complete communities and the realization of our local growth objectives. While Milton's Official Plan provides an overall vision and policy direction for Town-wide growth over a long period of time, our Secondary Plans establish a second layer of more detailed policies for the development of specific geographic areas within the planning horizon. Through a review and update process and an Official Plan Amendment, the following is established:

- a general statement of the intended character of the area or community;
- a clear delineation of boundaries;
- population and employment targets;
- a policy framework for the protection of the Natural Heritage System and for the protection of public health and safety within hazard lands;
- the provision of land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, the locations of local facilities, parks and open space, types and density of residential and employment lands; and
- directions on urban design

Figure 10 below shows the boundaries of Milton's existing Secondary Plan Areas (SPA). Each SPA has a planned function. With the exception of the Established Urban Area, the areas shaded in different colours have been planned for new residential, mixed-use, or employment neighbourhoods. These are the areas where people live and can work in Milton today or in the near future.

Tables 5 to 7 summarize our existing five residential-oriented, two employment-oriented and three mixed-use oriented secondary plan areas. Some of the SPA are nearly fully developed – and have

The local Official Plan directs municipalities to prepare area-specific plans for settlement areas such as new communities in accordance with criteria established in policy.

Secondary Plan Area (SPA) that have been or will be prepared for the development of Milton's residential areas are discussed in the Living in Milton Background and Information Report.

SPA that have been or will be prepared for the development of Milton's employment areas (i.e., places for people to work) are discussed in the Working in Milton Background and Information Report.

been for some time – while others will not even start developing until later this decade, in accordance with the growth and phasing policies of the Region of Halton Official Plan.

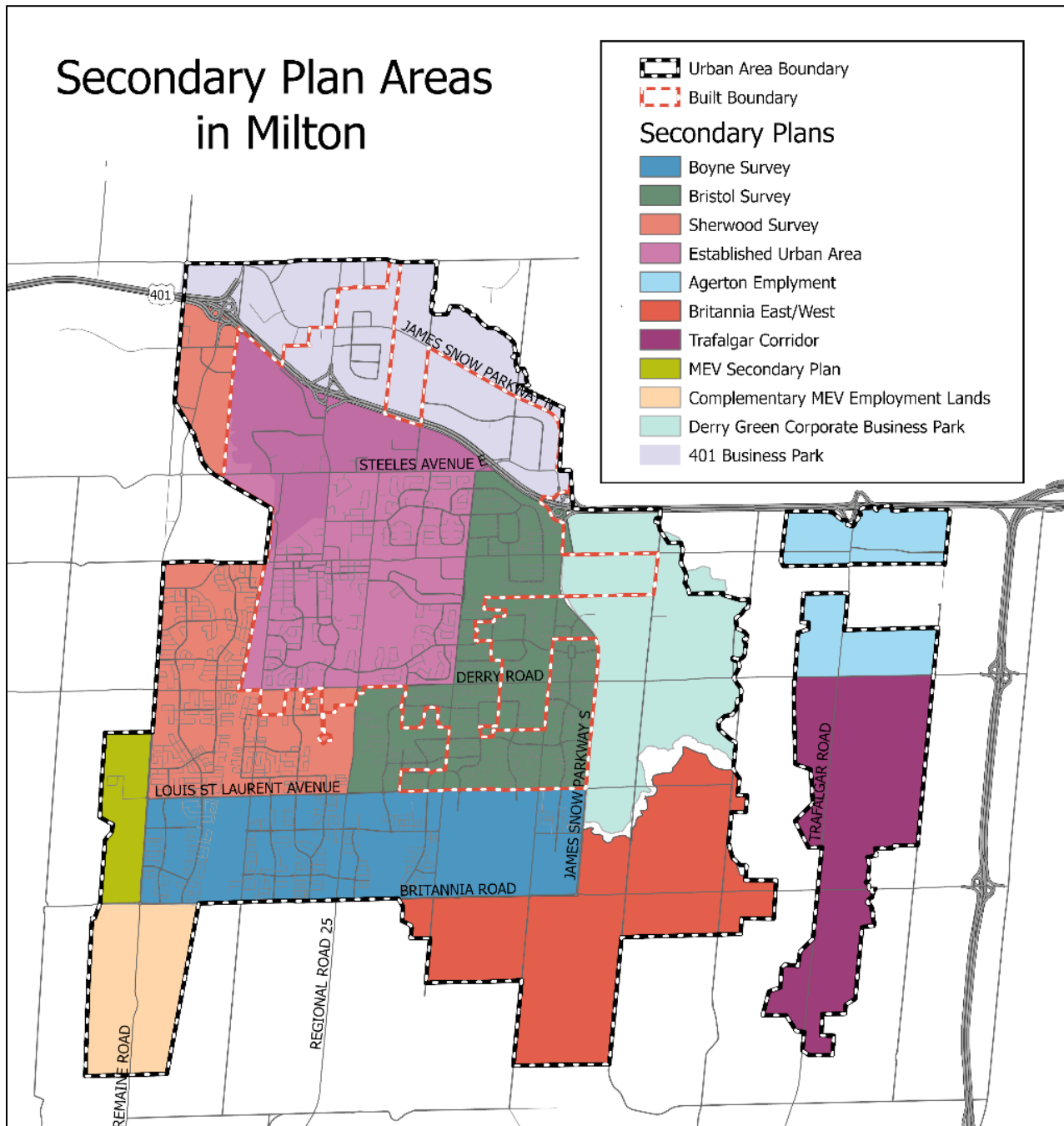


Figure 10. Milton's Existing Secondary Plan Areas.

The identification of new Community and Employment Areas in 2022 and the preparation of future Secondary Plans will support Milton's future stage of urban expansion, where local growth management options will be explored.

Table 5: Milton's Residential-Oriented Secondary Plan Areas (SPA).

Secondary Plan Area	Land Uses, Building Types, and Densities (Planned or Existing)	Status of Development / Growth Summary
<p>Bristol Survey SPA Council adoption: December 1998 Regional approval: September 1999</p>	<p>Low to Medium Density Residential area; with neighbourhood uses such as Parks and Open Spaces, Institutional, Commercial, NHS.</p>	<ul style="list-style-type: none"> • 972.7 hectares • Largely Built Out. • 15,817 approved units (December 2022)
<p>Sherwood Survey SPA Council adoption: July 2004 Regional approval: December 2004</p>	<p>Low to Medium Density Residential area; with neighbourhood uses such as Parks and Open Spaces, Institutional, Commercial, NHS.</p>	<ul style="list-style-type: none"> • 850.6 Ha. • Largely Built Out – with the exception of Milton Heights. • 9,984 approved units (December 2022)
<p>Boyne Survey SPA Council adoption: June 2010 Regional approval: September 2013</p>	<p>Low to Medium Density Residential; with neighbourhood uses such as Parks and Open Spaces, Institutional, Commercial, NHS.</p>	<ul style="list-style-type: none"> • 964.8 hectares • Estimated minimum population of 50,000 residents. • Development in Progress: • 6,341 approved units (December 2022)
<p>Trafalgar SPA Council adoption: March 2019 Regional approval: September 2022 Currently under appeal</p>	<p>Transit Supportive Area with Low, Medium and High Density Residential & Mixed Use Densities; with neighbourhood uses such as Parks and Open Spaces, Institutional, Commercial, NHS.</p>	<ul style="list-style-type: none"> • 680.6 hectares • 2021-2031 infill <p>Estimated minimum population of 26,000 residents and 4,000 jobs over the span of 20 years.</p>
<p>Britannia SPA Council adoption: TBD Regional approval: TBD</p>	<p>Secondary Plan Program is in progress.</p>	<ul style="list-style-type: none"> • 976.3 hectares • 2021-2031 infill <p>Estimated 41,600 people and 5,300 associated jobs; number of units TBD</p>

Source: Town of Milton.

Table 6: Employment-Oriented Secondary Plan Areas (SPA).

Secondary Plan Area	Land Uses, Building Types, and Densities (Planned or Existing)	Status of Development / Growth Summary
<p>401 Industrial Business Park SPA</p> <p>Council adoption: June 2000</p> <p>Regional approval: February 2001</p> <p>Council adoption of expansion: August 2021</p> <p>Regulatory approval: May 2022</p>	<p>High quality industrial / business park of approximately 1,289 hectares in size planned to accommodate 400 net hectares of employment lands and 21,000 jobs (initially).</p> <p>New estimates project 23,700 jobs (OPA 67).</p>	<ul style="list-style-type: none"> 1,342.4 hectares <p>Largely Built Out. 13% of land parcels (118 hectares) remained vacant prior to expansion in 2021.</p>
<p>Derry Green Business Park SPA</p> <p>Council adoption: June 2010.</p> <p>Regulatory approval: March 2014</p>	<p>Employment Area planned to accommodate most of our employment growth to 2021 with approximately 18,000 employees.</p>	<ul style="list-style-type: none"> 751.9 hectares <p>Development in Progress.</p>

Source: Town of Milton.



Figure 11. Proposed Industrial Development in Derry Green (Town of Milton files).

Table 7: Mixed Use-Oriented Secondary Plan Areas.

Secondary Plan Area	Land Uses, Building Types, and Densities (Planned or Existing)	Status of Development / Growth Summary
<p>Central Business District (UGC and MTSA) Council adoption: January 1999 Regional approval: November 1999 Consolidated in 2008. Amended by OPA 31 (2010) and OPA 46 (2017). MTSA policies (OPA 70) adopted by local Council in February 2022 and approved by Region in August 2022</p>	<p>Commercial, Institutional, Low to High Density Residential, Mixed Use, Character Area and Regulated Flood Plain.</p>	<ul style="list-style-type: none"> • 199.6 hectares • Infill and intensification largely through redevelopment.
<p>Agerton Council adoption: Pending Regional approval: Pending</p>	<p>Transit Supportive Area with Mixed Use Area and Employment Area, with medium to high densities supporting a proposed GO Station; with neighbourhood uses such as Parks and Open Spaces, Institutional, and Commercial.</p>	<ul style="list-style-type: none"> • 348.0 hectares <p>Estimated minimum population of 6,800 residents and 15,000 jobs over the span of 20 years.</p>
<p>Milton Education Village Council adoption: December 2020 Regional approval: Pending. Subject to Minister’s Zoning Order (Ontario Regulation 476/21).</p>	<p>Innovative neighbourhood around a post-secondary site with a university and community college, related employment and recreation facilities including the Velodrome, a Village Centre with residential, commercial and service uses.</p>	<ul style="list-style-type: none"> • 150.9 hectares • 2021-2031 <p>The area will accommodate over 12,803 people and 2,500 knowledge-based jobs.</p>

Source: Town of Milton.

Growth in Rural Milton

A significant amount of land within the Town is rural. Limited amounts of housing and non-residential growth is expected in the Rural Area due to the protection of these lands for agricultural and environmental purposes.

Currently, 5.7 per cent of Miltonians live in the Rural Area, with approximately 35 per cent of rural residents residing in the various hamlets. Limited growth is anticipated for the Rural Area over the planning horizon. Instead, the PPS directs growth to Milton's Urban Area and the Rural Settlement Areas. Although it is clear that the majority of residents live in what is called Urban Milton, we have also heard through our community engagement efforts that many residents have a strong preference for living in what is called Rural Milton.

Either the Provincial Greenbelt Plan, the Niagara Escarpment Plan, or the Regional Natural Heritage System designation protects a significant portion of the Rural Area. Some residential dwellings have existed on lots in these areas for an extended period. New lot creation and/or residential development is permitted under some conditions in certain land use designations established by these plans; however, in most cases, it is restricted.

Settlement areas are the focus of growth and development in the Rural Area. By directing growth to Settlement Areas, Milton is protecting other lands for rural uses including resource conservation, environmental protection, agricultural uses and aggregate resources extraction. Growth will be influenced by these competing interests and subject to servicing and building code requirements.

According to the PPS Rural Settlement Areas are built-up areas within the Rural Area where development is concentrated and which have a mix of land uses. The hamlets of Brookville, Campbellville and Moffat, as the current Official Plan calls them, represent our Rural Settlement Areas.

Historically, rural development has been concentrated in these areas for a very long time – prior to the establishment of Milton, as it currently exists. Each Rural Settlement Areas has its own unique history to be shared and celebrated, and a community character to protect.

Rural settlements, villages and hamlets that are distributed throughout the Niagara Escarpment Plan area are identified by the Plan as Minor Urban Centres with the objective of recognizing existing rural settlements while providing concentration points for development and growth in rural areas. (NEP 2017).

The Rural Zoning By-law only permits one additional residential unit in a detached house if it is on full municipal water and sewage services. Because no lots in the Rural Area have full municipal water and sewage services, additional residential units are in practice not currently permitted in the Rural Area.

Emerging Growth Topics

Similar to our neighbouring municipalities, Milton has capacity to respond to certain market demands by accommodating higher density and missing middle forms of housing through future intensification (i.e., townhouses, apartments, etc.). However, unlike most of our neighbouring municipalities, Milton also has capacity to respond to other market demands by accommodating grade related single family dwellings in new complete communities. In fact, Milton's ability to provide a wider range of housing and employment options in the future is part of the reason why our land use vision states: Choice Shapes Us.



The Growing in Milton report identifies and explores Big Questions about how to manage future growth locally.

Why Do We Look at Trends?

Trends are reviewed to determine significant drivers that are needed to create a vibrant community in Milton as it grows and these can help the Town assess the general opinion of the public in relation to housing, amenities, jobs, and services.

The Town continues to demonstrate its commitment to intensify and densify our community and to allocating growth – residential, commercial, mixed-use and industrial – to ensure the development of complete communities. The Town understands the importance of listening to its community and facilitating discussion. To realize our growth strategy, collaboration between all stakeholders is essential and one way the Town has addressed community engagement is through the interactive platform, Let's Talk Milton.

Planning Complete and Healthy Communities

The Province of Ontario promotes the development of complete communities where people can live, work, shop, and access services in close proximity. Complete communities promote livability and connectivity by providing support for a number of opportunities for people of all ages and abilities to access most of the necessities of daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options and public service facilities.

Accessibility and proximity to a variety of land uses are achieved through the implementation of a range of services. Complete communities are defined by invigorating street life, mix of land uses, and amenities. They prioritize revitalization projects and environmental rehabilitation in conjunction with responsible development.

Complete communities can be measured by a series of drivers. Table 8 below summarizes a description of the

The Growth Plan defines Complete Communities as:

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

drivers used by the Canadian Urban Institute (C.U.I.) to measure and visualize the density of existing communities and explore how the attributes of a complete community can work with density to make great places to live and work.

Table 8. Complete Community Drivers.

Drivers	Description	Measures
Walkability	<ul style="list-style-type: none"> Walkability refers to the design of the streetscape to support walking as a primary form of transportation Creating connected roadways with ample space for sidewalks and walking paths Ensuring the presence of amenities close to residential areas 	<ul style="list-style-type: none"> Ensure reasonable walking distance to and from different amenities Safe and wide sidewalks
Diversity	<ul style="list-style-type: none"> Constructing buildings that support residents throughout their life Initiating policy that prioritizes infill development Creating policy that recognizes the importance of zoning changes 	<ul style="list-style-type: none"> Broad range of land uses, building types and forms Policy support for zoning changes and continued growth efforts
Open space	<ul style="list-style-type: none"> Building neighbourhoods that promote high standards of livability and health Allocating space for recreational outdoor use Protecting natural land areas 	<ul style="list-style-type: none"> Maintain parkland Prioritization of green space in local policy
Transit	<ul style="list-style-type: none"> Creating access to transit by constructing hubs within the Town centre Achieving transit supportive density within the urban core (50+ people/jobs per hectare) Promoting environmentally sustainable transport with public transit 	<ul style="list-style-type: none"> Frequent transit stops Accessible transit hubs Availability of diverse range of transit options
Amenities	<ul style="list-style-type: none"> Ensuring range of amenities such as schools, community centres, places of worship, and child care facilities 	<ul style="list-style-type: none"> Diverse options for retail and service amenities Focus on amenity locations
Aesthetic	<ul style="list-style-type: none"> Building spaces that look and feel comfortable, bright, and welcoming Promoting circulatory, livable places that increase quality of life 	<ul style="list-style-type: none"> Create a vibrant and attractive public realm Design to prioritize the creation of places, over spaces

Source: Canadian Urban Institute, 2017.

The Canadian Urban Institute (CUI) used a case study approach to measure and visualize density of existing communities.

One way to plan complete communities is by designing spaces that consider a reasonable walking radius. There are number of street patterns that can be applied to create these radiuses. The Lexicon of New Urbanism points to three options planners can use. These “walking sheds” can be shaped using the Traditional Neighbourhood Development (TND), Transit Oriented Development (TOD), and Livable Neighbourhood Patterns. The diagram below shows what these patterns may look like relative to the streetscape.

Walking/Pedestrian Sheds are “distances covered or destinations reached in five minutes or less at a reasonable pace” (CNU, 2017).

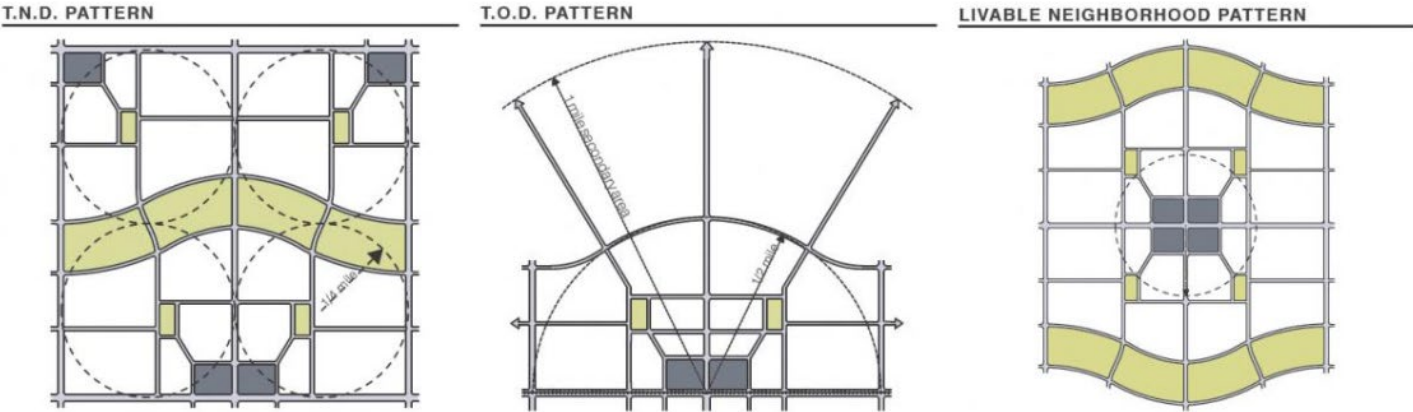


Figure 12. Diagrams that use 5-minute and 10-minute walk shed (CNU, 2023).

There are also a number of health benefits that come from the creation of communities where people are active. A person’s health is often reflective of their immediate physical environment. Healthy communities provide adequate access to safe and reliable housing, employment opportunities, and transportation, in addition to local amenities that promote physical and mental well-being (Nieuwenhuijsen, 2020).

Milton’s Major Transit Station Area (MTSA) will be a complete, accessible and walkable community that serves as an urban destination for residents and visitors. Housing, offices, stores, restaurants, various transit options and public spaces will all be within walking distance.



Figure 13. Main Street East Vision (MTSA Study, 2020).

Implementing Smart Growth

Another strategy for municipalities planning complete communities is to implement in practice the Smart Growth Principles of design.

Smart growth is an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement.

Smart Growth Principles outline areas of opportunity within the community, while considering stakeholder feedback. Homes for families of all life stages and income levels, buildings that have main floor businesses and apartments on the upper levels, and more compact forms of development that contribute to walkability are all ingredients of Smart Growth.

Walkable Neighbourhoods

The 15-minute Neighbourhood

The 15-minute City is a neighbourhood concept that is now widely recognized as a way of planning healthier, safer and more convenient communities.

Interest in the concept has grown as the COVID-19 pandemic lockdowns put a spotlight on the importance of the liveability of neighbourhoods, with people spending more time locally, working at home if possible, using public green space, wheeling, cycling and walking instead of using cars and connecting with neighbours.

Figure 14 highlights how Paris, France, is planning its 15-minute approach to promote health and sustainability. The idea is to meet the daily needs of all residents within a short walk or bike ride from their homes.

Mixed use planning can help places achieve this with minimal interference to the existing urban form. This can be achieved by accommodating new homes close to existing amenities such as a park, school and grocery store. In new communities, such facilities can be distributed so that they are within easy reach of all residents.

The ten Smart Growth Principles:

1. Diverse land uses
 2. Compact design
 3. Housing opportunities
 4. Walkability
 5. Fostering sense of place
 6. Open space preservation
 7. Strengthen existing developments
 8. Transit supportive
 9. Fair decision making process
 10. Collaborative engagement
- (U. S. EPA, 2022)

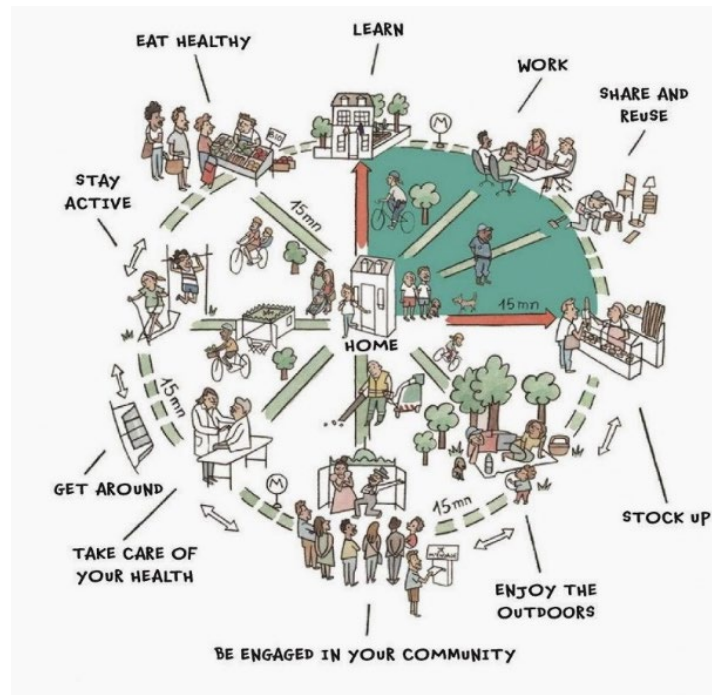


Figure 14. 15 Minute City Framework, Paris, France (UrbanDesignLab.in, 2023).

Access to employment, education, provisions, and community helps create comfort and connection. Third places are another necessary component of complete communities that 15-minute cities aid in facilitating. Third places are spaces not including work or school and home, and can be anything from a coffee shop, gym class, library, or pub. These spaces allow community members to gather and linger where they otherwise would not have the opportunity.

The 20-minute Neighbourhood

Another more recent phenomenon similar to the 15-minute city, is the 20-minute city or neighbourhood. The 20-minute neighbourhood utilizes the same opportunities and goals as the 15-minute city, but allows for a greater radius of accessibility. This additional area permits a larger number of transit stops and options to reach different destinations.



Options for moving in and around Milton's neighbourhoods are explored in the Moving in Milton Discussion Paper, as it relates to linking land use to transportation.



Figure 15. Pedestrians and cyclist on a boulevard in Barcelona, Spain (Diplocat.cat)

Promoting Urban Innovation

Another emerging strategy that Milton can consider for future growth is the concept of Innovative City. The idea of Innovative Cities is utilized to grow and attract talent. An innovation rich city creates densely diverse communities that offer quality affordable housing, space for local business, and interconnected, accessible transportation network. These elements “activate” creative communities to promote dynamic districts of connectivity and innovation.

Innovative Cities are resilient cities that prioritize cultural events and social programs, reuse materials and buildings, and create places that spark human interaction. In addition, they use tactical urbanism to construct adaptable communities that cater to a range of sectors and disciplines.

These cities can be categorized by clusters or districts, including economic, physical, and networking clusters. For example, physical clusters of the city may relate to how the area looks and is designed. Networking clusters can relate to the overall sense of community and neighbourlines.

An area in Milton that is being developed with these strategies in mind is the Milton Education Village (MEV) Innovation District. This area of Town will host campuses for Wilfrid Laurier University

and Conestoga College, commercial businesses, a transit hub, as well as residential neighbourhoods. This planned district will help foster other clusters to further contribute to the development of an Innovative City.



Montreal (Thibodeau, 2022)



Copenhagen (Galmar and Vestergaard, 2016)



Chicago (Barista, 2015)



Barcelona (Metropolis, 2019)

Figure 16. Examples of Tactical Urbanism.

Tactical Urbanism is a “method of rapid, low cost project implementation using a set of techniques designed to enhance the built environment, with the intent of bringing about long-term positive outcomes for the community” (*TransLink, 2020*)

Achieving intensification in settlement areas

As the population of Ontario continues to grow, higher density development will be necessary. Milton, like many other municipalities, will continue to plan for higher density development to ensure more housing options within the Town as part of a balance approach to growth. It is important to remember that high density does not always indicate taller development. High density simply refers to an area's ability to hold more people per square hectare than low-density housing can.

Intensification is about using land more efficiently. It may occur on undeveloped or on previously developed land; what makes it intensification is its location within the area defined as already urbanized.

It happens through an increase in the total number of people and jobs within a specific area- around a main street, or major transit station area for example. It is efficient because it provides more homes and businesses without needing to expand a greater amount of developed land. According to the Neptis Foundation (2021), intensification can be promoted as a way to achieve several benefits:

“If population growth can be accommodated at higher densities, or within existing urban areas, or both, less greenfield land will be required for new housing”;

Denser areas reduce car dependency by allowing more people to complete frequent daily trips within a short walk or bike ride from home and can help reduce feelings of isolation through frequent social interactions with other community members.

“When density increases beyond a certain level, automobile use declines in favour of transit, walking, and cycling”;

Higher density living can decrease the per capita costs of providing utilities such as water and hydro, and provide more walkable resources because of the increased demand.

It makes more efficient use of public urban infrastructure such as water and sewer pipes, as well as soft infrastructure such as public schools and social services.

Dense communities can contribute a larger range of amenities, and make more efficient use of existing and planned services. These areas can also better support minority groups by providing unique services that cater to their needs and improve their overall quality of life.

Denser living can also contribute to an increase in social capital by building community through connectivity. Good density can help create livable neighbourhoods and gentle intensification can revitalize existing neighbourhoods by welcoming younger households and families, and ensuring that residents can age in place.

Promoting Missing Middle Housing

The term ‘missing middle’ is widely used to refer to the “range of house-scale buildings with multiple units that is compatible in scale and form with detached single family homes” (Missing Middle Housing, 2020).

Missing middle housing can assist in increasing the number of units built in a community. This type of development includes duplexes, triplexes, quadplexes, townhouses, and mixed-use live-work buildings. These homes can service retail and transit networks, and provide affordable housing options for singles and families alike (Missing Middle Housing, 2020).

What do we mean by gentle density?

According to the Province of Ontario (2023), gentle density means “increasing the number of units in urban areas with minimal impact on existing neighbourhoods.”



Figure 17. The Missing Middle Type of Dwellings (Opticos Design, 2020).

The Ontario government is changing exclusionary zoning, and many municipalities are rolling out programs specific to adding units to single-family properties such as multiplexes and backyard or laneway suites to contribute to an increase of the housing supply and address housing affordability.

Making Housing More Affordable

In Halton Region, households with an income below the assisted income threshold typically require some form of government assistance to meet their housing needs, as the private sector in Halton typically does not provide many opportunities to buy or rent below the associated housing cost thresholds. In 2021, 88.4 per cent of apartment units in Halton are within the affordable threshold, while only 0.2 per cent of single detached homes are considered affordable (Halton Region, 2022c). The number increased to almost 100 per cent in 2022 (Halton Region, 2023).

In 2021 and 2022, all new market affordable housing sales were comprised of townhouses and apartments, demonstrating the link between higher density housing and affordability (see Table 9 below).

Of the 2,295 new units sold in 2021, 637 were sold at or below the affordable threshold (\$480,700) accounting for 28.8 per cent of new sales. The average price of new units sold at or below the affordable threshold was \$369,808, up 9.6 per cent from \$337,481 in 2020 (Halton Region, 2022c). Likewise, of the 1,656 new units sold in 2022, 333 were sold at or below the affordable threshold (\$496,300) accounting for 20.1 per cent of new sales (Halton Region, 2023).

Table 9. New Market Affordable Housing Sales in Halton by Type in 2021 and 2022.

Dwelling	2021				2022			
	<=\$480,700 (Affordable Threshold*)		>\$480,700		<=\$496,300 (Affordable Threshold*)		>\$496,300	
	Units	%	Units	%	Units	%	Units	%
Apartment	563	88.4%	322	19.4%	332	99.7%	280	21.2%
Townhouse	73	11.5%	549	33.1%	1	0.3%	281	21.2%
Semi-detached	0	0.0%	62	3.7%	0	0.0%	98	7.4%
Single	1	0.2%	725	43.7%	0	0.0%	664	50.2%
All Units	637		1,658		333		1,323	

Source: Halton Region’s annual State of Housing Report, 2021 and 2022.

*Affordable Threshold is calculated through Halton Region’s annual State of Housing Report based on the Region’s definition of affordable ownership housing, which meets the demand of households at the high end and such households would have sufficient income left to sustain a basic standard of living”

Recommended actions that Municipalities can consider include the following:

- Developing policies to introduce definitions and recommended targets for affordable housing, rental housing, and a more diverse housing supply.
- Planning for greater density within certain areas in order to allow for greater overall revenue which can be required to be reinvested within the project to result in reduced rentals or reduced purchase price
- Utilizing all available supports including public grants and rebates not otherwise available to the development community;
- Providing lands at a reduced cost or at below market cost for development as affordable housing
- Forming Partnerships with the clear goal and purpose of satisfying housing needs.
- Promoting awareness and advocacy

“In terms of housing for seniors, there are few low-rise apartment buildings and the ones that do exist are in poor condition.”



Supporting Additional Residential Units

The More Homes Built Faster Act (Bill 23) introduced changes to the *Planning Act* to permit up to three dwelling units on an existing residential lot as-of-right. These changes are intended to increase the housing supply in the province.

The term Additional Residential Unit (ARU) refers to a second and a third residential unit in addition to a primary residential unit on a residential lot containing a detached house, semi-detached house or rowhouse. All three units, including the primary residential unit and the two ARUs, may be located within the detached house, semi-detached house or rowhouse.



Figure 18. Example of Additional Residential Unit (City of Brampton, n.d.).

Alternatively, one ARU may be located in an accessory building or structure on the lot, and the other ARU and the primary residential unit may be located in the primary house.

ARUs are also referred to as second units, secondary suites, accessory dwelling units, basement apartments, coach houses, laneway houses, garden suites, tiny homes, granny flats, in-law apartments or nanny suites. To constitute a residential unit, the unit must include a set of self-contained rooms including kitchen and bathroom facilities intended for the exclusive use of the unit. The *Planning Act* does not include a definition for 'rowhouse' but this typically refers to a townhouse.

On October 25, 2022, the Ontario government introduced Bill 23, the More Homes Built Faster Act, which subsequently passed on November 28, 2022.

The bill included changes to the *Planning Act* that now provides "as-of-right" permissions for additional residential units on detached house, semi-detached house and rowhouse lots in urban areas across the province.

The Town is in the process of reviewing and updating its Official Plan policies and regulations regarding additional residential units to align with the updated *Planning Act*. For more details, visit the [ARU review web page](#).

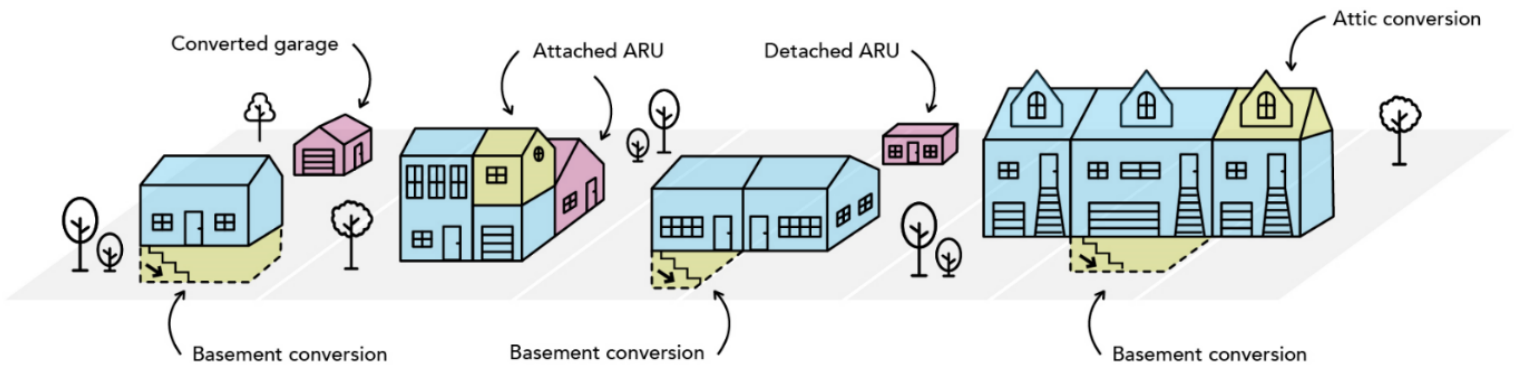


Figure 19. Illustrative Examples of Additional Residential Units (Milton ARU Study, 2023).

The Housing Continuum

Affordable housing is getting harder to find in our community. The housing continuum helps us better understand the challenges Milton faces. It represents the range of housing types available in a community from emergency shelters on one end, all the way to homeownership on the other and the degree of assistance and number of public services available for each type of accommodation (Figure 19). This continuum helps municipalities determine where in the community more of each type is needed (IMFG, 2022); it is important that there is adequate availability and affordable options at every stage.

Non-Market Housing

Market Housing



Figure 20. The Housing Continuum (IMFG, 2022).

Planning Practices in City Building and Growth

Through an Official Plan, municipalities can articulate and reflect community values on how certain areas of an urban or rural area should look and feel – such as public spaces, Main Street, growth centres, existing and planned neighbourhoods or natural and protected areas. All these areas are components of a city or town urban structure, and the vision, function, attributes, and design goals for these components are set out through Official Plan policies in order to realize the full development potential of each area as they relate to a broader municipal growth strategy.

In 2051, Milton will offer a diversity of options for how and where we live, work, move, and grow. As we evolve, choice is what shapes us. Milton’s growth strategy will focus on:

- Preserving prime agricultural land and natural heritage areas;
- Making sure our future and planned neighbourhoods include compact community designs, with a variety of housing options;
- Creating walkable neighbourhoods with public transit hubs that are pedestrian and cyclist-friendly; and
- Meeting market demand for traditional and mixed-use employment land in the right places.

We explored several land use frameworks and planning practices as inspiration when addressing our current and future municipal vision and land use policy framework. The Canadian cities of Ottawa, London, Edmonton and Vancouver provide insightful approaches to growth and land uses.



Figure 21. High-density residential development in Milton (Town of Milton files).

Stage 2 of the new Official Plan project – Visioning and Guiding principles - established a new land use planning vision statement and guiding principles for future planning and development based on extensive community engagement. These will be important building blocks for drafting our growth strategy.

City of Ottawa, Ontario

The City of Ottawa's Official Plan (2021) references the city's plan for prioritizing land provisions for creating complete communities. The proposed 15-minute city model reserves lands for greenfield development with a mix of uses that ensure development of walkable neighbourhoods.

The plan emphasizes zoning for less detached housing, replaced with higher-density integrated mixed use buildings that support the model, and introduces a structure model that divides the city into six concentric policy areas called transects.

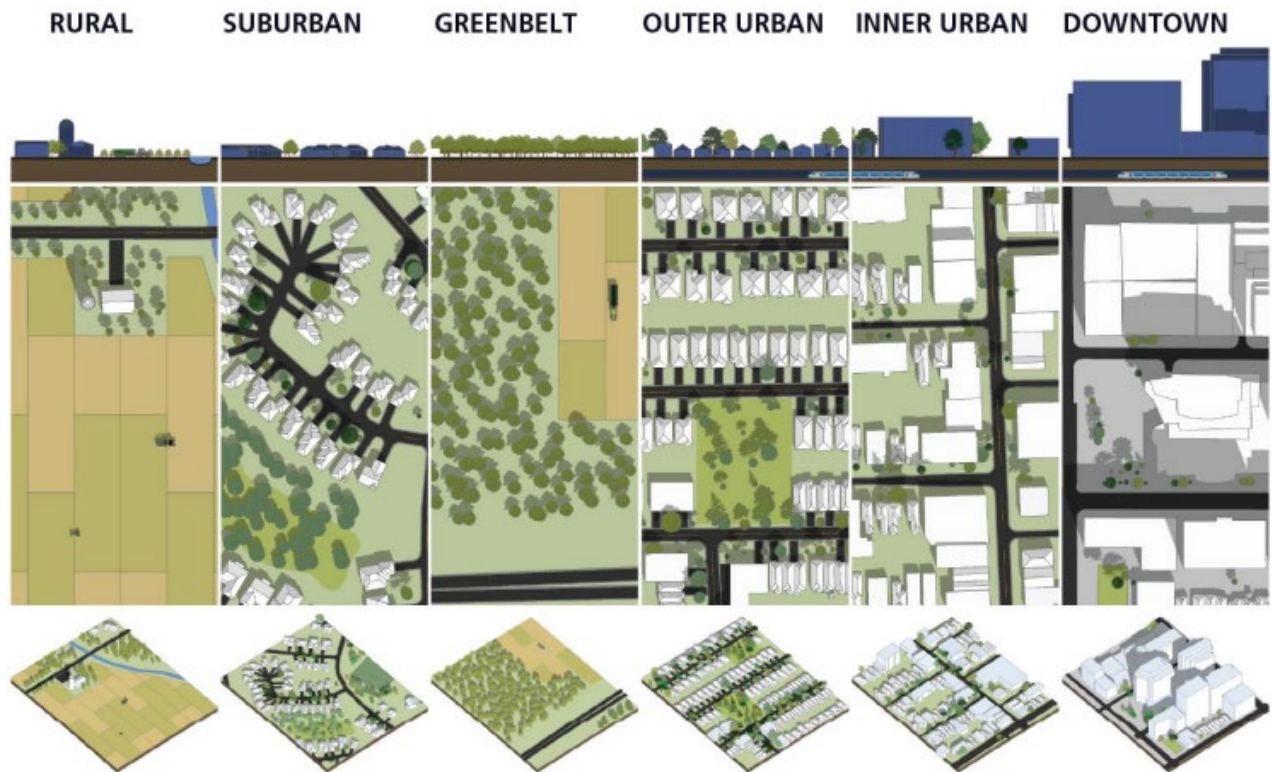


Figure 22. City of Ottawa Transect Policy Areas (City of Ottawa, 2021).

Each transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). These transects are divided into hubs, Main Street corridors, minor corridors and neighbourhoods:

Greenbelt and Rural Transect

The Greenbelt and Rural Transect areas provide for a range of social and economic activity and policies are intended to ensure the responsible use of resources for the protection of public health and the environment while supporting the rural economy. Housing development is concentrated to Villages and development, where permitted, shall be low-rise.

Suburban Transect

The Suburban Transect comprises low and medium density neighbourhoods within the urban boundary located outside the Greenbelt where development should recognize the suburban pattern of built form and site design while supporting an evolution towards 15-minute

neighbourhoods. The Plan provides direction to the hubs and corridors located within the Suburban Transect.

Outer Urban Transect

The Outer Urban Transect comprises suburban, auto-oriented neighbourhoods inside the Greenbelt built in the last third of the twentieth century where the introduction of more viable public transit and active mobility options and intensification that recognizes the suburban pattern of built form can help functional local Hubs and Corridors to emerge and develop.

Inner Urban Transect

The Inner Urban Transect includes pre-World War II neighbourhoods that surround the Downtown Core, and earliest post-World War II areas directly adjacent to them. The Transect is generally planned for mid- to high-density development with reduced parking, prioritizing active transportation. Hubs and Corridors are also identified within the Inner Urban Transect.

Downtown Core Transect

The Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. The Downtown Core is planned for higher-density and the tallest urban development forms with concealed parking, hubs and corridors will continue to develop as healthy 15-minute neighbourhoods.

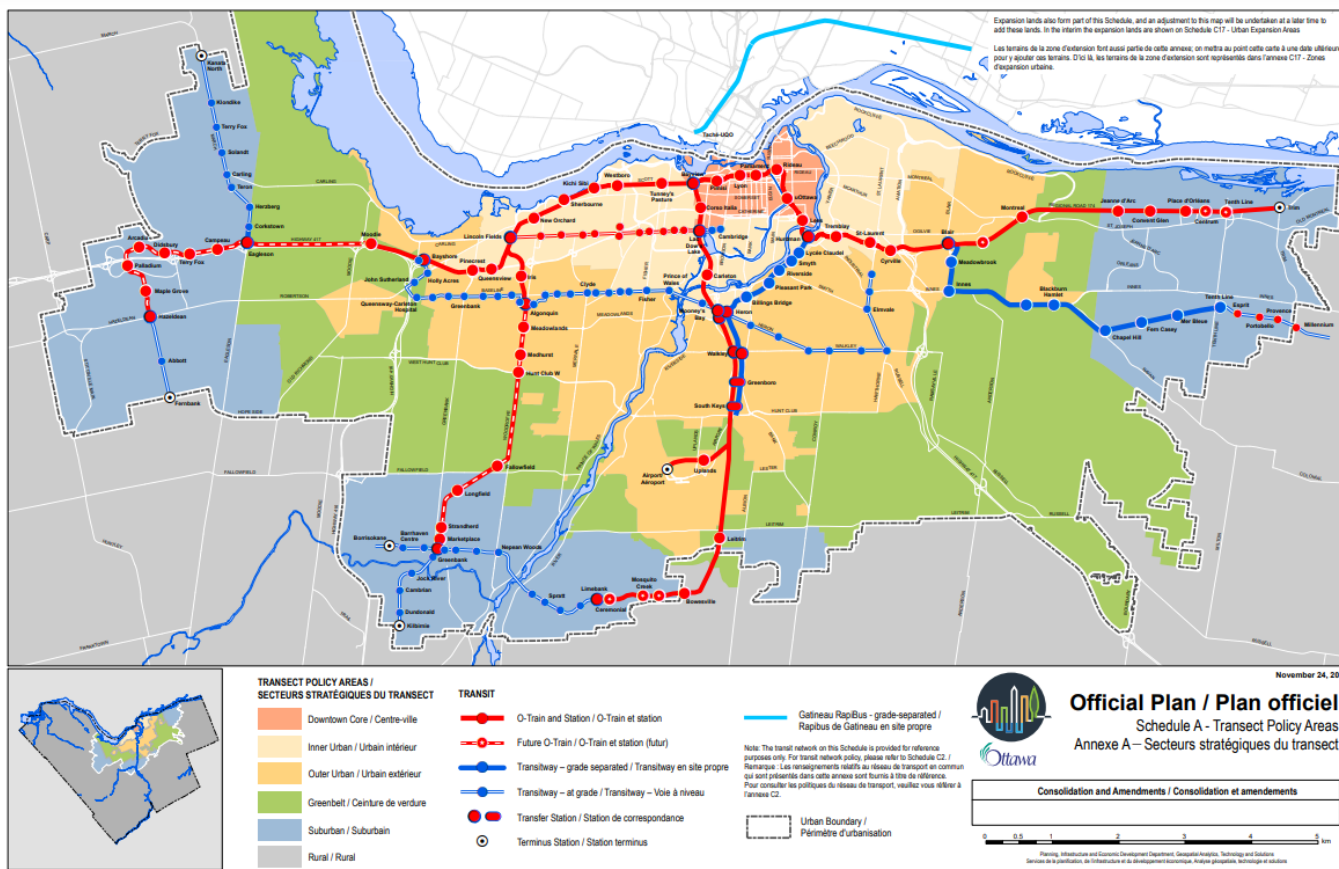


Figure 23. City of Ottawa Official Plan Transect Policy Areas Schedule (City of Ottawa, 2021).

City of London, Ontario

The London Plan (Consolidated May 2022) emphasizes growing inward and upward, to reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The City Structure Plan gives a framework for the city’s growth and change over the next 20 years and informs the other policies of this Plan by illustrating the desired future shape of the city within five frameworks:

The Growth Framework

Establishes a plan for shaping growth over the next 20 years and identifies key areas for development including the urban growth boundary, Central London, built area boundary, Downtown, Transit Villages and Rapid Transit Corridors.

The Green Framework

Establishes protected lands within the city boundary, enforces the Environmental Assessment processes as required to ensure that all development takes a sustainable approach and enhances access to publicly owned lands to ensure there is an equitable distribution of greenspaces across the city.

The Mobility Framework

Establishes a high-level plan for planning the movement of people and goods throughout the city and beyond.

The Economic Framework

Establishes a high-level plan for key elements of the city that will drive economic success over the planning horizon ensure that there is enough supply of strategically sized and located sites to attract businesses.

The Community Framework

Establishes a high-level structure for defining neighborhoods and planning districts.

The Plan departs from a “land use designation” approach by planning for the “type of place” that is envisioned – what this Plan refers to as a “place type”. It seeks to plan highly functional, connected, and desirable places in the urban and rural areas.



Figure 24. London’s City Structure Composite
(City of London, 2022).

Urban Place types

Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include the Downtown, Transit Village, Rapid Transit Corridors, Urban Corridors, Shopping Area, Main Street, Neighborhoods, Institutional, Industrial and Future Growth.

Rural Place types

Rural London includes those lands that are outside of the Urban Growth Boundary. The place types applied to these lands include Farmland, Rural Neighborhoods and Waste Management Resource Recovery Area.

City-wide Place types

Two additional place types apply citywide: Greenspace and Environmental Review Place types.

City of Edmonton, Alberta

Edmonton's plan, *The City Plan (2020)*, combines a Municipal Development Plan and Transportation Master Plan, and includes strategic direction in environmental planning, social planning and economic development. The plan directly reflects the city's goal of increasing infill development and identifies priority growth areas that aim to increase population density and employment. The growth areas are split into a network of transit-oriented nodes and corridors, which with different intensification goals and morphology.

The plan introduces a Planning and Design System comprised of four key networks which guide where growth will happen. The city phases development activation to support intentional growth as the population changes over time. The phasing can be influenced by the trends in market demand, mass transit structure, state of existing services, potential to improve housing mix and community interest.

The District Network

Edmonton's districts are described as diverse, accessible groups of neighbourhoods with various residential and non-residential land uses, connected by primary and secondary nodes in the mobility network. As the population of the city grows, the city is planning for growth within these districts in accordance with the nodes and corridors network. Central districts are in a redevelopment stage, while the outer parts of the city are in a developing stage. Districts on the outermost part of the city are identified as future growth areas.

The Nodes and Corridor Network

A hierarchy of nodes and corridors enables development and redevelopment opportunities and creates attractive, vibrant urban places, where density will be concentrated within districts. The network supports housing and employment growth that is well served by transit. They are animated places for community interaction that create a sense of place where density targets are established and mixed use development shall promote active transportation and transit use.

The Blue and Green Network

The Green and Blue Network is used for walking, cycling, running, rolling, canoeing and other leisurely activities and contains both human and ecological elements. The natural environment is integrated with the city's built environment and mobility system and provides opportunities to combine activity and density with the natural features of the network.

Non-Residential Opportunities Network

The network identifies non-residential areas that are well connected to the transportation system, provides employment opportunities, and encourages investment to support the ongoing growth of business within the city. The city has plans to revitalize and intensify employment areas and strategically promote economic opportunities in future non-residential growth areas.

The Plan sets out growth priorities that will balance investments in renewal and growth projects in both existing and new neighbourhoods. This will be supported through the following mechanisms:

Development Pattern Areas

The city is made up of three broad development pattern areas: the redeveloping area, the developing area, and the future growth area. These geographic pattern areas provide a clear organizing structure for growth.

Anticipated Growth

An integrated approach to stewarding the physical systems and networks is required to support growth as well as balance competing demands across the city.

Phasing and Activation

Alongside anticipated growth in all areas of the city, different types of activation will be initiated to support intentional growth in all areas of the city. Prioritizing investments as the city grows helps to achieve city building outcomes over time.

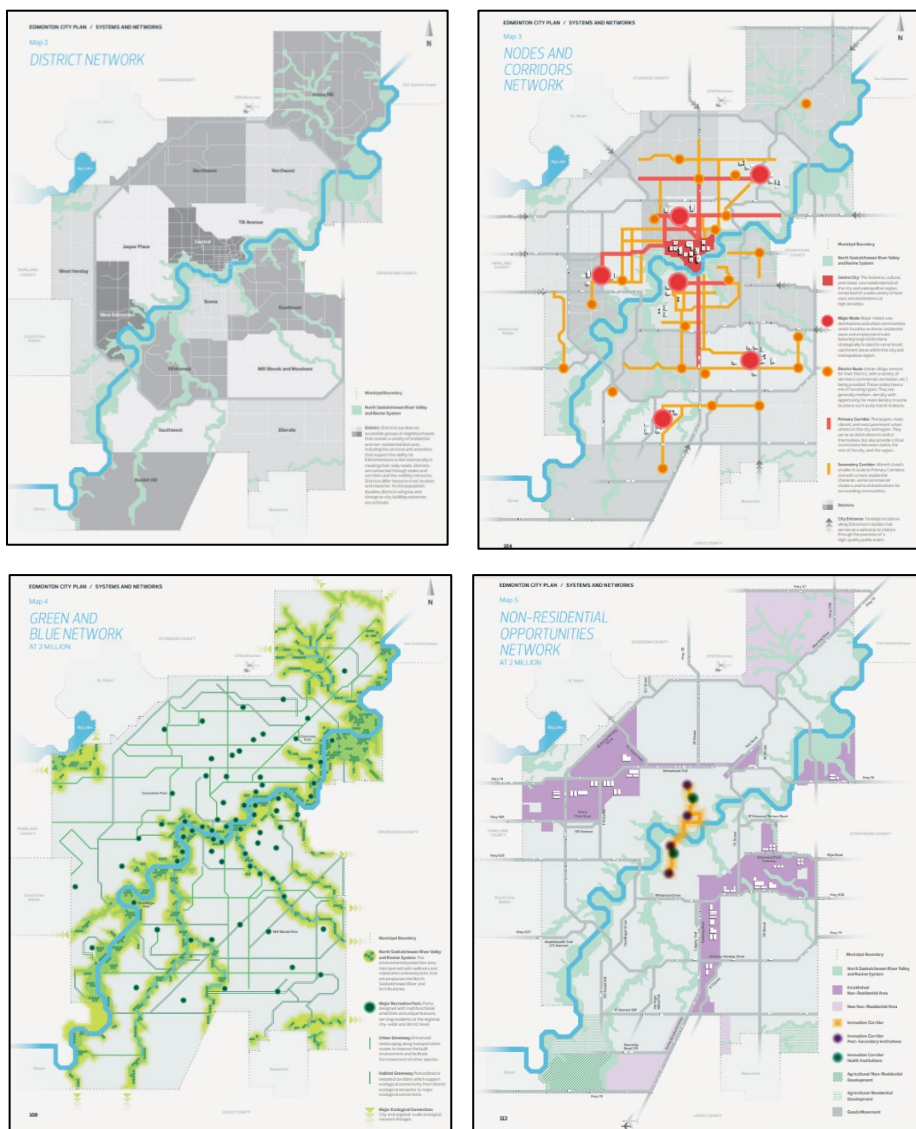


Figure 25. City of Edmonton's Networks (City of Edmonton, 2020).

City of Vancouver, British Columbia

Vancouver Plan 2050 (2022) is a long-range land use strategy to create a more livable, affordable and sustainable city. It guides the long-term growth of the city in an intentional way, clarifying where growth and change will occur over the next 30 years. The plan's land use strategy intends to allocate growth and demonstrate change within Vancouver's business districts, industrial areas and neighbourhoods to meet the housing and employment needs of new and existing residents. The strategy proposes a more balanced approach to urban development and seeks to:

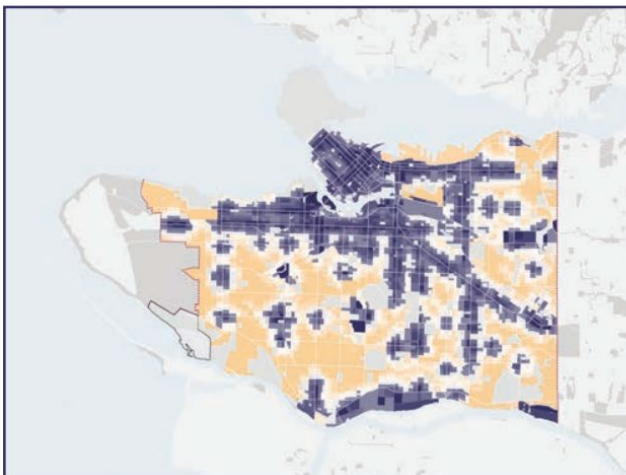
- Direct new housing options to low-density residential areas with rich community infrastructure and services that are currently underused;
- Manage growth to prioritize health, happiness and wellbeing;
- Encourage sustainable, inclusive urban living by enabling affordable housing and jobs within an accessible distance;
- Incorporate Missing-Middle Housing to strengthen and support existing neighbourhoods;
- Create an integrated network of public spaces, ecological corridors, greenways and active modes of transportation; and
- Make ecology to function at the site, neighbourhood and citywide scale.

The land use strategy builds upon key elements of the existing urban fabric: buildings, streets, plazas, natural open space, parks, and infrastructure. The plan provides a land use policy framework that is structured into six sections using a composite spatial analysis approach to land use that improves access to needs and services, and optimizes resources and financial investment.

Today,

58% of residents

are within a 5 minute walk of shops and services



In the future,

76% of residents

are within a 5 minute walk of shops and services

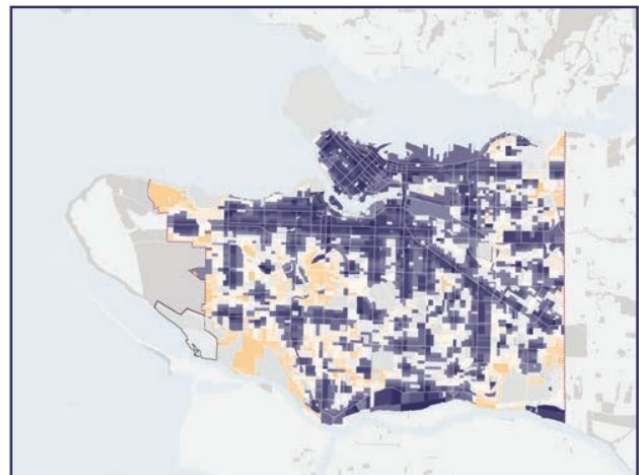


Figure 26. Vancouver's complete neighbourhoods and climate action (City of Vancouver, 2022).

Appendix B – State of Walkability in Urban Milton illustrates levels of walkability and access to daily goods and services across the Town's urban area within five, 10 and 15-minute thresholds.

Neighbourhoods Layer

The plan aims to create more complete neighborhoods across the city, insert housing choice, job services and amenities into each neighborhood, and allow residents to choose a neighbourhood that meets their needs.

Homes Layer

The Strategy aims to protect and renew existing affordable housing and provide new rental options, social housing opportunities, and Missing Middle Housing.

Economy Layer

The Plan identifies areas to prioritize intensification and expansion, and enhances employment uses to ensure the adequate provision for job space.

Transportation Layer

The Plan implements proper active transportation and transit networks and connections to shape the urban environment and form the backbone of complete neighbourhoods, and provides healthy, low-cost connections to jobs and daily needs to support the economy.

Ecology Layer

Protect and enhance the existing and future natural habitat and blue and green networks and allow residents to connect with nature in their daily lives. Policies seek to protect ecosystems and manage growth around them as well as ensure equitable access to nature.

Equity + Resilience Layer

Gain understanding of diverse communities, service and amenity gaps and environmental hazards will lead to more inclusive equitable and resilient neighbourhoods.

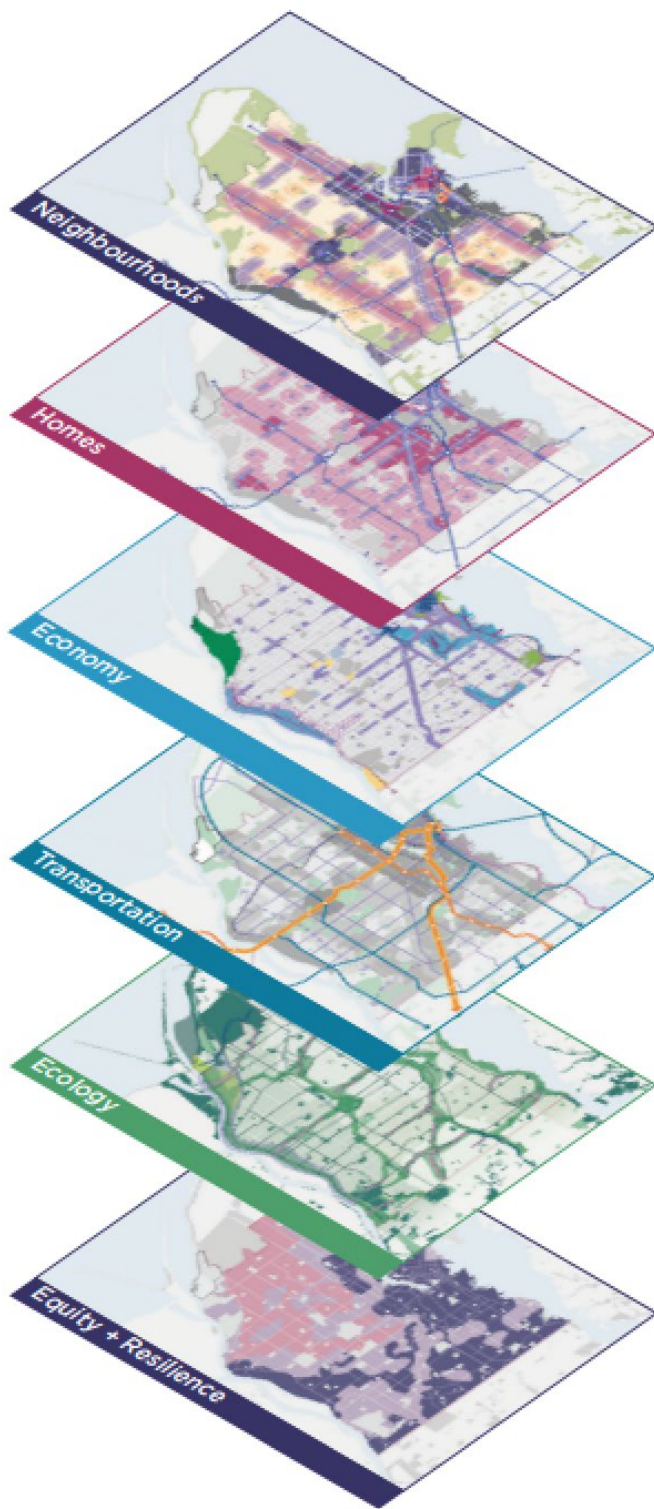


Figure 27. Vancouver City Building Layers (City of Vancouver, 2022).

Growth Policy Directions

Guiding Policies

The new Official Plan will help implement growth related policies directions in Milton guided by documents from provincial, regional and municipal governments and agencies. Each document plays its role in guiding how this happens in Milton. The Impact of these documents on planning for growth in Milton is summarized in Table 1 below. Key land use policy documents, namely the Planning Policy Statement (PPS), the Growth Plan, the Halton Region Official Plan, the Greenbelt Plan, and the Niagara Escarpment Plan, with which the Town must conform, strongly influence how the Town will plan for its future growth.

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 policy recommendations. The guiding plans and documents shown in Table 10 will be further discussed in the Policy Considerations Report.

Table 10: Population and Employment Distribution in Halton Region.

Provincial
The Planning Act, 2023, Consolidated
A Place to Grow: Growth Plan for Greater Golden Horseshoe, consolidated 2020
Greenbelt Plan, 2017
Niagara Escarpment Plan, consolidated April 2021
Provincial Policy Statement, 2020
Draft Provincial Planning Statement, 2023
Regional
Region of Halton Official Plan, Interim Office Consolidation of the Regional Official Plan, November 4, 2022
Local
Milton Official Plan, Office Consolidation March 2023

Population and Employment Forecasts

In 2021, Halton Region had a population of approximately 600,000 people and just under 300,000 jobs. The Region, including Milton, is already planning to the year 2051 for a total of 1,098,070 people and 507,240 jobs. These growth projections are allocated by the Region of Halton to all four local municipalities as described in Table 11.

The forecast for Halton Region for the year 2051 represents an increase of 551,565 people from the Region's population of 548,435 in 2016 (a 100 percent growth rate).

Table 11: Population and Employment Distribution in Halton Region.

Municipality	Population ¹			Employment		
	2021	2041	2051	2021	2041	2051
Burlington	195,000	240,050	265,160	98,340	114,330	124,390
Oakville	222,000	313,460	349,990	111,980	160,880	181,120
<i>Milton</i>	<i>137,990</i>	<i>277,000</i>	<i>350,870</i>	<i>44,390</i>	<i>100,120</i>	<i>136,270</i>
Halton Hills	66,010	98,890	132,050	24,510	45,900	65,460
Halton Region ²	620,990	929,400	1,098,070	279,220	421,230	507,240

¹ Population numbers in this table are "total population" numbers including approximately 4% undercoverage from the official "Census population" numbers reported by Statistics Canada.

² Totals for the Region may not add up due to rounding.

Source: Halton Region Official Plan, 2022 Consolidation, Table 1 – Population and Employment Distribution.

Through the new Official Plan project, the Town is undertaking a Housing and Non-Residential Needs Analysis Study to establish future housing and employment requirements for Milton.

The forecast should be interpreted as the planned minimum amount of growth to be accommodated. However, these figures do not represent a cap but rather should be viewed as a starting point with the understanding that additional growth could be achieved.

Milton within the Halton Region Urban Structure

Regional Official Plan Amendment 48 (ROPA 48) was adopted by Regional Council in July 2021, and approved by the Province in November of 2021. The amendment implements important components of the Regional Urban Structure and establishes a hierarchy of strategic growth areas in Halton Region and its four municipalities, including Milton. The amendment is the first change to the Regional Official Plan that has been approved as part of the Municipal Comprehensive Review and local plans must conform to it.

The Regional Urban Structure forms an integral part of Halton's growth strategy and is planned to accommodate a significant share of the anticipated future growth. As it pertains to Milton, the Amendment to the Regional Official Plan:

Updates the planning targets to include the 2051 population and employment forecasts for Halton Region;

Provides mapping updates including maps that establish the Regional Urban Structure, confirms the boundaries of the Milton's Urban Growth Centre and delineates the boundaries of the MTSA, establishes density targets and identifies the station as Protected MTSA;

Includes policy framework for proposed Major Transit Station Areas, including Milton's proposed Trafalgar GO Station;

Provides for the identification of additional regionally significant Strategic Growth Areas (Primary and Secondary Regional Nodes and Regional Corridors);

Provides an initial set of strategic employment land conversions, including lands in the Meritor and Bronte/Main sites, and the Agerton lands south of the rail corridor, required for fully implementing the Town's plans and priorities related to growth and intensification; and

Adds minimum density targets of jobs and residents for certain strategic growth areas.

Strategic Growth Areas in Milton:

- The Downtown Milton/Milton GO is identified as an Urban Growth Centres/Major Transit Station Areas on a Commuter Rail Corridor to be planned with a minimum density target of 200 people and jobs per hectare and a distribution of 80 percent and 20 percent representing residents and jobs respectively, to be achieved by 2031.
- The proposed Trafalgar GO is described as a Major Transit Station Area, with a minimum density of 150 residents and jobs per hectare. The distribution of residents and jobs are to be determined
- The Milton Education Village is identified as a Primary Regional Node with a total distribution of 55 percent residents and 45 percent jobs, planned to be achieved beyond the 2051 planning horizon of this Regional Plan.
- RR 25 and Trafalgar Road are identified as Regional (Intensification) Corridors where increased densities are to be achieved in order to ensure the vitality of existing and planned transit structure and serviced, with a minimum density of 130 residents and jobs per hectare.

The proposed *Provincial Planning Statement* encourages planning authorities and requires large and fast-growing municipalities, including Milton, to identify and focus growth and development in strategic growth areas.

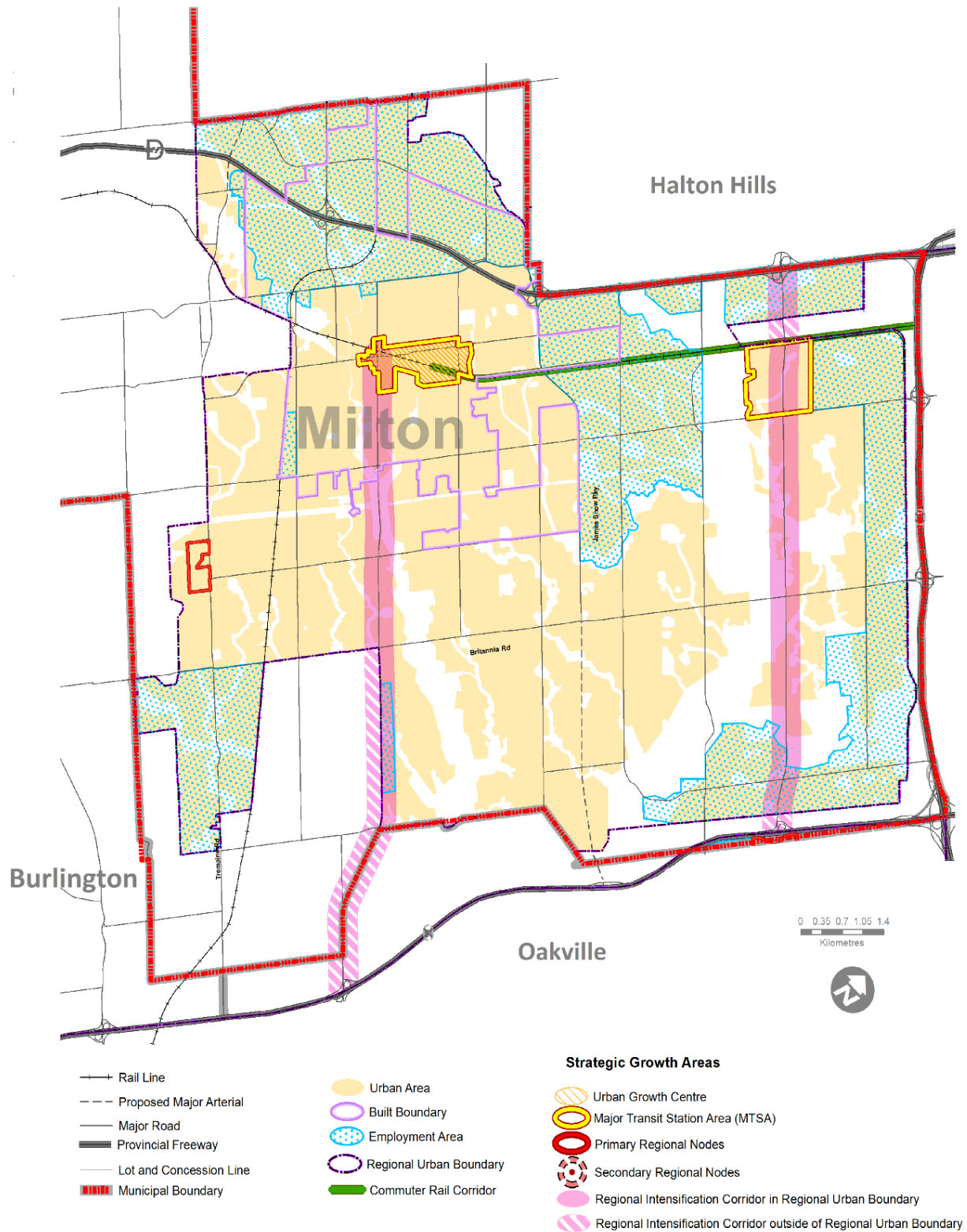


Figure 28. Milton's components of the Regional Urban Structure. Except from Regional Official Plan Map 1H – Regional Urban Structure. (Halton Region Official Plan, 2022 Consolidation).

Recent Urban Expansion and Phasing of Growth

As part of the Municipal Comprehensive Review and the Integrated Growth Management Strategy (IGMS), the Region of Halton amended the Regional Official Plan through ROPA 49. This new amendment to the regional plan was approved with modifications by the Province of Ontario in November of 2022.

ROPA 49, as modified by the Province, included updated population and employment forecasts to 2051 for Milton and added 911.84 hectares of new community areas and 1,395.29 hectares of new employment areas into the Town's Urban Area (Figures 30 and 31 below depict these new areas and the Natural Heritage System overlay).

These modifications were made to address provincial policy direction and government priorities related to growth management to the 2051 planning horizon.

Under the *More Homes Built Faster Act*, the Region is slated to become a municipality without planning responsibility. Although this provision has not yet been proclaimed, it is anticipated that responsibility for setting intensification and density targets and for planning the phasing of growth will pass to the Town in due course.

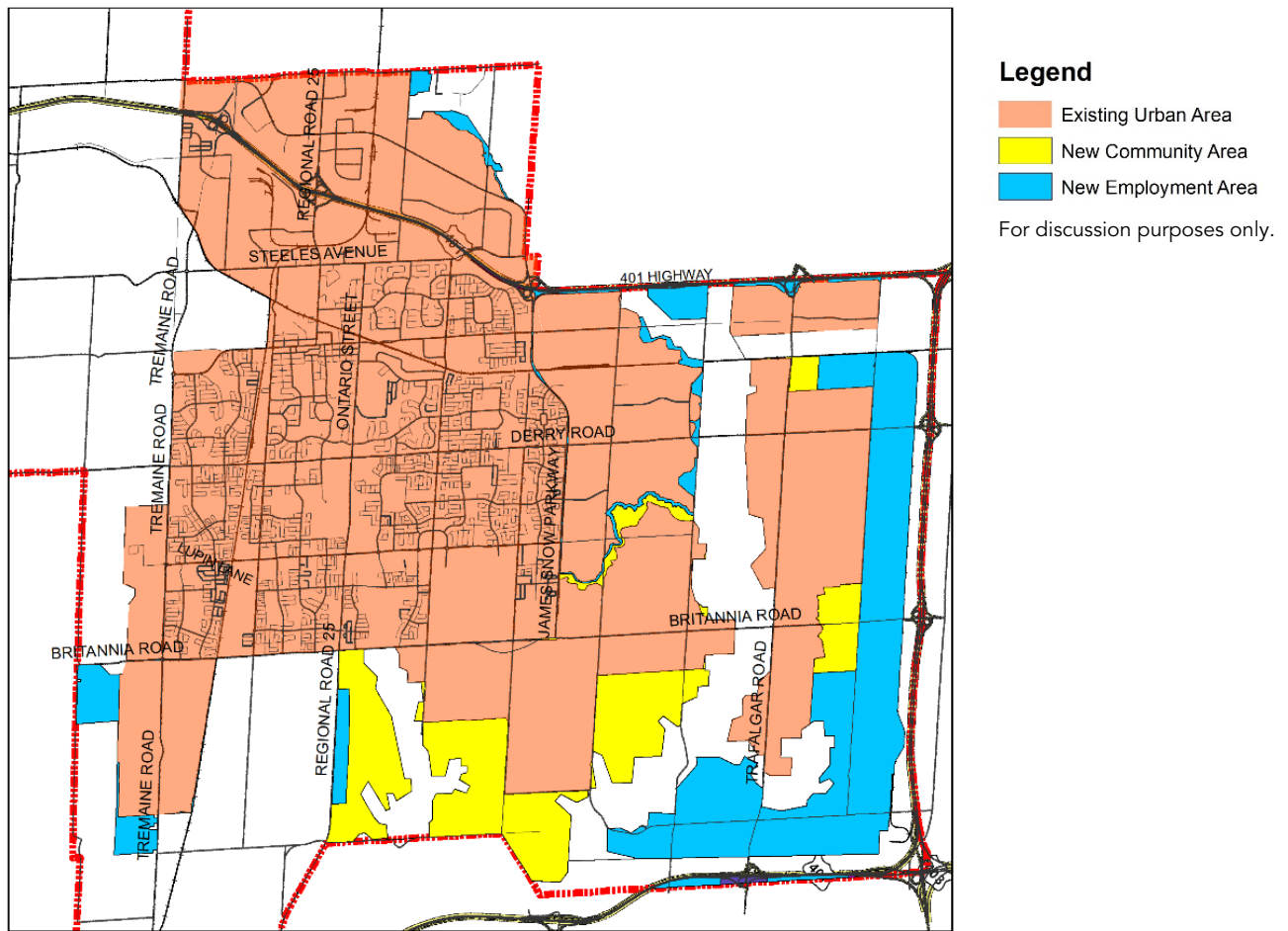


Figure 29. New Community Areas and Employment Areas (ROPA 49 and Town of Milton GIS, 2023).

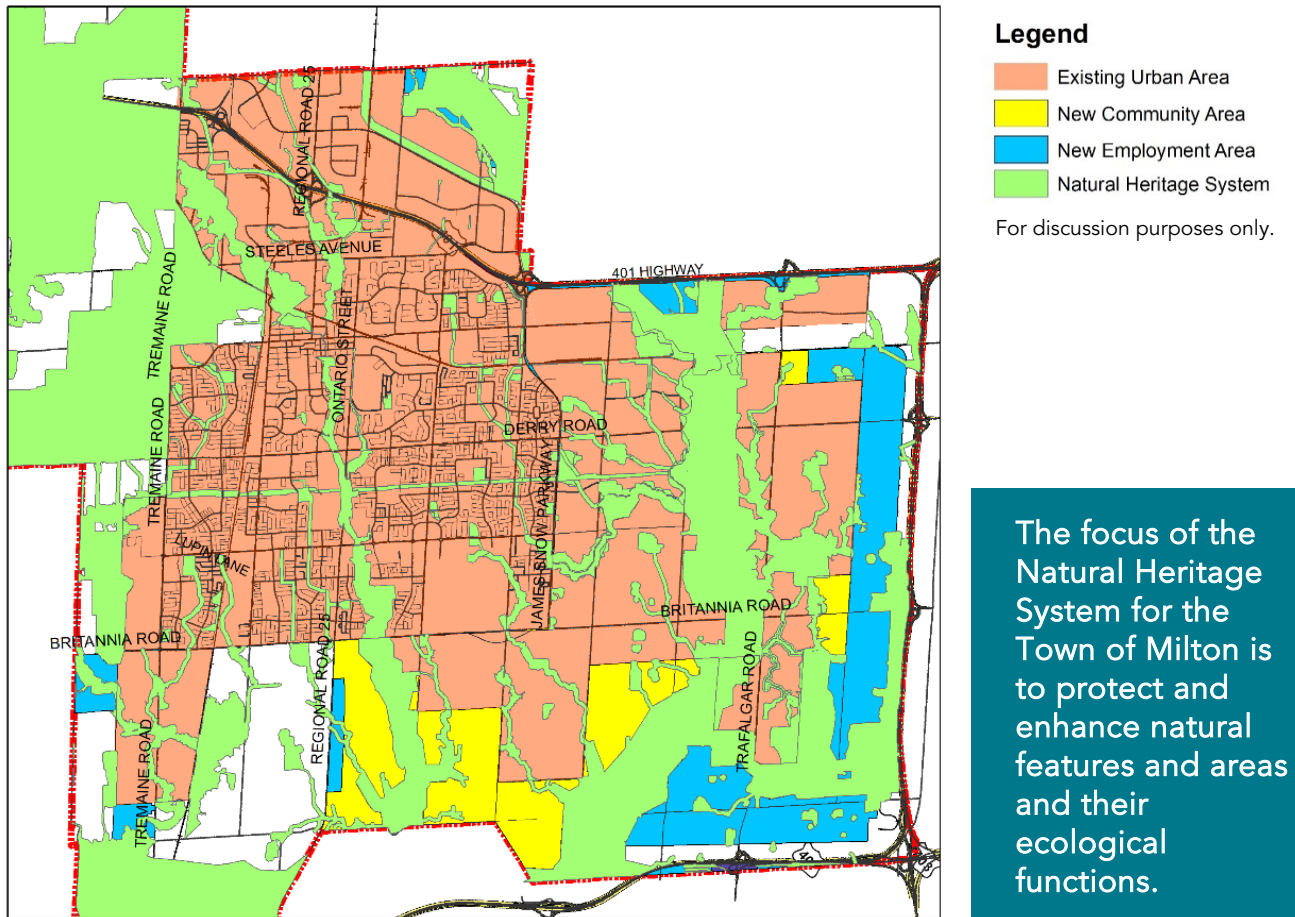


Figure 30. New Community Areas, Employment Areas and Natural Heritage System (ROPA 49 and Town of Milton GIS, 2023).

While there are new community and employment areas added to the Town’s Urban Area, the Town will accommodate a portion of the growth to 2051 within its existing urban area through infill and intensification.

The Minister’s modifications also include a new policy requiring the Region to update the Intensification and Density Targets and Regional Phasing through a future amendment to the planning horizon of 2051.

The Regional Phasing is also updated to provide general direction on how population and employment growth will be allocated in each of the four municipalities. Table 12 below describes the update for Milton.

Table 12: ROPA 49 Population and Employment Distribution in Milton.

Population			Employment		
2021	2041	2051	2021	2041	2051
137,980	277,000	350,870	44,390	100,120	136,270

Source: Halton Region Official Plan, 2022, Table 1 – Population and Employment Distribution.

In the Town, the target number of new housing units occurring within the Designated Greenfield Area and Built-Up Area between 2022 and 2041 is 29,620 and 9,800 units respectively.

Density targets for Designated Greenfield Areas for 2041 (number of people and jobs per hectare in the Designated Greenfield Area by 2041, consisting of the lands within the Regional Urban Boundary and outside of the Built-Up Area) are approximately 59 people/jobs per hectare. The target number of jobs within Employment Areas is expected to be roughly 19 jobs per hectare.

The Minister’s modifications include a new policy requiring the Region to update Table 2 (re: Intensification and Density Targets) and Table 2a (re: Regional Phasing) through a future amendment to the planning horizon of 2051.

Table 13: Milton’s share of the Regional Phasing.

Year	2022-2026	2027-2031	2032-2036	2037-2041
Units in the Designated Greenfield Area	5,760	6,120	8,780	8,960
Low Density Units	2,560	2,710	3,960	4,040
Medium & High Density Units	3,200	3,400	4,820	4,920
Units in the Built-Up Area	2,360	2,500	2,480	2,530
Employment	11,700	12,500	14,000	14,300

Source: Halton Region Official Plan, 2022, Table 2A – Regional Phasing.

The More Homes Built Faster Act (2022)

On October 25, 2022, the Ontario government introduced the *More Homes Built Faster Act* (Bill 23), to advance the Province’s plan to 1.5 million homes over the next 10 years. The Act requires municipalities to make immediate adjustments to their zoning by-law and policy to maximize growth and development. The Act aims to reevaluate maximum densities and heights to increase urban expansion areas throughout the Province. Some of the changes related to future development include:

With the *More Homes Built Faster Act*, it is anticipated that responsibility for setting intensification and density targets, and for planning and phasing of growth, will pass to the Town and be completed through the New Official Plan project.

- the allowance of additional residential units on existing lots (maximum 3 units per 1 lot);
- the exemption of development charges for additional residential units;
- the exemption of site plan approval from residential development proposals under 10 units;
- discounts on development charges for rental units;
- changes to parkland conveyance and payment in lieu, and
- updated zoning standards within the urban area.

As a part of these amendments, Bill 23 identifies the Region of Halton as an upper-tier municipality without planning responsibilities. Once this change to the *Planning Act* has been enacted, the Region will no longer have an Official Plan and the Town will look to develop a local growth strategy and framework.



Figure 31. Residential development in Urban Milton (Town of Milton files).

Provincial Planning Statement, the Proposed Changes to the Provincial Policy Statement and Growth Plan (2023)

On April 6, 2023, the Province released Bill 97 “the *Helping Homebuyers, Protecting Tenants Act, 2023*” and a draft Provincial Planning Statement, 2023 (PPS 2023). The primary purpose of Bill 97 and proposed PPS is to facilitate the implementation of the provincial Housing Supply Action Plan, which seeks to encourage the construction of 1.5 million homes by 2031.

The proposed merge of the Provincial Policy Statement and Growth Plan described in this section has not yet been finalized.

The proposed PPS would replace the ‘A Place to Grow: Growth Plan for the Greater Golden Horseshoe’ and the Provincial Policy Statement 2020 with one merged document. The introduction of The More Homes Built Faster Act (2022) is driving the merging of the two documents.

This consolidation aims to increase the residential land supply, provide attainable housing supply and mix, implement growth management for the Greater Golden Horseshoe municipalities, conserve the environment and natural resource, improve community infrastructure and provide a streamlined planning framework.

The Provincial Planning Statement, the proposed changes to the Provincial Policy Statement seek to:

- introduce a new defined term “Large and fast-growing municipalities.” The Town of Milton is included in this definition. As a result, the Town will be required to identify and focus growth and development into Strategic Growth Areas;
- direct municipalities to make sufficient land available to accommodate an appropriate range and mix of land uses, to meet projected needs, for ‘at least’ 25 years;
- introduce the ability for municipalities to set population and employment targets and intensification targets based on minimum requirements provided by the Province;
- create the ability for municipalities to determine the timing and location of settlement areas expansions;
- remove the requirement for municipalities to establish minimum affordable housing targets. Planning authorities must now “coordinate” land use planning and planning for housing with Service Managers to address the full range of housing options including affordability needs;
- modify the definition of housing options by inserting laneway housing, garden suites and rooming houses and by inserting references to housing arrangements such as farm worker housing and culturally appropriate housing;
- remove the requirement that directs planning authorities to implement minimum intensification targets for development within the built area;
- change the definition of employment areas to focus on uses that cannot locate in mixed use areas (heavy industry, manufacturing and warehousing), and requires municipalities to allow residential, employment, public service facilities and institutional uses on employment lands that are outside of employment areas; and
- Municipalities are encouraged, not required to use an agricultural system approach to support the agri-food network. Municipalities will not be required to use the provincial agricultural mapping system.

What are the next steps?

The new PPS is anticipated to be implemented in fall 2023. With its implementation, the Town of Milton Official Plan, Zoning by-law and land use planning decisions are expected to meet the PPS 2023 requirements. The changes, as proposed, will provide both upper-tier and local municipalities more autonomy to determine future growth targets and subsequent land needs.

As the Town undertakes its official plan review, the proposed changes to the Provincial framework will be considered.

Protecting what is Valuable as Milton Grows

Milton is one of the fastest growing communities in Ontario. The Town had a population growth of 30.5 per cent from 2011 to 2016, which is extremely high when compared to the Province's 4.6 per cent, Oakville's 6.2 per cent or Burlington's 4.3 per cent average growth rates.

Protecting what is valuable is paramount in achieving complete and healthy communities. As the Town continues to grow, it will face opportunities and challenges in the wise use of limited resources, such as employment lands, community areas, farmlands, water resources, natural and cultural heritage areas or features.

Milton will strategically manage growth and the use of land, while continuing to conserve and enhance over 71 per cent of Milton's land area consisting of the Greenbelt, Natural Heritage Systems and farmland.



Figure 32. Children playing in a park in Milton (Town of Milton files).

Provincial Directions Related to Resource Protection

According to provincial policy, growth will mostly be directed to settlement areas and will be managed in a way that supports the environmental and agricultural protection and conservation objectives set out in provincial plans.

The Planning Act

The *Planning Act*, R.S.O. 1990, c.P.13 as amended, sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled, and who may control them. The Act outlines the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. These are of particular relevance on the directive related to resource protection:

- the protection of ecological systems, including areas, features and functions;
- the protection of the agricultural resources of the Province;
- the conservation and management of natural resources and the mineral resource base;
- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- the supply, efficient use and conservation of energy and water;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the protection of public health and safety; and
- the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Provincial Policy Statement

At the time of writing this report, the Provincial Policy Statement (PPS 2020), Ontario's land use planning policy outlines the planning goals and objectives across the Province. The *Planning Act* requires municipal decisions on planning matters to be consistent with the PPS. Official Plans should reflect the goals and objectives of the PPS and all decisions on land use planning matters are required to be consistent with the PPS. These are of particular relevance on the directive related to resource protection:

New development taking place in designated growth areas should have a compact built form and mix of uses.

Additional flexibility for settlement area boundary expansion.

New references to "a changing climate," with a focus on adaptation.

Increased flexibility for sewage, water and storm water servicing.

Enhanced municipal engagement with Indigenous communities on land use planning matters.

Introduction of the new term "agricultural system" for agriculture-related economic growth and increased development opportunities in the Rural Area.

Enhanced direction on planning, protecting, and converting employment areas.

The Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (2019) has represented the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Plan enables the development of regional and local growth plans that guide government investments and land use planning policies.

Much of the Growth Plan focuses on where and how to grow as well as the related infrastructure to support growth. The Plan outlines a series of guiding principles that are related to the Growing in Milton's Big Questions:

Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.

Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.

Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.

Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.

Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.

Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

Protect prime agricultural areas and the agri-food network.

Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.

Integrate climate change considerations into planning and managing growth

Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

The Plan provides significant detail on how to protect important hydrologic and natural heritage features and areas, the agricultural land base, as well as valuable renewable and non-renewable resources that are essential for the long-term quality of life, economic prosperity, environmental health, and ecological integrity of the region.

This Plan requires the identification of water resource systems and the protection of key hydrologic features and key hydrologic areas, similar to the level of protection provided in the Greenbelt. The Plan also provides for the identification and protection of a Natural Heritage System for the Growth Plan outside of the Greenbelt Area and settlement areas, and applies protections similar to those in the Greenbelt Plan.

The Town is required to develop and implement Official Plan policies that support water conservation, energy conservation for existing buildings and planned developments, air quality improvement and protection including emissions reduction, and integrated waste management. Milton is also required to develop policies to identify actions that will reduce greenhouse gas emissions and address climate change goals including supporting the achievement of complete communities and protecting the agricultural land base.

Other Provincial Directives

While protecting Milton’s natural resources, additional consideration should be given to the directions provided by the Niagara Escarpment Plan and the Greenbelt Plan.

The Niagara Escarpment Plan

In 1973, the province established the Niagara Escarpment Commission to conserve the UNESCO-designated Niagara Escarpment Biosphere Reserve and published the first Niagara Escarpment Plan (NEP) in 1985. The NEP establishes a planning process to ensure that the area would be protected, and a framework of objectives and policies to strike a balance between development, protection, and the enjoyment of this significant landform feature and the resources it supports.

Areas within the NEP are divided among seven land use designations:

- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Minor Urban Centre
- Urban Area
- Escarpment Recreation Area
- Mineral Resource Extraction Area

The NEP outlines policies, objectives, and criteria associated with each of these designations and to govern the way land may be used, such as lot creation and permitted uses.

The NEP also establishes stringent requirements and restrictive language for land-use changes and requires municipalities to conform to its policies. However, the NEP is not intended to limit the ability of municipal official plans, secondary plans, and zoning by-laws to set standards and policies that are more stringent than the requirements of the NEP, unless doing so would conflict with the NEP.



Figure 33. View of Milton from The Niagara Escarpment (Town of Milton files).

Although the Niagara Escarpment Plan only applies in designated areas, some of its policies could be adapted and incorporated into the Milton’s new official plan to address climate change, sustainability, and resiliency.

A portion of Milton, mostly consisting of the former townships of Nelson and Nassagaweya, falls within areas controlled by the Niagara Escarpment Plan.

The Greenbelt Plan

In 2005, the Province introduced the Greenbelt Plan (GBP) within the Greater Golden Horseshoe to identify where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas, and functions occurring on this landscape. A significant portion of Milton, including almost the entire former township of Nassagaweya, falls within areas controlled by the Greenbelt Plan.

In 2005, the Province introduced the GBP within the Greater Golden Horseshoe to identify where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas, and functions occurring on this landscape. A significant portion of Milton, including almost the entire former township of Nassagaweya, falls within areas controlled by the Plan.

The GBP designates three types of geographic-specific policies that apply to specific lands within the Protected Countryside: Agricultural System, Natural System, and Settlement Areas. In addition, there are general policies and parkland, open space, and trails policies that apply to the Protected Countryside; however, the parkland, open space, and trails policies apply across the Greenbelt.

The general policies of the GBP include non-agricultural uses, infrastructure, natural resources, cultural heritage resources, existing uses, and lot creation.

Regional Natural Heritage System

The Regional Natural Heritage System (RNHS) is a systems approach to protecting and enhancing natural features and functions and is scientifically structured based on the following components:

- Key Features, which include, among others, significant habitat of endangered and threatened species, woodlands, wetlands, valley lands, wildlife habitat, and fish habitat;
- Enhancements to the Key Features including Centres for Biodiversity;
- Linkages;
- Buffers;
- Areas of Natural and Scientific Interest;
- Watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland; and
- Wetlands other than those considered significant.

The boundaries of the RNHS may be refined, with additions, deletions and/or boundary adjustments, subject to environmental studies completed through an approval process under the *Planning Act*.



Figure 34. Milton green space (Town of Milton files).

The Greenbelt Plan only applies in designated areas; however, some of its policies could be adapted and incorporated into Milton's new official plan to address climate change, sustainability, and resiliency.



Figure 35. Natural area in Milton. (Town of Milton files).

Watershed Protection

A watershed is an area of land where all of the water drains into the same body of water, such as a stream, creek, river or lake. It is important to protect our watershed because the water that flows through it becomes the water that we depend on for drinking, farming, manufacturing and recreation as well as habitat for wildlife.

Conservation Halton has been providing watershed management services and environmental protection programs in the watershed for more than 50 years. Using an approach called integrated watershed management and following a strategic plan, Conservation Halton works to protect watershed health and contribute to the quality of life in communities throughout the watershed (conservationhalton.ca).

Halton's Conservation Authority uses "integrated watershed management" to protect the natural resources in our watershed and manage the human activities that could impact them.

The Town works jointly with the conservation authorities and the Region of Halton to identify and manage those sub-watershed areas that are or may be subject to adverse impacts as a result of existing conditions or impending development.

Flood Plain Management

The Town and Conservation Halton are responsible for ensuring development is protected from natural hazards, including flood and erosion hazards. The public interest of protecting people and property from flood and erosion hazards is reflected in provincial policy (e.g., Conservation Authorities Act, Provincial Policy Statement) and locally in municipal policies (e.g., Official Plans, Zoning By-Laws).

The Municipality also has a responsibility under the *Planning Act* to direct development away from hazards and consider these hazards when planning infrastructure. Mapping prepared and updated by the conservation authority is an important communication tool to illustrate areas affected by flood hazards, erosion hazards, wetlands, and the area of interference surrounding wetlands. These hazards are defined in text within regulations made under the *Conservation Authorities Act*.

Protecting our Cultural Heritage and Archeological Resources

Milton's cultural heritage and archaeological resources provide essential economic and social benefits, and the wise use and management of these resources over the long term are of vital interest to many local residents.

The Town's role is to conserve these valuable heritage resources by identifying, protecting, and managing the use of built heritage resources, cultural heritage landscapes and archaeological resources to ensure their cultural heritage value or interest is retained. In addition, the Town also engages early with stakeholders to ensure their interests are considered on heritage matters.

Our current cultural heritage policies and programs encompass the identification, protection and management of Milton's historic assets. As we grow, the Town will continue to require and facilitate the conservation of cultural heritage resources and enable a range of tools to encourage it.

Cultural heritage conservation will be achieved by implementing recommendations set out in a conservation plan, archaeological assessment, and heritage impact assessment, heritage permits approved, accepted or adopted by the Council. These plans and assessments shall also include mitigation measures and alternative development approaches to preserve our heritage.

As mandated by the Heritage Act, the Heritage Register shall be the depository of all significant heritage resources for the Town. Planning staff maintain a historical digital archive of all historic properties as part of the Heritage Master Plan and promotes the voluntary designation of our historical resources.



*Figure 36. Milton green space
(Town of Milton files).*

For more details on how the Town manages and protects heritage resources review [Living in Milton Big Question 3 - History, Cultural Heritage, and Archaeological Resources](#).

Protecting our Community Areas

Mature Neighbourhoods and Character Areas

Milton’s rapid growth has resulted in pressure for intensification and significant interest on redevelopment and infill in its mature and established neighbourhoods. Denser greenfield development, and demand for bespoke single-family homes on larger lots, have led to considerable pressure for larger new replacement dwellings and building additions in our mature neighbourhoods. As a result, Milton residents raised concerns about the impacts on the character of the mature neighbourhoods.

In particular, the neighbourhoods in the Downtown Character Area, the oldest part of the Town, are sensitive to the impact of new development and infill because of the modest quality and built form of most the houses and structures in the area. It has significant historical, architectural and cultural relevance that makes it a unique place.

In addition, a growing number of properties in mature neighbourhood areas that extend beyond the Downtown Character Area are also being redeveloped.

In response to residents’ concerns, the Town prepared a Mature Neighbourhoods Character Study between 2019 and 2022. The study covered various phases and neighbourhoods:

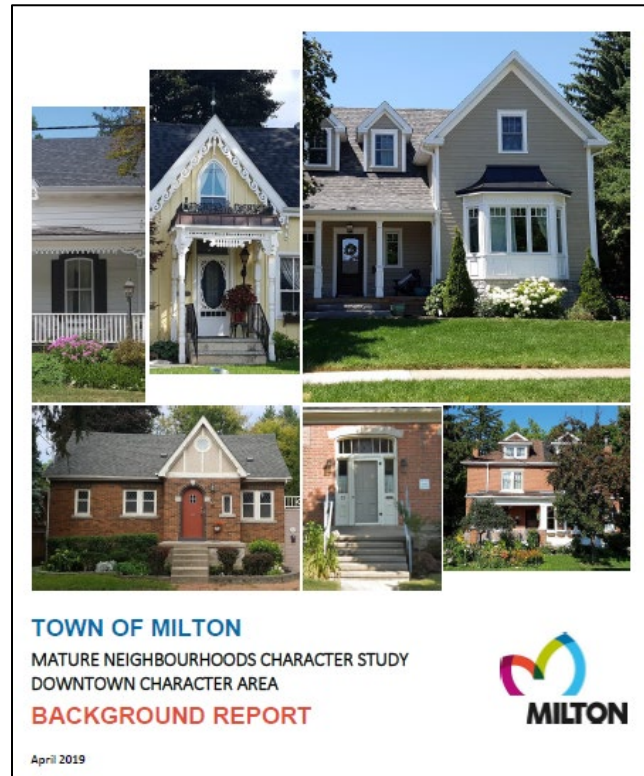
Phase 1 – Downtown Character Area

Phase 2 – Mountainview and Old Milton

Phase 3 - Fallingbrook, Forest Grove, Bronte Meadows and Valley View; and

Phase 4 - Dorset Park and Timberlea.

Resulting from the study, the geographic extent of Milton’s mature neighbourhoods has been established. Enhanced Official Plan policies for Character Areas and Mature Neighbourhood Areas now direct new development to be respectful of character and sympathetic with existing housing. New zoning by-law regulations implement the Official Plan directions.



Physical changes to established neighbourhoods must be contextually sensitive, gradual, and compatible within their existing physical character.

Whether it is a cosmetic improvement, a new addition, or a complete rebuild, investments in and enhancements to home and property are essential to community vitality.

The Downtown

Protecting Milton's identity as the Town grows and enhancing the downtown area is essential. Downtown should be a place where everyone in the community, not just residents in the surrounding area, can appreciate and feel connected to Milton's history.

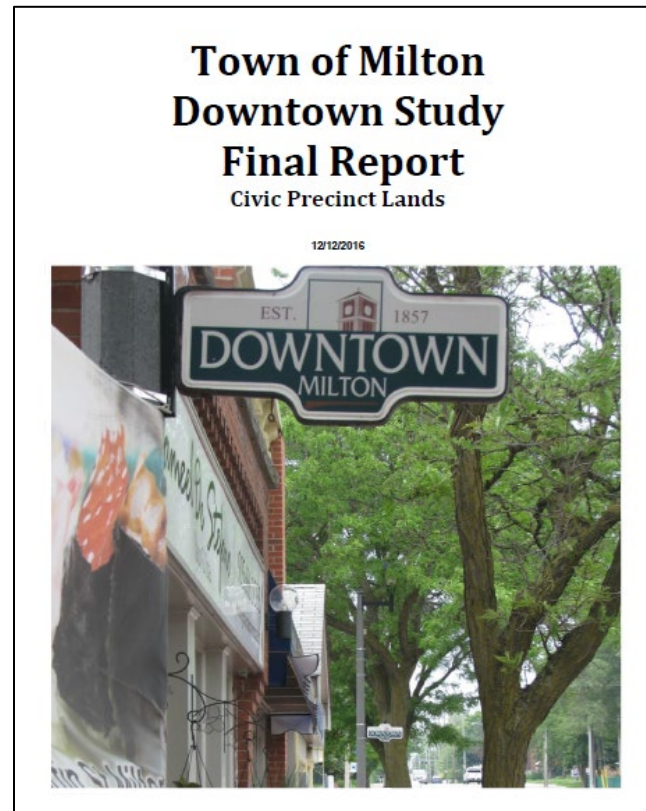
The vibrant, pedestrian-friendly historic downtown core combines shopping, dining and recreational amenities with a concentration of cultural heritage resources. Like other mature areas, downtown is also sensitive to the impact of new incompatible development and infill because of its unique qualities and built form of the majority of its dwellings, commercial buildings and other significant structures and places.

The public is generally supportive of the redevelopment of key sites downtown, particularly to accommodate additional residential and mixed-use development in right locations.

A Downtown Study was completed in 2017 to find ways to revitalize and redevelop Milton's downtown and provide the foundation by which cultural and economic activity can flourish in the core of our community. The Study assessed two areas: a Primary Area that included the historic downtown core and Milton-owned lands in the Civic Precinct and a Secondary Area that included the Character Area.

Following the Study recommendations, Milton implemented enhanced zoning regulations and local Official Plan policies for the downtown that introduced a flexible policy framework to help with its revitalization.

Downtown will continue to be a place where all residents have the opportunity to appreciate and feel connected to Milton's history, a destination for the entire community with a diversity of uses. Compatible development, respectful of the character of the area, is anticipated.



*Figure 37. Downtown Milton at sunset.
(Town of Milton files).*

New Community Areas

New community areas are planned as complete communities. The planning goal is to create safe, liveable, compact, complete and healthy communities that include a range of housing types and tenures. They are planned to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole.

These complete communities must provide opportunities for neighbourhood level jobs, schools, community services, parks and recreation facilities, retail and services and a mix of homes that are easily accessed with multi-modal – walking, cycling, wheeling, and transit – connections, integrating nature based solutions, and conserving and enhancing cultural and natural heritage features.

Planned residential development in greenfield areas will continue to occur; however, it will be characterized by higher urban densities.

New community areas in urban Milton are planned by carrying out secondary planning processes as directed by current Official Plan policies. Secondary plans with housing policies currently under preparation include the Trafalgar, Milton Education Village, and Britannia plans. The secondary plans establish a framework for affordable and attainable housing in a higher density form and sustainability factors are considered. Figure 10 of the subject report depicts the locations of our future community areas.



Figure 38. Mixed use employment and residential apartments (Town of Milton files).

Protecting our Areas of Employment

The Town recognizes the importance of providing and protecting sufficient land to accommodate competitive opportunities for employment growth, while promoting intensification and mixed-use development, all within the context of sustainable, complete communities and long-term economic prosperity.

The *Planning Act* sets out matters of provincial interest including, among others, the adequate provision of employment opportunities. The Act defines area of employment as an area of land designated in an official plan for clusters of business and economic uses including, without limitation, the following uses: manufacturing uses, warehousing uses, office uses, retail uses that are associated with uses mentioned above, and facilities that are ancillary to uses.

The current PPS encourages planning authorities to facilitate conditions for economic investment, and requires planning authorities to plan for, protect and preserve employment areas for current and future uses.

Current policies of the Growth Plan (2019) note that the development of employment areas should provide for a more compact and transit-supportive built form, minimize surface parking and support active transportation, mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, contribute to environmental sustainability; and integrate green infrastructure and appropriate low impact development.

The provision of sufficient designated employment lands is another important aspect to consider in relation to growth and residential development.

The Town protects and will continue to protect the functional viability of its employment lands for employment purposes. Future development of employment lands will align with the objectives for healthy, livable, and safe communities by locating employment uses within the Urban Area at appropriate strategic locations, on areas already designated for employment purposes and areas designated for future employment growth.



The Working in Milton reports discuss land use planning matters related to how we work in Milton and how employment needs will be accomplished in the new Official Plan.



Figure 39. Manufacturing plant in Milton (Town of Milton files).

The definition of 'employment areas' is proposed to be changed in the *Planning Act* and the new PPS. Employment areas will mean those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities.

The Future of Growing in Milton

According to the Town's data and growth projections, a total of 31,161 new housing units have been built since 2000, and between 2017 and 2021, Milton accounted for 32 per cent of Halton's total housing completions (6,171 total units) (Region of Halton, 2022).

In 2021, census data reported a total of 37,000 occupied private dwellings in Milton. Roughly 20,000 are single detached houses; 3,700 are semi-detached houses; 9,000 are row houses, and 3,200 are apartment units, the majority of these within a five or more storey building.

Total housing completions in Milton accounted for 1,229 units in 2021, representing an increase of 36.7 per cent from 899 units in 2020. In the same year, 59.3 per cent (729 units) of all housing completions were higher density units (townhouses and apartments).

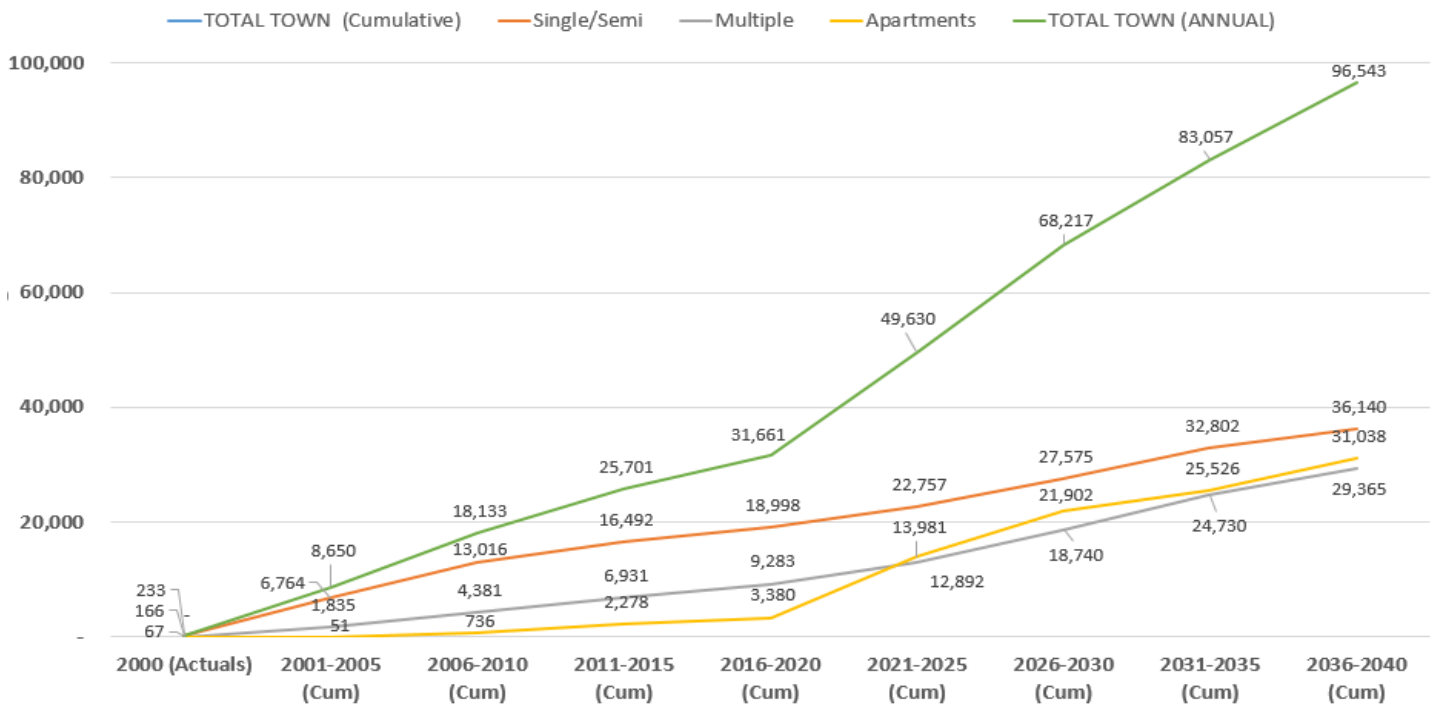
Growth in Milton is anticipated. The new Official Plan will act as a roadmap for urban planning and development in the municipality, and will set out the long-term vision to guide the municipality's land use. The Plan will consider buildings, transit, walkable areas, parks, storm water management facilities, recreational facilities, institutions and more. It also will incorporate targets, where appropriate, or guiding principles relating to housing affordability, enhanced economic opportunities or climate change.

In 2021, Milton had 3.24 people per unit, the highest of all Halton municipalities ([see the regional report](#)). While new communities in Milton are doubling up, the PPU in some older areas is declining.

According to Halton Region's socio-economic projections, Milton's population is expected to increase by at least 212,890 persons between 2021 and 2051, more than 2.5 times in size over the next few decades (see Table 10 of the subject report). Likewise, at least 100,120 jobs are anticipated by 2041 and 136,270 jobs are anticipated by 2051, representing an incremental increase of about 55,730 new jobs between 2021 and 2041 and an additional 36,150 new jobs between 2041 and 2051.

While new community and employment areas have been added to the Urban Area in 2022, a portion of the growth to 2051 will be accommodated within the Town's existing urban areas through infill and intensification. To accommodate our population growth, the regional plan has also estimated that the Town will require 39,500 housing units by 2041, which represents an average need of about 2,000 new units per year.

The new Plan's route is based on an in-depth assessment of existing conditions, intensive community engagement, analysis of opportunities and challenges and growing interest in achieving complete and healthy communities, walkable places, access to nature, innovation and inclusion. For Milton to maintain a well-balanced, strong community and ensure long-term sustainability, it is vital to offer a wide selection of housing and job opportunities.



Note: These projections are subject to review.

Figure 40. Total Town growth projections (Town of Milton).

Through the new Official Plan project, a **Housing and Non-Residential Needs Study** is being conducted and expected to be complete in fall of 2023. The analysis and findings of the study will inform the development of the new Official Plan’s growth strategy and policies.

For Milton to adequately plan for its future housing and non-residential needs, it is important to have an in-depth understanding of its current and potential future population, economy and employment. The study will conduct a review and analysis of national, provincial, regional and local trends that may influence Milton’s future growth.

Based on the trends identified, projections of the Town’s future population and its characteristics (for example, age and household size) will be made to year 2051. Then, based on the projected population, housing needs will also be projected based on the characteristics of the future population. A full range of housing types will be examined to address different household needs.

In addition to population and housing, the study will also project future employment and non-residential space needs to 2051. The study will examine how Milton’s economy and employment could potentially grow based on its current economic base, emerging economic trends, the Town’s economic development strategy and other relevant factors.



Figure 41. Construction site in Milton (Town of Milton files).

The study will also complete the assessment report required by the Ontario *Planning Act* to enable the Town to consider the adoption of inclusionary zoning policies as a tool to increase the supply of affordable housing in Milton.

The study will provide the following inputs for the development of the new Official Plan:

- Projected future population/households and housing needs by type;

- Projected future employment and non-residential space needs by type;

- Overall densities required for new community and employment areas to accommodate projected future growth;

- The extent/magnitude of intensification needed in existing communities and employment areas;

- The phasing and timing of growth by planning areas; and

- Market viability of inclusionary zoning policies.

Reflecting our land use vision, **Choice Shapes Us**, future locally based projections, to be confirmed by the study, will form the basis of our local approach to growth management in the new Official Plan as well as inform regional infrastructure planning.

Inclusionary Zoning is a provincial planning tool that provides municipalities with the statutory authority to mandate, for certain new developments, the inclusion of affordable rental and ownership housing. It is intended to increase the availability of affordable housing by requiring developers to either contribute a set amount toward affordable housing or sell off a percentage of the units at a lower price point.

“When it comes to housing, choice also means affordability. It also means how we can accommodate change in evolving neighbourhoods.”



Tying it All Together

Throughout the We Make Milton: Big Questions phase of the new Official Plan program, we have discussed the themes of living, moving, and working in Milton. As the final report of this process, the Growing in Milton reports tie all of these elements together and consider how each will transform our future.

Where and how to grow effects every part of Town life: where and how we live, work, shop, play and move. There are places in Milton where all these things combine, and others where they connect. Therefore, it is important to consider the inter-relationship between these themes, to understand how choice shapes Milton. The following section summarizes the policy considerations from each of the Living in Milton, Moving in Milton and Working in Milton reports as they relate to Growing in Milton.



Figure 42. The relationship between Growing in Milton and Living, Moving and Working in Milton.

Considerations from Living in Milton



The focus of Living in Milton is on land use planning matters related to our day-to-day lives in Milton (where we live, socialize, play, and worship). The new Official Plan can support residents' ability to conduct their daily needs and more broadly support a high quality of life and sense of community for Miltonians. It can do so while addressing current/future planning challenges, such as climate change, healthy living, and housing affordability. As we plan for growth, in relation to the current and future context for Living in Milton, the new Official Plan will:

Promote the creation of complete and healthy neighbourhoods and communities, and urban places.

Provide for the development of a full range of housing, including affordable housing and additional residential units.

Recognize the importance of different types of parks, recreation facilities and institutional uses in achieving complete and healthy neighbourhoods and communities.

Prepare for the impacts of a changing climate; reduce greenhouse gas emissions; plan for more resilient, environmentally sustainable, and complete communities.

Support more sustainable ways for living, including energy and water conservation measures.

Make more efficient use of existing neighbourhood infrastructure (e.g. schools, parks, libraries, transit, roads, etc.).

Address the protection and management of our cultural heritage resources under current provincial policy and provide enhanced design direction for development within the various components of the urban structure.

Address how other lands, beyond those in the parks and outdoor recreation hierarchy, can contribute to the overall open space system by providing opportunities for other passive outdoor uses for the public.

Direct future growth in the rural area to our hamlets; however, growth will be limited.

Enable opportunities for inclusive and equitable engagement and consultation with community members, stakeholders, institutions, and levels of government on a broad range of policy considerations related to growth management.

Considerations from Moving in Milton



The focus of Moving in Milton is on how people and goods move around. It considers how the new Official Plan will implement key transportation related directions and explores how policies can face local growth and intensification challenges while supporting opportunities for moving in Milton. This includes traffic congestion, transit ridership, infrastructure gaps, sustainability, and traffic safety, for example. As we plan for growth, in relation to the current and future context for Moving in Milton, the new Official Plan will:

Plan for complete streets that contribute to the creation of complete communities.

Ensure equitable transportation options to accommodate for changing and growing communities.

Promote safer and more efficient streets as road capacities increase (i.e., Right of Way standards and transit corridors).

Plan for new transportation infrastructure to service growth.

Ensure that land uses, and infrastructure are planned in a way that allows for efficient and available transportation options and alternatives.

Support the delivery of reliable and equitable mobility choices and connections, including lower impact options such as transit, walking, wheeling, and cycling.

Integrate land uses with Milton's transit system, which will allow Miltonians with greater access to transit options and choice as Milton grows.

Plan for efficient goods movement within settlement areas.

Plan our communities through growth and intensification, where appropriate, to provide densities and infrastructure that support transit usage and active transportation.

Incorporate environmentally conscious standards into growth plans as the community and its needs expand.

Promote the use of green development and low impact development standards to support energy efficiency and resource conservation.

Consider connections to and from the rural area when managing future growth and development strategies.

Coordinate with community partners, stakeholders, and neighbouring municipalities the planning of future transportation needs.

Considerations from Working in Milton



Working in Milton is about land use planning matters related to how our labor force work in Milton and how employment needs will be accomplished. It considers how the new Official Plan will support employment for Miltonians while addressing current and future planning challenges for evolving Employment Areas, such as changing local and regional dynamics. As we plan for growth, in relation to the current and future context for Working in Milton, the new Official Plan will:

Protect existing and future employment areas to ensure the diversity of the Town's employment base and attract new businesses.

Plan for a range of employment land uses that supports and protects the diversification of the Town's economic base.

Plan for neighbourhoods with a mix of uses, services, and employment opportunities in proximity to transit.

Promote employment attraction, retention and expansion.

Provide land use planning direction that promotes compatible employment and retail uses in proximity to neighbourhoods.

Promote a healthy, integrated and viable rural area building upon the rural character and leveraging rural infrastructure, amenities and assets.

Protect, expand, and support business/industrial parks, business districts, campus institutions, and the broad distribution of our diverse base of commercial and service related jobs.

Foster future employment growth through flexibility and adaptability and explore new strategies for co-location, flexible workspace arrangements, alternate ownership models, and other tools.

Direct major office and major institutional development to present and future Major Transit Station Area(s), Strategic Growth Areas, and Intensification Nodes and Corridors, where feasible.

Support the rural economy and protect our natural resources and agricultural areas.

Implement green infrastructure and low impact development strategies for employment areas.

Summary of the Big Questions



As noted above, what we have heard so far, as well as the information summarized in this report have led to the development of the following Big Questions. These questions will be answered through policy considerations that will be developed for the Growing in Milton theme and a summary of the topics identified by residents and stakeholders.

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 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 background information provided in this paper raises the following seven questions, which discuss the main themes surrounding Milton's future growth. The Big Questions will be explored further in our Big Questions Report in order to identify policy options for the new Official Plan.



Figure 43. Public consultation event in Milton (Town of Milton files).

Growing in Milton Big Questions

Topic	Questions
Big Question # 1 <i>Promoting a Local Approach to Growth</i>	How can Milton’s new Official Plan provide a local approach to managing growth? What are Milton’s growth objectives and how do we achieve them?
Big Question # 2 <i>Establishing Milton’s Future Land Use Structure</i>	What does our future Town structure look like? What is the role of the Town structure’s components and how should they function in 2051?
Big Question # 3 <i>Managing Growth within the Settlement Areas</i>	How can the new Official Plan manage growth and provide a framework and guidance for where and how to intensify? What is our capacity for intensification?
Big Question # 4 <i>Envisioning Growth and Promoting Good Design practice</i>	What will future growth look like in Milton? How can the new Official Plan accommodate growth in a manner that achieves a high quality of life and sense of place? How can we achieve more complete and healthy communities?
Big Question # 5 <i>Promoting Resource and Environmental Protection</i>	How can the new Official Plan protect and enhance our natural resources and environmental/agricultural landscape while balancing the need to accommodate growth in a safe, orderly and sensitive manner?
Big Question # 6 <i>Delivering Infrastructure and Community Services</i>	How can the new Official Plan support the efficient, fiscally responsible and sustainable delivery and use of community infrastructure and services?

Review the *Big Questions: Policy Consideration Report* to learn how the Big Questions inform policy in the Official Plan Review.

Stakeholder Feedback

People in Milton care about how growth happens in the Town. Although the engagement and discussion about what people want to see for Growing in Milton is always ongoing, the feedback and comments collected throughout **Phase 1 – Listening and Learning** and **Phase 2 – Visioning** in mid-end 2019 have been summarized into the table below. The comments have been sorted into reoccurring themes, which helped form the Big Questions for Growing in Milton. The Big Questions will drive policy considerations for the Growing in Milton theme.

Topics	Community Comments	Opportunities and Constraints
Growth and Diversity	<ul style="list-style-type: none"> • How can the Town create space for amenities and facilities that promote community engagement? • Where else can Milton implement flex-spaces in addition to the Milton Innovation Centre? • How can we provide for a wide range of community groups within our Growth Plans? • How can Milton intensify without displacing existing communities and services? • How will Milton address opposition to the speed of growth and the change of Milton’s previously small town morphology and feel? 	<ul style="list-style-type: none"> • Milton is already a very diverse community – the Town needs to respond to this diversity by providing more choice. • Mixed land use is no longer possible in many residential areas; however, the Town can prioritize a range of zones within new development projects. • Recognize Milton as an aging-friendly community and plan accordingly.
Growth and Community Hubs	<ul style="list-style-type: none"> • Community hubs are advantageous spaces for senior members. • Promotes walkability, land use diversity, and passive social activity. • How will Milton equitably distribute amenities across the Town? • How will Milton incorporate and improve mixed-land use designations? 	<ul style="list-style-type: none"> • Continue to work with developers to create walkable, aesthetic, and vibrant connected communities. • Incorporate gentle density principles in future hub planning. • Major Transportation Station Area (MTSA Mobility Hub) as leading example.

Topics	Community Comments	Opportunities and Constraints
Growth within the Rural Areas	<ul style="list-style-type: none"> • How can Milton plan for growth while protecting the identity and heritage of the rural area? • Limited opportunity within rural area to accommodate for further growth. • The rural communities lack amenities for public use and enjoyment. • There is a need for improved infrastructure in the rural area. 	<ul style="list-style-type: none"> • Recognize community needs within the rural area when planning for employment land expansion. • There is an existing divide between rural and urban Milton that needs to be recognized – rural heritage vs. urban growth. • Strategic planning required for the rural area if growth is possible – i.e. Character Area/Heritage Designation.
Growth and the Official Plan	<ul style="list-style-type: none"> • How can we prepare a future-proof Official Plan? • Allow Official Plan to take on new meaning and interpretation, as Milton’s needs shift. 	<ul style="list-style-type: none"> • Create a high-level plan that explains overarching, long-term goals. • Include the forecasting of future trends within the plan to better prepare for upcoming change. • Encourage the use of non-static language within policies to accommodate for shifting needs.
Affordable Growth	<ul style="list-style-type: none"> • How can Milton prioritize and plan for affordable housing options? • How can Milton provide options within the affordable threshold? 	<ul style="list-style-type: none"> • The average price of homes in Milton has now exceeded \$1 million, far surpassing what is affordable for most residents. • It is important for the Town to prioritize housing affordability and options. • Help combat inflation by offering affordable services where possible throughout Milton.

Appendices

Appendix A. Visualizing Density in Milton

Appendix B. State of Walkability in Urban Milton

Appendix A.

Visualizing Density in Milton

Visualizing Density in Milton is a visual representation intended to help local residents and stakeholders understand and interpret density in their own community. It utilizes an approach to measure and visualize the density of various neighbourhoods, what type of building forms are associated with the resulting density and explore how these attributes can support the creation of great places to live, work and play as Milton grows.

The appendix summarizes the key findings in nine locations within Urban Milton and one within Rural Milton:

- **Neighbourhoods in the Urban Area:**
Dorset Park, Dempsey, Scott, Bronte Street, Main Street East, Timberlea, Beaty, Ford and the Major Transit Station Area.
- **Neighbourhood in the Rural Area:**
Campbellville

For each location, density was measured at two different scales: neighbourhood level and block level.

At both levels, residential density in the form of number of people per hectare and number of dwelling units per hectare were calculated using Census data for dissemination blocks (smaller geographic areas than dissemination areas).

The density calculation in Milton's Mature Neighbourhood Areas in the Established Urban Area represents a relatively stable area, suburban in character.

The density calculation in Milton's growth areas aligns with the Growth Plan's targets for greenfield areas, urban growth centres, and major transit station areas. It also reflects the need to have a mix of residential and commercial uses in a community.

For the block within the Milton's Major Transit Station Area (MTSA), the Mobility Hub Study (2020) estimated the future number of residents and jobs by taking into account provincial targets for the area and a 3D demonstration plan visualizing the area's possible future built form.

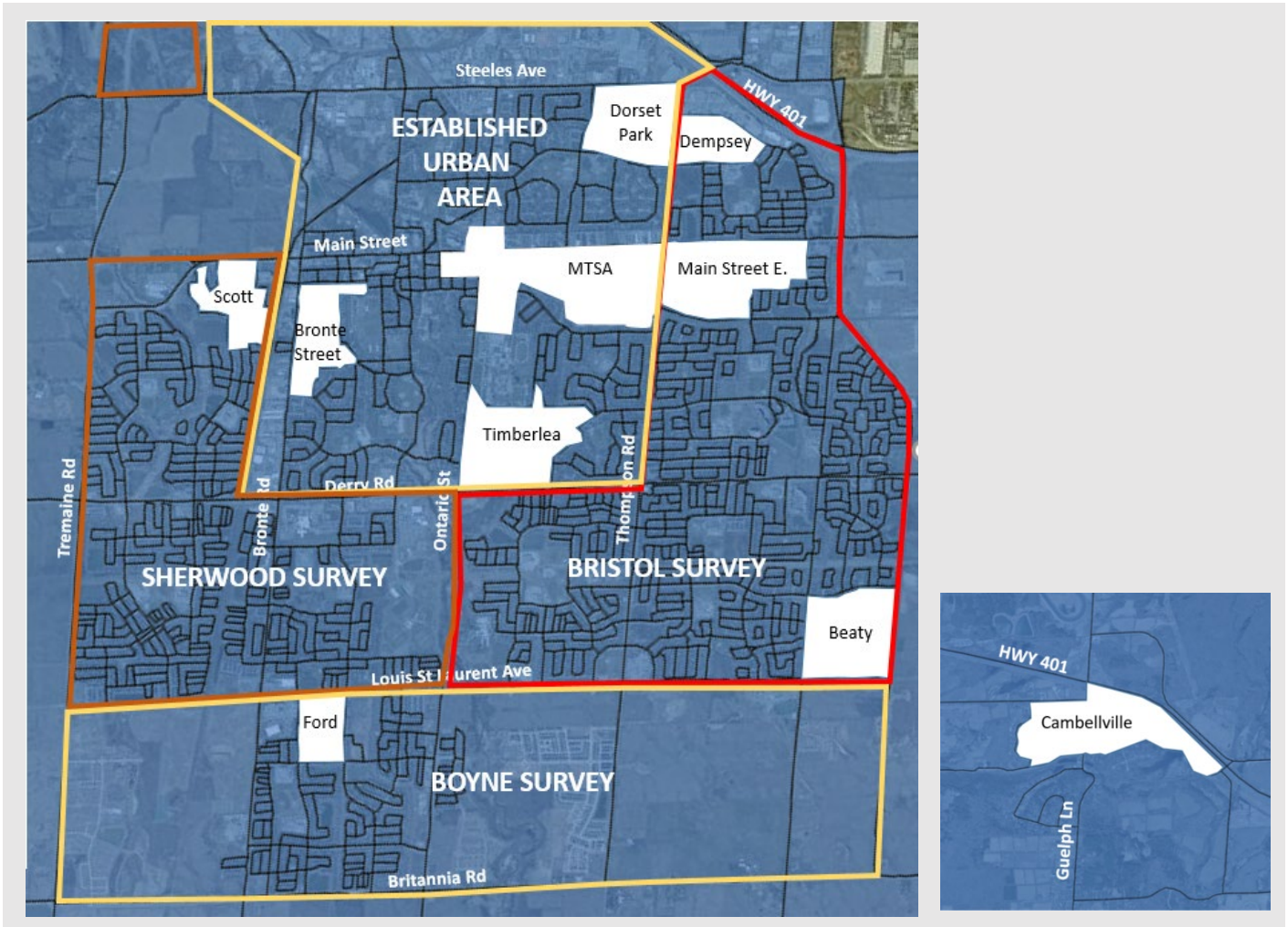
What is Density?

Density refers to the number of people, jobs, and building units in a specific area of land. Density can be measured in occupied square footage.

The Province of Ontario has outlined density targets that can accommodate for 80-400 residents and job opportunities per hectare. The New Official Plan will comply with these directions to meet the Provincial target (C.U.I., n.a.).

The Visualizing Density review was informed by "Visualizing Density", a pilot project created by the Canadian Urban Institute (C.U.I.).

The project and its methodology have contributed to our conversation about managing growth and building a great community in Milton (<https://canurb.org/initiatives/visualizing-density/>).



The Growth Plan for the Greater Golden Horseshoe defines density as the ratio of residents and jobs to a land area. Density targets are a key performance measure. To measure and guide how municipalities and regions are planning to accommodate population growth, the province has created density targets of 80 to 400 residents and jobs per hectare, to which municipalities and regions must comply in their official plans. These density targets influence the way municipalities and developers plan and design new communities (CUI).

Census information on population (e.g., number of residents) and references to employment (e.g., number of jobs) is available at the dissemination area (DA) level; these are usually about the size of a neighbourhood. Census DAs were used to define the boundaries of each neighbourhood. Publicly available employment data from the Census is based on a person's place of residence, not the location of where they work; therefore these data were not used for the purpose of this visualization.

Within 10 selected areas, the review used the Google Earth higher resolution aerial imagery and Google Map tools to visualize what the densities look like at two different scales.

Important Definitions

Hamlet – Compact rural communities designated to accommodate future residential growth in the rural area and small scale industrial, commercial and institutional uses serving the farming and rural communities (Town of Milton Official Plan).

Intensification – Intensification can include the efficient use of vacant residential lands, underutilized lots and existing housing stock in all neighbourhoods, while recognizing the flood susceptibility in the urban core (Halton Region Official Plan, 2022).

Low Density – Low-density development includes detached dwellings with or without accessory apartments, duplexes, semi-detached dwellings, townhouse dwellings and quattroplexes, at a maximum of 20 units per net hectare (Town of Milton Official Plan).

Major Transit Station Area – 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. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk (The Growth Plan, 2020).

Mature Neighbourhood Area – An older residential area within the Residential Area designation, as identified in the implementing Zoning By-law, characterized by predominantly single-detached dwellings generally on large lots, and other built and natural qualities that collectively provide a distinct and recognizable character (Town of Milton Official Plan).

Medium Density – Medium density development can include single-detached dwellings, duplex and semi-detached dwellings, townhouses, stacked townhouses, triplexes, quattroplexes and apartments at a density of 31 to 85 units per net hectare in accordance with the policies of the Town of Milton Official Plan.

High Density – High-density residential development within a density range of 86 to 150 dwelling units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of the Town of Milton Official Plan.

Secondary Plan – Implement the objectives, policies and overall planning approach of the plan within the local context and establish a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change (Ontario, n.d.).

Strategic Growth Area – Provide an urban form that is complementary to existing developed areas, uses space economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities (Halton Region Official Plan).

Dorset Park



The Dorset Park neighbourhood is located in the Established Urban Area. It was registered in 1973 and largely developed throughout the 1970s. The low-density mature neighbourhood comprises single-detached and row housing.

The neighbourhood is close to the Go Station and Main Street East and is surrounded by several stores and amenities. It contains a large park, central to the neighbourhood and small parks central within each of the four quadrants (a park within the study area is depicted in green).

The quadrant of this neighbourhood bounded by Steeles Avenue, Thompson Road, Woodward Avenue and Wilson Drive was selected for the purpose of this density review. It is characterized by its large, deep lots, many small cul-de-sac crescents, and well-connected parks and trails.

The area also contains a small convenience store (illustrated in purple) and is in proximity to Robert Baldwin Public School and École élémentaire catholique Saint-Nicolas. Next to Robert Baldwin is Kinsmen Park. The area is served by public transit.

NEIGHBOURHOOD DENSITY

**1,381
PEOPLE**

**472
DWELLINGS**

**38
HECTARES**

**36
PEOPLE/HA**

**12
UNITS/HA**

Neighbourhood Block 1



Block 1.1 represents a low density mature neighbourhood block in Dorset Park containing one- and two-storey single detached dwellings within walking distance to schools, parks, and local and community retail.

**67
PEOPLE**
**21
DWELLINGS**
**1.9
HECTARES**
**35
PEOPLE/HA**
**11
UNITS/HA**



Neighbourhood Block 2



Block 1.2 corresponds to a medium density block within a mature neighbourhood area containing two-storey single detached dwellings with small footprint on small lots, and a local convenience store on walking distance to schools, parks, and large retail plazas.

**50
PEOPLE**
**17
DWELLINGS**
**1.0
HECTARE**
**50
PEOPLE/HA**
**17
UNITS/HA**



Timberlea



Development in the Timberlea neighbourhood began in the late 1970s but did not grow until the 1980s. This mature neighbourhood area is located within the Established Urban Area. It is bounded by Holly Avenue, Derry Road to the south, Ontario Street South, and Main Street East to the north.

Timberlea is known for its deep lots and mature trees. It consists of low and medium-density development integrated with a park and trail system that service the entire area. It is home to Sam Sherratt Public School (shown in blue), as well as a various parks including Moorelands Park, Beaver Court Park, and Sam Sherratt Park (depicted in green), which demonstrate the large impact of the 16 Mile Creek.

The study area is in proximity to Centennial Forest Park, Coulson Park, and Laurier Park, the E.D. Drury School for the Deaf and E.C. Drury/Trillium Demonstration School and a commercial node (depicted in purple). Recent residential intensification through infill and redevelopment is perceived along Ontario Street South.

Various transit routes service the area.

NEIGHBOURHOOD DENSITY

**1,737
PEOPLE**

**647
DWELLINGS**

**54
HECTARES**

**32
PEOPLE/HA**

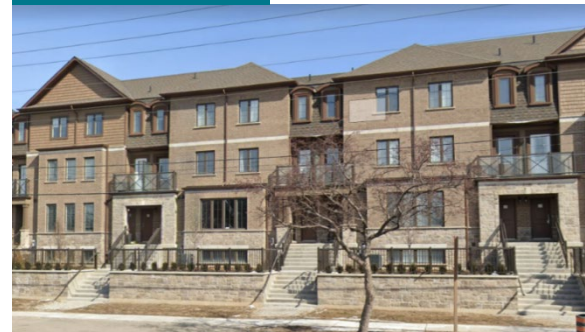
**12
UNITS/HA**

Neighbourhood Block 1



Block 5.1 is located within the Established Urban Area. It contains a medium density condominium complex that was recently built, containing 3-storey townhouse and stacked townhouse dwellings. Some dwellings have frontage onto an arterial road. Residents are within walking distance to trails, retail plazas and local transit.

362
PEOPLE
17
DWELLINGS
3.2
HECTARES
114
PEOPLE/HA
47
UNITS/HA



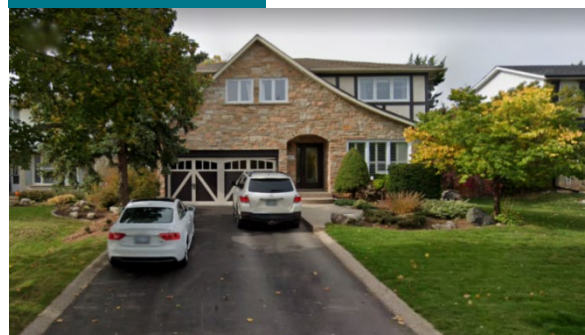
Neighbourhood Block 2



located in one of Milton's mature neighbourhood areas. It mainly contains two-storey single detached dwellings on large lots. This low-density residential block is within walking distance to parks, trails, schools, local retail and transit.

119
PEOPLE
39
DWELLINGS
3.3
HECTARES
36.1
PEOPLE/HA
12
UNITS/HA

Block 5.2 is



Bronte Street South



The residential area subject to the density review is located on the west side of Bronte Street South and is bordered by King Street, Bell Street, and Anne Boulevard.

The area is part of a mature neighbourhood containing both low and medium-density residential developments in the form of single detached housing and townhomes. Properties located on Barton Street and all other streets to the north are within the Downtown Character Area. The neighbourhood also includes the area just beyond Town Hall, east of Mary Street.

This portion of Bronte is in proximity to several parks including Bronte Meadows Park, David Thompson Park, Brian Best Park, and Victoria Park, and the privately owned Fairgrounds.

The neighbourhood contains a small commercial block (depicted in purple) with a bakery, restaurants, and office and service uses.

A transit route runs on Bronte Street.

NEIGHBOURHOOD DENSITY

**1,092
PEOPLE**

**524
DWELLINGS**

**27
HECTARES**

**32
PEOPLE/HA**

**12
UNITS/HA**

Neighbourhood Block 1



**36
PEOPLE**

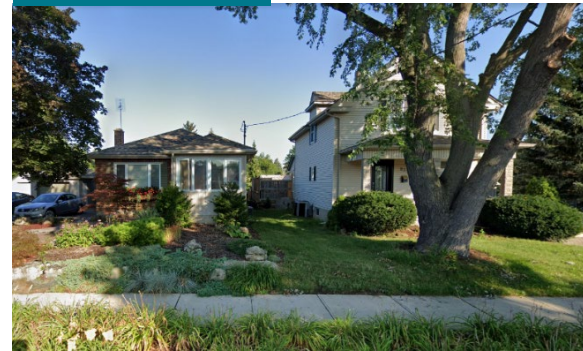
**16
DWELLINGS**

**1.5
HECTARES**

**24
PEOPLE/HA**

**11
UNITS/HA**

Block 4.1 represents a low density block within a mature neighbourhood designated Character Area in Old Milton. The Block contains one and two-storey single detached dwellings, many of them describing historic features. There are parks, local the Downtown and local transit routes within walking distance.



Neighbourhood Block 2



**364
PEOPLE**

**143
DWELLINGS**

**7.1
HECTARES**

**51
PEOPLE/HA**

**20
UNITS/HA**

Block 4.2 combines low and medium density housing developments in a mature neighbourhood area. The Block contains one and two-storey single detached, and townhouse dwellings within walking distance to some local retail and local transit.



Dempsey



The Dempsey neighbourhood is located on the northern section of the Bristol Secondary Plan area, which constituted the first phase of Milton’s urban expansion. The neighbourhood was planned in the late 1990s, but development did not begin until the early 2000s.

The study area, shown above, represents the section of Dempsey bounded by Maple Avenue, Woodward Avenue, and Thompson Road. It mostly contains medium density housing, and a small institutional use.

This area is home to Fitzgerald Park (shown in green) and is in proximity to Dempsey Neighbourhood Park and Knight Trail Park. The Woodward woodlot is also nearby, providing dense forested views and off-road trails that extend throughout Dempsey. It is within walking distance to Saint Peter Elementary School (depicted in blue) and Chris Hadfield Public School (south of the study area) and the commercial node on Maple Avenue. It has access to Highway 401 and the GO Station and is close to the Living Arts Centre, Milton Leisure Centre and other amenities, and is served by public transit.

NEIGHBOURHOOD DENSITY

**1,572
PEOPLE**

**425
DWELLINGS**

**22
HECTARES**

**72
PEOPLE/HA**

**19
UNITS/HA**

Neighbourhood Block 1



Block 2.1 was planned and developed as a medium density neighbourhood block within a Secondary Plan area containing two-storey single detached dwellings on medium-sized lots within walking distance to schools, parks, retail and local transit.

**96
PEOPLE**
**23
DWELLINGS**
**1.1
HECTARES**
**87
PEOPLE/HA**
**21
UNITS/HA**

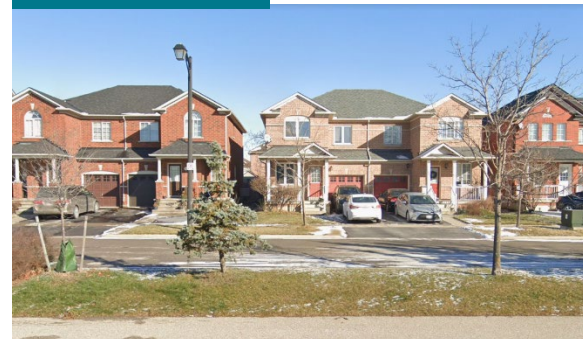


Neighbourhood Block 2



Similar to Block 2.1 above, Block 2.2 was planned as a medium density neighbourhood block within a Secondary Plan area containing two-storey semi-detached dwellings on medium-sized lots. Residents are within walking distance to schools, parks, retail plazas and local transit.

**187
PEOPLE**
**61
DWELLINGS**
**2.1
HECTARES**
**89
PEOPLE/HA**
**29
UNITS/HA**



Main Street East



This study area is also located within the Dempsey neighbourhood and Bristol Secondary Plan area, planned in the late 1990s and developed in the 2000s.

The area is bordered by Main Street East, Sinclair Boulevard, Weller Crossing, the CP Rail Line, and Thompson Road. Over half of the area is comprised of commercial buildings, parks, and Stormwater management spaces (depicted in green). It contains medium and high-density development. A 12-storey building was recently constructed, adjacent to the library, supporting the MTSA density goals.

The area contains multiple parks and community spaces including First Ontario Arts Centre, Milton Main Library, Lions Sport Park, Sinclair Park, Milton Leisure Centre and Milton Memorial Arena (pictured in blue). Bishop P.F. Reding Catholic Secondary School is also located within the neighbourhood (depicted in blue). The area is in walking distance to a number of stores and amenities on Main Street E., including grocery stores, restaurants, and services, the GO Station and local transit hub, just across Thompson Road. Transit service is provided.

NEIGHBOURHOOD DENSITY

**3,123
PEOPLE**

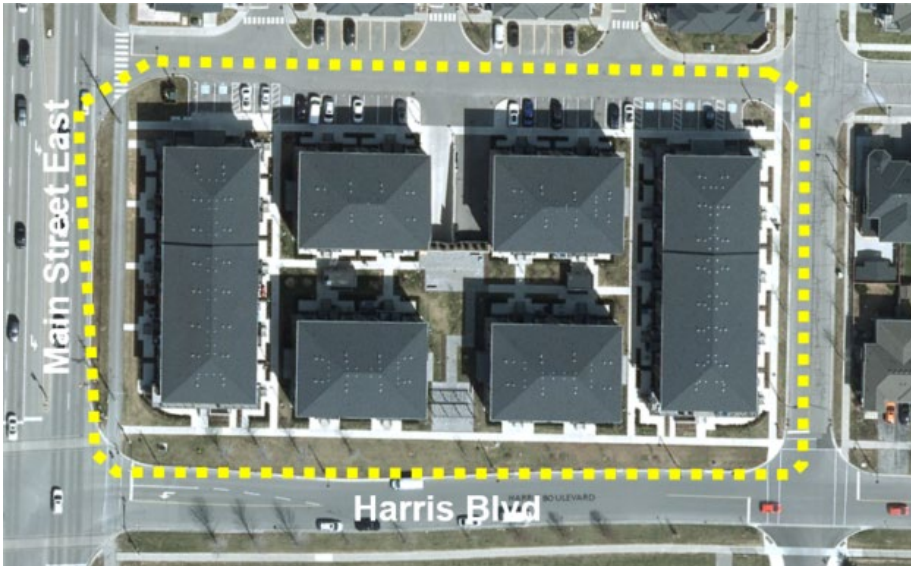
**1,384
DWELLINGS**

**61
HECTARES**

**51
PEOPLE/HA**

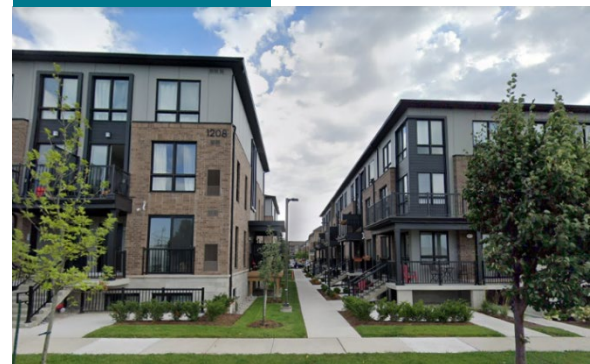
**23
UNITS/HA**

Neighbourhood Block 1



Block 8.1 comprises a compact high-density residential development in proximity to the GO Station area. The Block contains three-storey stacked townhouse dwellings within walking distance to parks, local retail, schools, community services, and local transit.

**292
PEOPLE**
**128
DWELLINGS**
**1.3
HECTARES**
**225
PEOPLE/HA**
**98
UNITS/HA**



Neighbourhood Block 2

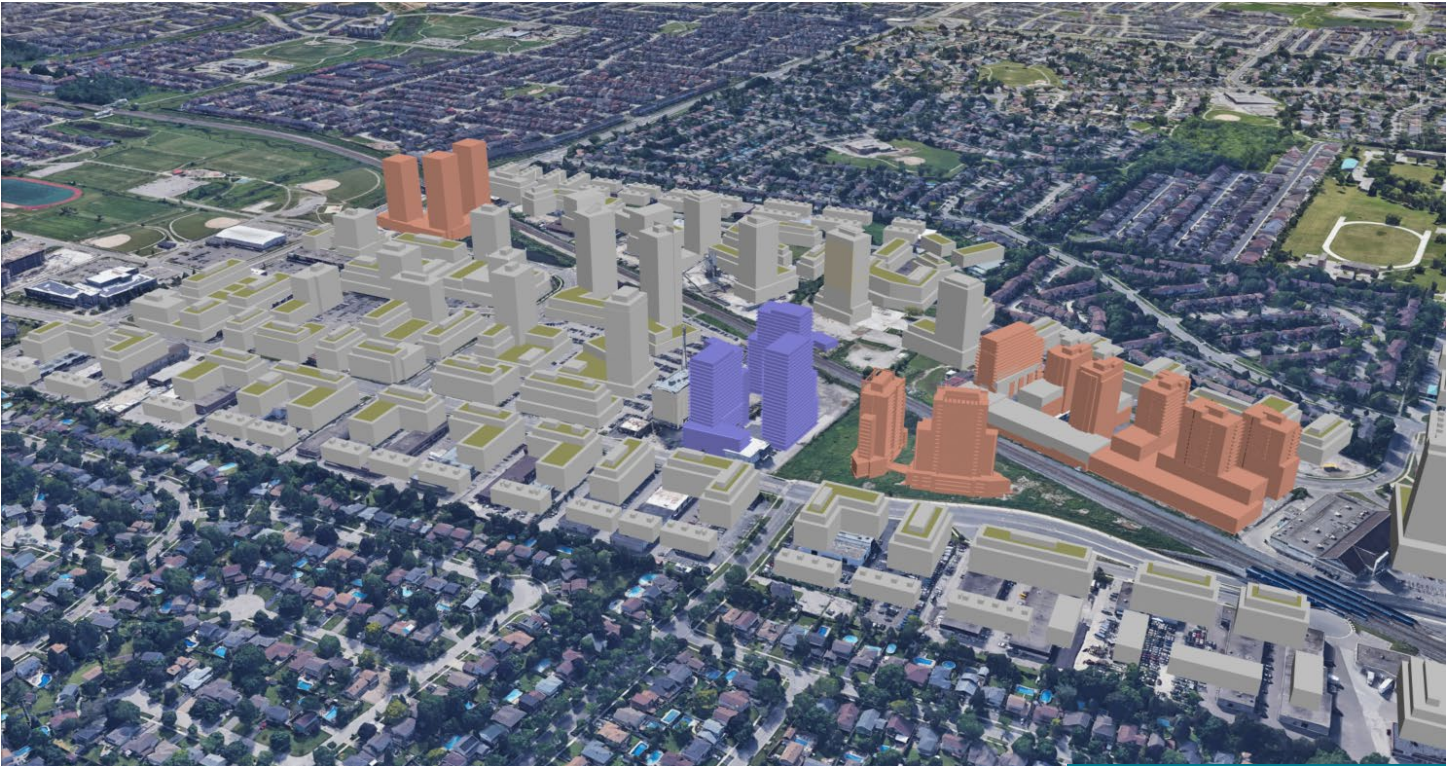


Block 8.2 contains two large medium density residential developments in proximity to the GO Station area, with three and four-storey stacked townhouses, live-work and apartment dwellings within walking distance to parks, local retail plazas, schools, community services, and local transit.

**921
PEOPLE**
**472
DWELLINGS**
**6.1
HECTARES**
**151
PEOPLE/HA**
**77
UNITS/HA**



Uptown, the Milton GO Station Area



Milton's MTSA is our future Uptown, a strategic growth area centered on the GO Station, which includes the area within a 10-minute walk of the Station. The area is a community-wide destination for residents and visitors from a transportation perspective that is transforming into a hub for transit-supportive development and public realm enhancements.

In 2022, Milton Council passed policies to manage growth and development in a deliberate way around the Milton GO Station. These policies will purposefully guide the development of buildings, homes, businesses, roads, sidewalks and public spaces in the area.

The area is rapidly becoming a focus for major developments and investment. The vision for Uptown is to be a complete, accessible and walkable community that serves as an urban destination for residents and visitors. This means that housing, offices, stores, restaurants, various transit options and public spaces will all be within walking distance of each other. The area will provide a mix of uses, while also complementing historic downtown Milton. The

PLANNED NEIGHBOURHOOD DENSITY

**200 residents
and jobs
combined per
gross hectare
(by 2031)**

MINIMUM DENSITY TARGET

**25,114
RESIDENTS
(Full build out)**

**4,137
JOBS**

planning framework will help to ensure that transit supportive uses, building heights and densities occur in a well-planned and cohesive manner.

Growth and development in Uptown is expected to occur over a period of 30 to 40 years. The tallest buildings will be concentrated on the immediate north and south sides of the rail corridor. Tall buildings are also encouraged along the east side of Ontario Street and south of Main Street East. The intersection of Ontario Street and Main Street East will serve as a gateway node into the Area.

Mid-rise buildings are permitted on the north side of Main Street East, providing a transition to the established residential neighbourhoods.

At full build out, the planning and development framework as visualized in the Mobility Hub Study (2022) has a projected density of 221 people and jobs per hectare. This will result in a total of 25,114 residents and 4,137 jobs.

The Town is currently reviewing various tall building development applications in Uptown (see the conceptual visions below), which combined, propose to build 4,500 new residential dwelling units and 27,850 square feet of new retail and working space.





The Scott neighbourhood forms part of the Sherwood Secondary Plan Area, adopted in 2004, and is one of the neighbourhoods in close proximity to the Niagara Escarpment. The majority of development in Scott occurred between 2006 and 2016. Located west of Downtown Milton, it is bordered by Derry Road, Bronte Street West, Tremaine Road and Main Street, and surrounded by both commercial amenities and untouched nature.

The study area within the neighbourhood is identified in the graphic above. It is bordered by Main Street West, Duncan Lane, Portch Gate, and Forbes Terrace.

This area is comprised of low-density housing and two parks, Holloway Park and Scott Neighbourhood Park, both located on the east side of Scott Boulevard. Off-road trails are available in the wooded areas and channel buffers of the Indian Creek system. Sherwood Community Centre and a branch library are within close walking distance on the north side of Main Street West. A local bus route runs on Scott Boulevard and connects the neighbourhood with the Downtown and the GO Station.

NEIGHBOURHOOD DENSITY

1,815 PEOPLE

524 DWELLINGS

26.7 HECTARES

68 PEOPLE/HA

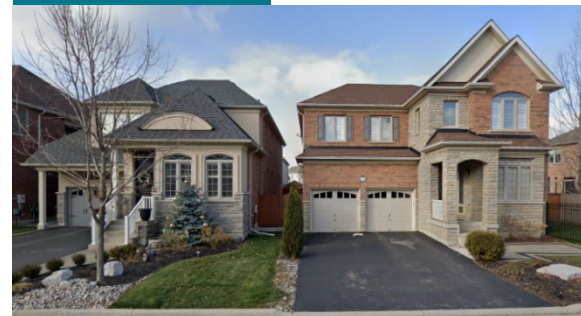
20 UNITS/HA

Neighbourhood Block 1



**182
PEOPLE**
**54
DWELLINGS**
**1.8
HECTARES**
**101
PEOPLE/HA**
**30
UNITS/HA**

Block 3.1 represents a medium density neighbourhood block within the Secondary Plan area containing two-storey semi-detached dwellings. Local residents are within walking distance to schools, parks and local transit.

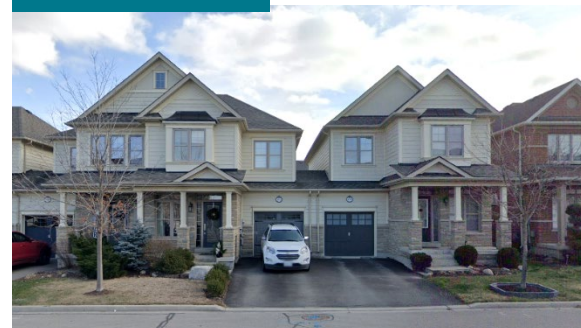


Neighbourhood Block 2



**69
PEOPLE**
**18
DWELLINGS**
**1.1
HECTARES**
**63
PEOPLE/HA**
**16
UNITS/HA**

Block 3.2 is a planned medium density neighbourhood block within a Secondary Plan area containing only two-storey single detached dwellings. Local residents live within walking distance to schools, parks, community services and local transit.



Beaty



The Beaty neighbourhood is located in the southeast corner of the Bristol Secondary Plan area, planned in the late 1990s. Development began in the early 2000s and the area is now largely built out.

The selected study area is bordered by James Snow Parkway, Louis Saint Laurent Avenue, Fourth Line, and Clark Boulevard. The area is comprised of medium-density development and natural heritage and Stormwater management areas, as well as a small section zoned for commercial uses.

The neighbourhood houses the Beaty Branch of the Milton Public Library (illustrated in blue), and is in proximity to McDuffe Park (depicted in green) and Oakview Park (outside the graphic).

A preschool is located adjacent to the library. Outside the area’s southeast boarder are Craig Kielburger Secondary School and École élémentaire catholique Sainte-Anne.

The area is serviced by public transit.

NEIGHBOURHOOD DENSITY

**2,072
PEOPLE**

**554
DWELLINGS**

**45
HECTARES**

**46
PEOPLE/HA**

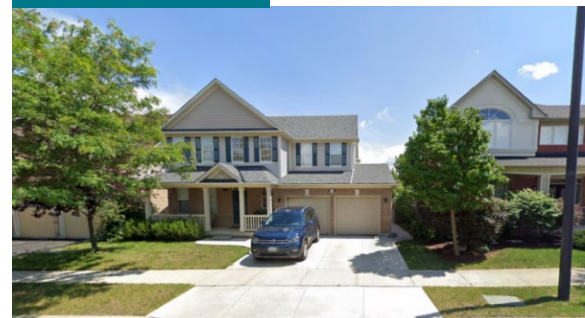
**12
UNITS/HA**

Neighbourhood Block 1



Block 6.1 has been planned as a low density residential block within the Secondary Plan area and contains two-storey dwellings on medium sized lots. Local residents live in proximity to parks, library, schools, and local transit.

**129
PEOPLE**
**28
DWELLINGS**
**1.8
HECTARES**
**72
PEOPLE/HA**
**16
UNITS/HA**

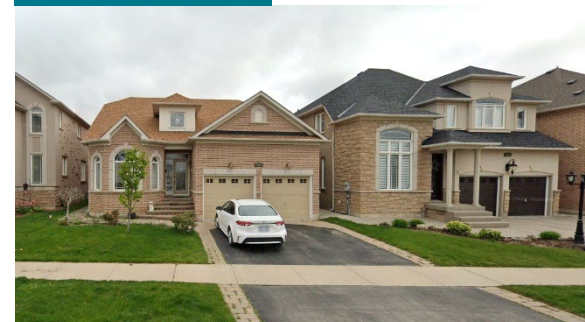


Neighbourhood Block 2



Block 6.2 represents another low-density residential block within the Secondary Plan. The block was developed with one-and-a-half and two-storey dwellings on medium sized lots. Local residents live in proximity to parks, library, schools and local transit.

**89
PEOPLE**
**24
DWELLINGS**
**1.8
HECTARES**
**50
PEOPLE/HA**
**13
UNITS/HA**





The Ford neighbourhood is located within the Boyne Secondary Plan area, approved in 2013. Development in the neighbourhood initiated in 2006.

The study area within Ford is bordered by Louis Saint Laurent Avenue, Whitlock Avenue, and Leger Way. The area comprises medium and high-density developments in the form of two and three-storey townhouses and a six-storey mid-rise apartment building. This section of Ford is split by a large portion of the natural heritage system and a watercourse (represented in green) that runs through the area.

The Boyne Public School (depicted in blue) is located within the block. The Saint Francis Xavier Catholic Secondary School, Saint Scholastica Elementary School, and Viola Desmond Public School are located is close walking distance. A commercial node, the Milton Indoor Turf Centre are also within close proximity.

Public transit service is provided.

NEIGHBOURHOOD DENSITY

1,570 PEOPLE

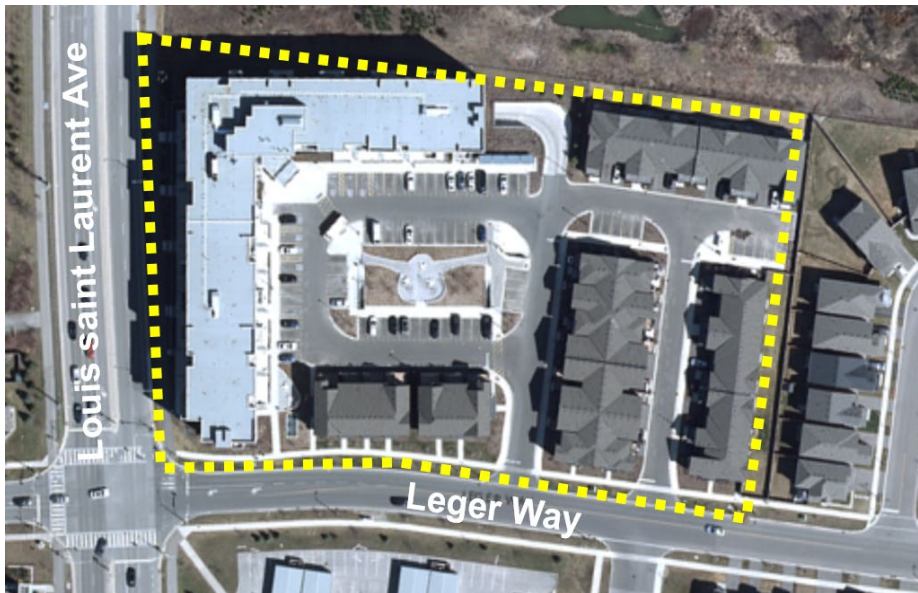
554 DWELLINGS

18.7 HECTARES

84 PEOPLE/HA

30 UNITS/HA

Neighbourhood Block 1



Within a secondary plan area, Block 7.1 has been developed as a high density residential block containing a six-storey apartment building, as well as two-storey and stacked townhouses all in proximity to trails and parks, schools, local commercial and transit.

**866
PEOPLE**
**345
DWELLINGS**
**1.6
HECTARES**
**72
PEOPLE/HA**
**212
UNITS/HA**

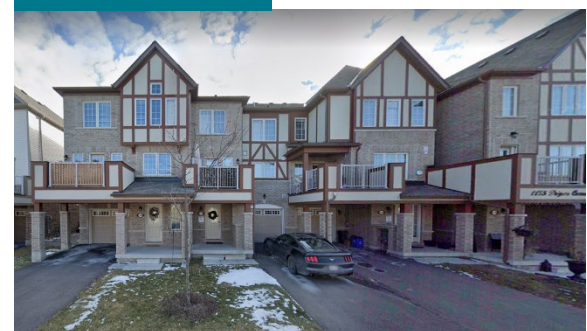


Neighbourhood Block 2



Block 7.2, also within a Secondary Plan area, was planned as a medium density residential block containing three-storey back-to-back townhouse dwellings on small lots. Local residents live in proximity to trails and parks, schools, local commercial and transit.

**120
PEOPLE**
**42
DWELLING**
**0.9
HECTARES**
**133
PEOPLE/HA**
**47
UNITS/HA**



Campbellville



Campbellville is a rural hamlet in the geographic township of Nassagaweya in rural Milton. It was officially founded in 1913 when a deputation of local citizens sought permission from the township to form the police village of Campbellville. In 1914, after the township and County Council approved, the Village of Campbellville officially became its own entity. Its history, however, goes back long before that.

Campbellville contains two parks (pictured in green); one on either side of the neighbourhood with sprawling mature vegetation. Moreover, Campbellville contains a number of stores along Main Street North in the centre of the hamlet (depicted in purple).

The area of the Hamlet under review is bordered by Campbellville Road, Campbell Avenue East, Highway 401, and Reid Side Road and consists of low-density residential development on large lots.

NEIGHBOURHOOD DENSITY

**398
PEOPLE**

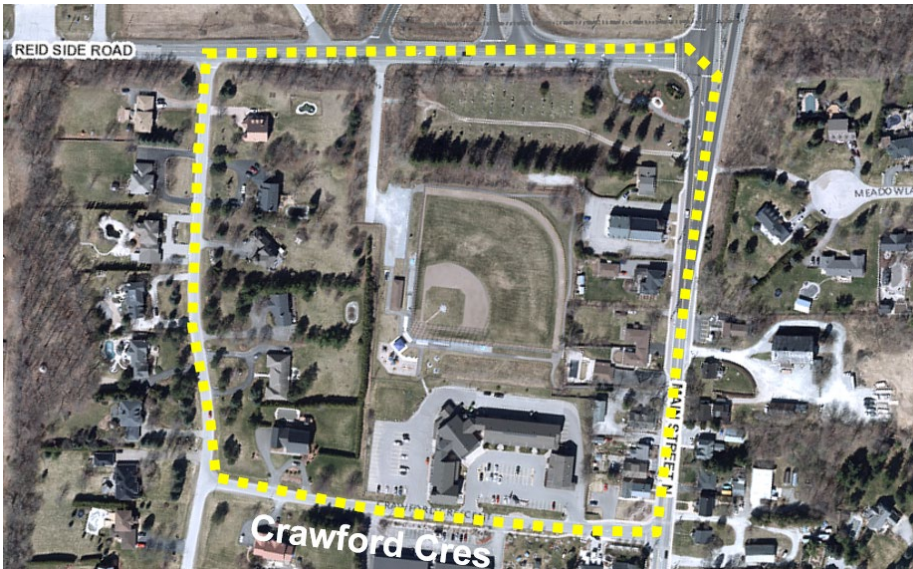
**138
DWELLINGS**

**86
HECTARES**

**5
PEOPLE/HA**

**1.6
UNITS/HA**

Neighbourhood Block 1



**31
PEOPLE**
**12
DWELLINGS**
**9.4
HECTARES**
**3.3
PEOPLE/HA**
**1.3
UNITS/HA**

Block 9.1 represents a low-density residential block within the rural hamlet containing a limited number of one and two-storey dwellings on large lots in proximity to parks, local retail, and services and direct access to Highway 401.

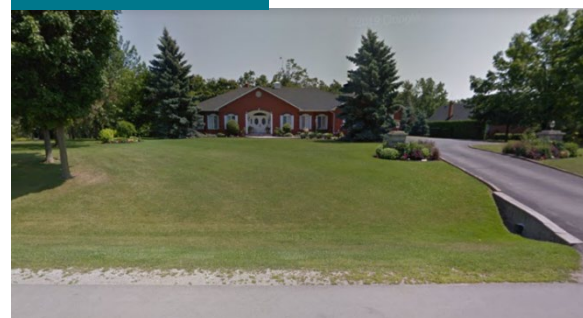


Neighbourhood Block 2



**32
PEOPLE**
**9
DWELLINGS**
**4.5
HECTARES**
**7.1
PEOPLE/HA**
**2
UNITS/HA**

Block 9.2 is another low-density residential area within the rural hamlet containing a limited number of one and two-storey dwellings on large lots in proximity to parks, local retail, and services.



Appendix B.

State of Walkability in Urban Milton

Walkability is important in determining if a town or city has the potential for creating healthy and accessible, active and thriving communities. Neighbourhood walkability is a measure of how well communities are able to facilitate and promote walking as a form of active transportation. Good walkability in communities encourages people to choose to walk when destinations are within walking distance of homes and workplaces.

Evidence suggests that walkable and transit supportive neighbourhoods are healthier and more environmentally sustainable than less or non-walkable neighbourhoods because they allow residents to partake in active transportation and transit, and rely less on automobile travel to access their daily activities.

Walk Score	
90-100	Walker's Paradise – Daily errands do not require a car
70-89	Very Walkable – Most errands can be accomplished on foot
50-69	Somewhat Walkable – Some errands can be accomplished on foot
25-49	Car-Dependent - Most errands require a car
0-24	Car-Dependent – Almost all errands require a car

Source: *WalkScore.com (2023a)*

A review by WalkScore.com (2023b) determined that Milton is a car dependent city; scoring 39 on its scale of walkability. According to the source most errands require a car, meaning that errands and daily activities cannot be easily accessed on foot.

Town staff conducted a walkability assessment of local residential neighbourhoods and generated a series of maps that illustrate the service areas across the town using the existing pedestrian infrastructure (sidewalk and trail networks), and are based on 5-minute, 10-minute, 15-minute, and over 15-minute thresholds for each of the following categories:

Growing in Milton | Background and Information Report | November 2023
Appendix B –State of Walkability in Milton



People are more likely to use active transportation when destinations are within walking distance of homes and workplaces. A comfortable walking distance equals 5 to 10 minutes or 400 to 800 metres (Halton Region).

Walk Score is an evolving online tool that strives to quantify walkability using Google Maps and an algorithm that awards points for nearby amenities in thirteen categories such as stores, restaurants, and schools.

- Green and Blue Infrastructure (parks, green open spaces, and public storm water management ponds adjacent to the trail network);
- Elementary and Secondary Schools (existing and planned);
- Grocery Stores and Convenience Stores; and
- Town Facilities (publicly accessible, not including Operations Yard, Fire Stations, etc.).

This series of maps can help inform the new Official Plan growth strategy and future land use framework. By assessing this valuable information Town staff intends to investigate and identify opportunities to maintain, increase and encourage walkability in our neighbourhoods and coordinate future intensification to benefit from the proximity and accessibility to existing or planned parks, schools, and other services and facilities.

It is important to note that there are numerous factors that contribute to walkability that are not currently considered. For example, only the above noted categories were analysed and each category was weighted equally, and other factors such as aesthetics and security were also not incorporated. The maps can be outdated as new pedestrian infrastructure and elements of the categories under review are built.

Benefits of Walkability in Communities

The term walkability summarizes features of the urban built environment that promote walking and other types of physical activity. Walkability offers health benefits such as the reduction of chronic diseases, generally improving mental health and general wellbeing. Moreover, studies suggest that the built form and design of cities and towns has a relationship with the physical and emotional wellbeing of its residents. Communities with higher rates of walking as primary mode of transportation can see a reduction of air pollution and greenhouse gasses. Additionally, walkable communities encourage people to gather, connect and celebrate in public spaces, and participate in the local economy.

Planners should consider the overall structure of communities and the elements of a complete community that encourage walkability and active transportation such as traffic calming and pedestrian infrastructure that minimizes the chance of accidents; complete streets for all users; proximity to services and amenities; and a diverse range of building types and densities that supports infill development. Furthermore, greater opportunity for residents to access green and blue infrastructure, active transportation and other amenities can also contribute.

The walkability that increased density enables can enhance mobility and improve health outcomes. The Town will plan healthy communities by investing in growth, infrastructure and street design that provides equity in the way that residents can move around their neighbourhoods and by planning for the critical mass that increasing population density creates to ensure that local retail, schools and community facilities remain viable.

“Shorter distances for daily trips are achieved in areas with higher building density and greater mix of land uses (e.g., residential, commercial, office, community service/institutional, etc.). Most studies agree that these two elements of the built environment are positively associated with walking and cycling for utilitarian trips (CIP, nd.a)”.

Parks



Parks are shared spaces for members of the community to get active, socialize and connect with nature. They are places built for the community, with the community in mind.

The Milton's Official Plan sets the standards for parkland provision, considered to be the town-wide objective for the amount of lands required for parks and recreational purposes.

The Town has a hierarchy of park types to serve the diverse needs of the community:

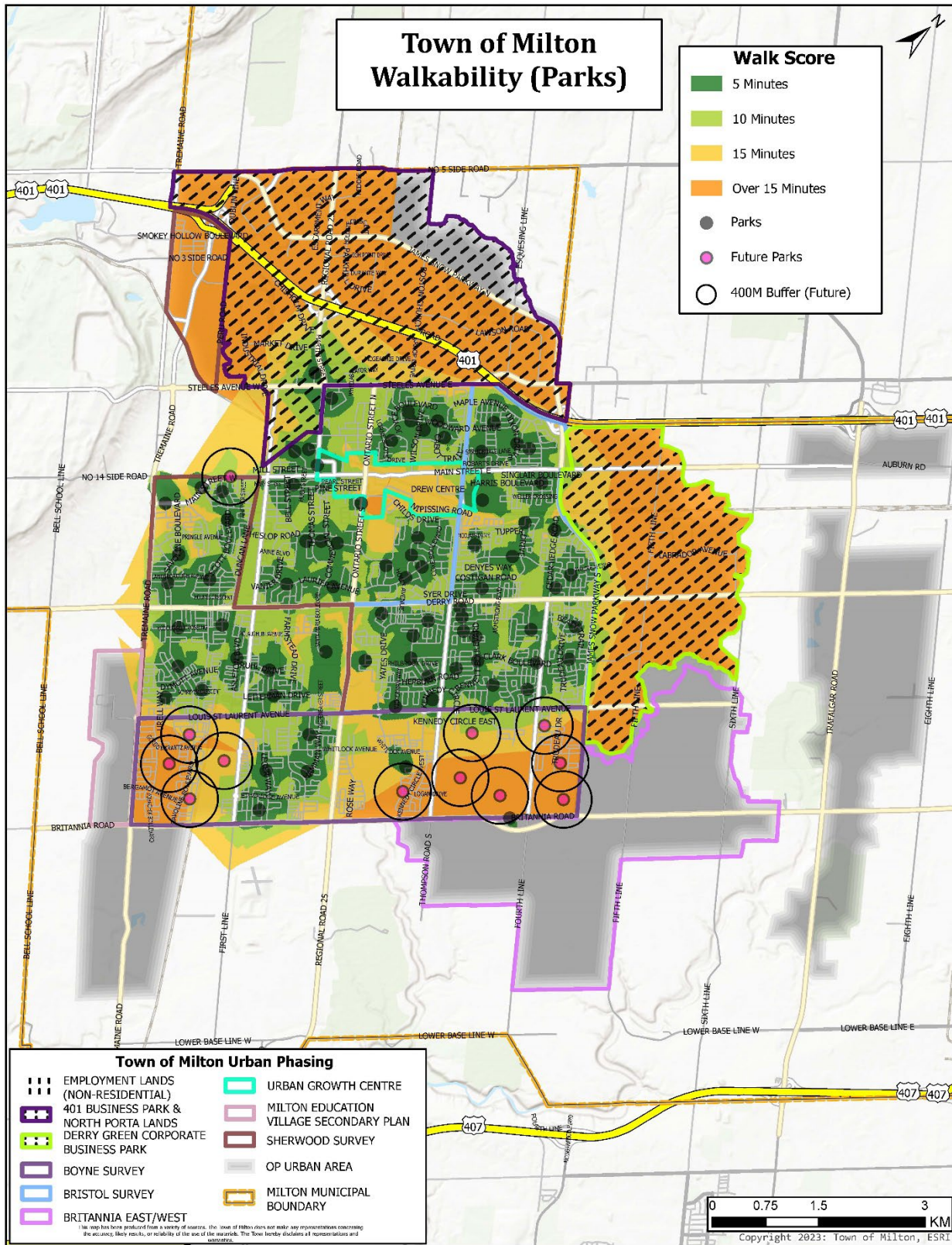
- Community Parks;
- District Parks;
- Linear Parks;
- Neighbourhood Parks; and
- Village Squares

“Pedestrian walkways over the GO train tracks would better connect the surrounding area for residents and businesses.”
(Resident's comment)

Each year, the Town expands and enhances its park inventory, through new park development and park redevelopment, as required. As new communities are planned, new parks are designed and constructed, with the majority of them being accessible within a 10-minute walk.

Only a small portion of lands in central Milton and the periphery of our new community areas that are being planned or developed are beyond a 15-minute walk to an existing park feature until such facilities and active transportation infrastructure are constructed in the area.

Likewise, there are planned parks in our SPA that have yet to be conveyed to the Town as subdivisions are developed; so the yellow and orange in Boyne will change over time.



For discussion purposes only.

Map may not include development applications under review or structures under construction.

Green and Blue Infrastructure



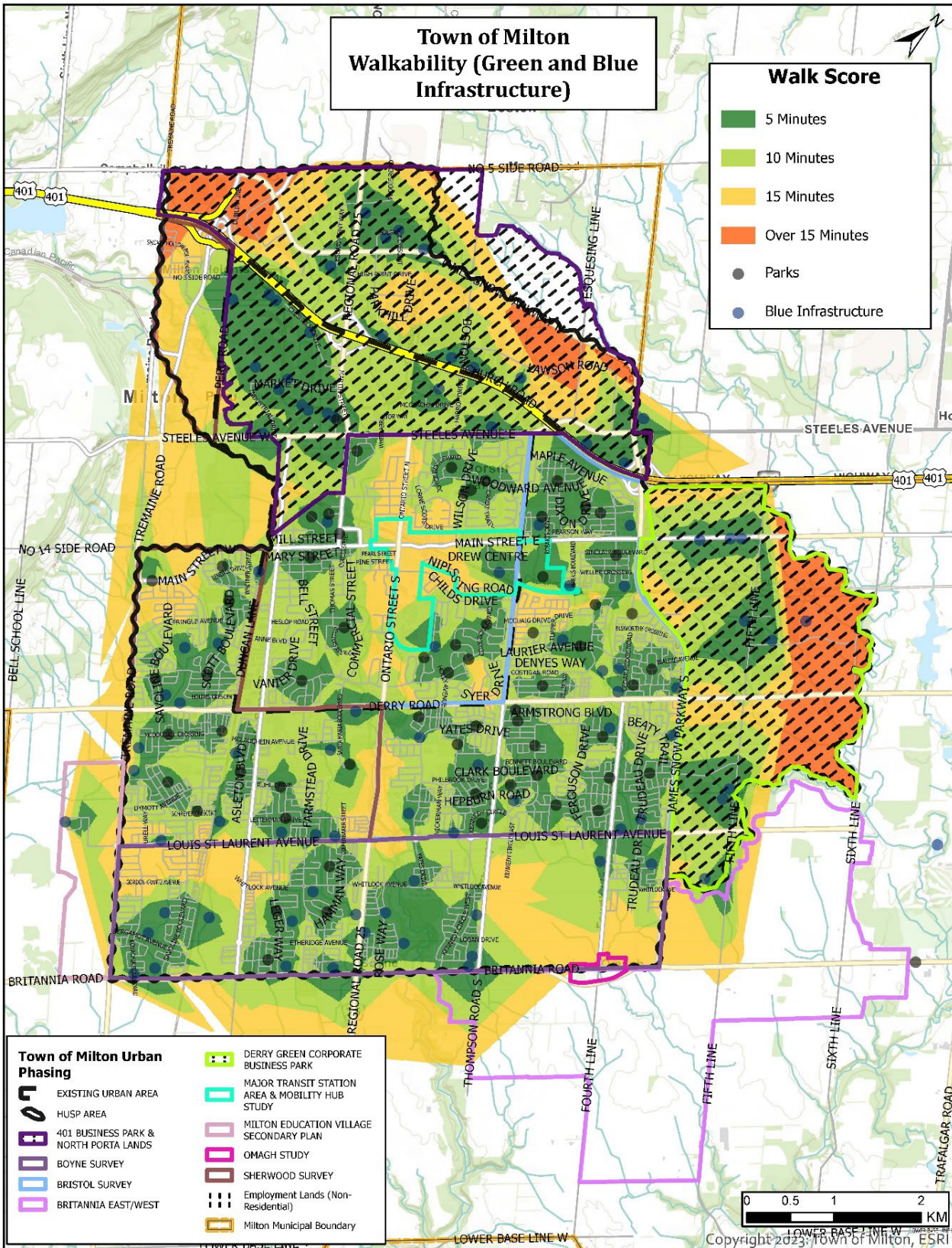
Blue-green infrastructure refers to the use of blue elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, and green elements, such as trees, forests, fields and parks, in urban and land-use planning.

Urban blue-green infrastructure has been recognized as vital component of urban environment management, disaster risk reduction, and climate change adaptations, if planned effectively. These naturalized areas can be used as nesting habitats for wildlife.

While restrictions and conditions are in place to ensure that health and safety issues are properly addressed, there are opportunities to utilize elements of the green and blue infrastructure for passive recreation and contemplation, where appropriate, across the urban area.

“More parks and greenspace in the area to break up all the concrete as well improve the environmental impact.”

(Resident’s comment)



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Elementary Schools



Extensive research has demonstrated the multiple benefits of walking and biking to school. Increasing our daily steps can help kids to reduce the risk of obesity, heart disease, diabetes, and more. It also works to improve their mental health.

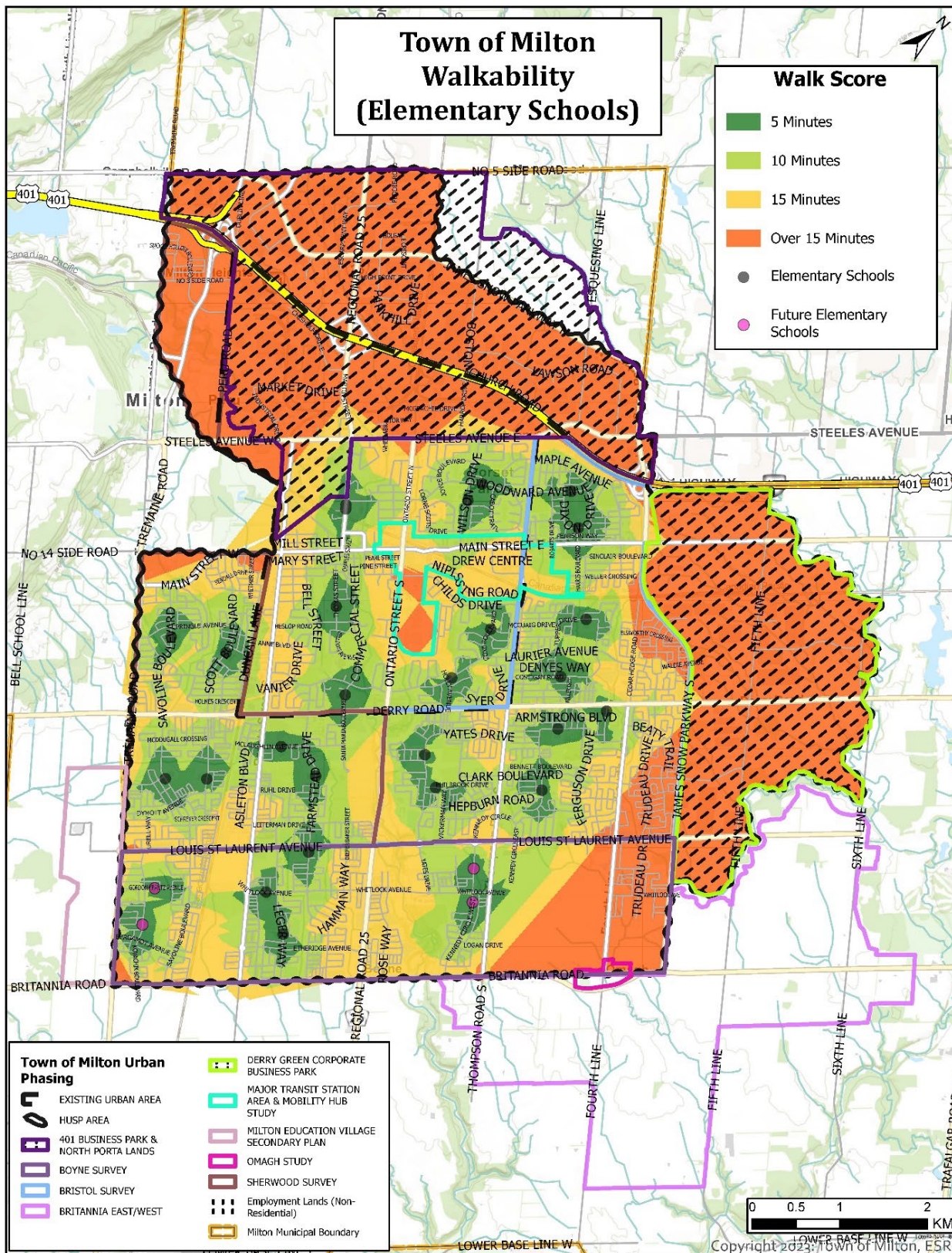
Trips powered by feet, rather than gas-fueled vehicles, also can reduce air pollution and help the climate. This, in turn, can reduce breathing problems and other health issues in children. Walking can also help make neighborhoods friendlier places.

Most elementary schools in Milton are accessible within a 15-minute walking distance. The walkability of these schools may be dependent on the existing pedestrian infrastructure and the overall density of the area.

Only small areas are within a walking distance greater than 15 minutes.

"Make student-friendly zones - Thompson Street sees a lot of school buses, it needs to stay safe for younger kids and their parents..."

(Resident's comment)



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Map may not include development applications under review or structures under construction.

Secondary Schools



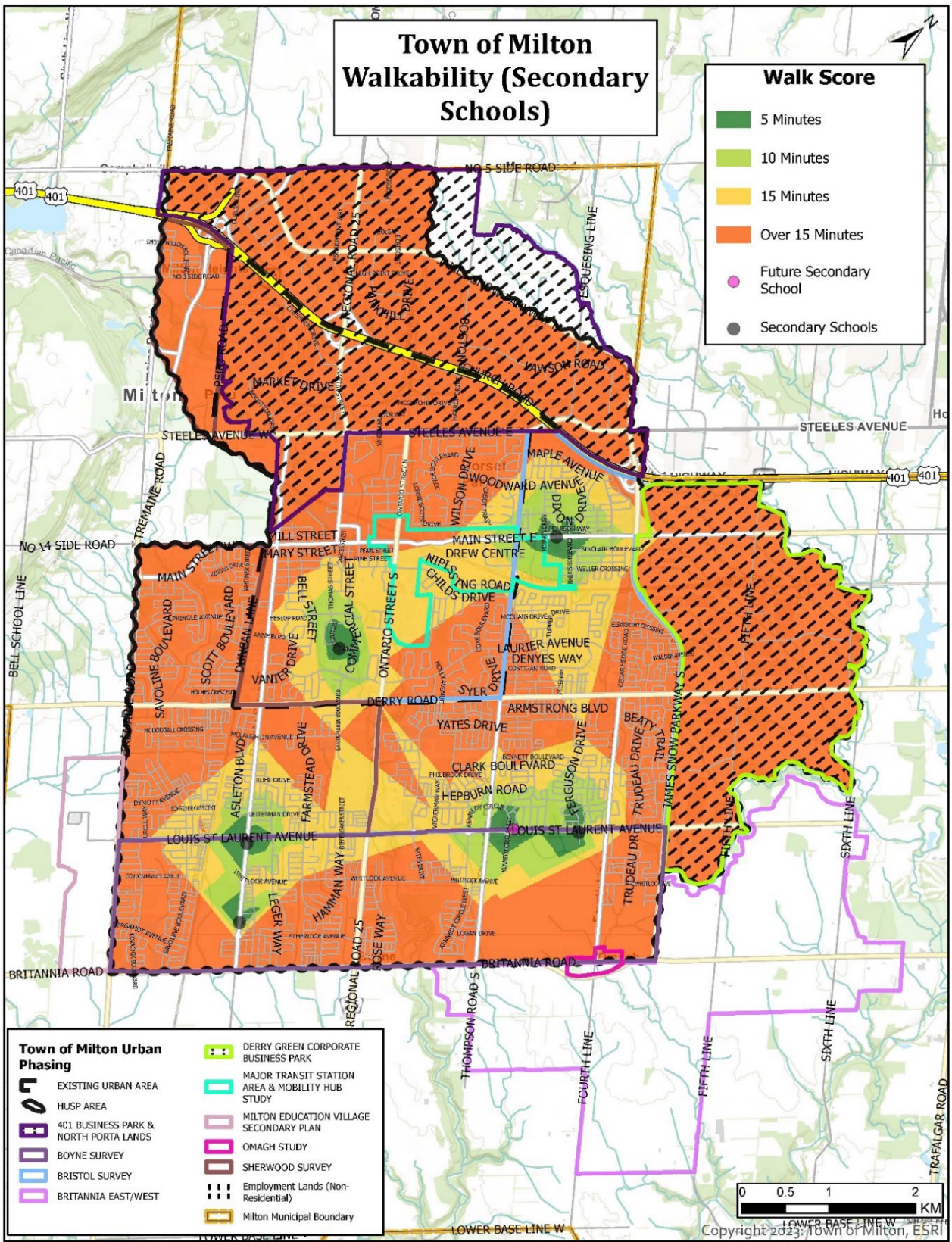
Like in many municipalities, in comparison to elementary schools, secondary schools in Milton serve a larger student population resulting in less school sites.

Compared to the map of elementary schools it is clear that Milton has much lower walkability to its secondary schools than to its elementary schools. The walkability of secondary schools is largely over 15 minutes across most of Milton. Nevertheless, older children are more likely to make their own way to school, walking, biking or riding transit and enjoy more independence to select the most convenient mode of travel depending on where they live.

Older students also drive resulting in consideration for student parking. Any choice a student makes will have to be supported by providing the appropriate infrastructure and services.

“...many high school kids walk around the businesses; they need spaces to be welcomed in.”

(Resident’s comment)



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Grocery and Specialty Stores



Nearly half of Canadians live in a neighbourhood or locality within 1 km walking distance from a grocery store. In larger metropolitan areas, 55% of population live in proximity to a grocery store; this percentage drops to 30% for those living in smaller metro areas and to 16% for the population living in rural areas (Statistics Canada, 2021).

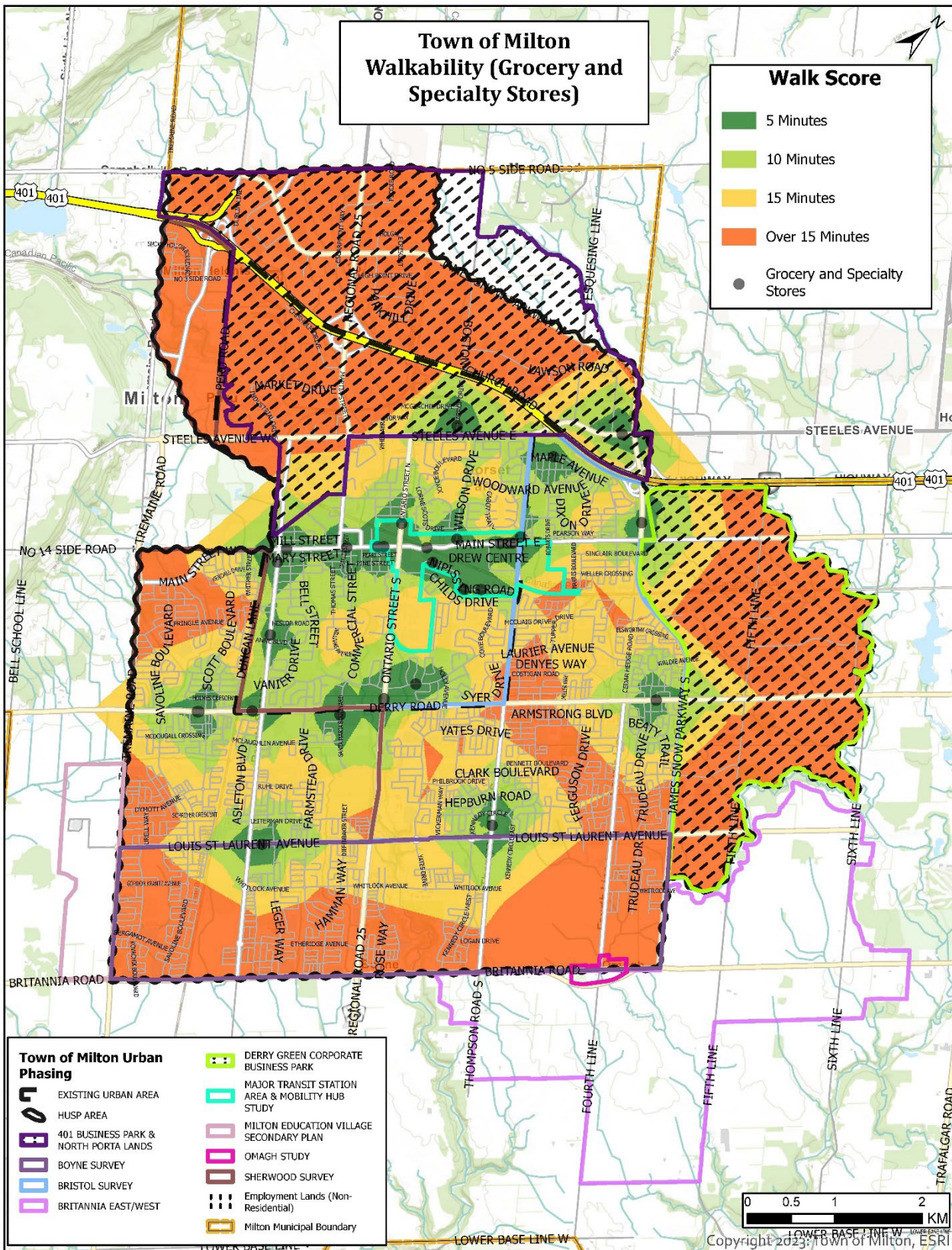
Residents of Central Milton and the immediate neighbourhoods can access a grocery/specialty store within a 15-minute walk.

In the Main Street area, the walkability of grocery/specialty stores is high with most of Main Street having greater access in short trips.

The outer residential neighbourhoods have low access to grocery and specialty stores in some areas. The level of coverage will likely improve when the development of new commercial nodes, currently under review, is complete.

"I love this plaza. It has a great variety of shops and services and I can walk to it. We should require similar commercial plazas in all new neighborhoods."

(Resident's comment)



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Map may not include development applications under review or structures under construction.

Convenience Stores



Our community can contribute to a local economy through the shops that operate in our neighbourhoods.

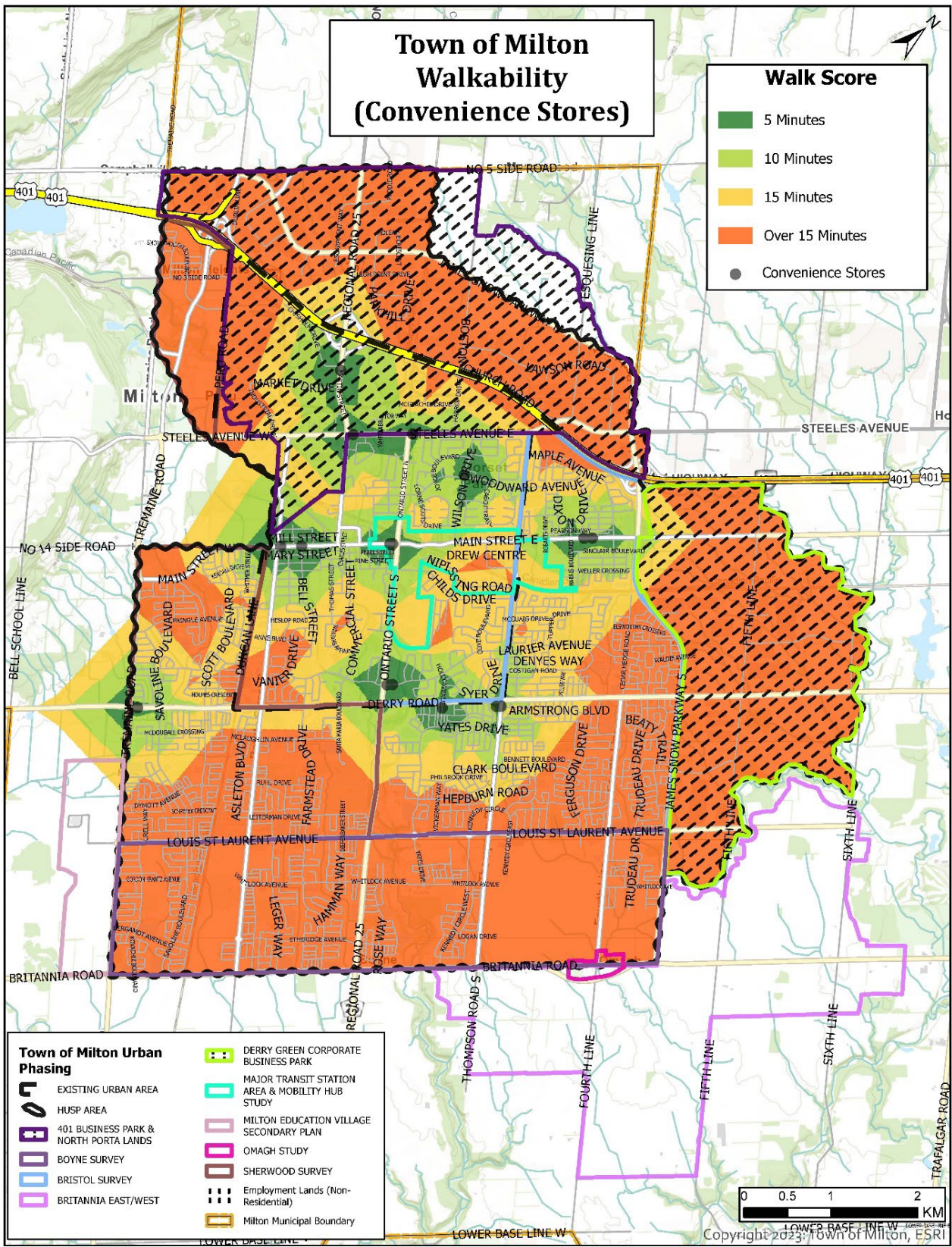
As more people continue to work remotely and consumers' lives shift closer to home post-pandemic, there will be a continued desire to be able to get what you need in your neighbourhood as well as the drive to support local businesses.

Central Milton and the developed secondary plan areas have higher accessibility to convenience stores. Local access decreases towards the periphery of the residential neighbourhoods and undeveloped areas where these local stores do not exist.

There may be opportunities to increase walkability by increasing connectivity between neighbourhoods and removing unnecessary barriers to introduce this type of retail stores.

"This area should have walking paths and a commercial area residents can congregate at that does not require cars."

(Resident's comment)



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Map not include development applications under review or structures under construction.

Town Facilities

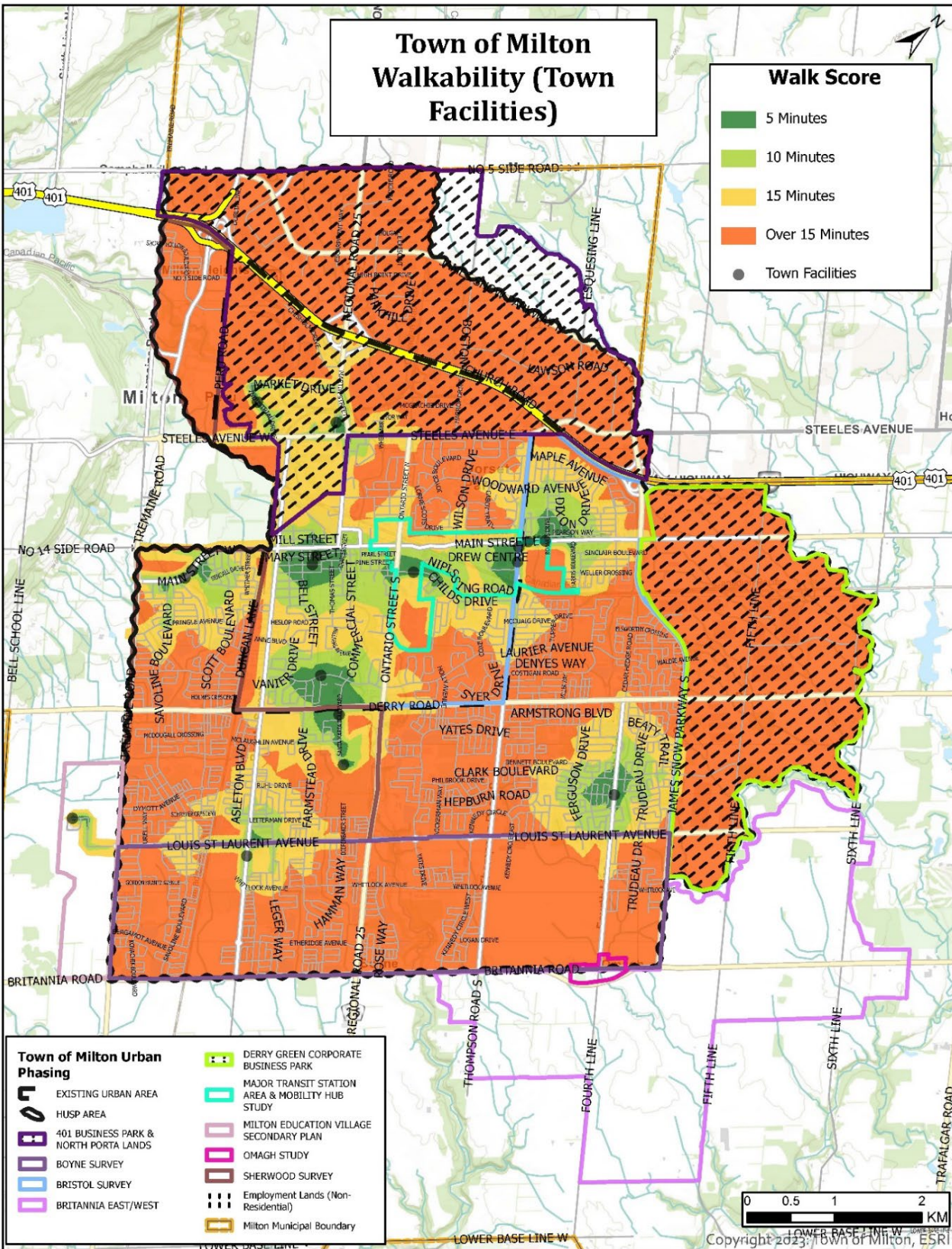


Community facilities contribute to residents' everyday quality of life and assist in creating complete and liveable communities.

The Town administers a series of well-equipped facilities that offer the public access to recreation and leisure opportunities. These facilities and amenities feature community and sport centres, ice rinks, sports fields, public libraries, art and culture, and more.

"The paved trails here are amazing for walks and bike rides. It is well maintained so please keep up the good work!"

(Resident's comment)



For discussion purposes only. Map may not include development applications under review or structures under construction.

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WE MAKE MILTON

Growing in Milton
Big Questions:
Policy Considerations



Growing in Milton Big Questions: Background & Information

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Introduction

This is the We Make Milton Policy Considerations Report for the theme of Growing in Milton. It has been prepared as a part of Stage 3, Big Questions, of the [New Official Plan project – We Make Milton](#). It focuses on the six Big Questions about where and how Milton will grow and presents some of the planning ideas and concepts related to the Big Questions.

The Background and Information Report for Growing in Milton complements this document. The Background and Information report explores the current context for Growing in Milton and some of the planning opportunities and challenges related to this theme. It links to thoughts and ideas we heard in our previous We Make Milton consultation and engagement work.

The background review has informed and identified six Big Questions about how the new Official Plan can facilitate and 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 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 Process.

What is an Official Plan?

It's a document that establishes how land is to be used in a municipality. It sets out a vision for how Milton will change over the next 30 years. 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.

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.

We Make Milton Vision

The [We Make Milton Visioning Report](#) set out Milton’s new Official Plan Vision as: Choice Shapes Us. This means that as Milton grows, and implements the new Official Plan, the Town will become a community that offers diverse options for how and where we live, work, move and grow.

When it comes to **Growing in Milton**, our community and community building partners will have a lot of choices to support where and how Milton grows. In some parts of Milton, we will grow up, with higher density development and intensification. In some parts of Milton, we will grow through new complete communities, and in other parts of Milton, growth will support revitalization or retention of character.

The choices made when crafting the new Official Plan will shape how Milton will address a growing population, changing demographics and the needs of current and future generations. Growth will be managed to provide long-term certainty about land use and development while adapting in a flexible and innovative way as the needs of the community change over time.

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.

“When we think about future growth we need to think about increasing the density and mix of uses in urban areas in order to protect agricultural spaces”.



Guiding Principles

In Stage 2 of the We Make Milton project – which related to visioning, guiding principles and developing a land use vision (Choices Shapes Us) – the process established 12 guiding principles for the new Official Plan. The Guiding Principles will guide future land use decision making to achieve sustainable development and complete and healthy communities. They 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 in Milton. Some themes will cover specific Guiding Principles more than others.

The Big Questions and Policy Considerations for the Growing in Milton theme are strongly tied to the Guiding Principles of: Be Creative and Provide Choice; Collaborate; Mix of Uses; and Prioritize the Public Realm. Other Guiding Principles are still relevant to the Growing in Milton Policy Considerations. They are also further discussed and supported through the exploration of the living, moving and working themes.



Figure 3. Growing in Milton’s Guiding Principles Hierarchy.

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

Table 1. Guiding Principles Descriptions and Intentions.

Principle	Definition
<p>1. Be Creative and Provide Choice</p>	<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.
<p>2. Mix Uses</p>	<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.
<p>3. Move Efficiently and Safely</p>	<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.
<p>4. Diversify and Prosper</p>	<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.

Principle	Definition
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, and Recreation	<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. • 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.

Principle	Definition
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

The documents highlighted in Table 2 below are statutory documents that that must be adhered to and considered when drafting policy considerations – and, eventually, new Official Plan policies – related to the Growing in Milton theme. These documents can be at a federal, provincial or regional level. Figure 4 displays the current hierarchy of planning policy in Ontario.

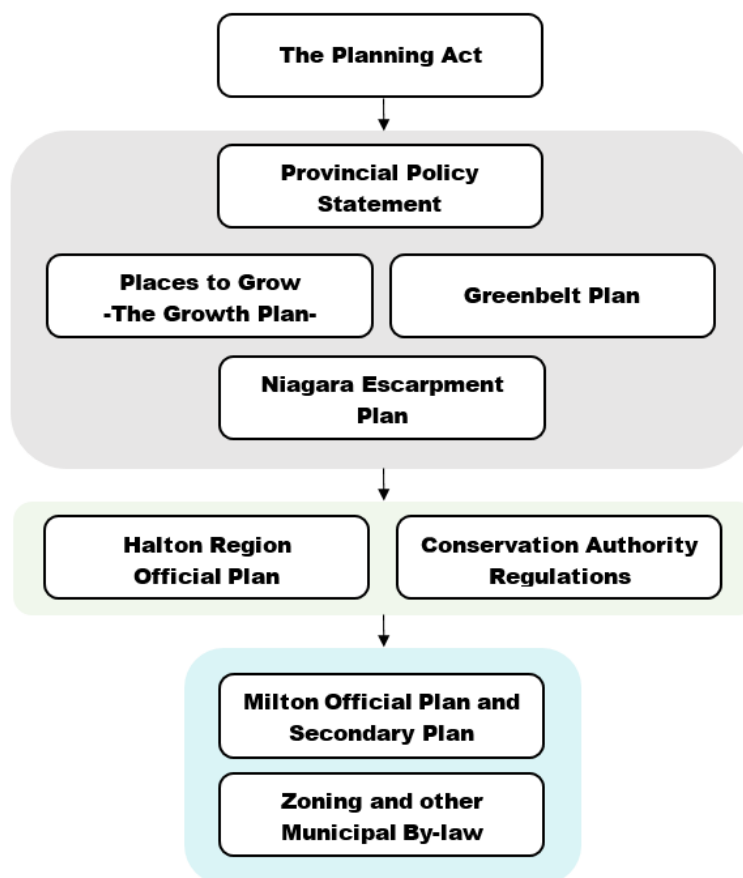


Figure 4. Planning legislation hierarchy from federal to local level.

Table 2. Legislation Applicable to Milton.

Provincial and Regional Plans	Purpose and Direction
The Planning Act, 1990	<p>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 accountability of municipal councils in planning; and establishes tools that can be used to achieve local growth and development goals.</p>
Provincial Policy Statement, 2020	<p>The Provincial Policy Statement (P.P.S.) 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; and • The appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs.

Provincial and Regional Plans	Purpose and Direction
<p>Proposed changes to the P.P.S. (2023) and merging of the Growth Plan (currently under consultation)</p>	<p>Bill 97 proposes a merging of the Provincial Policy Statement, which informs provincial, regional and municipal authority regarding planning practices. The merging of this bill will change the way that planning is practiced in the province of Ontario and aims to provide an efficient, streamlined framework for planning on the provincial, regional and municipal level. Some of the proposed changes include:</p> <ul style="list-style-type: none"> • Introducing new defined terms such as “Large and Fast Growing Municipalities.” • Directing municipalities to make sufficient land available to accommodate an appropriate range of mixed land uses; to meet projected needs for at ‘least’ 25 years. • Allowing municipalities to set population and employment targets and intensification targets based on minimum requirements provided by the Province. • Allowing municipalities to establish timing and location of settlement area expansions. • Removing the requirement that directs planning authorities to implement minimum intensification targets for development within the built area. • Encouraging but not requiring the use of the provincial agricultural mapping system.
<p>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</p>	<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"> a) 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; b) 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; c) to enable planning for growth in a manner that reflects a broad geographical perspective and is integrated across natural and municipal boundaries; and d) 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. <p>2005, c. 13, s. 1.</p>

Greenbelt Plan, 2017

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. The plan lists the following components as its main areas of enhancement and promotion:

- Agricultural viability and protection
- Environmental protection
- Culture, recreation, and tourism
- Settlement areas
- Infrastructure and natural resources; and
- Climate change

Niagara Escarpment Plan, 2017

The Niagara Escarpment Plan (N.E.P.) 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 the Plan is to provide for the maintenance of the Niagara Escarpment and lands in its vicinity, and to ensure development is compatible with the natural environment. Its main objectives are:

- a) to protect unique ecologic and historic areas;
- b) to maintain and enhance the quality and character of natural streams and water supplies;
- 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 and Regional Plans	Purpose and Direction
Halton Region Official Plan, 2022 Consolidation	<p>The Halton Region Official Plan outlines a vision for Halton’s physical form and community character. The plan intends to be a direct reflection of aims and aspirations for the future fostered within Halton. The plan sets out targets for development density in settlement areas. The plan seeks to:</p> <ul style="list-style-type: none"> a) Provide a diversity of housing types to meet different, physical, social and economic needs. b) Provide urban services, through master plans that accommodate development while protecting the environment. c) Set growth targets by working with local municipalities and the province. <p>The plan clarifies and assists the delivery of regional services and responsibilities as defined in the Planning Act, Municipal Act and other Relevant Provincial Legislation.</p>

Sources: in References Appendix

Guidance Documents

In addition to legislative documents, there are various federal, provincial and regional guidance documents that are intended to guide planning and development processes and can assist in the development of new policies in relation to the Growing in Milton theme.

Table 3. Documents Guiding Growing in Milton Directions

Document	Purpose and Direction
Conservation Authority Regulations	<p>Conservation Halton is a regulatory authority, service provider, public commenting body, resource management agency, landowner and provincially-delegated reviewer for natural hazards. Conservation Halton is given its authority by the Conservation Authorities Act (1990).</p> <p>Permission from Conservation Halton is required to develop in an area regulated by Conservation Halton. If it can be demonstrated to the satisfaction of Conservation Halton that the development, alteration or interference will not affect the control of flooding, erosion, dynamic beaches, pollution or the conservation of the area, Conservation Halton may grant permission.</p>
Federal Sustainable Development Strategy, 2022-2026	<p>The Federal Sustainable Development Strategy, developed under the Federal Sustainable Development Act, brings sustainable development goals, targets, milestones and implementation strategies</p> <p>The FSDS uses perspectives from National Indigenous Organizations and Indigenous members of the Sustainable Development Advisory Council. These perspectives provide distinct examples sustainable development actions.</p>

Document	Purpose and Direction
Province of Ontario 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>
Regional Official Plan Guidelines	<p>Regional Official Plan Guidelines are a set of documents that help implement the policies in the Halton’s Regional Official Plan, among others, the following are relevant for the Growing in Milton theme: Healthy Communities Guidelines (2022).</p> <p>The guidelines identify the attributes of healthy communities for the region and local municipalities to follow in order to achieve healthy communities.</p> <p>Land Use Compatibility Guidelines (2022)</p> <p>The document provides guidance on the implementation of the Regional Official Plan’s land use compatibility policies, which seek to minimize and mitigate potential conflict between non-compatible land uses.</p> <p>Regional Program for Community Improvement Plans (CIPs) Guidelines (2016)</p> <p>The guidelines identify the Regional Plan policies that may be implemented through local municipal CIP programs and outline the process and associated conditions applicable to a local municipality’s request for regional participation in these programs.</p>
Halton Region Rural Agricultural Strategy	<p>The Rural Agricultural Strategy (RAS) is a key part of achieving the community and region’s goal of preserving the rural areas for a diverse, balanced, economically strong and sustainable landscape. It identifies how the Region can strengthen and ensure the long-term viability of the agricultural and rural sectors in Halton Region. The strategy aims to growth the cluster, link food, farming and health, foster innovation, enable the cluster and cultivate new approaches.</p>

Sources: in References

Ongoing Town Initiatives

In addition to the Official Plan, the Town has several other guiding documents and master plans which contribute to growth related policies and initiatives. The following is a summary of key secondary plans, policy-related studies and other town initiatives that have been completed or are currently underway.



Table 4. Local Secondary Plans

Secondary Plan	Plan Details
Trafalgar Corridor Secondary Plan (pending appeal)	The Trafalgar Secondary Plan will guide future development of a transit oriented and walkable complete community. Town Council adopted the Secondary Plan in March 2019 and Halton Region approved the Secondary Plan with modifications in September 2022.
Agerton Secondary Plan (underway)	Agerton has been planned as a transit-supportive mixed of use area around a proposed GO Station and complementary employment areas. A recent draft plan was presented to Milton Council in July 2022.
Milton Education Village Secondary Plan (pending regional approval)	The MEV is planned as a dynamic innovation district anchored by leading post-secondary institutions. The MEV will connect residents, businesses, research and recreational opportunities, through a fully integrated green and blue network. Milton Council adopted the MEV Secondary Plan in December 2020.
Britannia Secondary Plan (underway)	The Britannia Secondary Plan is envisioned to develop as a complete community. The vision focuses on creating complete, walkable neighbourhoods and urban centres with a range and mix of uses. The Britannia Secondary Plan was presented to a statutory public meeting under the Planning Act in July 2022.

Other Local Policy Related Reviews

Additional Residential Units Policies and Regulations Update (underway)

The Town is in the process of reviewing and updating its policies and regulations regarding additional residential units to align with the updated Planning Act. ARUs, as defined by the Planning Act, refer to a second and a third residential unit in addition to a primary residential unit, for a total of three, on a residential lot containing a detached house, semi-detached house or townhouse.

Housing and Non-Residential Needs Analysis Study (underway)

A Housing and Non-Residential Needs Analysis Study is being conducted to inform the new Official Plan project. The study will establish projections of the Town's future population and its characteristics to year 2051, then examine the full range of housing types to address different household needs. The study will also project future employment and non-residential space needs to 2051. The analysis and findings of the study will inform the development of the new Official Plan's growth strategy and policies. It is expected to be complete in the fall of 2023.

Transportation Master Plan Update (underway)

The Town is undertaking a Transportation Master Plan Update to provide key strategies that will inform the new Official Plan. It will 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 Regional Official Plan Amendment 49, and provide recommended infrastructure improvements in support of growth that must be recognized through the new Official Plan.

Milton Transit Five-Year Service Plan (2024-2029) (underway)

The Milton Transit Five-Year Service Plan being updated in 2023 is an important document that identifies current and future transit needs for Milton and provides detailed transit and operations planning. The plan 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 growth.

2023-2027 Corporate Strategic Plan

The Town has implemented a corporate strategic planning process that carefully considers our long term community vision and subsequent land use planning policies. Each term of Council develops a four-year strategic plan setting out the Town's strategic objectives, which are intended to support our community growth and municipal service delivery.

The 2023-27 Corporate Strategic Plan lays a foundation for Milton's future as a diverse and welcoming community defined by higher densities enabled by transit. This foundation will include transit system advancements, prioritized infrastructure, quality facilities and a diverse range of housing types in varied neighbourhoods where people can live and work closer to nature. The Town will maintain its appeal and character for residents and employers while adjusting service, operations and development to reflect evolving resident preference, demographics and growth.

2022-2026 Economic Development Strategy

The Town of Milton has created a five-year plan for economic development within the town. The plan will support a fast-growing town and considers local and regional dynamics. The plan identifies four target industries that offer a strong foundation for Milton's Economic: professional, scientific

and technical services; green innovation; advanced manufacturing; and logistics. Six guiding principles serve as a framework to structure the development and implementation of the strategy:

1. Export cluster-driven approach
2. A focus on innovation and entrepreneurship
3. Private-sector and anchor engagement
4. Balanced development
5. Quality of place
6. Effective storytelling

Milton Culture Plan (2021)

The Milton Culture Plan was a collaborative planning effort involving Milton’s artists, creative and cultural workers, non-profit organizations, the general public, and municipal staff. This plan aims to identify what culture means to Miltonians and how the Town can embrace culture over a 10-year span. The Culture Plan presents five avenues of action:

1. Foster a resilient and collaborative cultural sector.
2. Celebrate and share Milton’s diversity.
3. Support Indigenous cultural resurgence.
4. Strengthen culture-led economic and social development.
5. Expand investment in infrastructure, including places and spaces.

Mature Neighbourhoods Character Study (2021)

Residents of Milton’s mature neighbourhoods raised concerns that insensitive redevelopment and replacement of existing buildings may impact neighbourhood character. The Mature Neighbourhoods Character Study assessed, with community input, the elements that add to neighbourhood character and determined how new buildings may respect the character of mature neighbourhoods.

Major Transit Station Area Mobility Hub Study (2020)

The Town designates the Milton GO Station and its surrounding areas as a Major Transit Station Area (MTSA) in the Official Plan. The Town completed a study in the summer of 2020 to determine key findings and recommendations for long-term development of the MTSA. The purpose of the study was to guide the transformation of the mobility hub into a pedestrian friendly, mixed-use designation that is a transportation hub for both locals and visitors. The study findings were divided into themes covering intensification, character and built form, urban greening and publicly accessible open space, transportation, servicing and implementation.

Downtown Study (2017)

The Downtown Study identified ways to revitalize and redevelop Milton’s downtown and provided the foundation by which cultural and economic activity can flourish in the core of our community. Through a market analysis, Milton identified ways to revitalize the downtown through policy changes, partnerships and redevelopment of Milton-owned lands. As a result of the study, the Town implemented new zoning and local Official Plan policy changes for the downtown to create a flexible policy framework to help with revitalization.

Community Services Master Plan Update (2015)

The Community Services Master Plan is used in setting the provisions of programs and services, and the development and redevelopment of parks and facilities. In 2015, the Town commenced an

update to the master plan to make it a living document that is referenced on an ongoing basis, and addresses changing circumstances.

Big Questions and Policy Considerations

What are the Big Questions?

The Big Questions – Background and Information Report identifies six Big Questions for Growing in Milton. These questions are informed by analysis of the background information and extensive feedback from staff, stakeholders and community members in 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 inform policy directions that will guide the next 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: Promoting a Local Approach to Growth

How can Milton's new Official Plan provide a local approach to managing growth? What are Milton's growth objectives and how do we achieve them?

Growing 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:

Growing in Milton Policy Consideration 1.1:

The new Official Plan should identify and describe the features that make the Town a unique place, reflect the new land use planning vision, Milton 2051: Choice Shapes Us, and address local Council and community priorities for future Milton.

The new land use planning vision statement and guiding principles for future planning and development are based on extensive feedback and input from the local community. Local planning themes and priorities that will guide the preparation of the new Official Plan, include:

- Balance population growth with the provision of housing choices and types, amenities and facilities, retail, education opportunities, and jobs.
- Ensure the protection and enhancement of natural and cultural heritage resources.
- Enhance multi-modal connectivity within Milton and to other places.
- Safety and accessibility.
- Balance new growth and development, preserve town character, and enhance the sense of community and social connectivity.
- Prioritize intensification to make efficient use of land.
- Create smart, complete, mixed-use communities.
- Support agricultural and rural preservation, competitive agricultural economy and integrated hamlets.
- Encourage sustainable/green development.
- Address infrastructure needs.
- Improve building/site design standards and aesthetics.
- Support the vitality and prosperity of the Downtown and its revitalization.
- Engage the public in planning processes to inform planning decisions.

The locally focused policy outcomes, intentions and directions in the new Official Plan will also be informed by the strategic priorities established through the Council's Strategic Plan.

This consideration relates to Guiding Principles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12.

Growing in Milton Policy Consideration 1.2:

The new Official Plan must accommodate the Town's updated population and jobs forecast to the 2051 planning horizon of the Plan.

The Town's attractiveness as a place to live, work and play has made it increasingly important to focus on sustainable and planned growth over the longer term.

Forecasting growth in the new Official Plan is an important step to ensure the Town is prepared to accommodate future land use requirements. In 2022, the Regional Official Plan established minimum population and employment forecasts for Milton to 2051.

More recently in 2023, the Province assigned housing targets to 21 selected lower- and single-tier municipalities, including Milton with a target of 21,000 units. These selected municipalities will work towards achieving these targets by 2031.

The Town is currently undertaking a Housing and Non-Residential Needs Analysis Study that will establish projections of Milton's future population and employment base, and their characteristics with the current 2051 forecasts established through ROPA 49, as a minimum. This work will inform the policies on projected density targets, housing and employment mix and phasing of growth to 2051.

Proposed new Official Plan policies, and revisions and changes to the Milton's land use structure (discussed in BQ2) will respond to the anticipated growth.

This consideration relates to Guiding Principle 4, 11, and 12.

Growing in Milton Policy Consideration 1.3:

The new Official Plan should implement a balanced approach to growth by responding to provincial directions on growth and the future needs of the community, addressing residents' expectations and concerns and implementing the principles of complete community and sustainable development.

The new Official Plan must balance the need to ensure conformity to provincial policy directions and the way the community would like to live, work, and play in the future. Achieving this balanced approach to growth in Official Plan policy means:

- Directing a greater share of new development to built up areas to make better use of land, existing physical infrastructure, community infrastructure and human services.
- Establishing Town-wide appropriate intensification targets and designated greenfield density targets.
- Implementing phasing policies for intensification areas and new community and employment areas.
- Identifying where limited or no growth is anticipated.
- Encouraging sustainable forms of development.
- Building more compact, vibrant and complete communities with walkable neighbourhoods and a better mix of housing, employment, shopping and services.
- Providing direction on how to mitigate the impacts of development.
- Ensuring the conservation and enhancement of the uniqueness of the Town, its neighbourhoods, rural lands, the escarpment, natural and heritage resources, etc.

This consideration relates to Guiding Principles 1, 8, and 10.

Big Question #2

BQ2: Establishing Milton's Future Land Use Structure

What does our future land use structure look like? What is the role of the Town Structure's components and how should they function in 2051?

Growing 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:

Growing in Milton Policy Consideration 2.1:

The new Official Plan should illustrate the physical make-up of the community's long-term structure for the municipality. The community structure could recognize components of the urban and rural environments that either already exist or is expected to emerge during the life of the plan.

For the overall geography of the Town, the new Official Plan should consider a holistic municipal structure, comprising the urban and rural systems. These systems are traversed by other networks including environmental, transportation, services, and social and economic community networks. Future land-use structure policies and schedules must support the community's long-term vision by providing high-level guidance for the equitable protection and enhancement of residents' health and well-being, the urban and rural lifestyles, economies, and environments that will be implemented through more detailed policy and mapping.

The municipal structure must also conform to provincial directions for building complete communities. The components of the high-level municipal structure and their goals and function should be the subject of public consultation to confirm the municipal framework in the new OP.

This consideration relates to Guiding Principles 3, 7, 8, 9, 10, 11, and 12.

Growing in Milton Policy Consideration 2.2:

For the Urban Area, the new Official Plan should establish an urban structure and hierarchy of urban places with long-term policy outcomes, intentions and directions that will be foundational to planning for a complete, thriving and healthy community.

The purpose of the Municipal Urban Structure is to manage long-term conservation and development in the urban area. To achieve the overall community vision and specific outcomes, an integrated system and hierarchy of places, each with their own function, form, and requirements could be defined, while maintaining and enhancing the supporting environmental and community networks. The new Official Plan will establish an Urban Structure that could:

- Direct higher density development, including mixed uses and transit supportive land uses, to strategic growth areas and away from hazard lands.
- Support economic development and employment within the Town.
- Ensure development is environmentally, socially, and economically sustainable.

The current Official Plan divides the urban area into “land use designations.” The new Official Plan could take a different approach by planning for the type of “place” that is envisioned (i.e. the Downtown Core, Uptown, MEV Innovation District, Mixed Use Centers, Employment Areas or Neighbourhoods).

The new Official Plan should plan for highly functional, well-integrated, and desirable places, and advance the local growth strategy. ‘Places’ are where people, location and resources combine to create a sense of identity, connection and purpose. New Official Plan policies will describe the role(s), form(s) and function(s) of each “Place type” that apply to the urban area over the long term to provide a variety of and choice of communities and destinations.

This consideration relates to Guiding Principles 2, 3, 7, 8, and 12.

Growing in Milton Policy Consideration 2.3:

The new Official Plan should ensure that the policies for approved secondary plans that cover stable built-out areas are consistent with and do not duplicate the Official Plan community goals, objectives and strategic policies.

The We Make Milton project represents an opportunity to advance a cohesive, integrated, less fragmented approach to secondary area planning, secondary plan policies and schedules, mainly those that cover stable built-out areas and are outdated. Where parent Official Plan policies can guide development for these areas, Secondary Plan policies could be streamlined and updated, including consolidation of definitions and policies, and removing significant repetition.

This consideration relates to Guiding Principles 11, and 12.

Growing in Milton Policy Consideration 2.4:

For the rural area, the new Official Plan must establish a local rural structure to provide places for businesses and amenities that serve the rural community while protecting the environment and natural resources.

The rural community has a distinct character as a result of its dispersed population, agricultural system, rural lands, hamlets and natural heritage system. The new Official Plan must confirm a future land use structure with supporting networks and policies that reflect the provincial policy direction and local input for rural lands, environment and natural resources, and meet the needs of rural residents and businesses.

A Rural Structure must identify and protect the agricultural land base, natural resources and rural areas in order to promote healthy rural communities and provide opportunities for appropriate economic development.

Overall, the policies could support a thriving and prosperous rural system.

This consideration relates to Guiding Principles 4, 7, 8, and 9.

Growing in Milton Policy Consideration 2.5:

The new Official Plan should develop legible and easy-to-understand text, schedules and figures that can assist the reader in understanding the plan’s land use directions and geographical references.

The current Official Plan is outdated. Over time, its policies, schedules and figures have become increasingly complex and convoluted, limiting its readability and effectiveness. The Town shall ensure that the new Official Plan reduces the need for duplication and that the text, schedules, appendices and figures can be easily used and interpreted by all. Generally, the new plan will be

more outcome-oriented. Policies will be honed to provide the specific directions required to achieve the desired community outcome.

In addition to the Official Plan being easier to understand, there may be opportunities for simplified language throughout the document to assist the reader in understanding to allow for greater engagement with all population groups.

This consideration relates to Guiding Principles 11 and 12.

Big Question #3

BQ3: Managing Growth within the Settlement Areas

How can the new Official Plan manage growth and provide a framework and guidance for where and how to intensify? What is our capacity for intensification?

Growing 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:

Growing in Milton Policy Consideration 3.1:

The new Official Plan must detail where and how the Town will grow within the urban area, integrating land uses and transportation and making efficient use of resources and infrastructure.

The new Official Plan must direct higher density transit supportive development, including a mix of uses to the Strategic Growth Areas and MTSA's in the Town.

The new Official Plan should confirm existing and planned focus areas and identify new ones. Within these Strategic Growth areas, it should establish the land uses, densities and built form typologies to accommodate population and employment growth.

This consideration relates to Guiding Principles 1, 2, 3, 4, 8, 11 and 12.

Growing in Milton Policy Consideration 3.2:

The new Official Plan should provide direction to achieve a greater mix of housing choices, affordability and densities in proximity to services and amenities in strategic growth areas, existing neighbourhoods, and future community.

The new Official Plan must accommodate the majority of growth within its urban settlement area. By establishing a growth framework, the new Official Plan should prioritize where new development can be directed based on existing and planned infrastructure and service capacity, especially transit, water and wastewater, and local context. These focus areas can achieve a good mix of housing types and options in a more inclusive built form environment. A mix of uses, housing types and densities produces neighbourhoods that are more diverse. This increased population density and vibrancy support a broader range of services and jobs within a short walk or bike ride.

Strategic growth areas should be an important component of the growth management strategy. Specific directions in policy can help define and support the Town’s urban structure by linking these strategic growth areas and the urban design goals, objectives, and policies of the plan.

New policies could also prioritize increasing housing opportunities by adding gentle density and “missing middle” housing, where appropriate. As neighbourhoods continue to evolve, these housing options can have a positive impact on housing diversity and affordability, neighbourhood revitalization, and climate change adaptation.

This consideration relates to Guiding Principles 1, 3, 5, 7, 10, 11 and 12.

Growing in Milton Policy Consideration 3.3:

The new Official Plan should guide opportunities for sustainable growth within the rural settlement areas (the hamlets) in order to ensure their long-term viability.

Although there is limited opportunities for growth in the hamlets due to the lack of available infrastructure capacity, the introduction of flexible policies to achieve additional housing units in our hamlets can contribute to housing affordability, sustain the vibrancy of the community, and help support local businesses and services. These policies must be balanced with the protection of the rural character, agricultural lands, and natural resources.

In addition to housing, the new Official Plan should recognize the rural culture and economy including the local businesses and services that are located in the rural areas. These businesses help to sustain the rural community, allowing residents to meet their daily needs. Appropriate and sensitive development that is compatible with the rural area in terms of scale, character, infrastructure capacity, and associated impacts on the enjoyment of the area could be encouraged.

This consideration relates to Guiding Principles 8, 9, 11 and 12.

Big Question #4

BQ4: Envisioning Growth and Promoting Good Development Practice

What will future growth look like in Milton? How can the new Official Plan accommodate growth in a manner that achieves a high quality of life and sense of place? How can we achieve more complete and healthy communities?

Growing 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:

Growing in Milton Policy Consideration 4.1:

The new Official Plan should establish direction in policy for the design and visual appearance of the built form typologies that will represent Milton’s urban environment over time, within the diversity of urban places and destinations.

The new Official Plan could function as a guide to placemaking, with policies that could inform the creation of destinations where people want to live, work, move, and play. They should support the preparation of plans and strategies promoting good quality urban environments, and public and private development that are well designed and can contribute to the sense of community and identity.

Policies should support patterns of growth and a mix of uses that will ultimately require less auto travel for everyday activities, and which encourage travel by transit, cycling, wheeling, and walking. As we grow and intensify, policies that sensitively integrate new intensification and infill development with existing neighbourhoods will be required.

Additionally, consideration should be given to policies that could result in buildings, neighbourhoods and communities that are designed to lower per capita greenhouse gas emissions, reduce people's exposure to dangerous climate-related extreme weather events, reduce disparities in climate-related health outcomes and advance social equity goals.

This consideration relates to Guiding Principles 2, 5, 6, 7, and 10.

Growing in Milton Policy Consideration 4.2:

The new Official Plan should promote a sense of place and interest by providing direction for the creation of memorable sites, buildings and public realm that people can connect and relate to.

Urban design and placemaking considers what community members feel as they experience or move through the urban environment.

As Milton continues to grow and intensify, thoughtful planning and urban design can create a network of public spaces that contribute to well-connected, walkable, safe and comfortable routes between origins and destinations throughout the Town.

To address these matters, policies in the new Official Plan could ensure that the enhancement of the public realm is a consideration of all new public and private development. Urban design policies for development, infill and intensification could be established to ensure that natural and built heritage resources, such as landmark buildings and green open spaces, streetscapes and view corridors be incorporated in the design of development as significant contributors to the overall sense of community.

This consideration relates to Guiding Principles 1, 2, 5, 6, 7, 8, 11 and 12.

Growing in Milton Policy Consideration 4.3:

The new Official Plan should ensure the conservation and enhancement of character both in the rural and urban communities.

Character (as defined in the current Official Plan) means the aggregate of features that combined indicate the quality and nature of a particular area. The distinct features include built and natural attributes of an area. New Official Plan policies could include context-sensitive development criteria, consistent with the overall identifiable character of a place and integrated with the surrounding built and natural environment. The new Official Plan could encourage the protection of the existing or planned character at certain locations within the urban and rural areas that connects with the local history and nature.

This consideration relates to Guiding Principles 1, 3, 5, 8, 10, and 12.

Growing in Milton Policy Consideration 4.4:

The new Official Plan could promote sustainable community design and construction practice.

The new Official Plan could support the creation of more compact and connected communities to allow local access to jobs, services and amenities, including access to infrastructure such as cycling and transit facilities. By doing so, communities could be less auto-reliant, more socially, environmentally and economically sustainable, with better outcomes for human health and well-being.

New or enhanced policies could encourage the use of sustainable development guidelines, best management practices such as Green Development Standards (GDS), Low Impact Development (LID), climate mitigation, adaptation and resiliency.

Sustainable practices including: the adaptive re-use of buildings ; energy and water efficient design; green roofs; electric vehicle charging stations; on-site renewable energy generation; and nature based stormwater management solutions can result in both climate mitigation and adaptation benefits.

This consideration relates to Guiding Principles 8, 10 and 11.

Big Question #5

BQ5: Promoting Resource and Environmental Protection

How can the new Official Plan protect and enhance our natural resources and landscapes while balancing the need to accommodate growth in a safe, orderly and sensitive manner?

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:

Growing in Milton Policy Consideration 5.1:

The new Official Plan must protect, improve, and enhance the natural heritage and water resources systems.

Protecting and enhancing the natural heritage and water resource systems is fundamental to human health and the resilience and livability of cities. Protecting these systems is important for climate change adaptation and mitigation. These systems also have the opportunity to improve resident quality of life by increasing physical activity, improving cardiovascular and respiratory health, preventing cancer and reducing stress.

Development has the potential to have a negative impact on the natural environment. The new Official Plan must ensure these natural systems remain connected, biodiverse and ecologically functional. The natural heritage system provides residents with access to nature for recreation, education and health benefits.

The new Official Plan must identify a natural heritage and water resources system and appropriate measures to protect, restore and enhance the natural environment. The natural heritage system and water resources system must be properly integrated within the urban and rural areas.

This consideration relates to Guiding Principles 8, and 10.

Growing in Milton Policy Consideration 5.2:

The new Official Plan must protect, enhance and support the agriculture system and rural community by protecting farmland, agri-food networks and edge planning at the intersection of the urban and rural areas.

Milton's agricultural system is comprised of its agricultural land base and the agri-food network of businesses, services and infrastructure that agricultural operations depend on. The Official Plan must continue to limit the permitted land uses in prime agricultural areas. Recognizing that agricultural related uses and on-farm diversified uses are important components of the agricultural system, Official Plan policies should provide criteria to ensure these uses are compatible with surrounding agricultural uses. Provincial policy directs municipalities to identify and mitigate impacts of development on the agri-food network using tools such as agricultural impact assessments when making land use or infrastructure planning decisions.

Official Plan policies can help direct land use toward the rural-urban fringe areas, which can protect agricultural lands from urban development. The new Official Plan could implement edge planning approaches under sustainable principles to avoid and/or mitigate the impacts of urbanization in rural-urban fringe areas. Near these rural-urban fringe areas, the new Official Plan could consider:

- Development proposals could utilize design measures such as subdivision layout, site layout, and the incorporation of buffers such as treed landscape strips or public pathways to mitigate conflicts between urban and rural uses.
- Agricultural operations that may result in noise, odours, dust and other potential nuisances resulting from normal farm practices and urban activities that may disrupt agricultural operations could be identified.
- Impact mitigation measures and planning principles could be established.

This consideration relates to Guiding Principles 8, 9 and 11.

Growing in Milton Policy Consideration 5.3:

The new Official Plan must make mineral aggregate resource available for use while mitigating and minimizing potential adverse effects from resource extraction.

Municipalities are required to identify and protect mineral aggregate resources for long-term use. The Official Plan could do this by including mapping to identify the location of accessible resource deposits and policies to protect the resources from development that would preclude or hinder new operations from being established and existing operations from continued use.

Mineral aggregate extraction needs to be undertaken in a manner that minimizes social, economic and environmental impacts. The new Official Plan policies should establish the requirements to mitigate potential impacts on the local community during the life of the operation.

Since the Official Plan is a long-term document, the policies should consider final rehabilitation of extraction sites. Once extraction is complete, final rehabilitation of the lands to accommodate future land uses that are compatible with the surroundings should be encouraged through policy.

This consideration relates to Guiding Principles 8, 11 and 12.

Big Question #6

BQ6: Delivering Infrastructure and Community Services

How can the new Official Plan support the efficient, fiscally responsible and sustainable delivery and use of community infrastructure and services?

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:

Growing in Milton Policy Consideration 6.1:

The new Official Plan must ensure the equitable distribution of existing and future community infrastructure, public service facilities and institutional needs are planned for as part of future growth.

Infrastructure must meet the needs of Milton's communities as they grow and mature and making efficient use of existing and new infrastructure to support this goal is important.

Planning for infrastructure and public service facilities should be coordinated and integrated with land use planning and growth management to ensure the necessary foundations are available for local communities to grow. This means that there is a need to co-ordinate investment in infrastructure and services, to service future growth in ways that are fiscally sustainable and linked to decisions about how these systems are paid for and administered.

Phasing the provision of infrastructure and services is also important to ensure that these are in place early in the establishment of a new community.

This consideration relates to Guiding Principles 4, 8 and 11.

Growing in Milton Policy Consideration 6.2:

The new Official Plan should promote partnerships, co-location and shared use of facilities to contribute to equitably accessible and cost effective operations.

Official Plan policies should be coordinated across all long-range municipal plans, including land use, transportation, transit, and climate change strategy, asset management plans, and the long-range financial plan to ensure a strategic, harmonized approach.

In addition, policies should promote co-ordination with the region and adjacent municipalities as well as partnership/co-location opportunities with agencies and community-based organizations to support integrated delivery of infrastructure and services. This can result in higher levels of service, greater accessibility, and improved cost-effectiveness.

This consideration relates to Guiding Principles 4, 8, 11 and 12.

Growing in Milton Policy Consideration 6.3:

The new Official Plan should provide direction for the Town to adapt against the challenges of climate change and build a resilient infrastructure.

The Living in Milton Policy Considerations articulated the need for a town-wide approach, goals, and objectives regarding climate change and community resiliency. To mitigate the impact of urbanization, the new Official Plan must identify opportunities to reduce per capita greenhouse gas emissions that ensure a fair process and outcome for all people.

The new Official Plan should consider the potential impacts changes in climate may have on the Town's infrastructure, address the application of mitigation and adaptation measures accordingly, and provide direction to build resiliency of our infrastructure. In this sense, policies should:

- Encourage the implementation of climate resilient building design measures to reduce the risk of flooding, extreme heat, and other natural hazards.
- Guide the planning and construction of cost-effective infrastructure that is durable, adaptive and resilient.
- Provide direction to minimize the impact of extreme heat events and the urban heat island effect in public areas.

In addition, advancing opportunities for innovative green infrastructure is critical to promoting the sustainable future of the Town and managing growth through implementing innovative approaches to managing run-off, stormwater management systems, bioswales, green walls and roofs, etc.

This consideration relates to Guiding Principles 8, and 10.

What's Next?

Stage 4: New Official Plan Drafting

The development of the Big Questions and Policy Considerations concludes Stage 3 of the new Official Plan project for Growing in Milton. When Stage 3 is complete for all four themes (living, moving, working, growing), the We Make Milton new Official Plan project will enter 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.

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 of Milton's website](#).
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 be part of our stakeholder committee, 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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Growing in Milton

SURVEY RESPONSE REPORT

01 September 2023 - 29 September 2023

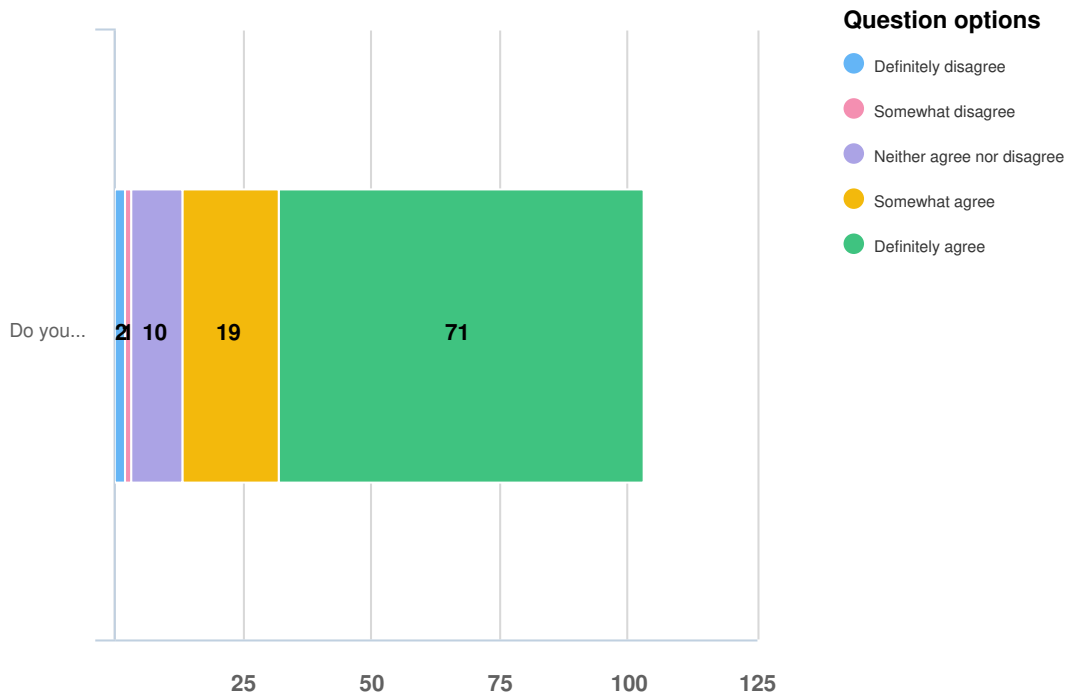
PROJECT NAME:

We Make Milton - Official Plan project



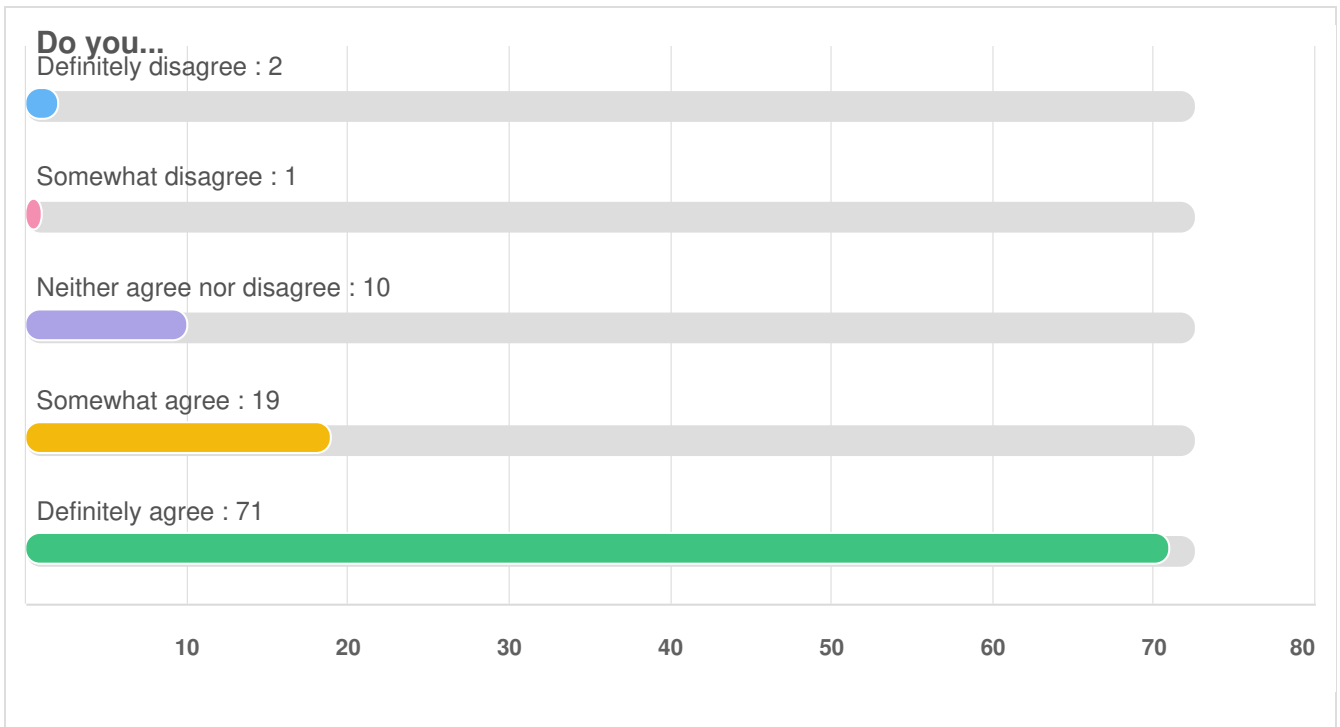
SURVEY QUESTIONS

Q1 | The new Official Plan should identify and describe the features that make the Town a unique place, reflect the new land use...

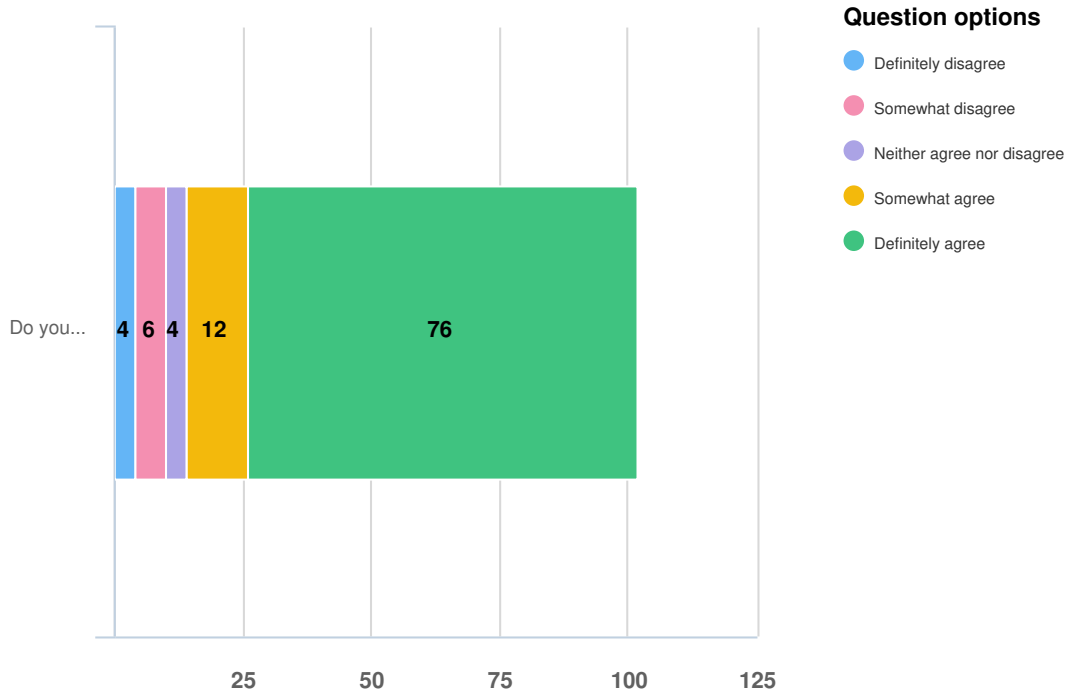


Optional question (103 response(s), 2 skipped)
Question type: Likert Question

Q1 | The new Official Plan should identify and describe the features that make the Town a unique place, reflect the new land use...

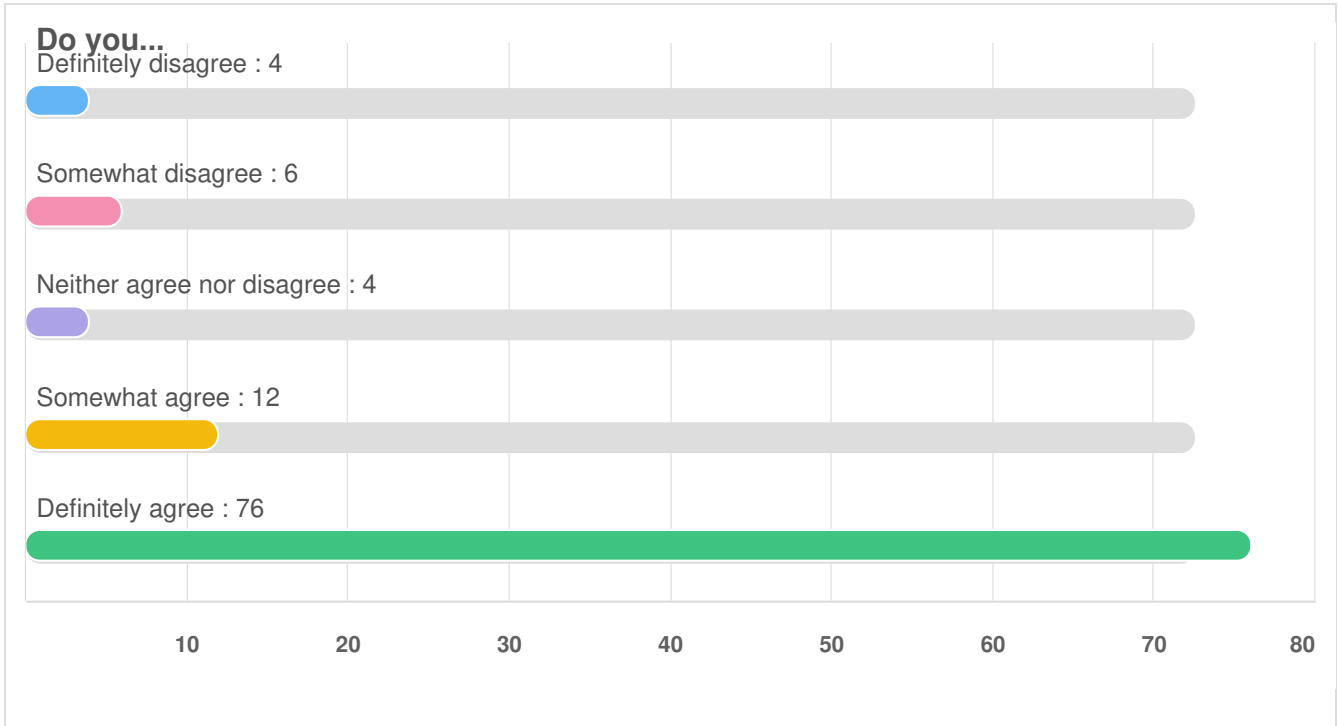


Q2 | The new Official Plan must accommodate the Town's updated population and jobs forecast to the 2051 planning horizon of the ...

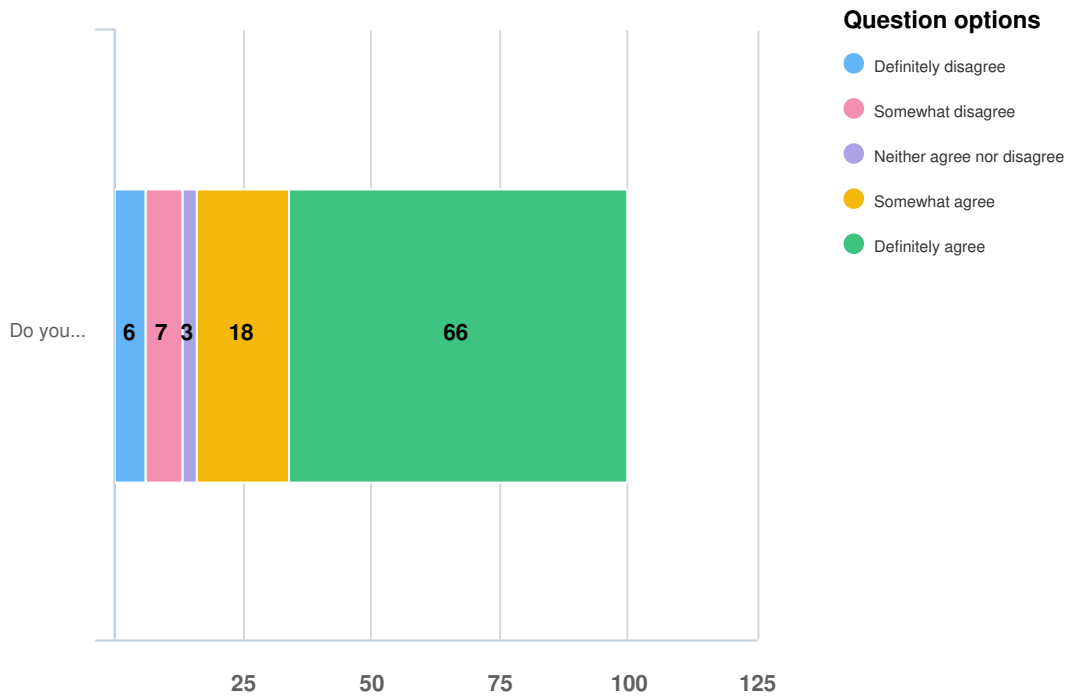


Optional question (102 response(s), 3 skipped)
Question type: Likert Question

Q2 | The new Official Plan must accommodate the Town's updated population and jobs forecast to the 2051 planning horizon of the ...

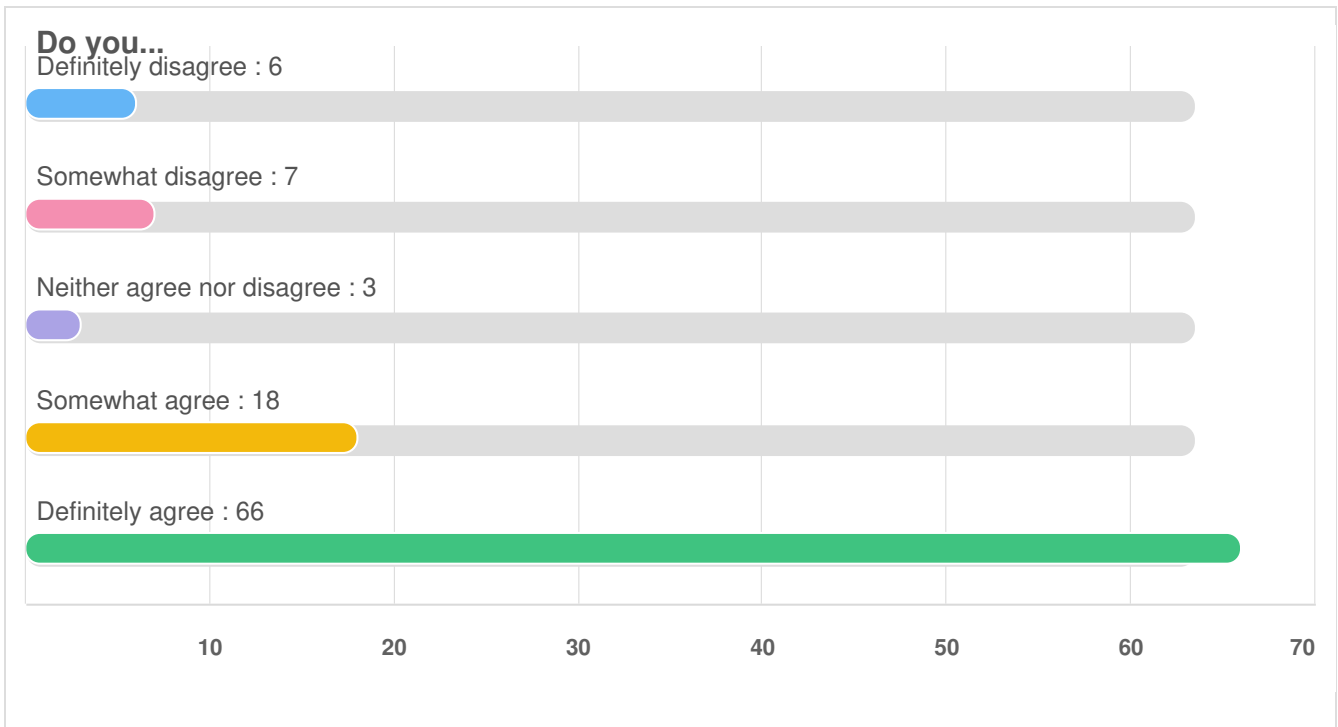


Q3 | The new Official Plan should implement a balanced approach to growth by responding to provincial directions on growth and t...



Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q3 | The new Official Plan should implement a balanced approach to growth by responding to provincial directions on growth and t...



Q4 | If you have any other suggestions or opinions on any policy ideas above, please tell us why.

Anonymous

9/01/2023 10:15 AM

Have a better By-law department that is reliable, not like the useless one now. Because of the growing population there is an increase in parking & by-law violation which are not being addressed properly by the By-law management or staff

Anonymous

9/01/2023 10:27 AM

Milton doesn't have any more space of population growth and building condo buildings in narrow spaces e-g (Thompson and Kennedy) is a disaster. Also how about significant increase of crimes in Milton will that be accounted for in the new plan.

Anonymous

9/01/2023 10:26 AM

"Balanced approach to growth" assumes business as usual. We are in a housing crisis AND a climate emergency. BAU is not sufficient. Urgently need complete communities without expanding urban boundaries and eliminate car dependence.

Anonymous

9/04/2023 01:00 PM

The province doesn't necessarily have the best vision for Milton, as their policies may change from one government to the next. Milton must fight for its own vision, as we live here. What happens in one area of the province doesn't necessarily reflect us.

Anonymous

9/06/2023 11:38 PM

fight the NIMBYers! and diversify the job base & types of homes available. "Old Milton" has an Oakville-sized chip on its shoulder, that wants all the shiny new things, but wants nothing to change.

Anonymous

9/07/2023 04:26 AM

Stop putting up so many hi rises at once. The city will turn into gridlock. How will our roads accommodate this growth with all the cars once these are all up? Let alone the rate of crime that is already in the rise?

Anonymous

9/07/2023 10:20 AM

Stupid questions.

Anonymous

9/07/2023 10:29 AM

outline the plans and timelines to improve infrastructure to accommodate current residents and projected growth

Anonymous

9/07/2023 10:54 AM

I do not agree with the Provincial Government regional development targets/guidelines

Anonymous

9/07/2023 10:57 AM

The new official plan should identify infill areas where high density can be accommodated closer to existing services such as bus lines, shopping centers, schools. Build around existing centers rather than building new nodes.

Anonymous

9/07/2023 11:11 AM

Already, the traffic volume poses problems for existing infrastructure. ALL future development MUST recognize this.

Anonymous

9/07/2023 11:31 AM

Please keep rural, rural. We need a clear distinction between the Town, and the old township of Nassagaweya, which has its own distinct character and history.

Anonymous

9/07/2023 11:51 AM

Do not intensify legacy residential areas. Leave these for the current residents and for future residents able to afford them. Obviously these neighbourhoods will be affordable only for the well to do, but that's OK.

Anonymous

9/07/2023 12:03 PM

More policing in all streets of Milton. Lots of break ins in homes nowadays.

Anonymous

9/07/2023 12:38 PM

Milton is attractive to new residents for a reason. Identify those reasons and preserve them otherwise the attraction to the town will be irretrievably lost. A few reasons attracted yours truly to Milton: Family friendly, Clean & Strategic location.

Anonymous

9/07/2023 01:40 PM

To meet the provincial need for growth let's not recreate Mississauga "the ugliest sprawl city in Canada" instead create a unique space in town and duplicate transit city with high density and courtyards etc. a place for us to want to visit

Anonymous

9/07/2023 03:36 PM

1. I believe, we need to have a centralized source of all job and volunteering opportunities in the city. It is good for residents to have an opportunity to be engaged locally. 2. Transit focus for connectivity with neighboring cities

Anonymous

Give back the Greenbelt and stop building high rises!

9/07/2023 06:04 PM

Anonymous

9/07/2023 06:55 PM

Have the infrastructure keep up with the growth! Spend our money wisely. I see some work, that if the money came from my business I would fire the company or employees.

Anonymous

9/07/2023 08:32 PM

If all growth factors were constant over time, you may be able to predict how much growth will be needed over a 30 year timeframe: However, in the current extremely dynamic context, a 30 year planning horizon based on historic forecast models is crazy!

Anonymous

9/08/2023 12:22 AM

Create more affordable and innovative housing developments for residents

Anonymous

9/08/2023 09:31 AM

If the province is cutting back on red tape building policies, then I hope that increased efficiency in the issuance of construction permits and approvals would be part of this plan.

Anonymous

9/08/2023 10:04 AM

There has been alot Let's not forget that some of our residents are aging and their needs need to be considered also so that they can remain active in the town they called home for their whole lives.

Anonymous

9/08/2023 02:07 PM

STOP all the building and go back to a clean town

Anonymous

9/08/2023 06:39 PM

Ensure there is no overcrowding in spaces, while maintaining integrity of Milton and safeguarding the green spaces

Anonymous

9/08/2023 06:40 PM

Keeping the town a town and not turning it into a city. Making sure all diversities, ethnicities and faith, or lack of, are included in the planning and voting.

Anonymous

9/09/2023 02:15 AM

Stop building more houses and condos . The condo sites on Thompson and NIPISSING was poorly planned. The new projects need to find a way to preserve the small town feeling Milton use to known for. All the farms and lands represent Milton history.

Anonymous

9/09/2023 09:57 AM

Needs to balance growth and make sure infrastructure keeps up. High value jobs should be focus not warehouse and low skilled jobs

Anonymous

9/09/2023 10:59 AM

Official plan should ensure that all possible opportunities for infill housing are explored/used before development of any former/existing agricultural/green belt land

Anonymous

9/10/2023 09:41 AM

Have greener belts, embedded with sport activity. Increase police presence or security to minimize future crimes

Anonymous

9/10/2023 02:38 PM

we need more satellite college and university programs. our students travel far for the post secondary education and should be able to enjoy the comforts of home.

Anonymous

9/10/2023 03:54 PM

I have returned to live in Milton after fifty years. In the 70s I worked for the Champion as a writer then opened my own publishing business in offices over the Lido Restaurant. I left Milton for Oakville because it wasn't equipped with infrastructure.

Anonymous

9/11/2023 09:32 PM

The time is over for balanced approaches. If Milton wants to meet population goals, it must increase density and resist the Ford government's pressure to increase urban sprawl and cookie-cutter subdivisions that encroach upon the escarpment and farmland.

Anonymous

9/12/2023 01:24 PM

Your questions are like motherhood and apple pie. What relevant feedback will you get from those? Define unique place? Also, what options do we have other than following provincial directions?

CmonGo

9/13/2023 05:47 AM

Take into account forced projects by other levels of government that local community members are against and over deliver in other areas to compensate. (e.g. CN Intermodal, Greenbelt land extractions, etc)

Anonymous

9/13/2023 09:53 AM

I think the town needs to take a stand against any development of the green belt as well as protecting the Niagara Escarpment from any sort of development. I am appalled by CN building their hub on farmland and within city limits.

Anonymous

9/14/2023 11:39 AM

Utilize employment programs, such as ESO services to ensure Halton residents are being connected to the incoming jobs. Ensure that the town is connecting new employers to ESO providers in the region.

Anonymous

9/18/2023 10:50 AM

Safety (of everyone) and Sustainability should Always be Priority. Every Miltonian should be able to Access Resources that will Enable him/ her to live with Dignity, Safety and Comfortat all times.

Anonymous

9/18/2023 05:36 PM

Prioritize green spaces, our natural ecology and our citizens' health

Anonymous

9/18/2023 09:13 PM

What do any of these goal even mean. In what context do these question even mean. 1 " reflect the new land use planning vision, Milton 2051: Choice Shapes Us".. 2- the Town's updated population and jobs forecast to the 2051 planning horizon of the plan.

Anonymous

9/19/2023 05:08 PM

It is vital to create solutions to create affordable housing. Allow Additional Residential Units (ARUs) in the rural area

Anonymous

9/20/2023 10:31 AM

1. stop overpopulating Milton - there is no sufficient infrastructure, schools are overcrowded, not enough stores. 2. Finally do something about Milton Go - Nothing has changed since 2007, other than cancelling the bus from Tor to Milton. :(bad work

Anonymous

9/20/2023 03:38 PM

The focus on housing and employment is 50% of Milton's problems. Lack of mixed nodes for secondary (commercial) uses is inadequate. I suggest accelerating the construction of mixed nodes & not filling them with pharmacies/dentists. Widening roads is needed

Anonymous

9/21/2023 11:46 AM

Have the council members and mayor provide their true visions for Milton on each 10 year time horizon. Communicate efficiently and not vaguely as they have continually done in the past.

Anonymous

9/22/2023 05:43 PM

More gas stations and shopping areas need to be developed on the south side of town. It would help to reduce traffic by having multiple places for residents to shop. Need to be more pro-active about growth and widening roads and resources before expanding

Anonymous

9/22/2023 07:56 PM

Address historic downtown character - once people are on the outskirts of town they will go elsewhere for dinner, unique shopping, etc. No population in the historic core to sustain.

Anonymous

9/23/2023 07:22 AM

High rise buildings should be limited to a height of 20 storeys. Anything higher stands out like a sore thumb.

Anonymous

9/26/2023 02:03 PM

We have several pools here in Milton, but no 50meter pools. We should because the closest one is either Guelph or Etobicoke and the Milton Marlins and Tritons both need this for training as well as competitions!

Anonymous

9/26/2023 02:47 PM

If the Region loses its planning function, the Town will need to consider what goals from the Region's OP will be incorporated into the local OP. More emphasis on co-ordination with other governments to meet local needs (transit, affordable housing). d

Anonymous

9/27/2023 08:35 PM

Choice shapes us, but sometimes the builder need to be told to build affordably. Encouragement of ARU's would help with affordability also so that might need some rethinking of exclusionary zoning.

Anonymous

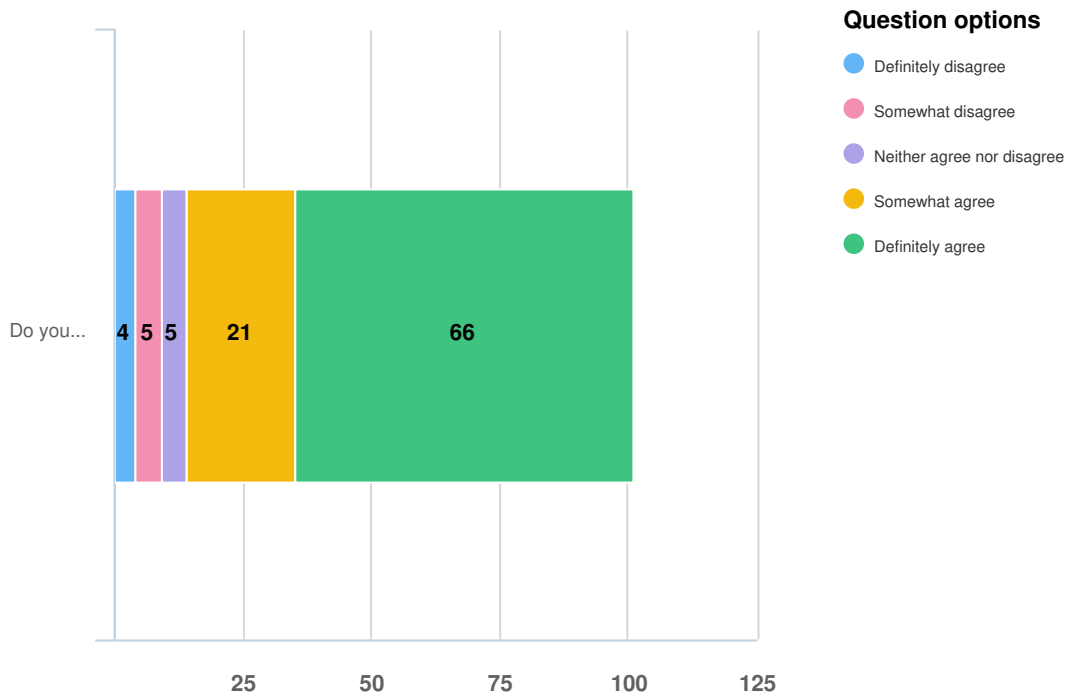
9/29/2023 08:04 PM

I have a son with disability and there us no respite program in Milton and we don't have a swimming pool or any facilities for children with special needs.

Optional question (51 response(s), 54 skipped)

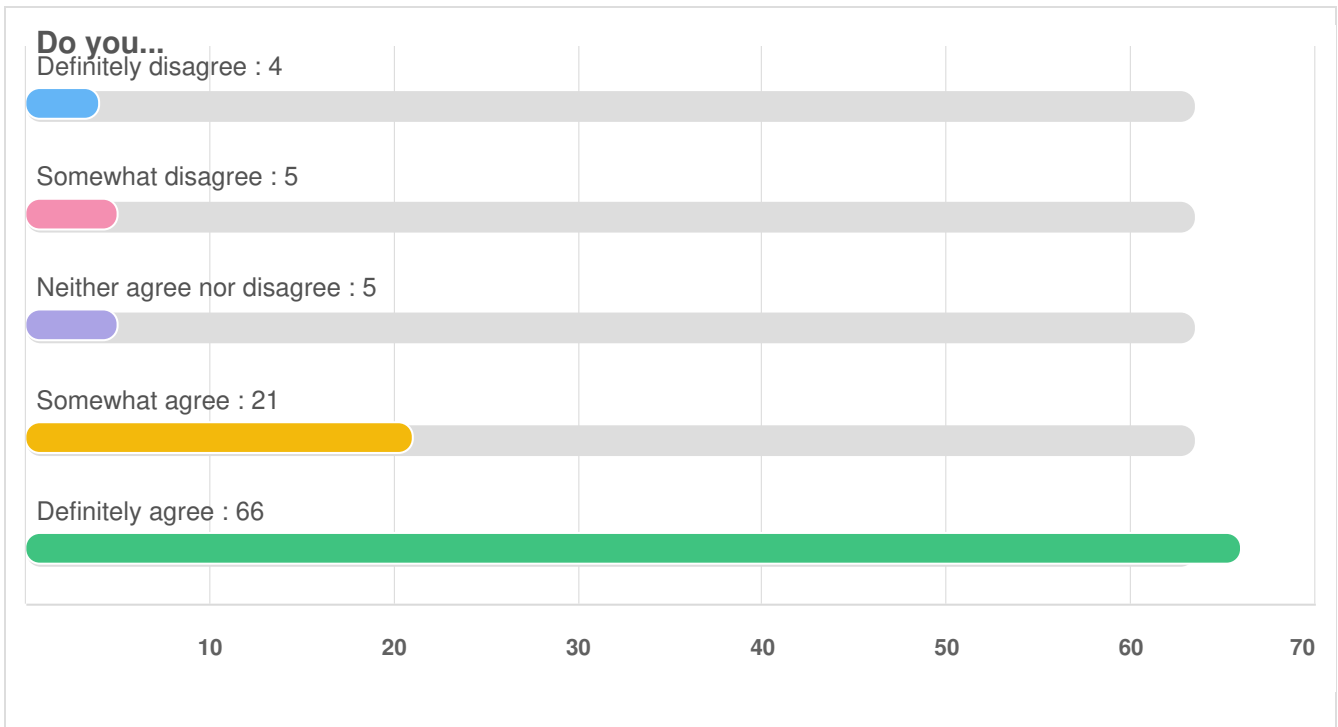
Question type: Single Line Question

Q5 | The new Official Plan should illustrate the physical make-up of the community's long-term structure for the municipality. T...

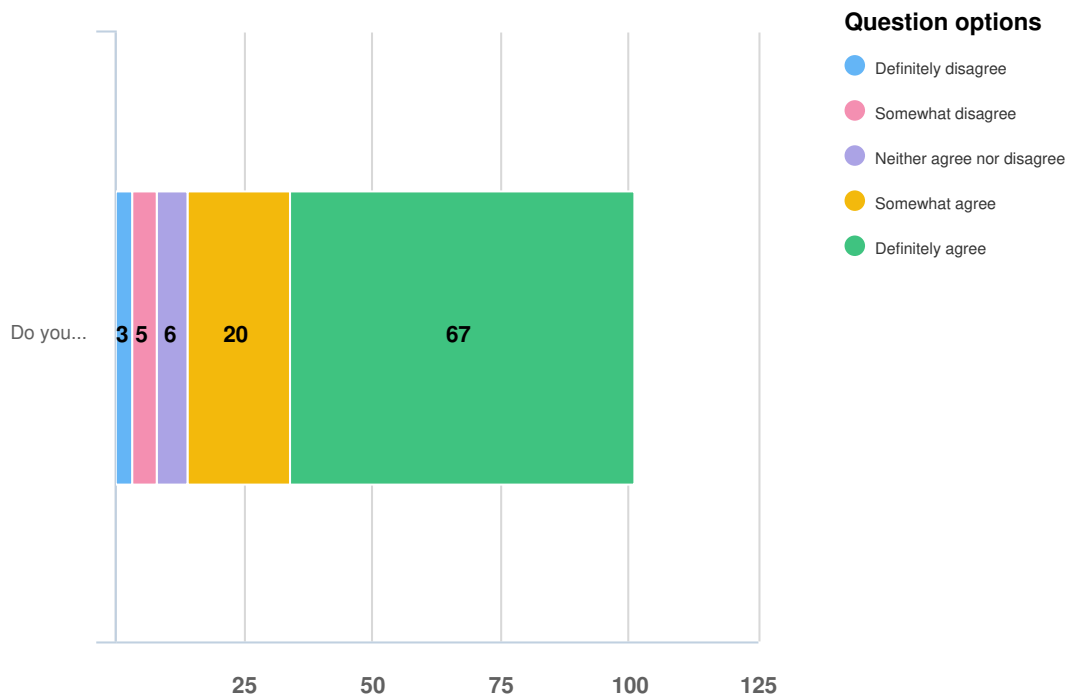


Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q5 | The new Official Plan should illustrate the physical make-up of the community's long-term structure for the municipality. T...

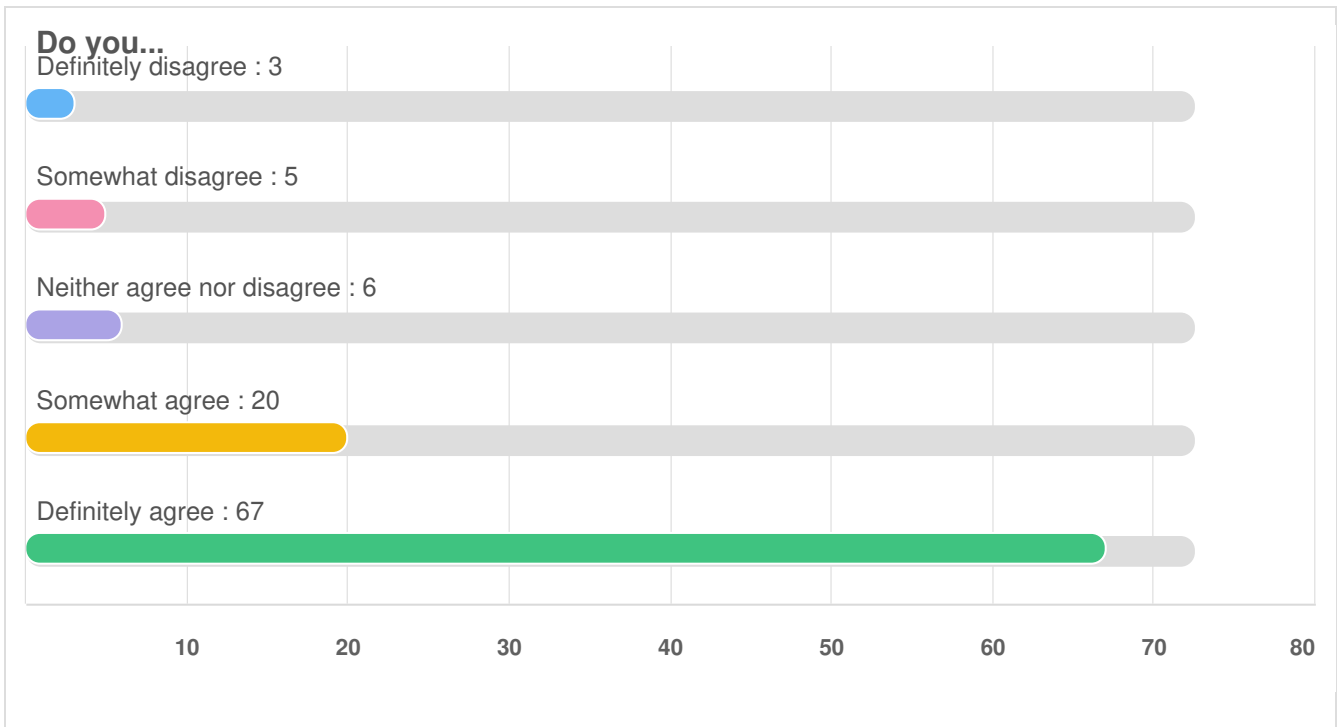


Q6 For the Urban Area, the new Official Plan should establish an urban structure and hierarchy of urban places with long-term ...

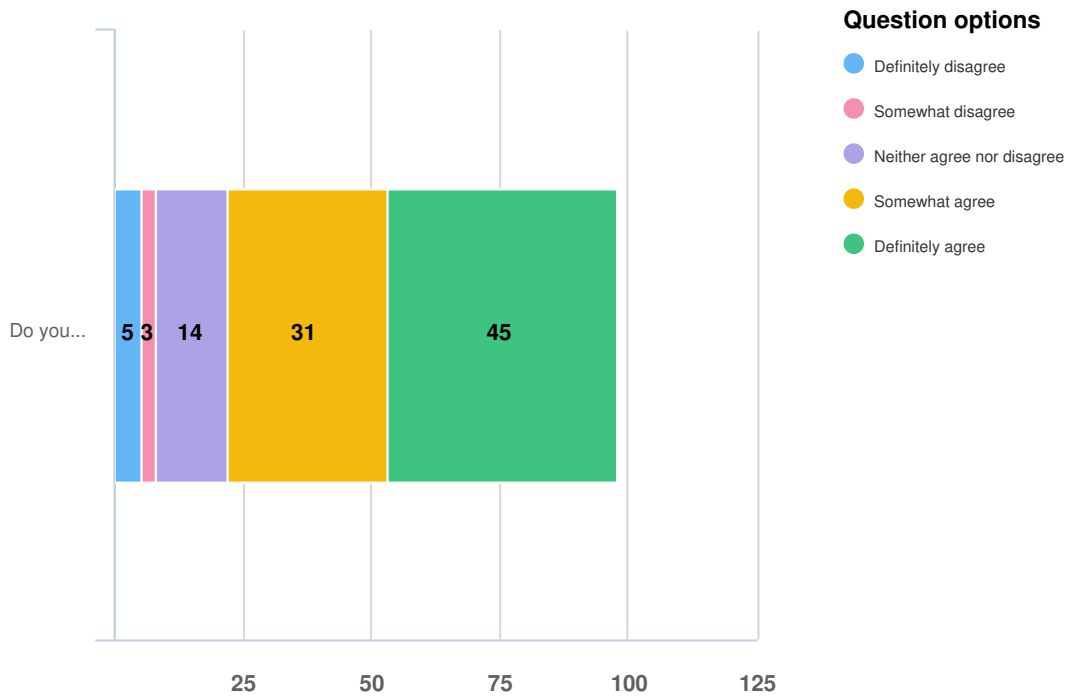


Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q6 | For the Urban Area, the new Official Plan should establish an urban structure and hierarchy of urban places with long-term ...

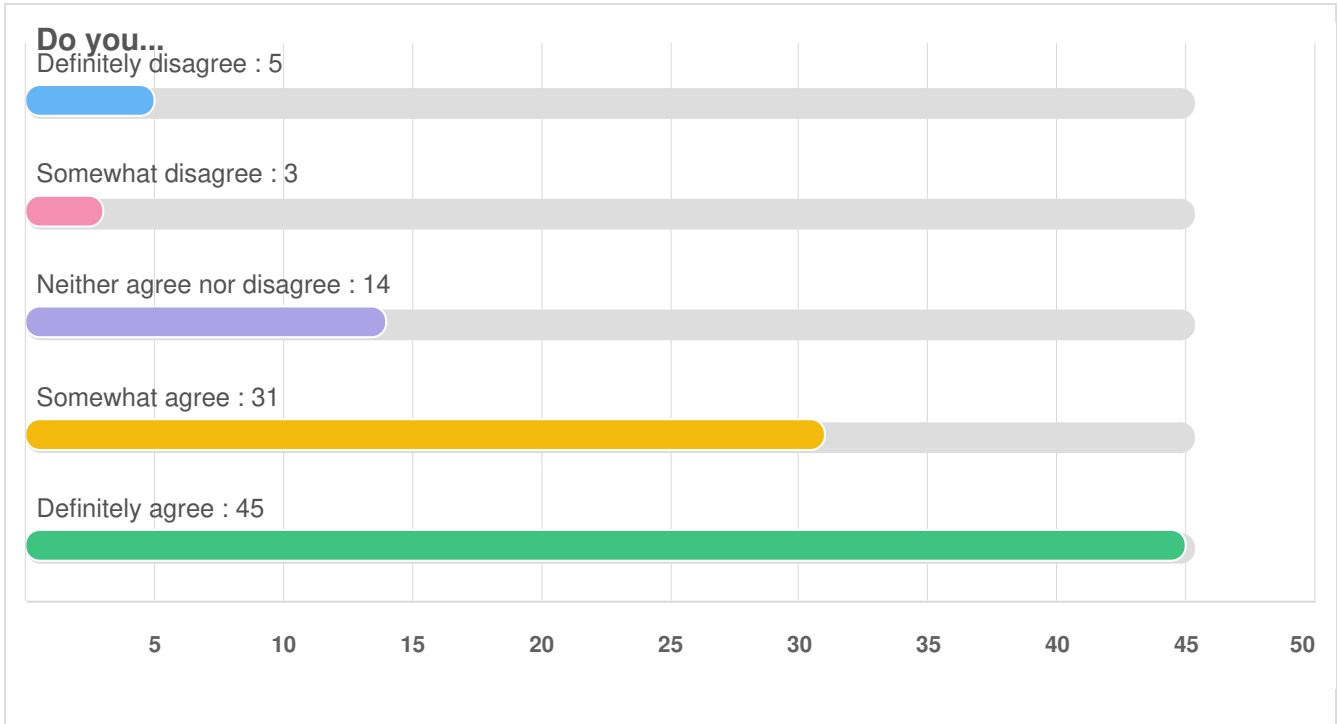


Q7 | The new Official Plan could ensure that the policies for approved secondary plans that cover stable built-out areas are con...

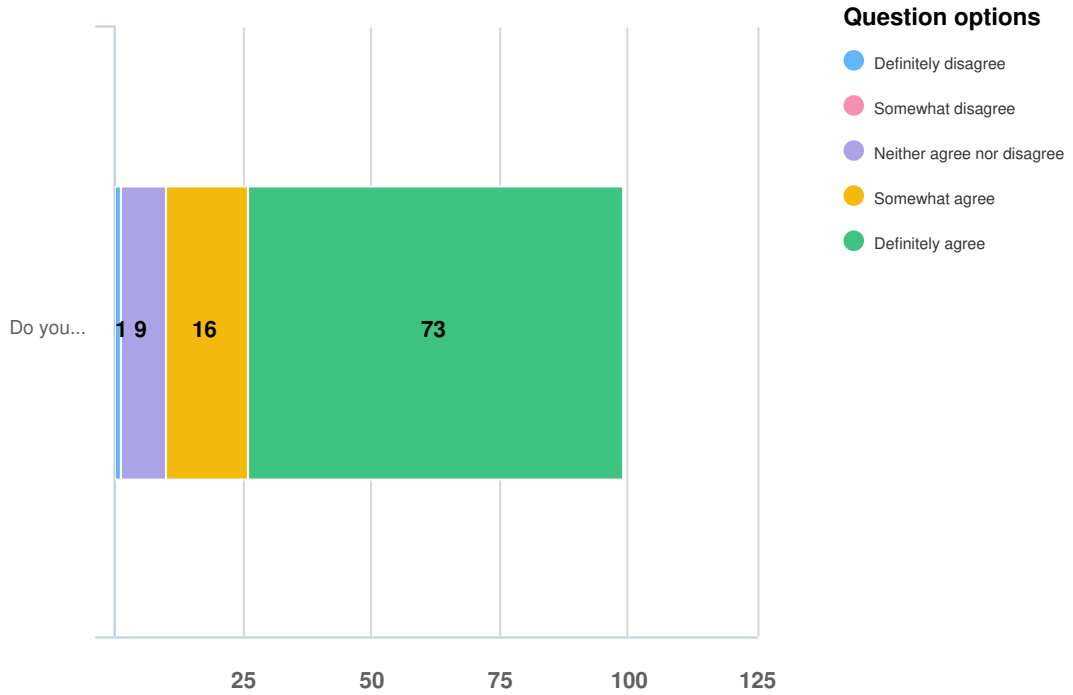


Optional question (98 response(s), 7 skipped)
Question type: Likert Question

Q7 | The new Official Plan could ensure that the policies for approved secondary plans that cover stable built-out areas are con...

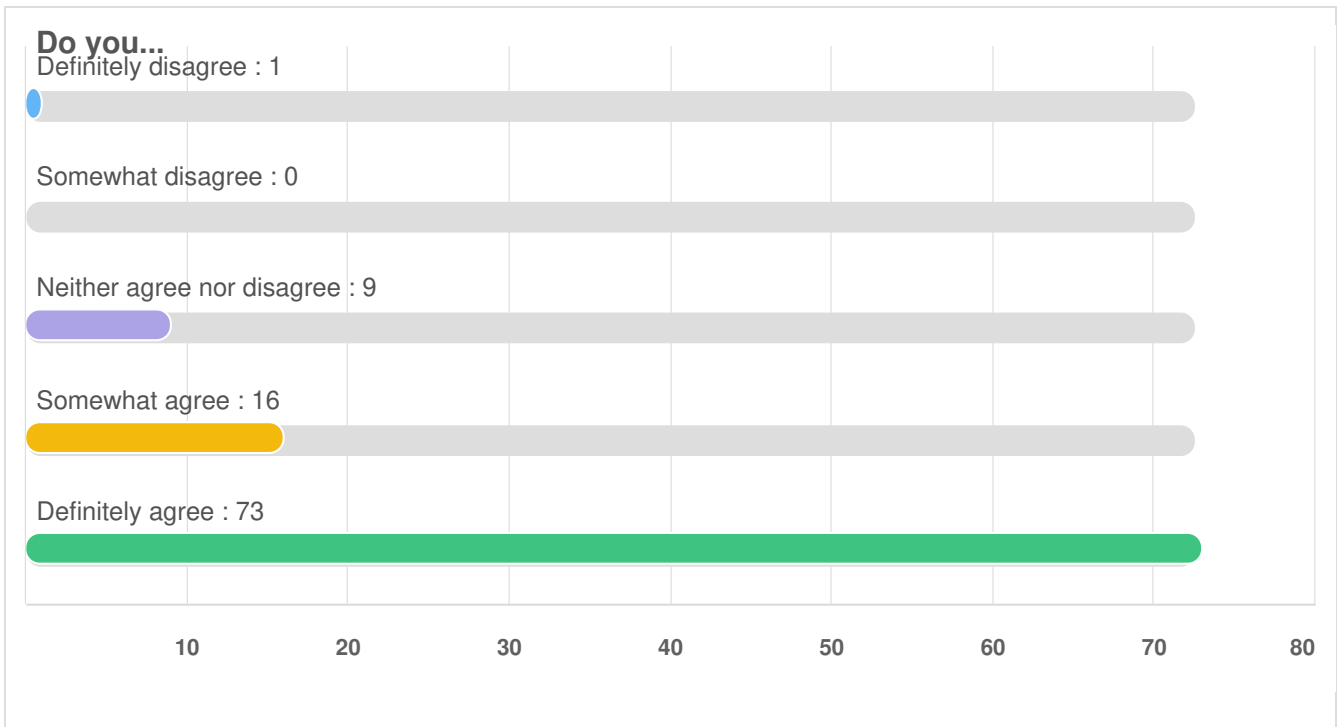


Q8 For the rural area, the new Official Plan must establish a local rural structure to provide places for businesses and ameni...

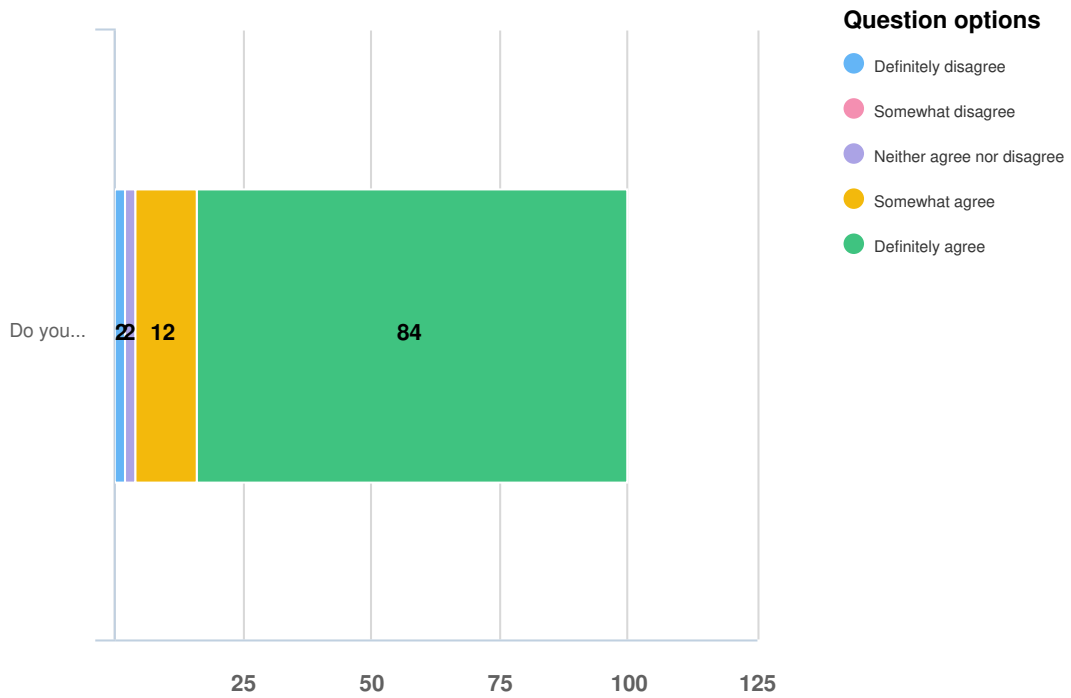


Optional question (99 response(s), 6 skipped)
Question type: Likert Question

Q8 | For the rural area, the new Official Plan must establish a local rural structure to provide places for businesses and ameni...

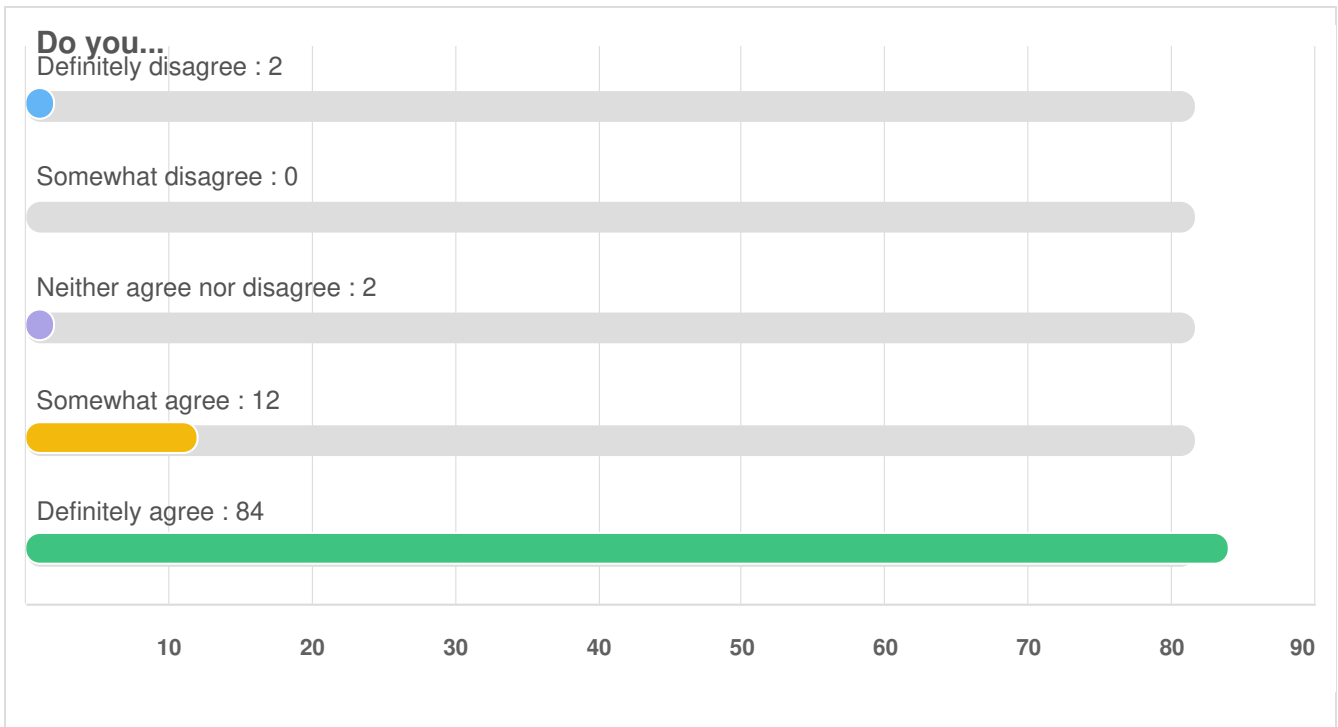


Q9 | The new Official Plan should develop legible and easy-to-understand text, schedules and figures that can assist the reader ...



Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q9 | The new Official Plan should develop legible and easy-to-understand text, schedules and figures that can assist the reader ...



Q10 | If you have any other suggestions or opinions on any policy ideas above, please tell us why.

Anonymous

9/01/2023 10:26 AM

"Stable built out areas" do not exist. No n'hood is stable - if it is not growing it is declining. Growth requires acceptance of gradual change. Majority of town being off-limits to development prime cause of housing + environmental crisis.

Anonymous

9/05/2023 05:04 PM

Question 8 is rather obtuse. Rural business should be supported only if they are agriculturally based. There should be little to zero use of green lands, agricultural or residential zoned or sensitive lands for commercial business use.

Anonymous

9/06/2023 11:38 PM

Population density over sprawl, and diverse employment options. Educate the NIMBYers on the benefits to them of the future land uses.

Anonymous

9/07/2023 10:20 AM

More stupid questions.

Anonymous

9/07/2023 10:29 AM

Please implement a change management frame work so that every one can assess what was agreed in the past, if and what is changing and the impacts of the change both up and down stream.

Anonymous

9/07/2023 10:29 AM

include mixed use space

Anonymous

9/07/2023 10:59 AM

(For Q6 - OP should only reflect existing natural environment features) (For Q7 - SP should conform (not be consistent with) the goals, objectives and strategic policies of the OP.)

Anonymous

9/07/2023 11:11 AM

The big constant in ALL projections MUST include traffic management.

Anonymous

9/07/2023 11:31 AM

Protection of attributes of the rural area (Nassagaweya, for the most part) must guarantee that urban planning principles are not applied without consideration for what makes rural, rural. We do not need more examples of urbanization of the rural area.

Anonymous

9/07/2023 11:51 AM

Bigger is not necessarily better. Let's concentrate on what exists now with the focus on making things work better and properly assimilate the recent extreme population growth.

Anonymous

9/07/2023 12:03 PM

Better policing in every streets of Milton

Anonymous

9/07/2023 12:38 PM

The new OP should consider ideas that are successful in other developed countries that are enjoying a better quality of life than Canadians.

Anonymous

9/07/2023 01:40 PM

Consider allowing for some less expensive townhouse development in any of the villages they must keep the character of the area in design, any land us for business in the area must benefit the locals like Oakridge Landscape Products, NOT TRUCK STORAGE

Anonymous

9/07/2023 08:32 PM

I think that organic growth should be promoted instead of "one size fits all". You do not know, planners cannot know, what the future will look like.. the "PLAN" should facilitate change & allow flexible life change during the term of the plan.

Anonymous

9/08/2023 06:39 PM

Absolutely agree with the above points (6 to 9)

Anonymous

9/09/2023 12:04 AM

Stop Hi rise buildings in Milton

Anonymous

9/09/2023 02:15 AM

Keep this town more rural than urban!

Anonymous

9/10/2023 09:41 AM

Please add a big Mall. Going to Mississauga or Yorkdale is not sustainable. And milton outlet doesn't help. In addition take advantage by creating bike lanes and signals

Anonymous

9/10/2023 03:54 PM

I live in "old Milton" which does not reflect what is happening. Traffic is uncontrollable, commerce a joke. Basics must be considered above all else.

Anonymous

9/11/2023 09:32 PM

Let's Talk Milton is a commendable initiative that continues to be hampered by bureaucratic language and generalities rather than plain language and detail. It is VERY difficult to wade through all the content to find specifics.

Anonymous

9/12/2023 01:24 PM

Again. These are too general and too obvious. While I don't necessarily want to disagree, it makes it hard to know what I am agreeing to.

Anonymous

9/18/2023 10:50 AM

Milton is a Small Town.Please Do Not Overpopulated.Too Much People means Increased Crime Rate. Milton is a place were one still feels Safe Walking Alone even at midnight.Everyone Respects Everyone. Let's Keep it that way.Limit & Caution to Urbanization.

Anonymous

9/18/2023 09:13 PM

Again, these goals are so ambiguous. Who came up with 2051? These ambiguous goals are ambitious and risky. 25-30 years ago know-one thought the Town of Milton would be a city of 120,000 people. Seriously, will Canada even be here by 2051. I've been

Anonymous

9/20/2023 10:31 AM

STOP building the houses - take a break for several years. The traffic is nightmare during the peak hours, stores are overcrowded as well as schools.

Anonymous

9/20/2023 03:38 PM

Milton's future land use area is great and will bring opportunity. Simultaneously, there needs to be a growth of city amenities which make Milton appealing to people wanting to venture out and explore at night along with more retail and commercial option

Anonymous

9/26/2023 02:47 PM

Since local newspapers are shut down, how will the Town ensure that everyone has access to information about planning directions, how and whether they are being implemented?

Anonymous

9/27/2023 08:35 PM

As noted in no.1, there are thoughts that would help with affordability that could be implemented that would help both the householder and potential tenants.

Anonymous

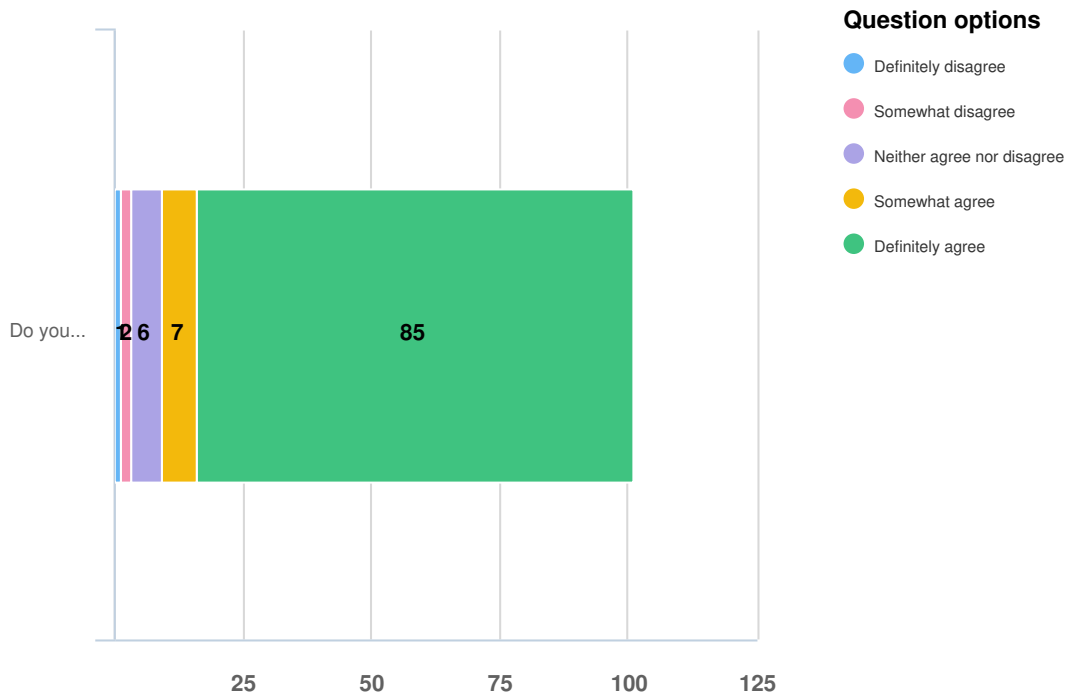
9/29/2023 08:04 PM

We need to take CN hub somewhere else , the designated area fir thus hub should be for new homes and communities.

Optional question (28 response(s), 77 skipped)

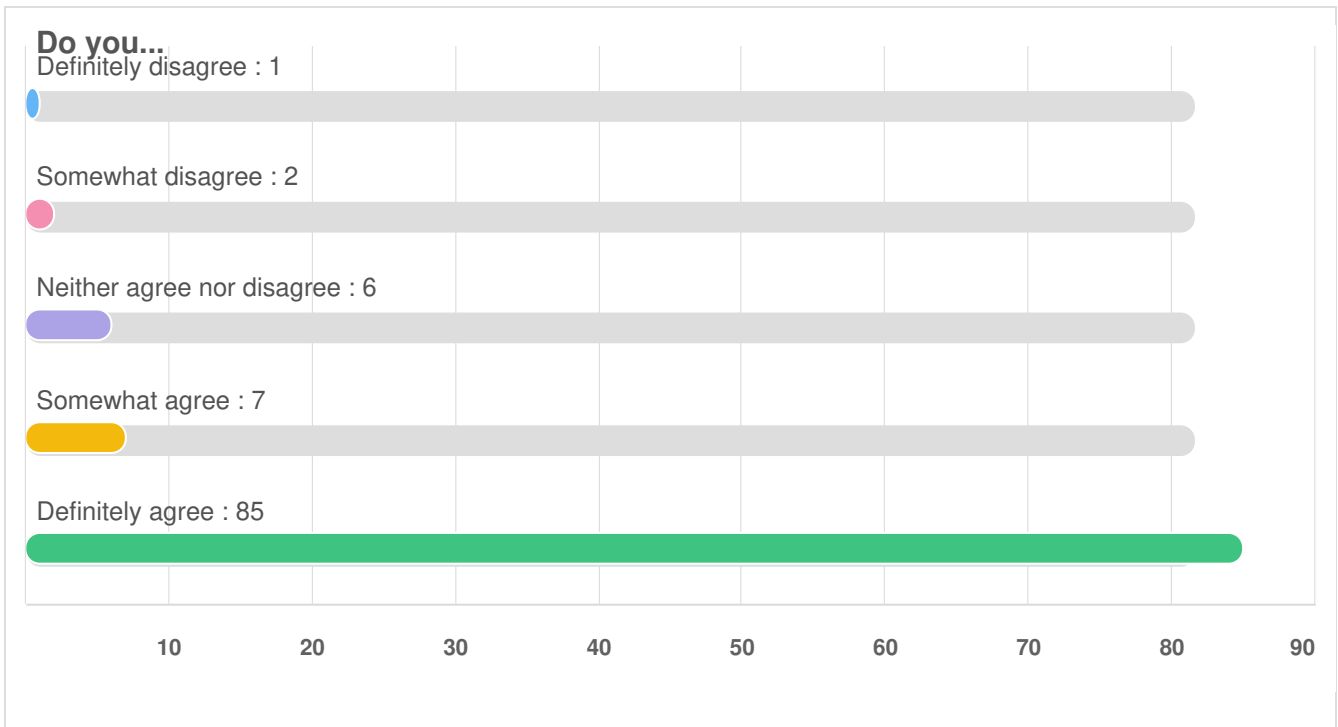
Question type: Single Line Question

Q11 | The new Official Plan must detail where and how the Town will grow within the urban area, integrating land uses and transpo...

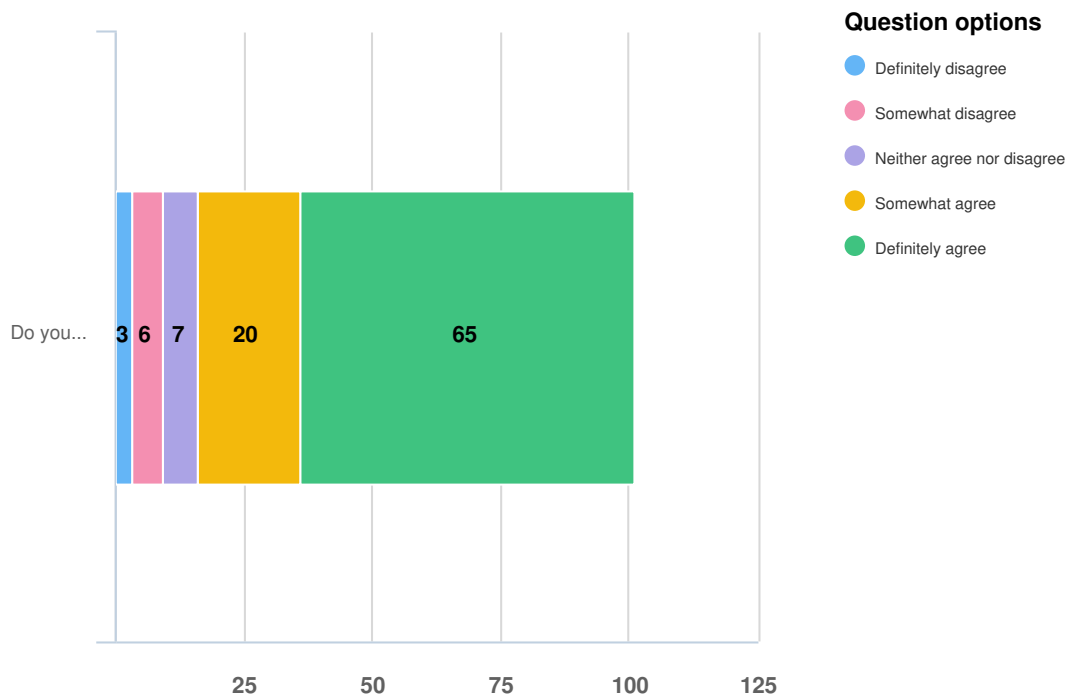


Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q11 | The new Official Plan must detail where and how the Town will grow within the urban area, integrating land uses and transpo...

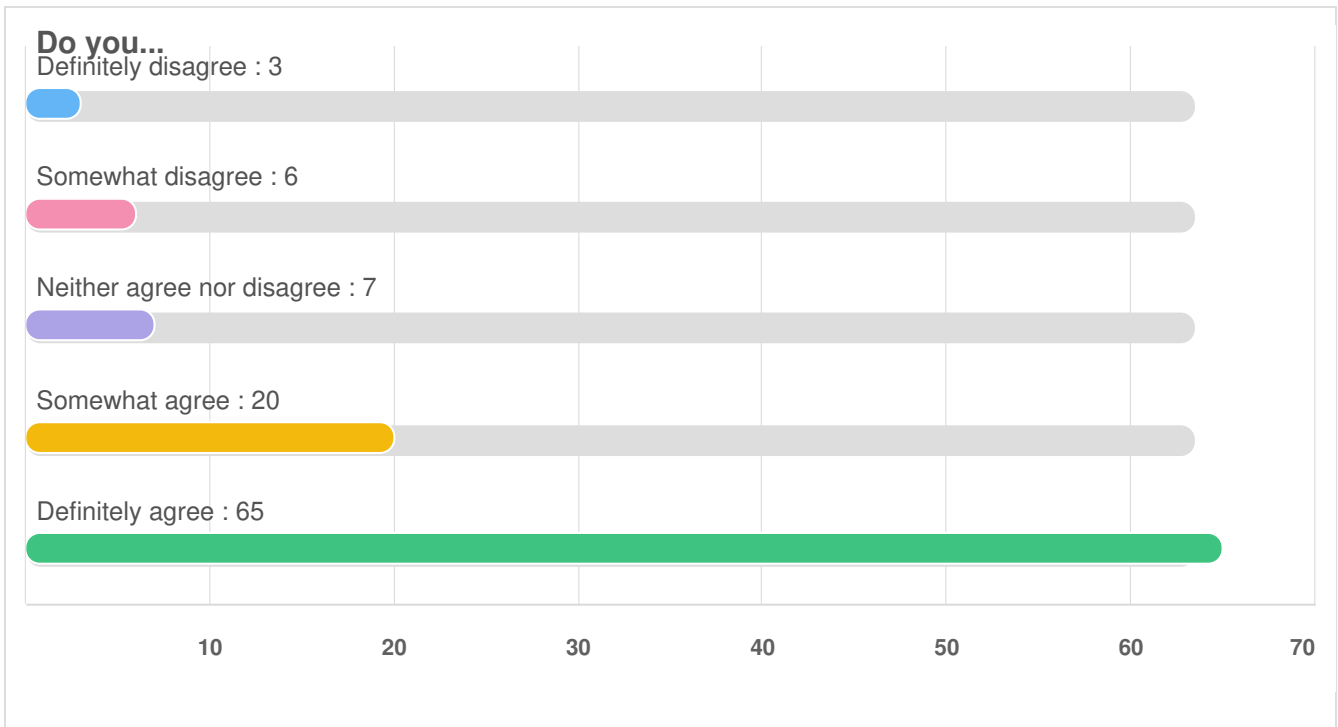


Q12 | The new Official Plan should provide direction to achieve a greater mix of housing choices, affordability and densities in ...

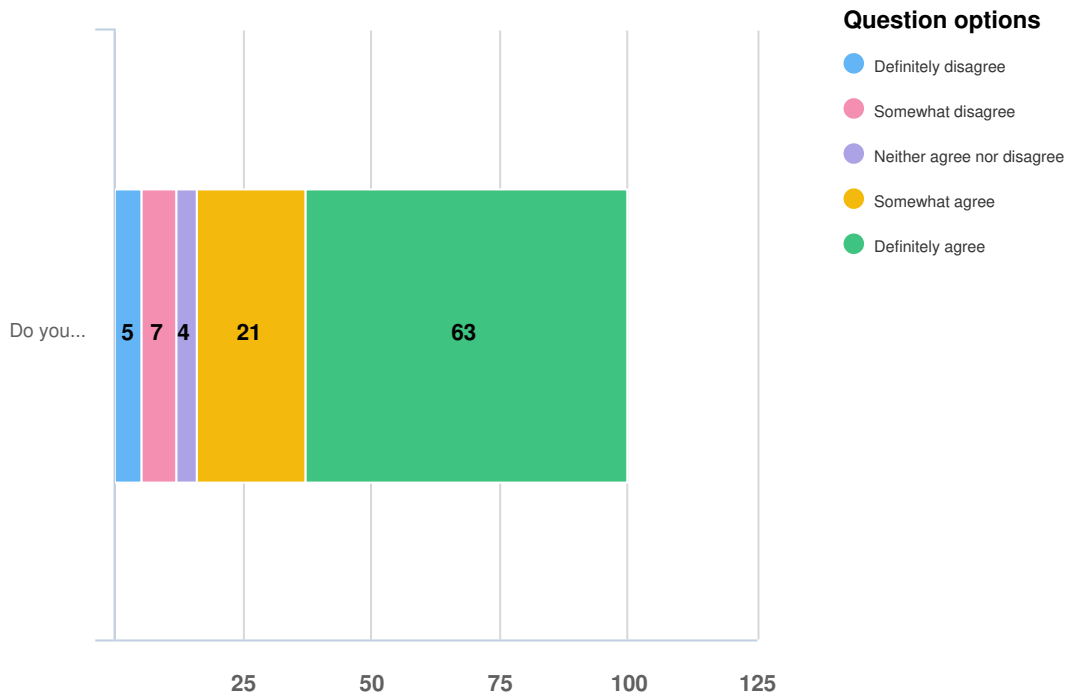


Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q12 | The new Official Plan should provide direction to achieve a greater mix of housing choices, affordability and densities in ...

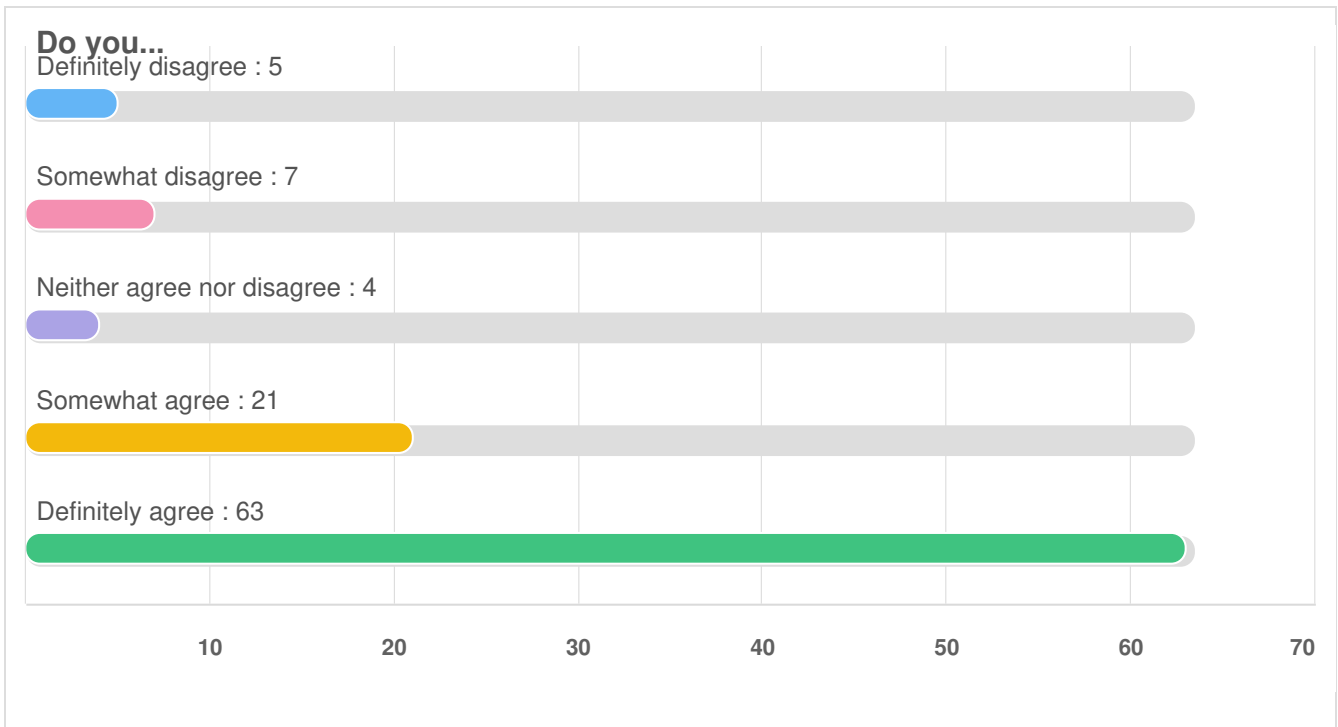


Q13 | The new Official Plan should guide opportunities for sustainable growth within the rural settlement areas (the hamlets) in ...



Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q13 | The new Official Plan should guide opportunities for sustainable growth within the rural settlement areas (the hamlets) in ...



Q14 | If you have any other suggestions or opinions on any policy ideas above, please tell us why.

Anonymous
9/01/2023 10:27 AM

Milton infrastructure has never been built to accommodate densification it is already a mess

Anonymous
9/01/2023 10:26 AM

Must be ruthless in eliminating car dependence. Milton is designed for cars first. Requires wholesale change in thinking from both region and town.

Anonymous
9/03/2023 09:38 PM

Increasing Density must consider impact to infrastructure. Infrastructure readiness must be prioritized before any density redefinition or redesign

Anonymous
9/04/2023 01:00 PM

Opportunity for sustainability must have justified costs for the current and future tax payer. We should not just be paying for future results, there must be present results in all projects.

Anonymous

9/05/2023 05:04 PM

Growth in existing Hamlets should be minimal. Their viability relies not on growth, but on maintaining their historic character. For instance, allowing a 4 storey, 22,000 sq ft house in close proximity to a quaint hamlet is plain ignorance.

Anonymous

9/06/2023 11:38 PM

Rural Milton is in danger of becoming sprawled over

Anonymous

9/07/2023 04:26 AM

See answer from question 1. Don't turn Milton into Brampton!

Anonymous

9/07/2023 10:20 AM

...and yet more.

Anonymous

9/07/2023 10:23 AM

I suggest more bus times for milton transit during school days during the year

Anonymous

9/07/2023 10:29 AM

Change management processes needed to be made put in place.

Anonymous

9/07/2023 10:47 AM

Some of these questions seem to be deliberately misleading for an already determined end, i.e #13 - am I disagreeing that the Plan should guide growth which means no guidance at all or am I disagreeing with rural growth overall?

Anonymous

9/07/2023 10:57 AM

Build up not out. Decrease minimum parking requirements. increase park space.

Anonymous

9/07/2023 11:11 AM

We moved here because there was a GO station, not realizing there were no trains to Toronto outside of peak hours. Really sad!

Anonymous

9/07/2023 11:31 AM

Again, the rural area is not a duplicate of the urban area. Specific rural planning principles must be developed and applied. Rural planning and development must not be a carbon copy of that of the urban area. Keep rural distinct.

Anonymous

9/07/2023 11:51 AM

In number 12. (above), strike out "existing neighbourhoods". densities, services (proximity) and essential amenities are sufficient in legacy neighbourhoods.

Anonymous

9/07/2023 12:03 PM

Better policing in every streets of Milton

Anonymous

9/07/2023 12:38 PM

Unless affordable housing is accompanied by no-nonsense efficient by-law enforcement of environmental & occupancy standards, mixed housing choices will not work as compliant residents will simply relocate from Milton, leaving the town to deteriorate.

Anonymous

9/07/2023 01:11 PM

The new plan should specifically address 'aging in place' and multigenerational home options in rural and urban settings.

Anonymous

9/07/2023 01:40 PM

If land is approved for development and builders are sitting on it set a time period before that land is taxed heavy stop allowing the to fake farm it for low taxes

Anonymous

9/07/2023 03:36 PM

There is so much of land in the area, we should look at loosening our zoning restrictions to allow for more supply of housing, which can in turn drive lower and affordable housing.

Anonymous

9/07/2023 08:32 PM

Intensification & Diversification are to be encouraged. Inclusive zoning is desirable - except for noxious uses, heavy industry, and unsustainable construction practices.

Anonymous

9/08/2023 06:40 PM

Don't touch rural areas without the residents approval. Leave the escarpment as is

Anonymous

9/09/2023 12:04 AM

Keep Milton farms and green areas

Anonymous

9/09/2023 09:57 AM

Need to pay attention to rural areas to not lose the beauty and sanctuary for

Anonymous

9/10/2023 03:54 PM

Somehow the "hub" of the town should be maintained in a reasonable manner.,

Anonymous

9/11/2023 09:32 PM

We are losing green space and farmland rapidly under the Ford government. Why do we need growth at all in "rural settlement areas"? We should allow these areas to remain growth neutral and even encourage rezoning for green space and farmland.

CmonGo

9/13/2023 05:47 AM

Identify protected areas that should not be touched

Anonymous

9/13/2023 09:53 AM

The hamlets seem to be getting a raw deal, particularly Omagh with the majority of the land use going to roads.

Anonymous

9/18/2023 10:50 AM

Milton is a Small Town. Over populating & too much people influx will Strain the town's resources. Urbanization & Infrastructures (just to accommodate people influx) Will Destroy Milton's "small-town" charm and Natural Beauty. PLEASE PUT A CAP ON Influx.

Anonymous

9/18/2023 09:13 PM

The allure to Milton was there were no high rise high density living. Now we have high rise buildings being erected and traffic sprawl everywhere during peak times. What happened to the signs along the highway of the Milton escarpment being a BioReserv

Anonymous

9/20/2023 10:31 AM

put a pause on building the houses. town is already overpopulated

Anonymous

9/21/2023 11:46 AM

Manage costs accordingly and remove vanity projects.

Anonymous

9/26/2023 02:47 PM

Intensifying within existing neighbourhoods is having negative consequences: front lawn paving/parking, loss of privacy (side door access opposite living room windows), excess trash. Intensification should be planned in new developments.

Anonymous

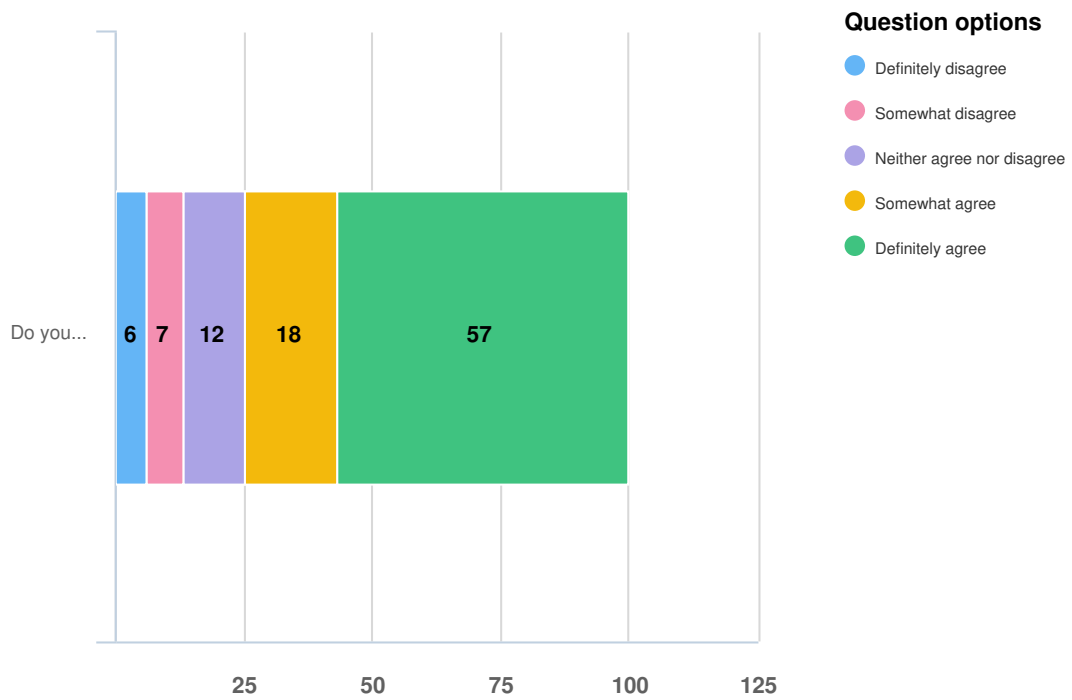
9/27/2023 08:35 PM

I would like to see both densification and intensification to be included in these statements. further growth in the rurl hamlets should definitely be more compact as well as allowing ARU's within the residential portion of rural properties so that

Optional question (34 response(s), 71 skipped)

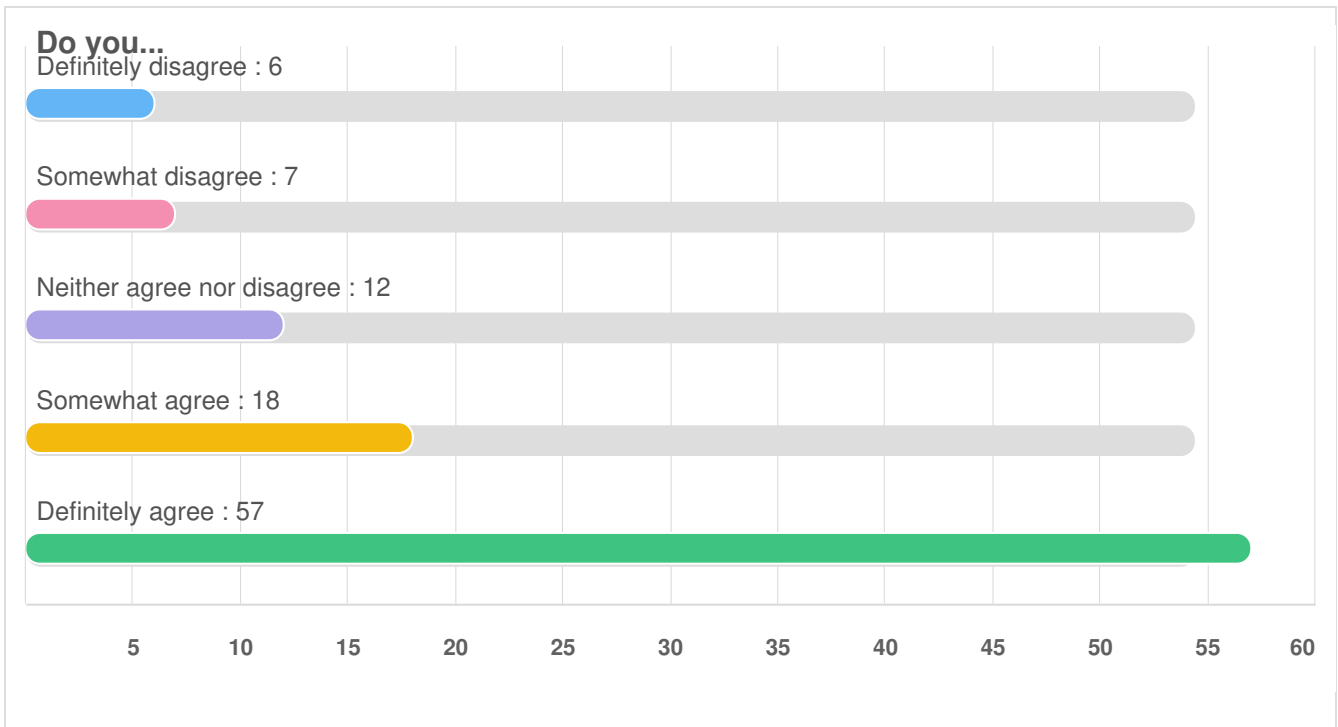
Question type: Single Line Question

Q15 | The new Official Plan should establish direction in policy for the design and visual appearance of the built form typologie...

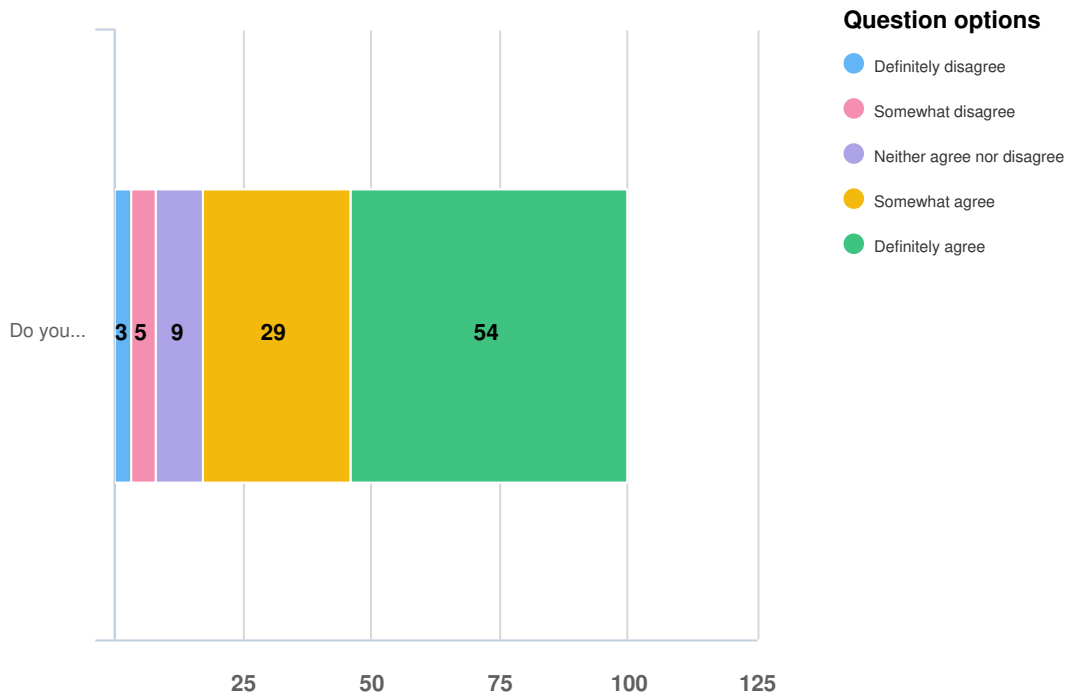


Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q15 | The new Official Plan should establish direction in policy for the design and visual appearance of the built form typologie...

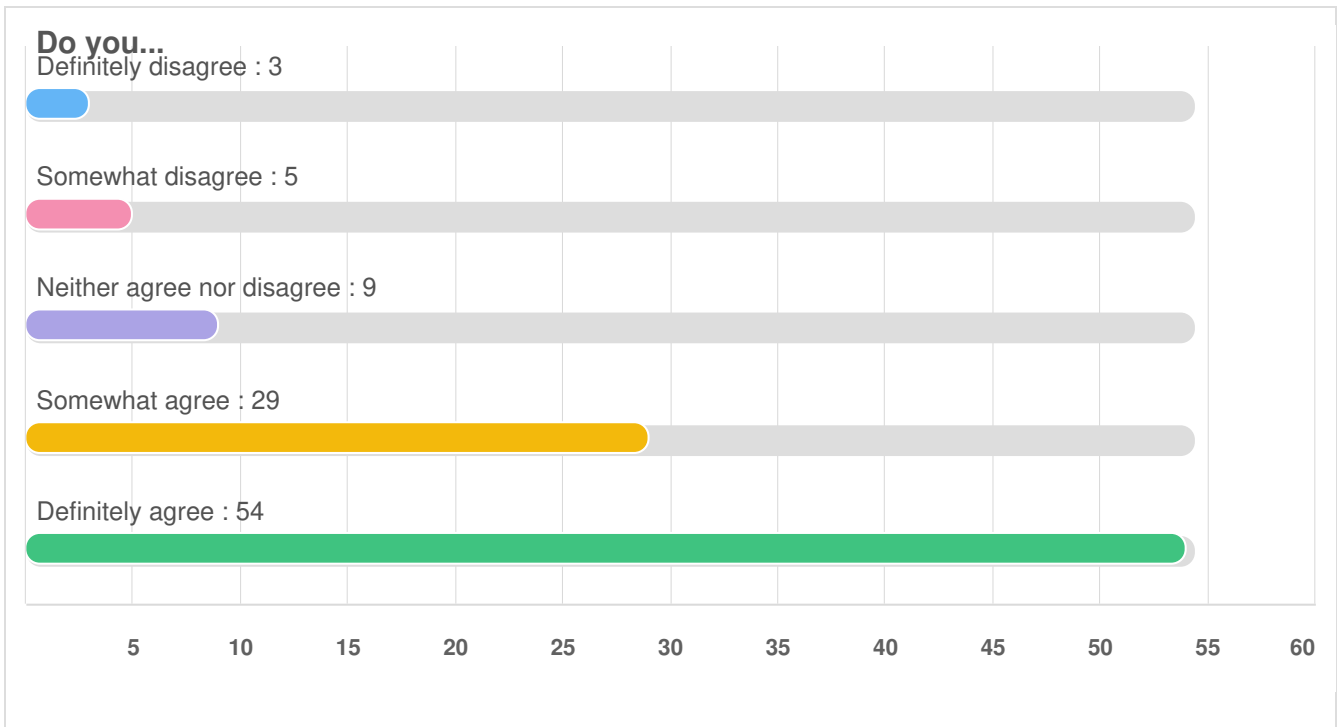


Q16 | The new Official Plan should promote a sense of place and interest by providing direction for the creating of memorable sit...

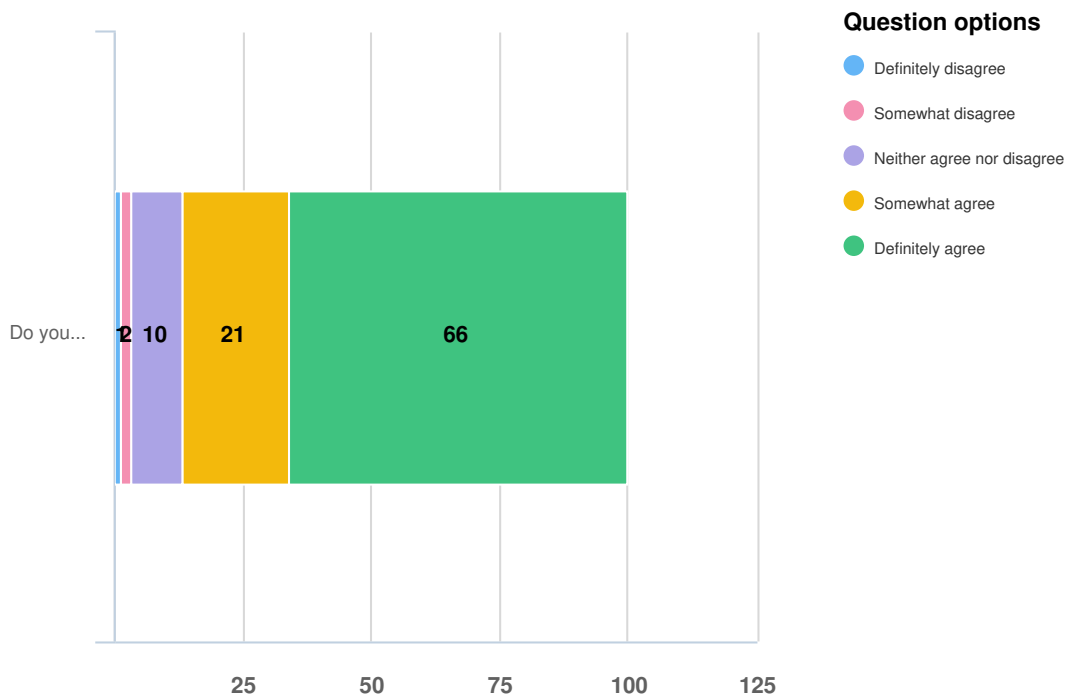


Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q16 | The new Official Plan should promote a sense of place and interest by providing direction for the creating of memorable sit...

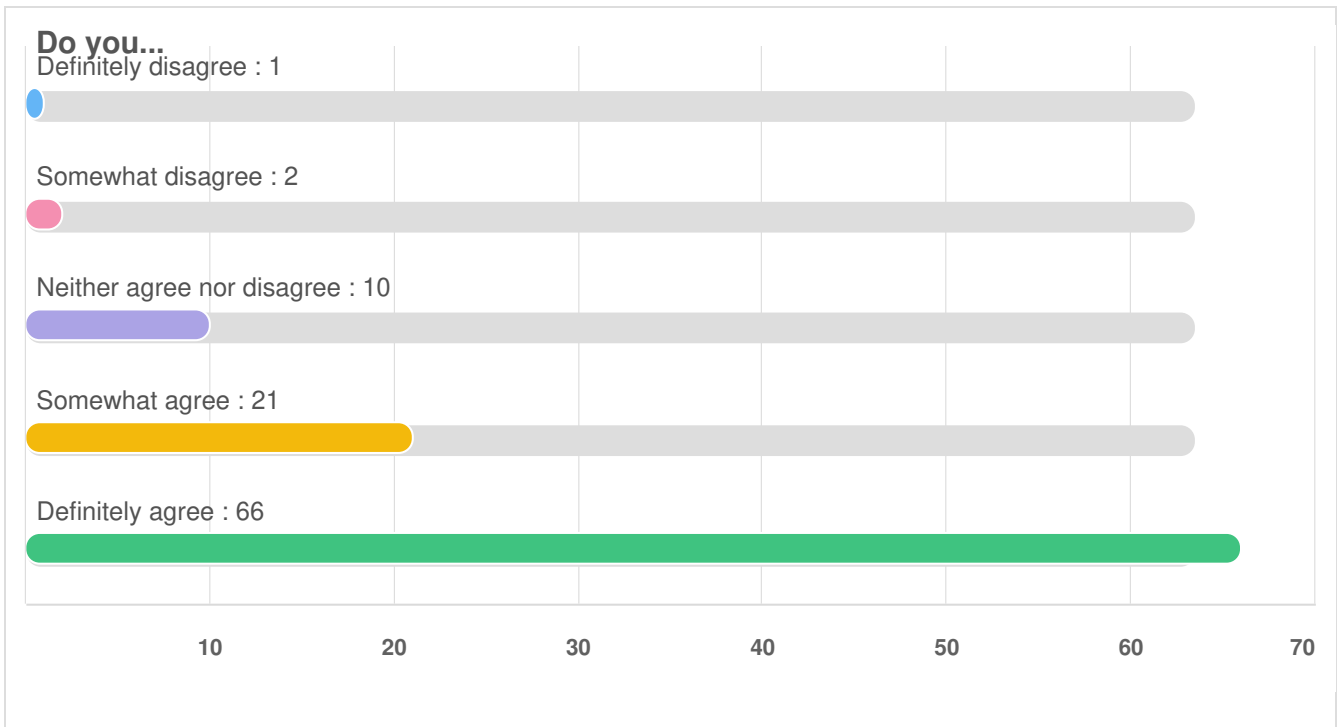


Q17 | The new Official Plan should ensure the conservation and enhancement of character both in the rural and urban communities.

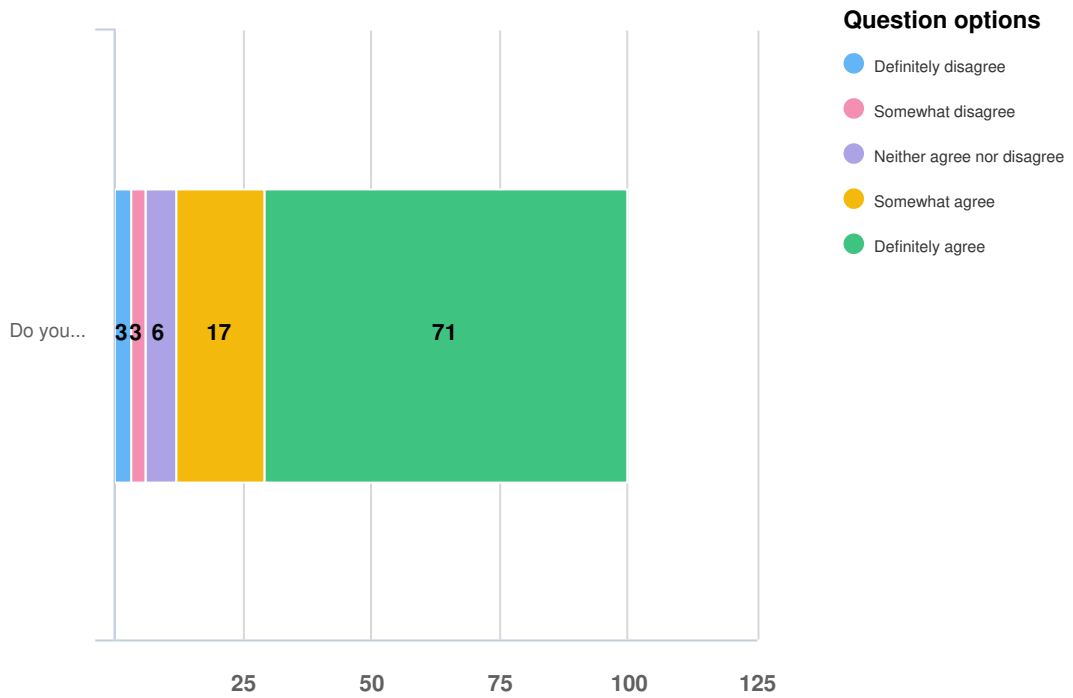


Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q17 | The new Official Plan should ensure the conservation and enhancement of character both in the rural and urban communities.

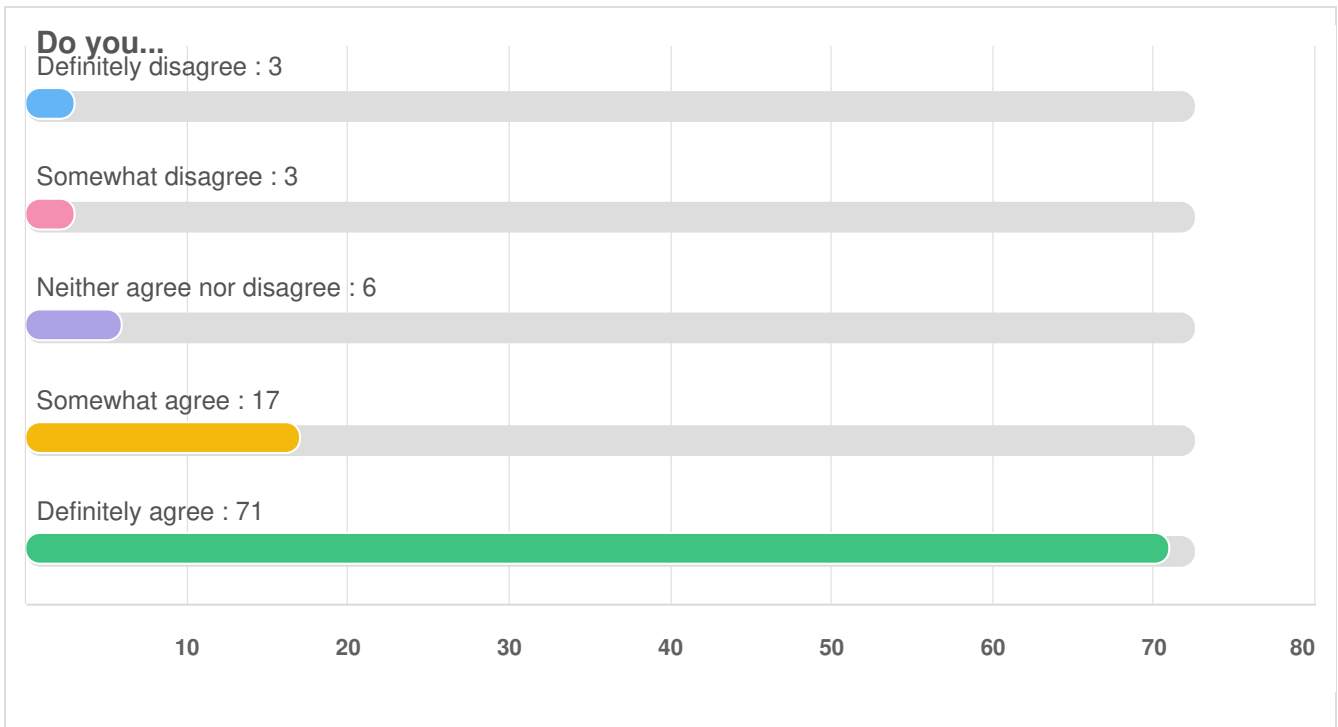


Q18 | The new Official Plan could promote sustainable community design and construction practice.



Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q18 | The new Official Plan could promote sustainable community design and construction practice.



Q19 | If you have any other suggestions or opinions on any policy ideas above, please tell us why.

Anonymous
9/01/2023 10:27 AM
Construction practices in Milton have been very below standards and builders have been negligent and been interfering in day to day life with disregard

Anonymous
9/01/2023 10:26 AM
Conserving the car-dependent character of the town is financially and environmentally unsustainable. Need significant change in building forms, prioritize access via transit/active transportation and greater affordability to be sustainable.

Anonymous
9/01/2023 10:12 PM
The language used is far from easy to read. Simplify the questions

Anonymous
9/05/2023 05:04 PM
Tell Parm Gill a black roof contributes to Global warming and is environmentally unfriendly! Just a start.

Anonymous

9/06/2023 11:38 PM

Design and visual appearance guidelines should be loose, so they don't stray into gentrification

Anonymous

9/07/2023 10:29 AM

Not sure who put these questions together but they are not very good.

Anonymous

9/07/2023 10:57 AM

"Sustainable" is a vague term that developers can frame in many different ways. Focus on efficient land use. Consider allowing a variety of architectural freedom rather than having every tower look the same

Anonymous

9/07/2023 10:59 AM

(for 18 - this should be a 'must promote')

Anonymous

9/07/2023 12:03 PM

Better policing in every streets of Milton

Anonymous

9/07/2023 12:38 PM

Maintenance of the character of the town should not be at the expense of avoiding the introduction of modern green technology.

Anonymous

9/07/2023 01:01 PM

I hope that "sustainable community design" includes walkability and 15 minute city concepts.

Anonymous

9/07/2023 01:40 PM

We need to plan for global warming, and how to keep our area safe as well as comfortable, no heat domes

Anonymous

9/07/2023 08:32 PM

With respect, PLanners should not presume to be the determiners of how folks should live and what the community should look like. Im not suggesting anarchy, but even the "guidelines" we have been using are much too strict about visual requirements.

Anonymous

9/08/2023 12:22 AM

Utilizing Space in urban and reural areas to include growth for affordable housing and transportation nodes

Anonymous

9/08/2023 10:04 AM

All construction should be required to incorporate and maintain significant landscaping, trees and green space for esthetic/conservation reasons and to minimize a concrete city feel.

Anonymous

9/09/2023 09:57 AM

Need nice architecture in the city and not all

Anonymous

9/10/2023 03:54 PM

All planning should have the needs of the individual inhabitants at the core. e.g. I do all my shopping, groceries included) on line with delivery to my door.

Anonymous

9/18/2023 10:50 AM

DO NOT OVERPOPULATE MILTO. Our town is small. Population Influx should be Diverted. DO NOT EXPLOIT the NATURAL BEAUTY of our town. OVERPOPULATION WILL STRAIN our Resources. BE SMART, DO NOT OVER POPULATE MILTON (give our Town Space to BREATH)

Anonymous

9/20/2023 10:31 AM

Lot of "nice phrases", doesn't seem to be a substance behind. Based on up to date growth of Milton, don't have confidence in current Milton representation. Waiting for election.

Anonymous

9/26/2023 02:47 PM

The new OP SHOULD promote sustainable design and construction but I doubt the Town has the authority to require it. e.g. acres of distribution warehouses and not a solar panel in sight. The policy should be more directive. Town needs to offer incentives w

Anonymous

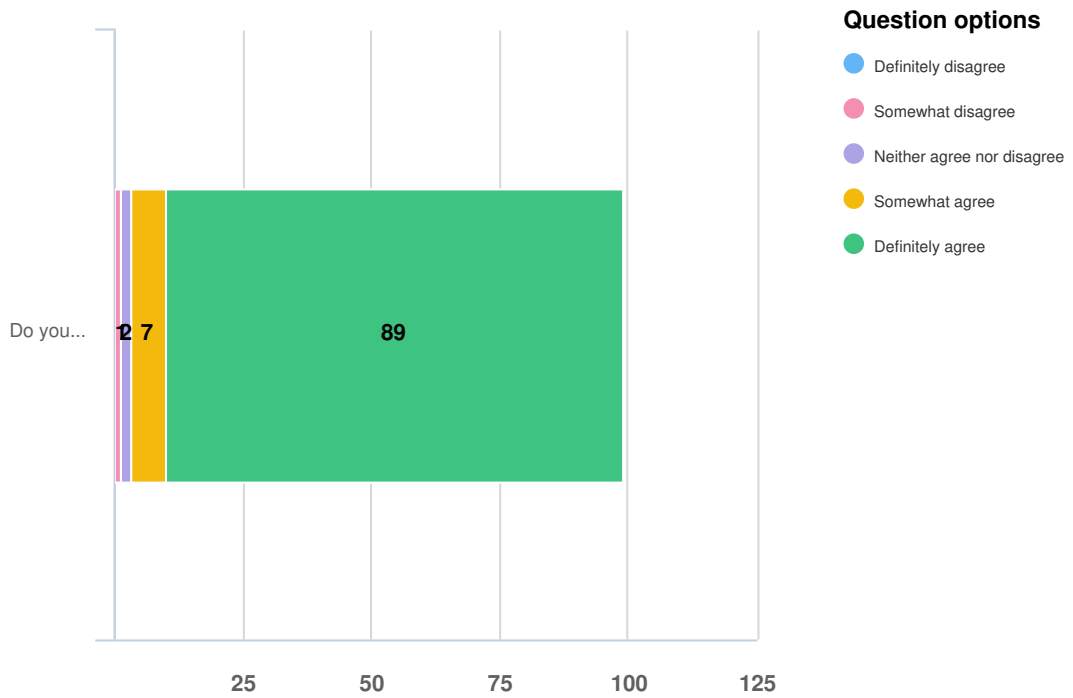
9/27/2023 08:35 PM

Milton is a basket case when it comes to climate change, so green development standards are not likely to be in this OP but I can only hope that by 2031 you are ready to go.

Optional question (21 response(s), 84 skipped)

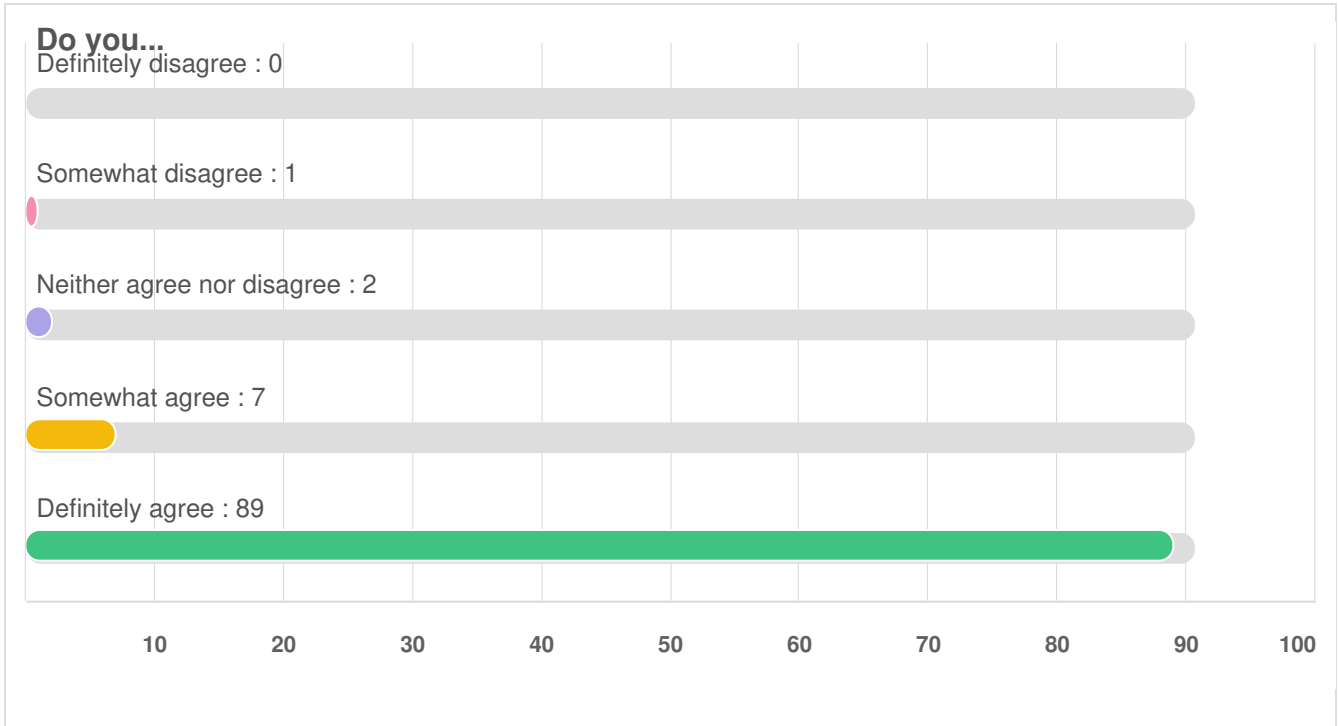
Question type: Single Line Question

Q20 | The new Official Plan must protect, improve, and enhance the natural heritage and water resources systems.

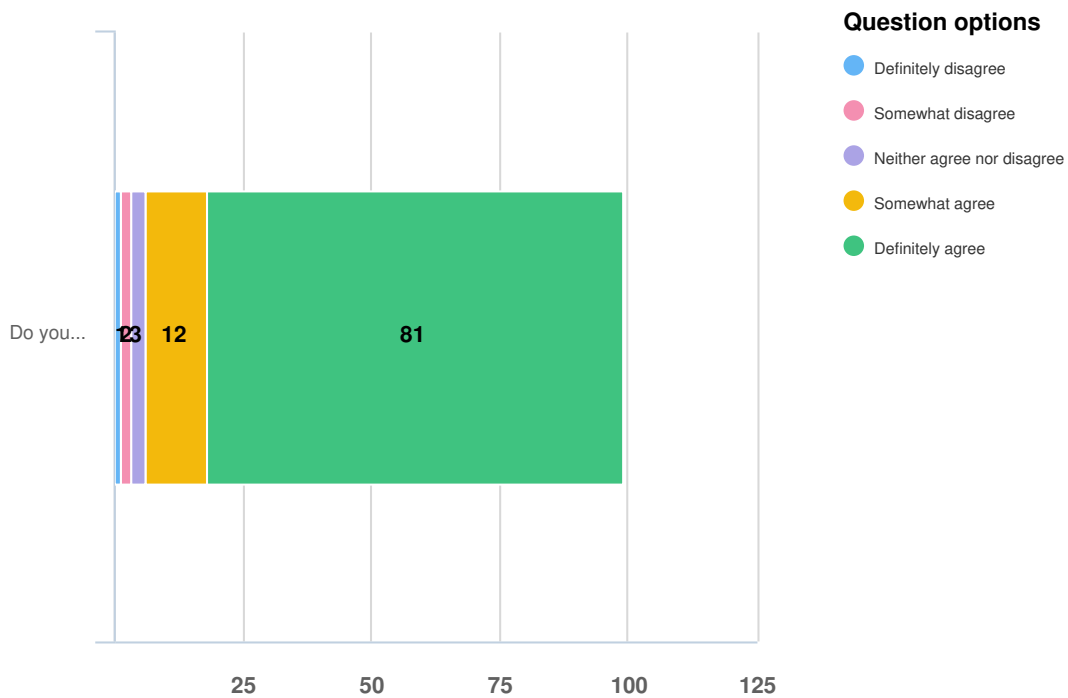


Optional question (99 response(s), 6 skipped)
Question type: Likert Question

Q20 | The new Official Plan must protect, improve, and enhance the natural heritage and water resources systems.

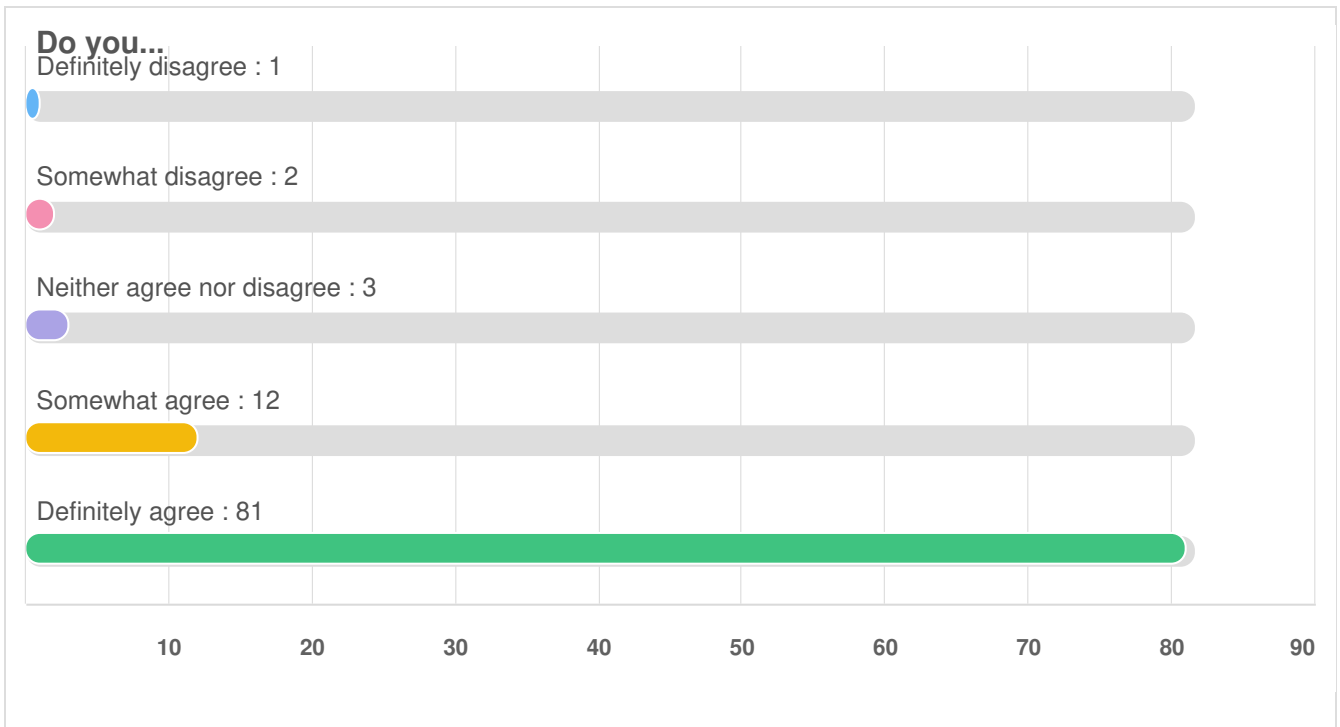


Q21 | The new Official Plan could protect and support the agriculture system and rural community by protecting farmland, agri-foo...

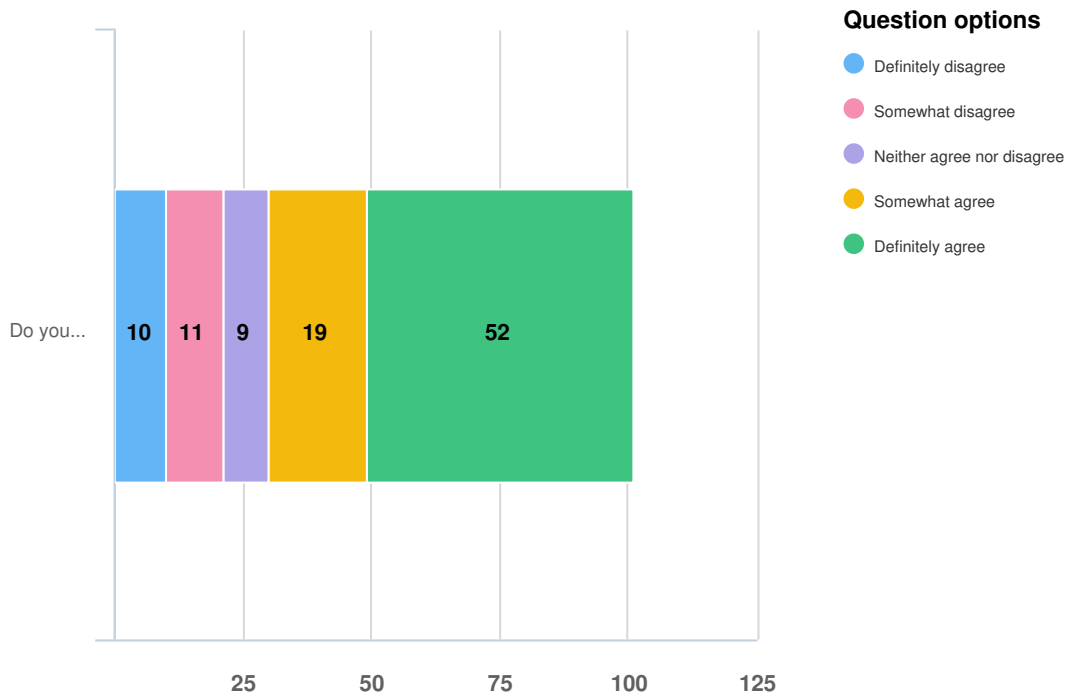


Optional question (99 response(s), 6 skipped)
Question type: Likert Question

Q21 | The new Official Plan could protect and support the agriculture system and rural community by protecting farmland, agri-foo...

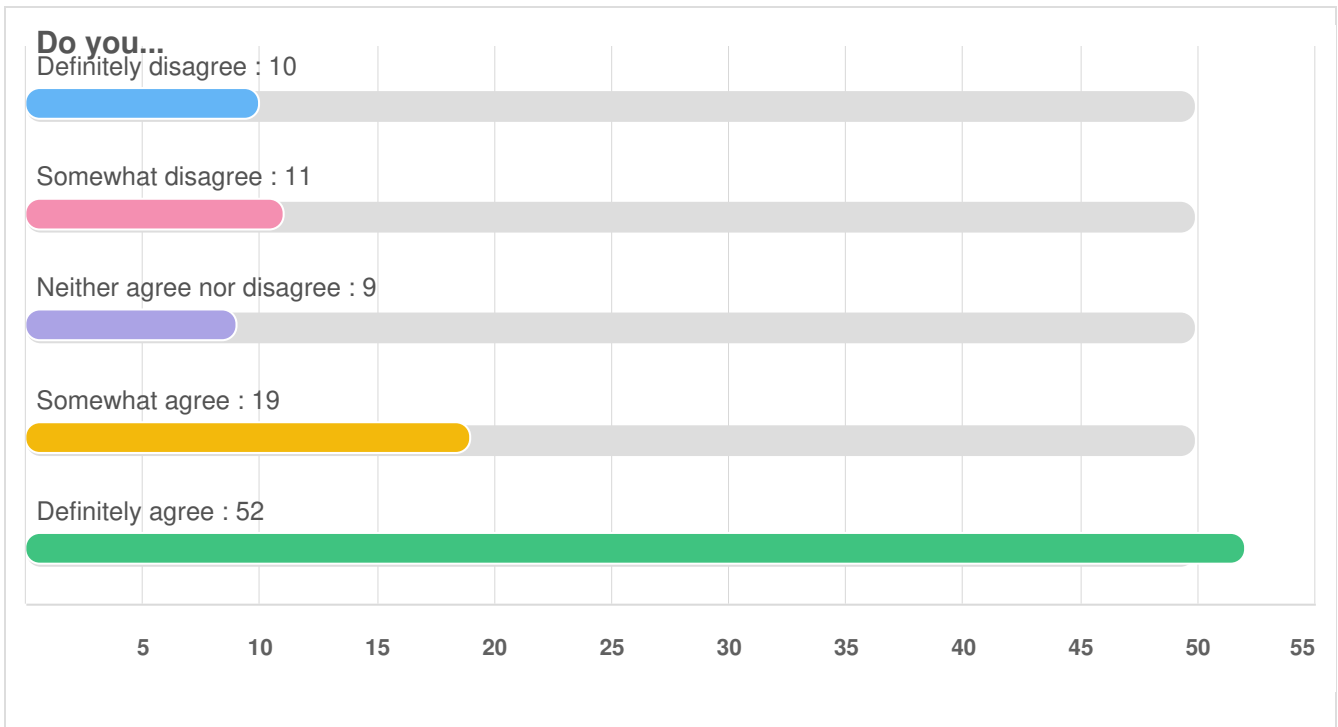


Q22 | The new Official Plan must make mineral aggregate resource available for use while mitigating and minimizing potential adve...



Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q22 | The new Official Plan must make mineral aggregate resource available for use while mitigating and minimizing potential adve...



Q23 | If you have any other suggestions or opinions on any policy ideas above, please tell us why.

- Anonymous
9/01/2023 10:26 AM

Maximize use of recycled material and reduce use of extracted materials. Do not allow expansion of open-pit mining in rural area.
- Anonymous
9/05/2023 05:04 PM

Looks good on paper but proven by Milton to be unachievable in reality. Extensive damage to ecosystems and water already happened and no safeguards enforced.
- Anonymous
9/06/2023 01:46 PM

Stop excavating and using resources from the quarry
- Anonymous
9/06/2023 11:38 PM

What steps could the official plan/council proactively take to prevent other gov't bodies from overruling the plan?
- Anonymous
9/07/2023 10:29 AM

Why are these questions coming up, we don't have enough back ground or common frame of reference to answer them!

Anonymous

9/07/2023 10:29 AM

detailed overview and clear commitment to the protection and Maintenance of farmland and greenspace

Anonymous

9/07/2023 10:47 AM

Some of these questions seem to be deliberately misleading for an already determined end, i.e. #22 - Would I be disagreeing with resource extraction, or agreeing the Plan must minimize adverse effects? - This is very shady

Anonymous

9/07/2023 10:59 AM

(for 21 - 'should protect' should be the goal -- where's your food coming from in the future!)

Anonymous

9/07/2023 11:05 AM

Water systems should be an integral part of planing

Anonymous

9/07/2023 11:31 AM

We do not need any more aggregate sites in this area. There are sufficient quarries in Ontario to meet all future development needs.

Anonymous

9/07/2023 12:03 PM

Better policing in every streets of Milton

Anonymous

9/07/2023 01:11 PM

No new mineral aggregate sites should be added at this time

Anonymous

9/07/2023 01:40 PM

Side note,, the town is losing vast farm lands to one off McMansions, each one destroyers 5-10 acres of farm land

Anonymous

9/07/2023 07:50 PM

We do not need sisters that affect water tables of rural properties

Anonymous

9/09/2023 02:15 AM

Protect unused lands and existing farms! We don't need ugly distribution buildings like the one on 5th and Britannia

Anonymous

9/10/2023 03:54 PM

This is all true but is it possible?

Anonymous

9/11/2023 09:32 PM

Mineral aggregate resource means quarries, which are destroying farmland between Milton, Burlington and Oakville.

Anonymous

9/18/2023 10:50 AM

DO NOT OVER POPULATE MILTON. Put a CAP on POPULATION INFLUX to our town. URBANIZATION & Increased Infrastructure means LOST OF MORE NATURAL SPACES & RESERVES, Straining Milton's Resources. Farm Lands that Feed our Communities Disappear & are Further.

Anonymous

9/26/2023 02:47 PM

The policy MUST protect the agricultural system. Opportunities for indoor vertical farming should also be considered in the policy due to the ongoing loss of ag land to warehouses and urban development.

Anonymous

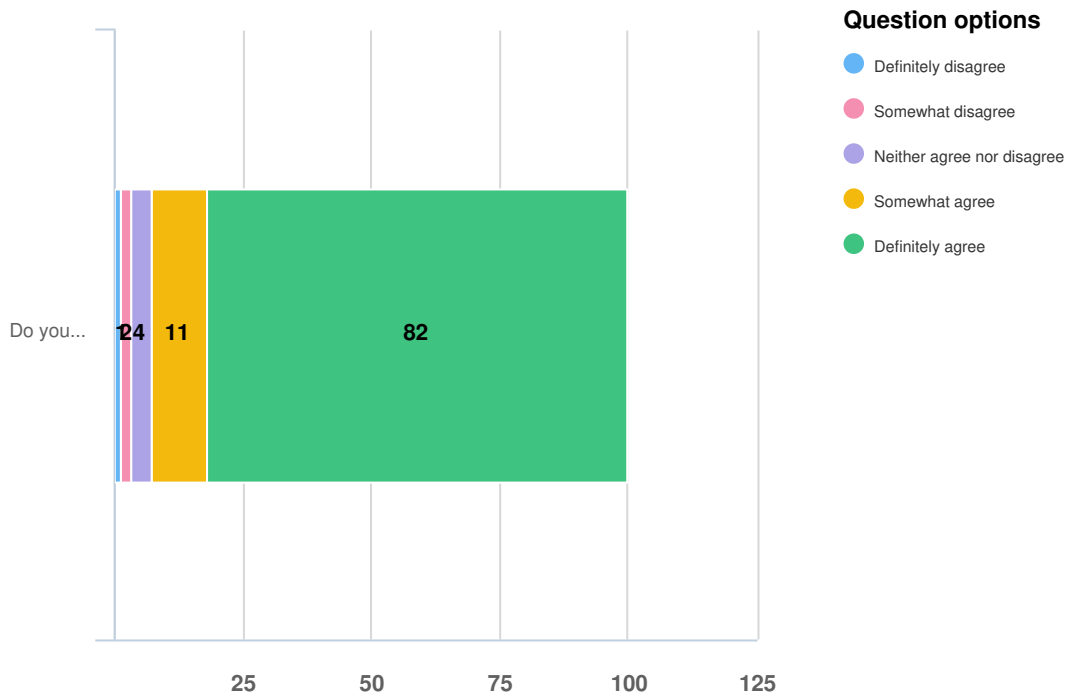
9/27/2023 08:35 PM

20 must protect NH, 21 COULD protect agriculture. Wrong. Agriculture and NH are, in most cases one and the same landscape.

Optional question (20 response(s), 85 skipped)

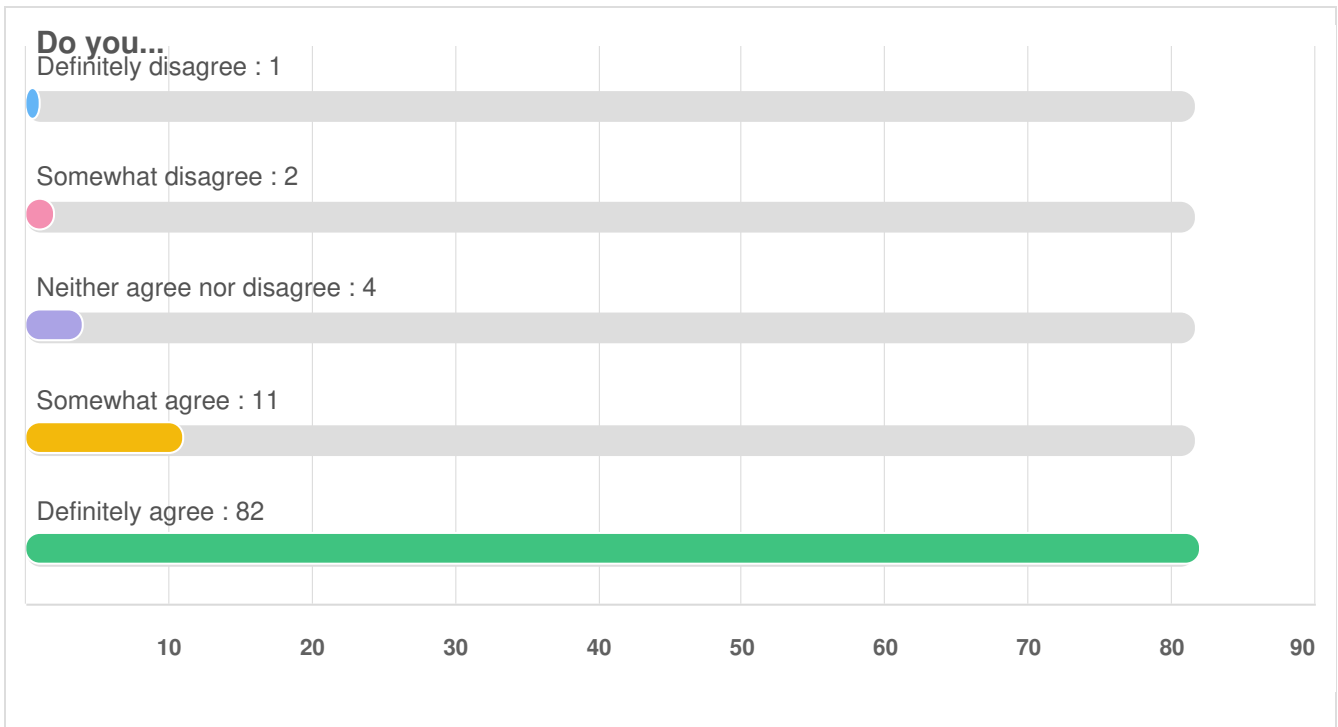
Question type: Single Line Question

Q24 | The new Official Plan must ensure current and future community infrastructure, public service facilities and institutional ...

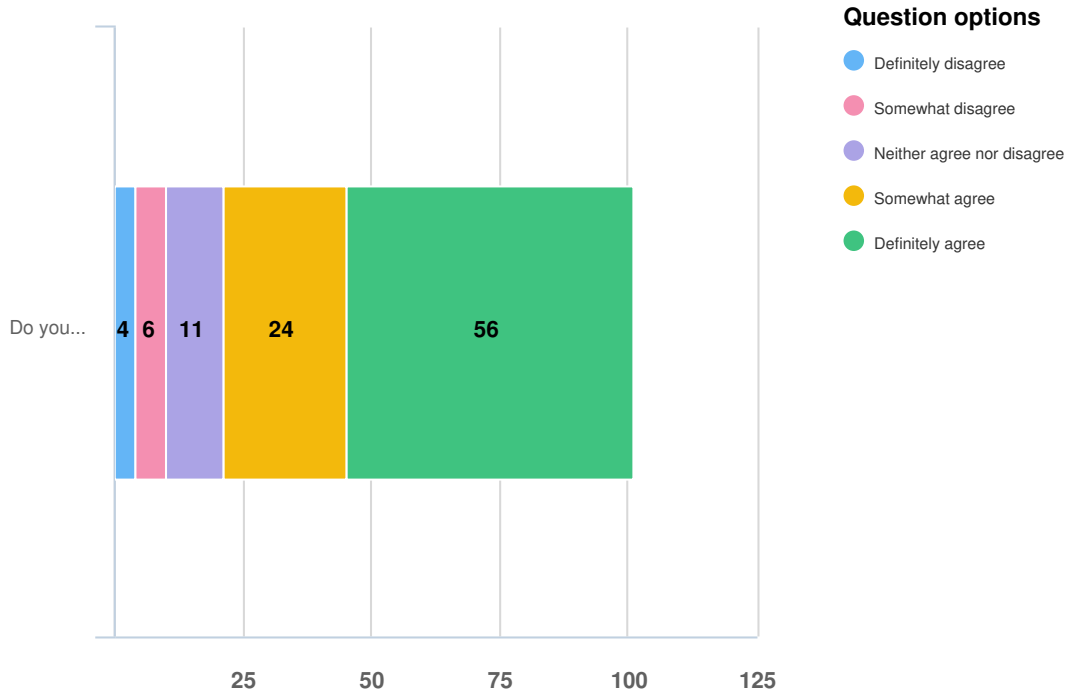


Optional question (100 response(s), 5 skipped)
Question type: Likert Question

Q24 | The new Official Plan must ensure current and future community infrastructure, public service facilities and institutional ...

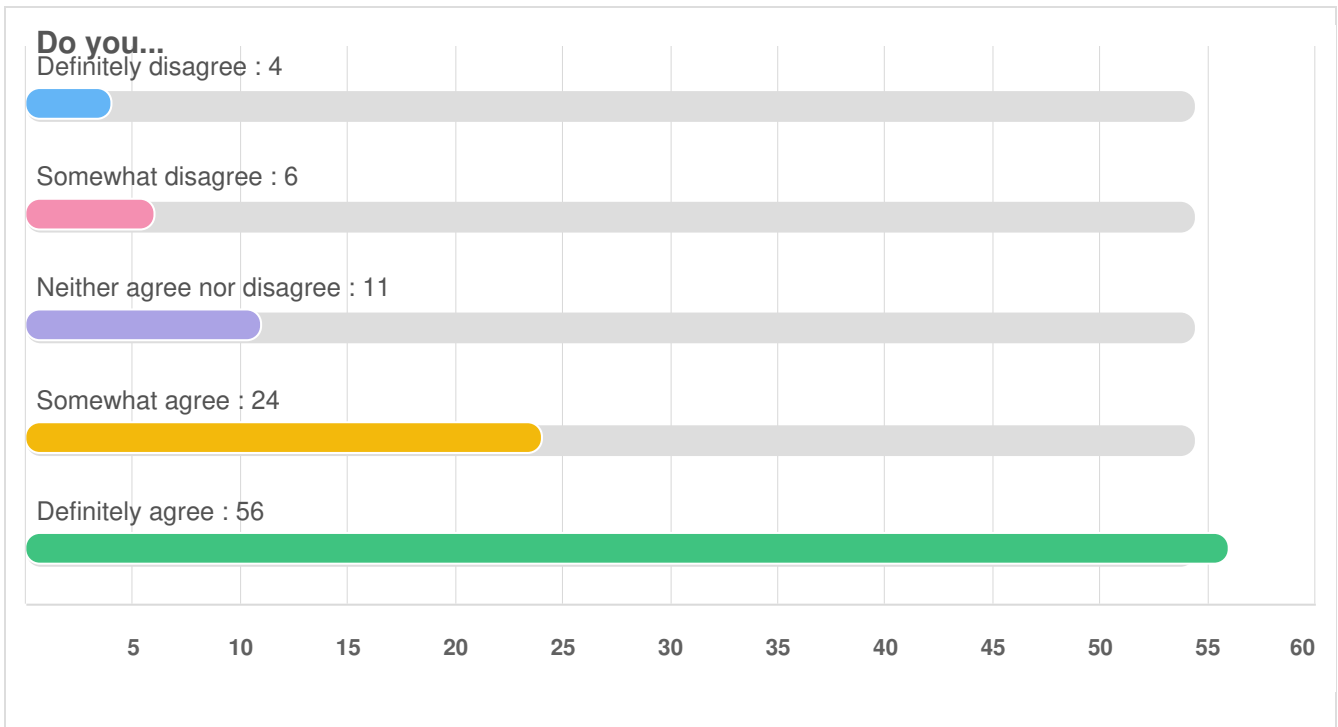


Q25 | The new Official Plan should promote partnerships, co-location and shared use of facilities to contribute to cost effective...

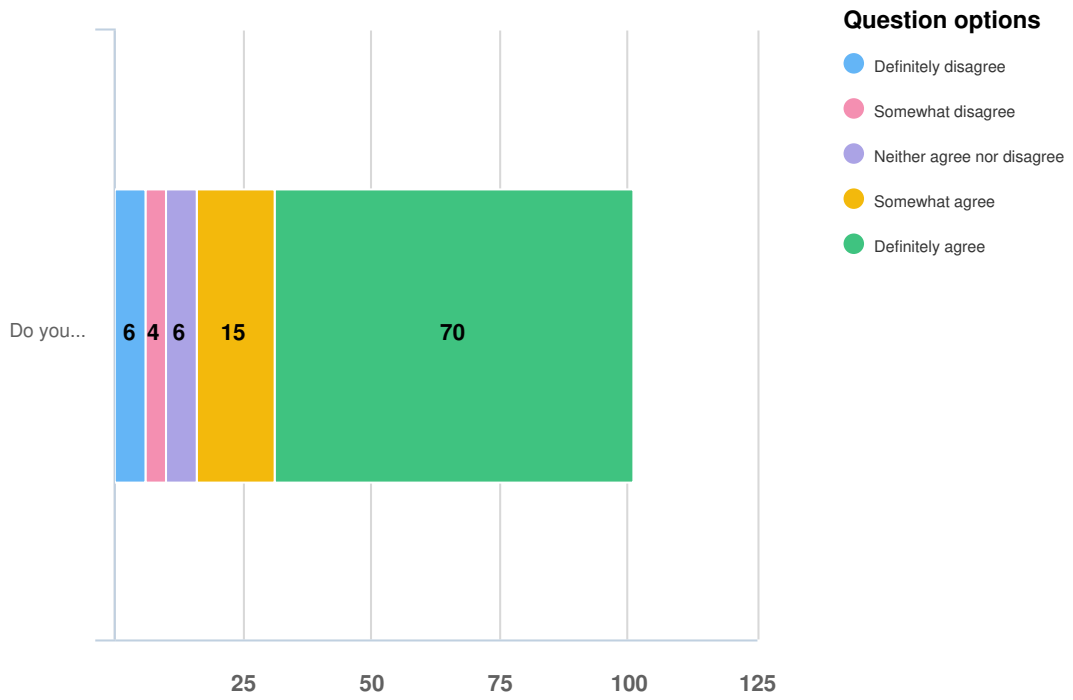


Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q25 | The new Official Plan should promote partnerships, co-location and shared use of facilities to contribute to cost effective...

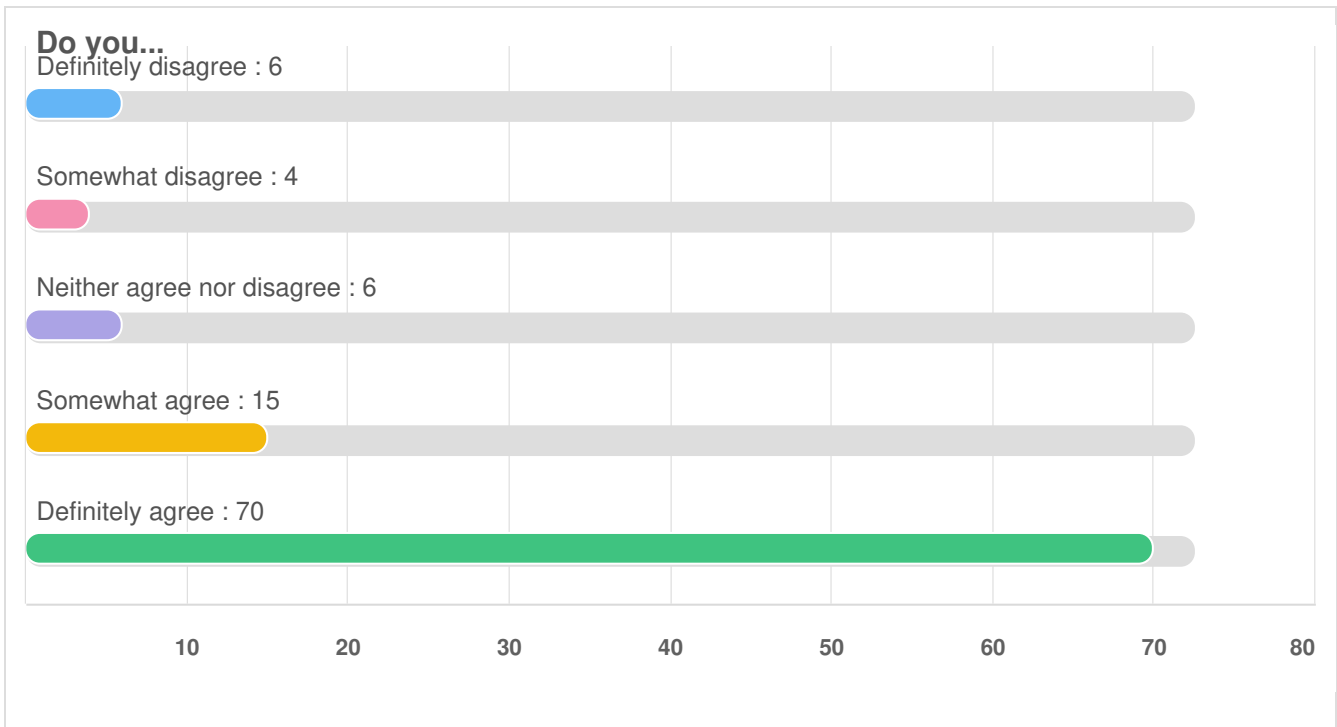


Q26 | The new Official Plan should provide direction for the Town to adapt against the challenges of climate change and build a r...



Optional question (101 response(s), 4 skipped)
Question type: Likert Question

Q26 | The new Official Plan should provide direction for the Town to adapt against the challenges of climate change and build a r...



Q27 | If you have any other suggestions or opinions on any policy ideas above, please tell us why.

Anonymous

9/01/2023 10:26 AM

This is big area for improvement. Town currently spending more money than necessary on big wide asphalt expanses to handle massive numbers of cars. Need to prioritize other forms of mobility. Car infrastructure expensive to maintain and not resilient.

Anonymous

9/05/2023 05:04 PM

If can't afford to properly service ie understaffed in police force, start taxing based (possibly) not just on square footage but by occupancy. Would increase revenues dramatically and be more equitable.

Anonymous

9/06/2023 01:46 PM

YMCA ought to have its own dedicated facilities much like other municipalities. A building that can accommodate exercise rooms and classes, swimming, day camps to offer services for residents and

Anonymous

9/06/2023 11:38 PM

There's no way around the lack of corridors out of town. Bringing in diverse employment & housing options helps reduce the # of people travelling in & out of Milton for work. Sell that to the

NIMBYers

Anonymous

9/07/2023 04:26 AM

Protect Milton from too much growth!

Figurehead

9/07/2023 10:33 AM

Maximum term limits for Mayor and all town councillors.

Anonymous

9/07/2023 10:29 AM

Contingency, backup plans, change management need to be place, not one version of a new official plan will suffice and we are all subjected to changes all the time. How the Town handles adverse conditions in a efficient and timely matter is critical.

Anonymous

9/07/2023 10:29 AM

community services should include transit

Anonymous

9/07/2023 10:59 AM

(for 25 - as long as the 'shared use' doesn't impose more costs offloaded from developers not wanted to pay their share onto tax payers) (for 26 - this should be 'must provide')

Anonymous

9/07/2023 11:05 AM

Flood planes should definitely be taken into consideration

Anonymous

9/07/2023 11:50 AM

The new Official Plan should promote infrastructure to support increased density

Anonymous

9/07/2023 12:03 PM

Better policing in every streets of Milton

Anonymous

9/07/2023 01:01 PM

The town currently feels like it has fallen behind many other neighbouring municipalities in regards to accessible infrastructure (too much is in the hands of private companies and businesses)

Anonymous

9/07/2023 01:40 PM

Consider a future with better transit not just a car

Anonymous

9/07/2023 08:32 PM

The greatest benefit of an Official PAn is that it can set out goals & requirements that would not happen if the municipality was not in the driver's seat. Social responsibility is one of the key goals that the municipality should inject into any plan

Anonymous

9/08/2023 10:04 AM

I strongly feel we should consider a plan for a train derailment situation since train traffic runs right through the centre of our town? Sad thought but this is a significant concern with CN here in a big way now.

Anonymous

9/09/2023 12:04 AM

Stop tax increase

Anonymous

9/10/2023 02:38 PM

The town should monitor the contracts they hand out to ensure they are doing what they are suppose to be doing. Example, cutting the grass in parks, they leave a mess on the sidewalks and snow plowing is sometimes questionable on public sidewalks

Anonymous

9/10/2023 03:54 PM

lot's of luck!

Anonymous

9/11/2023 09:32 PM

Both Oakville and Burlington have said "NO" to more urban sprawl. Why hasn't Milton? It's time for Gord Krantz to go, because we are heading for Milton, Oakville and Burlington to become the next Mississauga under the Ford government.

Anonymous

9/18/2023 10:50 AM

DO NOT OVER POPULATE MILTON. RISING POPULATION(OVERPOPULATION) is EXPLOITING our town . Keep Milton SAFE & SUSTAINED . DO NOT OVER POPULATE. DO NOT EXPLOIT

Anonymous

9/18/2023 02:00 PM

We live in Canada. We need more indoor facilities, especially pools. More pools and larger pools. We live in winter 8 months/year. Hockey has had its attention in Milton long enough. It's time to start investing in swimming!

Anonymous

9/18/2023 09:13 PM

Climate changes occurs every season and every year. The earth goes through cycles and is more effected by the Sun than any other subjective claim. Both the ice caps on earth and Mars are melting. There are no people on Mars.

Anonymous

9/20/2023 10:31 AM

Implement the transparency and accountability for decisions/approvals. Stop empty promises regarding the Go Transit changes and finally do something to improve the service.

Anonymous

9/26/2023 02:47 PM

Developers need to be offered incentives to build climate friendly communities. The OP needs to reference specific built form requirements that address climate change.

Anonymous

9/27/2023 08:35 PM

you wanted strong mayor powers but if the region is out of planning and you get infrastructure you are not capable of sourcing or funding and the best of luck to you.and need to tell

Optional question (26 response(s), 79 skipped)

Question type: Single Line Question



The Corporation of the Town of Milton

Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: November 13, 2023

Report No: CORS-054-23

Subject: Operating Budget Review - September 2023

Recommendation: THAT the operating report for the nine months ending September 2023 along with a projected year end deficit of \$123,523 be received for information.

EXECUTIVE SUMMARY

This report provides a detailed review and update of the operating budget through September 2023 with the following information of note:

- Current forecasting suggests that the operating fund will be in a deficit of \$123,523 for year end, primarily resulting from a deferral in the timing of planning applications combined with higher than anticipated winter maintenance costs.
- Gross investment income is expected to be \$3.0 million greater than budget due to higher than budgeted portfolio balances combined with increasing interest rates.
- Reserve balances are expected to be \$41.7 million lower than anticipated, largely due to a deferral of cashflow assistance from Developers that was originally budgeted to occur in late 2022/2023 but is now expected for 2024.

The financial position of the Town will continue to change throughout the balance of the year due to factors such as weather conditions, utility and fuel usage and rates, and position vacancies.

REPORT

Background

Corporate Policy No. 113: Financial Management - Budget Management identifies that a comprehensive review of the Town's operating budget will be undertaken in association with its September 30 balances. Corporate Policy No. 116: Financial Management - Treasury as



Background

well as Ontario Regulation 438/97 require that reporting to Council on the investment portfolio must be done at least annually. This report is to satisfy the requirements as set out in those policies.

The revenue and expenditures that are shown in the financial statements within Appendix 1 are presented on a cash basis, and therefore exclude accruals.

Discussion

Operating Budget Monitoring for the period ending September 30, 2023

The following table reflects forecasted variances to the 2023 budget by department based on expectations for program delivery for the remainder of the year.

Table with 4 columns: Department, 2023 Approved Budget \$, 2023 Forecast \$, Over/(Under) Budget \$. Rows include Mayor & Council, Executive Services, Corporate Services, General Government, Community Services, Development Services, Library, Hospital Expansion, BIA, and Total Town of Milton.

Note 1 Figures include rounding and may result in minor variances to the Attached Financial Schedules

Staff are currently forecasting a deficit to budget of \$123,523 for 2023.

A shortfall of \$1.6 million is projected in planning application revenues, which is due an expected deferral in the timing of planning applications partially related to current market conditions.

Although not impacting the bottom line, a decrease in projected building permit applications and associated revenue in the amount of \$6.6 million is also being forecast. This is largely driven by a shift in the timing of anticipated residential units for 2023. As fluctuations in building permit activity are managed with the use of reserve funding, the shift in timing of these applications will result in an expected contribution from the Building Stabilization Reserve in 2023 with no net impact to the Town's operating fund balance.

Additional pressures are resulting from increased winter maintenance costs of \$0.5 million due to numerous winter thaw/freeze events, net lost revenue of \$0.33 million (before insurance recoveries) related to the transfer of the Indoor Turf facility to a third party provider, unexpected costs of \$0.18 million associated with managing a fuel spill within Sunny Mount Park, and \$0.13 million in increased tax write offs.

Discussion

Savings in various areas are largely expected to offset the unplanned financial pressure including: staff vacancy savings exceeding budget of \$1.1 million, savings from reduced utility consumption of \$0.28 million, savings in IT related to deferred service agreements and unrequired software maintenance of \$0.3 million, unbudgeted grant revenue of \$0.16 million, increased transit ridership resulting in additional revenues of \$0.1 million, increased recoveries from developers for winter maintenance and streetlights due to a shift in timing of subdivision assumptions of \$0.1 million, a deferral of the Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA) program resulting in contract savings of \$0.1 million, savings of \$0.1 million in the annual crack sealing program, along with various other projected savings in part time staffing, contracts, materials and administration costs.

Detailed commentary on variances by department can be found in Appendix 2.

Balance Sheet Monitoring as at September 30, 2023

Investments and Cash Management

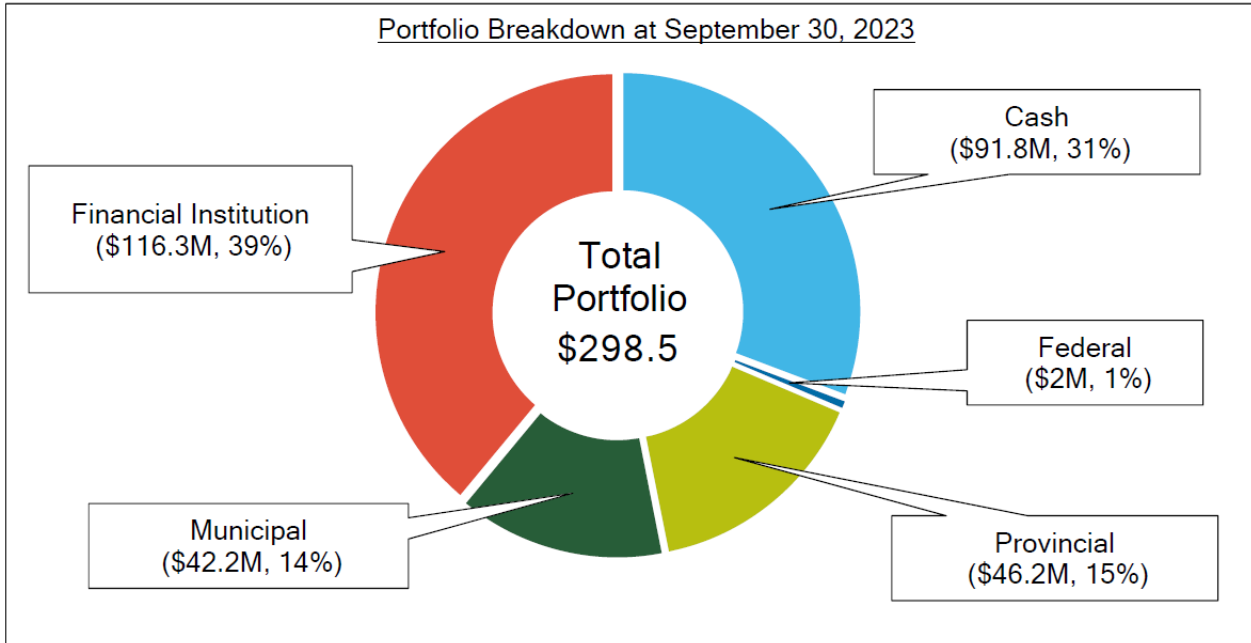
Economic Update

Since January 2023 the Bank of Canada (BOC) has raised the overnight rate by 75 basis points to 5.00% as the economy continues to remain strong throughout 2023 and inflation remaining elevated. Recently the Canadian economy has entered a period of consumption growth weakening and a decline in housing activity. The BOC continues to monitor and evaluate monetary policy to help alleviate inflation levels while maintaining its commitment to restoring price stability. Current projections by the major Canadian banks have inflation returning to the BOCs 2% inflation levels by the end of 2024 however further monetary action by the BOC may be required. Staff will continue to monitor market conditions for the purposes of making medium and longer term investments as opportunities become available while managing maturities to expected cash outflows and ensuring the appropriate diversification is maintained.

Portfolio Summary / Cash and Investment Positions

A summary of the overall portfolio as of September 30, 2023 is shown in the chart below and a detailed comparison of the limitations on holdings, as set out in Financial Management - Treasury Policy No. 116, is included in Appendix 3. All securities held in the first nine months of 2023 satisfied the Town's credit rating requirements.

Discussion



The Town is currently carrying almost 30% its portfolio balance in cash due to upcoming capital project expenditures and timing of tax collections and payments. As market opportunities arise the Town continues to invest to take advantage of the recent increase in rates, compared to recent years, as illustrated in Appendix 4. Through report CORS-024-22, Council approved an expansion to the list of eligible investments for the Town that would allow for exposure to the equity market through the ONE equity fund. Given current market conditions including higher than historical interest rates, no investments have been made in that fund. It is expected that when the introduction of that investment product does occur, it will be undertaken on a phased basis.

2023 Investment Income Forecast

Due to market conditions and a higher than expected portfolio balance, current projections show the gross investment income forecast will be approximately \$10.9 million which is \$3.0 million higher than what was incorporated into the 2023 budget. The additional investment income will have no impact on the operating budget in 2023 as it will be allocated to reserves at year end in accordance with the Town's Treasury Policy. Changing market conditions may create forecast adjustments throughout the year.

Property Tax Collection

The Town of Milton collects property taxes for the Town, Region of Halton and the Halton Boards of Education as legislated under the Municipal Act, 2001. The following table provides an update on the Town's current year tax collection up to the end of September



Discussion

2023. As shown, the 2023 collection rate to date is relatively consistent with the Town’s historical rate.

Tax Year	Total Billable Properties	Properties with Arrears as of Oct 4 ¹	Final Tax Levy ¹	Current Year Collections (as of Oct 4) ¹	Current Year Past Due ¹	Current Year % Paid
2023	42,788	8,264	\$246,649,259	\$194,952,421	\$14,945,333	79.0%
2022	41,825	8,043	\$231,220,799	\$187,534,824	\$12,768,825	81.1%
2021	40,589	7,174	\$220,793,440	\$183,843,363	\$11,588,014	83.3%

¹ Includes Town, Region and Educational shares

Debenture Obligations

As of September 30, 2023 the Town has an estimated \$41.3 million in total debt outstanding, reflecting \$5.7 million in debenture repayments that have occurred to date. As all principal payments have been completed there will be no change in the outstanding balance until year end. In addition to the debenture obligations outlined below, \$15.0 million of debt that has been previously approved by Council remains yet to be issued. Based on the status of projects with unissued debt as a funding source, cash position and market conditions it is expected that no additional debt will be issued by the Town during 2023.

Existing Debenture Obligation (\$000)	Debt at Dec 31, 2022	Principal Payments to Sept 30	Debt at Sept 30, 2023	2023 Principal Payments Outstanding	Forecast Dec 31, 2023
Tax Supported	\$26,047	\$(3,816)	\$22,230	\$0	\$22,231
Capital Provision (Hospital)	8,048	(1,533)	6,515	0	6,515
Hospital Expansion (see below)	12,880	(303)	12,578	0	12,578
Total	\$46,976	\$(5,652)	\$41,324	\$0	\$41,324

The Hospital sinking fund debenture is held and managed by the Region of Halton, for the purposes of retiring the debt at maturity. The annual \$302,726 sinking fund contribution and the interest income to be earned on the investments of the sinking fund over 30 years were projected at the outset to fully cover the principal payment due at maturity. The balance at December 31, 2023 as shown will be further reduced by the interest earned to date on the fund which will be reported by the Region to the Town for year end.

Reserves and Reserve Funds

Reserves and reserve funds are an important element of the Town’s long-term financial plan. They allow the Town to set aside funds for a future purpose and fulfil a critical financial need for the municipality. They make provisions for the replacement and rehabilitation of existing Town assets, provide a contingency for one-time and unforeseeable events, and provide flexibility to manage debt levels and protect the Town’s financial position.

Discussion

The anticipated reserve and reserve fund balances for 2023 are outlined in the table below. Balances by individual reserve and reserve funds are shown in Appendix 5.

Reserves and Reserve Funds (\$000)	As at Dec 31, 2022	As at Sept 30, 2023	Forecasted Dec 31, 2023	Surplus/ (Deficit) to Budget
Stabilization	\$24,319	\$23,966	\$21,914	\$(4,869)
Corporate Use	13,413	14,124	14,193	(1,197)
Infrastructure Non Growth	79,964	76,229	83,686	9,447
Infrastructure Growth	60,856	65,012	45,329	(44,000)
Program Specific	17,583	17,071	17,180	(1,207)
Board, Committee & Other	2,657	2,880	2,162	124
Total	\$198,791	\$199,282	\$184,464	\$(41,702)

The forecasted 2023 balance includes projected 2023 activity as identified in the 2023 budget along with any forecasted adjustments that have been identified in 2023. Following is commentary on forecasted 2023 year end reserve balances that are expected to be significantly different than budget:

Stabilization Reserves & Reserve Funds

The Stabilization reserves are expected to be unfavourable to budget due to an unanticipated shift in timing of building permit activity which would result in the Building Stabilization Reserve balance being \$4.5 million lower than budget. The remainder of the expected deficit relates to year end transfers that occurred in 2022 (staff report CORS-010-23).

Corporate Use Reserves

The Corporate Use reserves are expected to be unfavourable to budget at the end of 2023 due to the timing of development activity resulting in lower than anticipated revenue transferred to the Per Unit Development Processing Fee reserve. A portion of the unfavourable variance is offset by the allocation of the 2022 year end surplus to the WSIB reserve (staff report CORS-010-23).

Infrastructure Non Growth

The Infrastructure Non Growth reserves are projecting a surplus to budget due to \$4.2 million in additional dividend income from Milton Hydro Holdings and \$1.9 million in additional investment income. The remainder of the expected surplus relates to favourable year end variances that occurred in 2022 (staff report CORS-010-23).

Infrastructure Growth

The Infrastructure Growth reserves are forecasting a deficit due to the deferral of cashflow assistance from Developers that was originally budgeted to occur in late 2022/2023 but is not anticipated for 2024. Also influencing the Development Charge (DC) and Capital Provision reserves is the impact of lower than budgeted revenue due to the timing of



Discussion

development activity. Offsetting a portion of the decrease is a shift in timing of spending on capital projects budgeted to be funded from the Post Period Capacity reserve fund and higher than expected beginning balance in the Payment-in-Lieu of Land Conveyance Parkland reserve due to additional funds that were received in 2022. Shifts in timing of capital expenditures and revenue collections could still impact the DC reserves throughout the balance of the year.

Program Specific

The Program Specific reserves are forecasting an unfavourable variance due to advancing funding from the capital forecast as outlined in report ES-003-23.

Financial Impact

The September 2023 variance review process suggests that the operating fund may be in a deficit position of \$0.1 million for 2023. The financial position of the Town will continue to change throughout the balance of the year and may be impacted by factors including weather related activity, utility and fuel usage and rates, tax write-offs, the pace of growth and staff vacancies, among other items.

The results of the September variance review process, as well as the on-going monitoring of the Town's financial position, will be used to inform the anticipated pressures going into 2024.

Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer

For questions, please contact: Jennifer Kloet, CPA, CA 905-878-7252 x2216



Attachments

Appendix 1 - September 2023 Operating Financial Statements

Appendix 2 - September 2023 Operating Variance Commentary by Department

Appendix 3 - Investment Portfolio Holdings and Limitations

Appendix 4 - Interest Rates and Bond Yields

Appendix 5 - Reserve and Reserve Fund Continuity Schedule

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.

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

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
MAYOR AND COUNCIL	520,268	533,107	643,301	7,645	650,946	(117,839)	82%
EXECUTIVE SERVICES	987,496	1,047,900	1,558,658	(26,139)	1,532,519	(484,619)	68%
CORPORATE SERVICES	6,695,130	8,152,293	12,782,738	(1,103,624)	11,679,114	(3,526,821)	70%
GENERAL GOVERNMENT	(59,132,977)	(70,948,305)	(64,469,399)	825,173	(63,644,226)	(7,304,079)	111%
COMMUNITY SERVICES	31,165,344	34,011,909	47,145,210	(570,351)	46,574,859	(12,562,950)	73%
DEVELOPMENT SERVICES	2,334,812	2,022,634	2,339,493	1,160,346	3,499,839	(1,477,205)	58%
LIBRARY	(1,405,117)	(1,603,717)		(151,231)	(151,231)	(1,452,486)	
HOSPITAL EXPANSION	(538,530)	(422,546)				(422,546)	
BIA	(188,198)	(164,877)		(18,296)	(18,296)	(146,581)	
Total TOWN OF MILTON	(19,561,772)	(27,371,602)		123,523	123,523	(27,495,125)	

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

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
September 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	470,899	479,260	564,329		564,329	85,069	85%
Administrative	49,474	47,179	60,745	(5,000)	55,745	8,566	85%
Financial			5,000		5,000	5,000	
Purchased Goods	896	595	770		770	175	77%
Purchased Services	7,663	6,074	30,426	(325)	30,101	24,027	20%
Total EXPENDITURES	528,932	533,108	661,270	(5,325)	655,945	122,837	81%
REVENUE							
Financing Revenue			(5,000)		(5,000)	(5,000)	
Recoveries and Donations	(8,664)		(12,970)	12,970			
Total REVENUE	(8,664)		(17,970)	12,970	(5,000)	(5,000)	
Total MAYOR AND COUNCIL	520,268	533,108	643,300	7,645	650,945	117,837	82%
Total MAYOR AND COUNCIL	520,268	533,108	643,300	7,645	650,945	117,837	82%
Total MAYOR AND COUNCIL	520,268	533,108	643,300	7,645	650,945	117,837	82%

TOWN OF MILTON
OPERATING FINANCIAL STATEMENT
September 2023

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	399,707	445,202	587,971		587,971	142,769	76%
Administrative	8,937	11,002	20,056	(2,000)	18,056	7,054	61%
Purchased Goods	8,172	7,216	5,507		5,507	(1,709)	131%
Purchased Services	7,677	8,612	49,528	(27,534)	21,994	13,382	39%
Total EXPENDITURES	424,493	472,032	663,062	(29,534)	633,528	161,496	75%
REVENUE							
Financing Revenue	(16,159)	(16,429)	(16,429)		(16,429)		100%
User Fees and Service Charges	(1,527)	(1,013)	(3,000)		(3,000)	(1,987)	34%
Total REVENUE	(17,686)	(17,442)	(19,429)		(19,429)	(1,987)	90%
Total OFFICE OF THE CAO	406,807	454,590	643,633	(29,534)	614,099	159,509	74%
STRATEGIC INITIATIVES AND ECONOMIC DEVELOPMENT							
EXPENDITURES							
Salaries and Benefits	582,738	644,282	891,314		891,314	247,032	72%
Administrative	9,347	9,960	23,537	(2,000)	21,537	11,577	46%
Financial		266	1,858	(1,000)	858	592	31%
Transfers to Own Funds	4,403	9,288	24,750	(15,000)	9,750	462	95%
Purchased Goods	2,590	3,853	8,336		8,336	4,483	46%
Purchased Services	70,178	37,741	190,028	(71,806)	118,222	80,481	32%
Reallocated Expenses	497	261	2,454		2,454	2,193	11%
Total EXPENDITURES	669,753	705,651	1,142,277	(89,806)	1,052,471	346,820	67%
REVENUE							
Financing Revenue	(10,197)	(29,083)	(85,108)	46,000	(39,108)	(10,025)	74%
Grants	(38,442)	(34,008)	(45,344)		(45,344)	(11,336)	75%
Recoveries and Donations	(25,000)						
User Fees and Service Charges	(15,428)	(49,252)	(96,799)	47,200	(49,599)	(347)	99%
Total REVENUE	(89,067)	(112,343)	(227,251)	93,200	(134,051)	(21,708)	84%
Total EXECUTIVE SERVICES	580,686	593,308	915,026	3,394	918,420	325,112	65%
Total EXECUTIVE SERVICES	987,493	1,047,898	1,558,659	(26,140)	1,532,519	484,621	68%
Total EXECUTIVE SERVICES	987,493	1,047,898	1,558,659	(26,140)	1,532,519	484,621	68%

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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	3,569,163	3,744,021	5,484,136	(302,085)	5,182,051	1,438,030	72%
Administrative	33,091	36,821	86,800	(30,900)	55,900	19,079	66%
Financial	4,892	4,021	5,406		5,406	1,385	74%
Purchased Goods	20,968	21,713	41,832	(2,000)	39,832	18,119	55%
Purchased Services	254,234	200,715	323,702	(64,031)	259,671	58,956	77%
Total EXPENDITURES	3,882,348	4,007,291	5,941,876	(399,016)	5,542,860	1,535,569	72%
REVENUE							
Financing Revenue	(2,573,800)	(2,437,936)	(2,726,344)	18,034	(2,708,310)	(270,374)	90%
Recoveries and Donations		306				(306)	
User Fees and Service Charges	(637,923)	(672,482)	(1,079,430)	36,475	(1,042,955)	(370,473)	64%
Reallocated Revenue	(160,008)	(218,942)	(333,466)		(333,466)	(114,524)	66%
Total REVENUE	(3,371,731)	(3,329,054)	(4,139,240)	54,509	(4,084,731)	(755,677)	81%
Total FINANCE	510,617	678,237	1,802,636	(344,507)	1,458,129	779,892	47%
INFORMATION TECHNOLOGY							
EXPENDITURES							
Salaries and Benefits	2,058,265	2,500,408	3,509,441	(295,721)	3,213,720	713,312	78%
Administrative	6,626	16,495	33,325	(1,232)	32,093	15,598	51%
Purchased Goods	1,455,400	1,782,253	2,456,460	(106,100)	2,350,360	568,107	76%
Purchased Services	966,315	963,889	1,490,022	(216,230)	1,273,792	309,903	76%
Total EXPENDITURES	4,486,606	5,263,045	7,489,248	(619,283)	6,869,965	1,606,920	77%
REVENUE							
Financing Revenue	(443,035)	(566,682)	(726,480)	85,445	(641,035)	(74,353)	88%
Grants				(37,408)	(37,408)	(37,408)	
Recoveries and Donations	58						
User Fees and Service Charges		(66)	(100)		(100)	(34)	66%
Reallocated Revenue	(54,903)	(94,178)	(126,740)		(126,740)	(32,562)	74%
Total REVENUE	(497,880)	(660,926)	(853,320)	48,037	(805,283)	(144,357)	82%
Total INFORMATION TECHNOLOGY	3,988,726	4,602,119	6,635,928	(571,246)	6,064,682	1,462,563	76%
HUMAN RESOURCES							
EXPENDITURES							
Salaries and Benefits	820,917	1,060,031	1,427,810	10,709	1,438,519	378,488	74%
Administrative	111,362	104,952	214,428	(34,500)	179,928	74,976	58%
Purchased Goods	29,825	2,171	5,857	(1,500)	4,357	2,186	50%
Purchased Services	121,974	99,757	173,428	(29,384)	144,044	44,287	69%
Total EXPENDITURES	1,084,078	1,266,911	1,821,523	(54,675)	1,766,848	499,937	72%
REVENUE							
Financing Revenue	(337,807)	(367,430)	(356,721)	(10,709)	(367,430)		100%
Reallocated Revenue	(111,945)	(124,440)	(171,194)		(171,194)	(46,754)	73%
Total REVENUE	(449,752)	(491,870)	(527,915)	(10,709)	(538,624)	(46,754)	91%
Total HUMAN RESOURCES	634,326	775,041	1,293,608	(65,384)	1,228,224	453,183	63%
LEGISLATIVE & LEGAL SERVICES							
EXPENDITURES							

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Salaries and Benefits	2,154,535	2,289,909	3,440,325	(175,938)	3,264,387	974,478	70%
Administrative	24,035	37,954	74,169	(3,309)	70,860	32,906	54%
Financial	29,286	25,098	35,000	5,000	40,000	14,902	63%
Transfers to Own Funds		225,000	225,000		225,000		100%
Purchased Goods	13,857	12,346	27,999	(200)	27,799	15,453	44%
Purchased Services	777,813	729,783	861,406	87,793	949,199	219,416	77%
Reallocated Expenses	78,936	146,625	111,467		111,467	(35,158)	132%
Total EXPENDITURES	3,078,462	3,466,715	4,775,366	(86,654)	4,688,712	1,221,997	74%
REVENUE							
Financing Revenue	(796,372)	(298,777)	(292,909)	(5,869)	(298,778)	(1)	100%
Recoveries and Donations	(87,498)	(3,816)	(21,500)		(21,500)	(17,684)	18%
User Fees and Service Charges	(1,137,654)	(1,636,577)	(2,392,051)	(3,000)	(2,395,051)	(758,474)	68%
Total REVENUE	(2,021,524)	(1,939,170)	(2,706,460)	(8,869)	(2,715,329)	(776,159)	71%
Total LEGISLATIVE & LEGAL SERVICES	1,056,938	1,527,545	2,068,906	(95,523)	1,973,383	445,838	77%
STRATEGIC COMMUNICATIONS							
EXPENDITURES							
Salaries and Benefits	662,740	718,837	1,032,403	(15,089)	1,017,314	298,477	71%
Administrative	9,346	20,754	22,984	2,000	24,984	4,230	83%
Purchased Goods	1,586	2,262	8,300		8,300	6,038	27%
Purchased Services	36,212	29,499	119,977	(13,877)	106,100	76,601	28%
Total EXPENDITURES	709,884	771,352	1,183,664	(26,966)	1,156,698	385,346	67%
REVENUE							
Financing Revenue	(203,263)	(202,003)	(202,003)		(202,003)		100%
Grants	(2,100)						
Total REVENUE	(205,363)	(202,003)	(202,003)		(202,003)		100%
Total STRATEGIC COMMUNICATIONS	504,521	569,349	981,661	(26,966)	954,695	385,346	60%
Total CORPORATE SERVICES	6,695,128	8,152,291	12,782,739	(1,103,626)	11,679,113	3,526,822	70%
Total CORPORATE SERVICES	6,695,128	8,152,291	12,782,739	(1,103,626)	11,679,113	3,526,822	70%

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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	25,251	171				(171)	
Administrative	43,813	77,859	120,000		120,000	42,141	65%
Financial	4,315,003	4,744,866	5,328,957	58,290	5,387,247	642,381	88%
Transfers to Own Funds	31,906,460	34,147,175	44,817,917	1,671,522	46,489,439	12,342,264	73%
Purchased Services	236,957	175,550	88,865	134,243	223,108	47,558	79%
Reallocated Expenses	8,381						
Total EXPENDITURES	36,535,865	39,145,621	50,355,739	1,864,055	52,219,794	13,074,173	75%
REVENUE							
External Revenue Transferred to Reserves a	(7,681,703)	(13,228,419)	(16,130,156)	(444,904)	(16,575,060)	(3,346,641)	80%
Financing Revenue	(6,503,390)	(7,021,054)	(6,139,400)	(1,978,911)	(8,118,311)	(1,097,257)	86%
Taxation	(77,155,703)	(85,057,584)	(85,427,006)	8,178	(85,418,828)	(361,244)	100%
Payments In Lieu	(1,020,098)	(1,041,432)	(1,028,464)	(12,967)	(1,041,431)	1	100%
Recoveries and Donations	(36,664)	106		(475)	(475)	(581)	(22%)
User Fees and Service Charges	(1,775,598)	(2,131,135)	(3,749,476)	1,390,197	(2,359,279)	(228,144)	90%
Reallocated Revenue	(1,495,686)	(1,614,408)	(2,350,636)		(2,350,636)	(736,228)	69%
Total REVENUE	(95,668,842)	(110,093,926)	(114,825,138)	(1,038,882)	(115,864,020)	(5,770,094)	95%
Total GENERAL GOVERNMENT	(59,132,977)	(70,948,305)	(64,469,399)	825,173	(63,644,226)	7,304,079	111%
Total GENERAL GOVERNMENT	(59,132,977)	(70,948,305)	(64,469,399)	825,173	(63,644,226)	7,304,079	111%
Total GENERAL GOVERNMENT	(59,132,977)	(70,948,305)	(64,469,399)	825,173	(63,644,226)	7,304,079	111%

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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 FACILITES							
EXPENDITURES							
Salaries and Benefits	3,569,758	4,397,282	6,291,765	(278,572)	6,013,193	1,615,911	73%
Administrative	12,350	15,604	40,021	(1,000)	39,021	23,417	40%
Financial	66,123	96,764	170,497	(62,669)	107,828	11,064	90%
Transfers to Own Funds	1,731,905	1,985,236	2,071,849		2,071,849	86,613	96%
Purchased Goods	263,621	460,081	856,987	(112,535)	744,452	284,371	62%
Purchased Services	3,018,477	3,091,150	6,245,587	(521,664)	5,723,923	2,632,773	54%
Reallocated Expenses	114,189	146,079	179,466		179,466	33,387	81%
Total EXPENDITURES	8,776,423	10,192,196	15,856,172	(976,440)	14,879,732	4,687,536	68%
REVENUE							
Financing Revenue	(264,716)	(284,904)	(395,117)	24,918	(370,199)	(85,295)	77%
Grants	(622,653)	(549,925)	(989,811)	(1,823)	(991,634)	(441,709)	55%
Recoveries and Donations	(52,478)	(60,450)	(75,947)	(22,766)	(98,713)	(38,263)	61%
User Fees and Service Charges	(3,577,250)	(4,481,609)	(7,720,261)	848,802	(6,871,459)	(2,389,850)	65%
Reallocated Revenue	(179,422)	(194,075)	(424,355)		(424,355)	(230,280)	46%
Total REVENUE	(4,696,519)	(5,570,963)	(9,605,491)	849,131	(8,756,360)	(3,185,397)	64%
total RECREATION AND CULTURE FACILITES	4,079,904	4,621,233	6,250,681	(127,309)	6,123,372	1,502,139	75%
ADMINISTRATION AND CIVIC FACILITIES							
EXPENDITURES							
Salaries and Benefits	2,205,850	2,612,900	3,850,360	(321,896)	3,528,464	915,564	74%
Administrative	31,306	22,438	50,838		50,838	28,400	44%
Financial	63,258	50,834	59,893		59,893	9,059	85%
Transfers to Own Funds	314,036	345,660	460,049	(71,201)	388,848	43,188	89%
Purchased Goods	46,384	44,173	89,685		89,685	45,512	49%
Purchased Services	1,038,018	1,010,514	1,647,204	(97,181)	1,550,023	539,509	65%
Reallocated Expenses	80,283	75,913	94,193		94,193	18,280	81%
Total EXPENDITURES	3,779,135	4,162,432	6,252,222	(490,278)	5,761,944	1,599,512	72%
REVENUE							
Financing Revenue	(1,083,160)	(998,462)	(1,647,141)	305,353	(1,341,788)	(343,326)	74%
Recoveries and Donations	(15,086)	(13,506)	(17,138)		(17,138)	(3,632)	79%
User Fees and Service Charges	(195,995)	(229,797)	(336,846)	(15,000)	(351,846)	(122,049)	65%
Total REVENUE	(1,294,241)	(1,241,765)	(2,001,125)	290,353	(1,710,772)	(469,007)	73%
total ADMINISTRATION AND CIVIC FACILITIES	2,484,894	2,920,667	4,251,097	(199,925)	4,051,172	1,130,505	72%
PROGRAMS							
EXPENDITURES							
Salaries and Benefits	2,585,646	3,572,879	5,268,377	(503,049)	4,765,328	1,192,449	75%
Administrative	21,250	19,164	62,158	(21,010)	41,148	21,984	47%
Financial	106,259	210,260	584,955	197,000	781,955	571,695	27%
Transfers to Own Funds			23,350	55,000	78,350	78,350	
Purchased Goods	113,817	155,477	260,172	(26,404)	233,768	78,291	67%
Purchased Services	166,830	289,985	858,082	(277,515)	580,567	290,582	50%
Reallocated Expenses	42,865	116,427	83,161	38,750	121,911	5,484	96%
Total EXPENDITURES	3,036,667	4,364,192	7,140,255	(537,228)	6,603,027	2,238,835	66%

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	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
REVENUE							
Financing Revenue	(22,195)	(87,054)	(656,244)	(93,000)	(749,244)	(662,190)	12%
Grants	(43,200)	(52,531)	(68,421)	(3,491)	(71,912)	(19,381)	73%
Recoveries and Donations	(59,630)	(134,984)	(403,005)	111,661	(291,344)	(156,360)	46%
User Fees and Service Charges	(2,402,004)	(4,424,668)	(5,851,192)	260,078	(5,591,114)	(1,166,446)	79%
Reallocated Revenue	(4,071)	(1,850)	(6,500)	3,000	(3,500)	(1,650)	53%
Total REVENUE	(2,531,100)	(4,701,087)	(6,985,362)	278,248	(6,707,114)	(2,006,027)	70%
Total PROGRAMS	505,567	(336,895)	154,893	(258,980)	(104,087)	232,808	324%
OPERATIONS							
EXPENDITURES							
Salaries and Benefits	5,082,644	5,514,285	7,514,473	(38,480)	7,475,993	1,961,708	74%
Administrative	9,152	9,007	57,161	(1,765)	55,396	46,389	16%
Transfers to Own Funds	1,809,887	1,986,091	1,986,091		1,986,091		100%
Purchased Goods	1,212,150	1,435,054	1,878,929	35,744	1,914,673	479,619	75%
Purchased Services	4,765,035	4,954,647	7,964,707	143,500	8,108,207	3,153,560	61%
Fleet Expenses	979,289	1,102,617	1,326,890	145,000	1,471,890	369,273	75%
Reallocated Expenses	3,131,316	2,836,342	4,116,673		4,116,673	1,280,331	69%
Total EXPENDITURES	16,989,473	17,838,043	24,844,924	283,999	25,128,923	7,290,880	71%
REVENUE							
Financing Revenue	(133,200)	(225,826)	(279,764)	(49,548)	(329,312)	(103,486)	69%
Recoveries and Donations	(2,161,640)	(1,805,961)	(3,673,817)	496,836	(3,176,981)	(1,371,020)	57%
User Fees and Service Charges	(550,646)	(888,169)	(1,220,899)	(82,608)	(1,303,507)	(415,338)	68%
Reallocated Revenue	(3,520,031)	(3,345,154)	(4,563,839)	(61,153)	(4,624,992)	(1,279,838)	72%
Total REVENUE	(6,365,517)	(6,265,110)	(9,738,319)	303,527	(9,434,792)	(3,169,682)	66%
Total OPERATIONS	10,623,956	11,572,933	15,106,605	587,526	15,694,131	4,121,198	74%
TRANSIT							
EXPENDITURES							
Salaries and Benefits	253,368	328,059	446,095		446,095	118,036	74%
Administrative	10,040	9,867	18,531	(5,000)	13,531	3,664	73%
Financial			300		300	300	
Transfers to Own Funds	1,468,853	1,767,390	1,767,390		1,767,390		100%
Purchased Goods	3,934	4,087	13,778		13,778	9,691	30%
Purchased Services	3,065,482	3,885,960	5,822,654	695	5,823,349	1,937,389	67%
Fleet Expenses	940,972	1,094,990	2,149,883	(25,586)	2,124,297	1,029,307	52%
Reallocated Expenses	89,910	127,979	66,826	61,153	127,979		100%
Total EXPENDITURES	5,832,559	7,218,332	10,285,457	31,262	10,316,719	3,098,387	70%
REVENUE							
Financing Revenue	(977,940)	(978,132)	(978,132)		(978,132)		100%
Grants	(115,557)						
Recoveries and Donations	(45,878)	(614,900)	(784,496)	(105,933)	(890,429)	(275,529)	69%
User Fees and Service Charges	(586,660)	(843,397)	(1,160,188)	(43,336)	(1,203,524)	(360,127)	70%
Total REVENUE	(1,726,035)	(2,436,429)	(2,922,816)	(149,269)	(3,072,085)	(635,656)	79%
Total TRANSIT	4,106,524	4,781,903	7,362,641	(118,007)	7,244,634	2,462,731	66%
FIRE							
EXPENDITURES							

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COMMUNITY SERVICES

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Salaries and Benefits	8,091,296	9,028,146	12,521,212	(441,890)	12,079,322	3,051,176	75%
Administrative	79,421	79,060	125,961	28,543	154,504	75,444	51%
Financial	3,403	4,349	3,000	2,500	5,500	1,151	79%
Transfers to Own Funds	1,048,572	1,106,306	1,106,306		1,106,306		100%
Purchased Goods	47,942	87,968	76,794	30,068	106,862	18,894	82%
Purchased Services	181,435	204,464	335,396	5,717	341,113	136,649	60%
Fleet Expenses	172,363	180,324	186,753	21,187	207,940	27,616	87%
Reallocated Expenses			453		453	453	
Total EXPENDITURES	9,624,432	10,690,617	14,355,875	(353,875)	14,002,000	3,311,383	76%
REVENUE							
Financing Revenue	(10,199)	(15,682)	(10,408)	(5,274)	(15,682)		100%
Grants	(4,900)	(18,068)	(2,500)	(82,772)	(85,272)	(67,204)	21%
Recoveries and Donations	(109,255)	(91,226)	(164,000)	(190)	(164,190)	(72,964)	56%
User Fees and Service Charges	(135,590)	(113,578)	(159,669)	(11,545)	(171,214)	(57,636)	66%
Total REVENUE	(259,944)	(238,554)	(336,577)	(99,781)	(436,358)	(197,804)	55%
Total FIRE	9,364,488	10,452,063	14,019,298	(453,656)	13,565,642	3,113,579	77%
Total COMMUNITY SERVICES	31,165,333	34,011,904	47,145,215	(570,351)	46,574,864	12,562,960	73%
Total COMMUNITY SERVICES	31,165,333	34,011,904	47,145,215	(570,351)	46,574,864	12,562,960	73%

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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	1,433,497	1,625,766	2,446,846	(206,126)	2,240,720	614,954	73%
Administrative	13,867	21,485	50,509	(3,250)	47,259	25,774	45%
Purchased Services	83,912	48,899	56,934	25,726	82,660	33,761	59%
Total EXPENDITURES	1,531,276	1,696,150	2,554,289	(183,650)	2,370,639	674,489	72%
REVENUE							
Financing Revenue	(289,988)	(347,731)	(596,711)		(596,711)	(248,980)	58%
Recoveries and Donations	(24,503)	(22,485)	(54,200)	31,715	(22,485)		100%
User Fees and Service Charges	(1,424,351)	(1,537,006)	(2,853,534)	853,118	(2,000,416)	(463,410)	77%
Total REVENUE	(1,738,842)	(1,907,222)	(3,504,445)	884,833	(2,619,612)	(712,390)	73%
Total PLANNING SERVICES	(207,566)	(211,072)	(950,156)	701,183	(248,973)	(37,901)	85%
BUILDING SERVICES							
EXPENDITURES							
Salaries and Benefits	2,527,003	2,748,643	5,171,897	(1,427,100)	3,744,797	996,154	73%
Administrative	53,616	69,706	156,362	(25,146)	131,216	61,510	53%
Financial	(1)	(7)				7	
Transfers to Own Funds	8,903,808	590,890	3,989,862	(3,989,862)		(590,890)	
Purchased Goods	1,926	1,939	16,301	(9,000)	7,301	5,362	27%
Purchased Services	26,467	40,022	56,966	3,073	60,039	20,017	67%
Reallocated Expenses	1,527,953	1,729,665	2,720,794	(171,376)	2,549,418	819,753	68%
Total EXPENDITURES	13,040,772	5,180,858	12,112,182	(5,619,411)	6,492,771	1,311,913	80%
REVENUE							
Financing Revenue	(26,875)	(9,264)	(9,264)	(983,969)	(993,233)	(983,969)	1%
Recoveries and Donations		(3,562)		(3,562)	(3,562)		100%
User Fees and Service Charges	(13,013,899)	(5,168,029)	(12,102,915)	6,606,943	(5,495,972)	(327,943)	94%
Total REVENUE	(13,040,774)	(5,180,855)	(12,112,179)	5,619,412	(6,492,767)	(1,311,912)	80%
Total BUILDING SERVICES	(2)	3	3	1	4	1	75%
INFRASTRUCTURE MANAGEMENT							
EXPENDITURES							
Salaries and Benefits	1,492,587	1,538,745	2,480,624	(312,189)	2,168,435	629,690	71%
Administrative	19,171	16,310	38,018	(240)	37,778	21,468	43%
Financial	227,951	228,454	246,094		246,094	17,640	93%
Transfers to Own Funds	29,257	33,920	33,920		33,920		100%
Purchased Goods	49,409	27,522	67,702	1,371	69,073	41,551	40%
Purchased Services	1,079,674	1,237,096	2,115,944	(20,006)	2,095,938	858,842	59%
Reallocated Expenses	1,212		7,926		7,926	7,926	
Total EXPENDITURES	2,899,261	3,082,047	4,990,228	(331,064)	4,659,164	1,577,117	66%
REVENUE							
Financing Revenue	(767,152)	(936,957)	(1,394,473)	228,848	(1,165,625)	(228,668)	80%
Recoveries and Donations	(7,644)	(21,361)	(14,767)	(6,742)	(21,509)	(148)	99%
User Fees and Service Charges	(137,351)	(225,798)	(370,452)	(97,630)	(468,082)	(242,284)	48%
Total REVENUE	(912,147)	(1,184,116)	(1,779,692)	124,476	(1,655,216)	(471,100)	72%
Total INFRASTRUCTURE MANAGEMENT	1,987,114	1,897,931	3,210,536	(206,588)	3,003,948	1,106,017	63%

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DEVELOPMENT SERVICES

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
DEVELOPMENT ENGINEERING							
EXPENDITURES							
Salaries and Benefits	1,375,568	1,470,781	2,100,806		2,100,806	630,025	70%
Administrative	21,405	15,577	34,462		34,462	18,885	45%
Transfers to Own Funds		85,430		85,430	85,430		100%
Purchased Goods			200		200	200	
Purchased Services	102,773	62,137	323,142	(31,304)	291,838	229,701	21%
Total EXPENDITURES	1,499,746	1,633,925	2,458,610	54,126	2,512,736	878,811	65%
REVENUE							
Financing Revenue	(77,228)	(337,347)	(311,874)	(28,082)	(339,956)	(2,609)	99%
Recoveries and Donations	(14,842)	(40,139)	(77,570)		(77,570)	(37,431)	52%
User Fees and Service Charges	(1,158,640)	(1,290,694)	(2,425,237)	488,152	(1,937,085)	(646,391)	67%
Reallocated Revenue	(41,925)	(52,562)	(232,010)	171,376	(60,634)	(8,072)	87%
Total REVENUE	(1,292,635)	(1,720,742)	(3,046,691)	631,446	(2,415,245)	(694,503)	71%
Total DEVELOPMENT ENGINEERING	207,111	(86,817)	(588,081)	685,572	97,491	184,308	(89%)
ADMINISTRATION							
EXPENDITURES							
Salaries and Benefits	280,349	336,632	471,794		471,794	135,162	71%
Administrative	13,043	9,284	11,565		11,565	2,281	80%
Purchased Goods	8,141	13,395	37,950	(18,062)	19,888	6,493	67%
Purchased Services	129,237	190,787	247,969	36,438	284,407	93,620	67%
Total EXPENDITURES	430,770	550,098	769,278	18,376	787,654	237,556	70%
REVENUE							
Financing Revenue	(81,311)	(89,304)	(102,083)		(102,083)	(12,779)	87%
Recoveries and Donations	(1,302)	(37,942)		(37,942)	(37,942)		100%
User Fees and Service Charges		(257)		(257)	(257)		100%
Total REVENUE	(82,613)	(127,503)	(102,083)	(38,199)	(140,282)	(12,779)	91%
Total ADMINISTRATION	348,157	422,595	667,195	(19,823)	647,372	224,777	65%
Total DEVELOPMENT SERVICES	2,334,814	2,022,640	2,339,497	1,160,345	3,499,842	1,477,202	58%
Total DEVELOPMENT SERVICES	2,334,814	2,022,640	2,339,497	1,160,345	3,499,842	1,477,202	58%

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LIBRARY

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
LIBRARY							
LIBRARY							
EXPENDITURES							
Salaries and Benefits	2,590,239	2,866,693	4,158,747	(247,394)	3,911,353	1,044,660	73%
Administrative	37,857	40,593	53,629	2,000	55,629	15,036	73%
Financial	4,497	5,080	5,821		5,821	741	87%
Transfers to Own Funds	634,686	678,988	678,988		678,988		100%
Purchased Goods	278,339	365,390	372,983	65,214	438,197	72,807	83%
Purchased Services	344,985	295,050	534,031	(37,287)	496,744	201,694	59%
Reallocated Expenses	181,844	195,015	392,230		392,230	197,215	50%
Total EXPENDITURES	4,072,447	4,446,809	6,196,429	(217,467)	5,978,962	1,532,153	74%
REVENUE							
Financing Revenue	(18,919)	(21,696)	(21,696)		(21,696)		100%
Taxation	(5,308,486)	(5,901,548)	(5,901,548)		(5,901,548)		100%
Grants	(58,463)	(39,951)	(57,554)	(35,213)	(92,767)	(52,816)	43%
Recoveries and Donations	(13,855)	(14,685)	(14,596)	(3,622)	(18,218)	(3,533)	81%
User Fees and Service Charges	(77,843)	(72,646)	(201,037)	105,071	(95,966)	(23,320)	76%
Total REVENUE	(5,477,566)	(6,050,526)	(6,196,431)	66,236	(6,130,195)	(79,669)	99%
Total LIBRARY	(1,405,119)	(1,603,717)	(2)	(151,231)	(151,233)	1,452,484	
Total LIBRARY	(1,405,119)	(1,603,717)	(2)	(151,231)	(151,233)	1,452,484	
Total LIBRARY	(1,405,119)	(1,603,717)	(2)	(151,231)	(151,233)	1,452,484	

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HOSPITAL EXPANSION

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
HOSPITAL EXPANSION							
HOSPITAL EXPANSION							
EXPENDITURES							
Financial	1,963,037	2,076,710	2,499,256		2,499,256	422,546	83%
Total EXPENDITURES	1,963,037	2,076,710	2,499,256		2,499,256	422,546	83%
REVENUE							
Financing Revenue	(2,501,566)	(2,499,256)	(2,499,256)		(2,499,256)		100%
Total REVENUE	(2,501,566)	(2,499,256)	(2,499,256)		(2,499,256)		100%
Total HOSPITAL EXPANSION	(538,529)	(422,546)				422,546	
Total HOSPITAL EXPANSION	(538,529)	(422,546)				422,546	
Total HOSPITAL EXPANSION	(538,529)	(422,546)				422,546	

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BIA

	2022 YTD ACTUAL	2023 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
BIA							
BIA							
EXPENDITURES							
Salaries and Benefits	110,165	152,337	173,391	26,300	199,691	47,354	76%
Administrative		22				(22)	
Financial	2,128	3,250	4,500	1,000	5,500	2,250	59%
Purchased Goods	20,976	12,221	13,500	7,530	21,030	8,809	58%
Purchased Services	113,515	127,416	209,096	29,111	238,207	110,791	53%
Reallocated Expenses	3,849	4,373	6,000	(1,200)	4,800	427	91%
Total EXPENDITURES	250,633	299,619	406,487	62,741	469,228	169,609	64%
REVENUE							
Financing Revenue	(36,604)	(29,740)	(29,740)		(29,740)		100%
Taxation	(244,707)	(258,162)	(258,086)		(258,086)	76	100%
Grants	(54,374)	(14,043)	(4,000)	(18,787)	(22,787)	(8,744)	62%
Recoveries and Donations	(54,443)	(39,741)	(26,500)	(23,500)	(50,000)	(10,259)	79%
User Fees and Service Charges	(15,556)	(14,398)	(18,500)		(18,500)	(4,102)	78%
Reallocated Revenue	(33,150)	(108,411)	(69,661)	(38,750)	(108,411)		100%
Total REVENUE	(438,834)	(464,495)	(406,487)	(81,037)	(487,524)	(23,029)	95%
Total BIA	(188,201)	(164,876)		(18,296)	(18,296)	146,580	
Total BIA	(188,201)	(164,876)		(18,296)	(18,296)	146,580	
Total BIA	(188,201)	(164,876)		(18,296)	(18,296)	146,580	

2023 Operating Variance Commentary By Department

Variances impacting multiple departments of the Town are highlighted below.

Staff Gapping

In 2023, the Town budgeted for savings from staff vacancies in the amount of \$825,000. As staff gapping savings are identified, the salary and benefit budget is reduced within the respective department while an offsetting variance is shown against the budgets in General Government up to the full year budgeted gapping amounts. This redistributes the annual budget from the departments as the savings are being incurred. The Town wide staff gapping savings projected through the September variance review process are \$1,881,026. As such, the budgeted savings of \$825,000 have been reached and additional savings in the amount of \$1,056,026 are expected to be realized.

Insurance

As previously reported through CORS-010-22, the Town's insurance policies were renewed for an 18 month period at a cost of \$1,324,494 for 2023. An unfavourable variance to budget of \$18,087 is being reported. Insurance costs have been allocated across departments and corresponding forecast changes reflecting variances to budget for each department have been completed.

Fuel and Utilities

Reducing hydro consumption has been the focus of several recent capital programs. LED lighting upgrades at the Milton Sports Centre, and the Milton Leisure Centre have reduced consumption and maintenance costs. Solar panels have been installed at Sherwood Community Centre to satisfy facility demand with renewable energy. These projects have led to energy consumption reductions with hydro savings of \$743,132 being reported within the Town facilities. Partially offsetting this are gas and water cost increases of \$460,851 across the facilities, which is due to a combination of increased rates and consumption.

Grant Funding

The Town was successful in receiving provincial grant funding in 2023 for Next Generation 9-1-1 (NG911) to support the Town's transition to the new NG911 requirements by the federally mandated timeline of March 4, 2025. Total funding of \$409,719 was received, of which \$104,611 will be applied towards IT and Fire related expenditures within the operating budget. The balance will offset costs incurred in the capital program.

Variances identified within specific departments are as follows:

Mayor & Council - \$7,645 Projected Unfavourable

2023 Operating Variance Commentary By Department

The variance represents a rebalancing of the budget resulting from the elimination of the benefit premium cost sharing program previously reported in CORS-055-22 offset in part by a decrease in professional development costs and the insurance allocation.

Executive Services - \$26,139 Projected Favourable

Office of the CAO is projecting a year end surplus of \$29,534 which primarily relates to expected savings in legal spending.

Strategic Initiatives and Economic Development is projecting a deficit of \$3,394. Reduced facility rentals and memberships at the Milton Education Village Innovation Centre is resulting in a projected \$93,200 in reduced revenues, which is partially offset by related decreased transfer to reserve of \$15,000. Savings are expected in marketing/advertising of \$40,000 and utilities of \$23,400, along with other miscellaneous areas.

Corporate Services - \$1,103,624 Projected Favourable

The Finance division is reporting a surplus of \$344,507, largely the result of staff gapping savings of \$289,225 and decreased legal costs of \$50,000.

Information Technology is reporting savings of \$571,246. This is largely due to staff vacancy savings of \$234,276, which is partially offset by increased overtime costs of \$24,000. The delay of some software managed services is leading to savings of \$150,000 in service agreements. Some scheduled software maintenance has proven unnecessary, resulting in a reduction of \$105,000 in annual maintenance costs. Additional savings communications costs are being reported in the amount of \$67,200. New NG911 grant funding of \$37,408 is also being reported.

Human Resources is reporting savings of \$65,384 largely due to savings in continuing education and corporate training of \$35,500 as well as savings in contracts of \$20,000 and other miscellaneous items.

The Legislative and Legal Services division is reporting a surplus of \$95,523. Staff gapping savings of \$181,806 are partially offset by increased legal costs of \$50,000 and postage costs of \$27,949 as well as other miscellaneous savings.

Strategic Communications is reporting savings of \$26,966 as a result of savings from staff vacancies, professional development and advertising.

General Government - \$825,173 Projected Unfavourable

In 2023, the Town budgeted for savings from staff vacancies in the amount of \$825,000. As staff gapping savings are identified, the salary and benefit budget is reduced within the respective department while an offsetting variance is shown against the budgets in General Government up to the full year budgeted gapping amounts. This redistributes the

2023 Operating Variance Commentary By Department

annual budget from the departments as the savings are being incurred. By end of September 2023, the Town wide staff gapping savings identified were \$1,881,026. The budget of \$825,000 has been reached and additional savings in the amount of \$1,056,026 have been realized.

Based on Town policy, the investment income related to reserve funds, including development charge reserve funds, is allocated directly to the specific reserve fund with the remaining going through the operating budget. Due to a higher than anticipated portfolio balance and overall increase in yields, investment income for the Town is forecasted to be \$3.0 million favourable to budget, with \$2.9 million flowing through Financing Revenue within General Government and then allocated to specific reserves as identified through the budget process with no impact to the bottom line. Of the estimated \$3.0 million surplus, \$1.3 million is forecasted to be transferred to the Infrastructure Roads reserve and \$0.6 million to the Infrastructure Facilities Reserve. The remaining \$1.1 million is not currently reflected in the reserve schedules as it will be determined through the year process where best to apply these funds, which may include a reserve or the Town's project variance account.

A surplus of \$10,766 is being reported related to the final 2023 taxation revenues associated with payments in lieu and final tax billings to the hydro companies. Tax write-offs are trending higher than budget and are forecast to be \$125,000 over budget. Penalties and Interest payments are expected to exceed the budget by \$100,000.

Costs associated with insurance related incidents are tracked centrally within General Government. Forecast changes in the amount of \$70,028 are being reported related to the number and cost of incidents in 2023 relative to budget with insurance claim recoveries offsetting the cost of incidents that exceed the Town's deductible. The division is reflected as being balanced to budget for year end with an adjustment to the transfer to/from the Town's Insurance and Legal Matters reserve in accordance with Town policy.

A dividend for 2022 was declared by Milton Hydro Holdings and remitted to the Town in 2023 in the amount of \$3,382,604. Furthermore, based on the most current projections from Milton Hydro, 2023 dividends are expected to be \$823,000 greater than what had previously been included in the Town's budget. In accordance with the Town's Treasury Policy, transfers to reserve will be utilized to stabilize the net impacts relative to the budgeted Milton Hydro funding distributions such that there will be no net impact to the Town from annual fluctuations.

Although not affecting the projected year end position, the timing of development activity has resulted in a net anticipated deficit of \$5,375,917 in capital provision and per unit processing fees. This will result in a lower than anticipated balance transferred to reserve in 2023 with no net impact to the operating forecast.

2023 Operating Variance Commentary By Department

Community Services - \$570,351 Projected Favourable

Recreation and Culture Facilities is projecting a net surplus to budget of \$127,309. A net revenue loss of \$338,899 (before insurance recoveries) is being reported in this division related to the Indoor Turf facility being inoperable during 2023 and the transfer in ownership to a third party operator. However, this is more than offset by savings from staff vacancies and reduced part time hours of \$227,036, lower credit card charges of \$62,000, reflecting a reallocation of where these charges are booked, reduced spending in contracts of \$76,000 and savings from reduced hydro consumption of \$90,755, along with other miscellaneous variances expected in administration costs, fee revenue and the allocation of the insurance premiums.

Administration and Civic Facilities is projecting a favourable variance of \$199,925 largely related to utilities savings of \$100,622, and staff savings of \$129,973. An overall net increase in insurance premium fee of \$15,000 is also reflected. A reduction in lease revenue of \$111,023 is expected, which is partially offset by reduced transfer to reserve of \$71,201.

Programs is forecasting a favourable variance to budget of \$258,980. A shift in program offerings has resulted in reduced fee revenue of \$260,078 which is more than offset by related savings in staffing of \$503,049 and materials and contracts of \$149,347. Reflecting a continued shift to online registration, credit card charges are expected to be \$197,000 greater than budget. There are anticipated savings in the recreation subsidy program of \$59,000.

Operations is expecting an overall unfavourable variance of \$587,526. Of this amount, \$482,633 relates to increased winter maintenance costs associated with numerous winter thaw/freeze events. The clean-up of a fuel spill in Sunny Mount Park required unplanned expenditures of \$176,674. Increased costs associated with outsourcing equipment repairs, due to an internal staff vacancy, is expected in the amount of \$85,000. Equipment repair material costs are expected to exceed budget by \$75,000. A further \$98,000 relates to unanticipated repairs to guide rails and higher equipment maintenance contract costs. Partially offsetting this are staff gapping savings of \$152,666, savings from crack sealing program of \$93,400 and increased recoveries from developers for winter maintenance of \$51,608 due to new subdivision registrations and a shift in the timing of expected assumptions of existing subdivisions. Sportsfield rental revenue is also expected to be \$31,000 greater than budget.

Transit is anticipating a favourable variance of \$118,007 which is primarily related to Go Transit integration revenue increase of \$102,898 due to higher than anticipated GO Transit connections along with an increase in ticket revenue of \$63,235 related to higher than expected ridership. Partially offsetting this are higher winter maintenance costs associated with snow clearing of bus stops.

Fire is projecting a surplus of \$453,656 which largely relates to staff gapping savings of \$251,889 as well as a reduction in part-time staffing costs of \$200,000. Although the

2023 Operating Variance Commentary By Department

results of the fire wage contract settlement suggested that a variance to budget of \$117,500 could be expected in 2023, it is anticipated that this pressure will be fully mitigated by staff gapping savings within the Fire Division. Total unbudgeted grant revenue of \$85,272 was received to fund the costs of transitioning to the new NG911 legislative requirements as well as the costs of fire related equipment. Savings are partially offset by additional clothing costs, higher than anticipated fleet maintenance costs and program equipment as well as other miscellaneous items.

Development Services - \$1,160,346 Projected Unfavourable

Planning Services is expecting a deficit in the amount of \$701,183. Staff gapping savings of \$194,126 are more than offset by an expected shortfall in planning application revenue of \$853,188 related to a shift in the timing of planning applications and other budget adjustments related to developer costs and recoveries.

Within Building Services, a decrease in projected building permit revenues of \$6.6 million is forecast for 2023, driven largely by a shift in timing of anticipated residential units for 2023. This is partially offset by staff gapping savings of \$1.4 million, resulting in an expected contribution from the Building Stabilization Reserve this year in the amount of \$1.0 million as compared to a budgeted transfer to the reserve of \$4.0 million. Overall there is no net impact to the Town's bottom line.

Infrastructure Management is projecting a \$206,588 favourable variance. Of this amount, \$171,590 is related to staff gapping savings. Contract costs are expected to exceed budget by \$90,000 due to an increased cost of underground infrastructure locating services. This is partially offset by a reduction of \$40,000 in spending for bike lane painting. Increased fee revenue of \$84,154 is expected which largely relates to increased developer recoveries of streetlight hydro and maintenance costs due to a shift in timing of subdivision assumptions along with new subdivisions not anticipated in the original budget estimates.

Development Engineering is reporting a deficit of \$685,572. This primarily relates to decreased revenues of \$744,958 associated with the deferred timing of planning applications and building permit activity as referenced above. Additional projected increased cost of \$68,872 is due to performing more work on undeveloped subdivisions than will be recovered through the Engineering and Inspection Fees. A deferral in the timing of the CLI ECA monitoring program will result in savings of \$100,000 in 2023. The remaining variance is the result of increased recoveries of staff from time spent on capital projects.

The Administration division has a surplus of \$19,823 related to savings from copies and postage.

Library - \$151,231 Projected Favourable

2023 Operating Variance Commentary By Department

The library is expecting a surplus of \$151,231 which largely relates to staff gapping savings of \$247,394. Partially offsetting this are an expected shortfall in revenue for fees, fines and lost items of \$105,071.

Hospital - No Projected Net Variances

BIA - \$18,296 Projected Favourable

The BIA is expecting to be in a surplus position for year end resulting from additional grant and sponsorship revenue received of \$42,287 and contract costs savings of \$14,000, which is partially offset by increased salary costs due to staffing changes.

Appendix 3 - CORS-054-23 Investment Portfolio Holdings and Limitations

Authorized Investments and Limitations (30-Sep-2023)										
Category / Sector ⁽¹⁾	Remaining Term			Total	% of Portfolio	Portfolio Maximum	Individual Maximum ⁽²⁾	Term Limitation (Years)	Minimum DBRS Rating ⁽³⁾	
	Less than 1 Year	1 to 5 Years	5 to 10 Years						Short-term	Long-Term
Cash	\$91.77	-	-	\$91.77	31%					
Federal and Federal Guaranteed⁽⁴⁾	-	-	\$1.95	\$1.95	1%	100%	100%	20	N/A	A (low)
Provincial and Provincial Guaranteed⁽⁴⁾										
Alberta	-	\$2.05	\$6.21	\$8.26	3%		20%	15	R-1 (low)	A (low)
British Columbia	-	-	\$4.79	\$4.79	2%		20%			
Manitoba	-	-	\$6.27	\$6.27	2%		20%			
New Brunswick	-	-	\$2.07	\$2.07	1%		20%			
Ontario	-	\$2.40	\$9.96	\$12.36	4%		20%			
Prince Edward Island	-	-	\$0.99	\$0.99	0%		20%			
Quebec	-	-	\$10.45	\$10.45	4%		20%			
Saskatchewan	-	-	\$1.05	\$1.05	0%		20%			
Provincial and Provincial Guaranteed Sub-total	\$0.00	\$4.45	\$41.80	\$46.25	15.5%	100%				
Municipal and Municipal Guaranteed										
BC Municipal Finance Authority	-	-	\$8.52	\$8.52	3%		10%	15	R-1 (low)	A (low)
City of Toronto	-	\$0.98	\$1.00	\$1.98	1%		10%			
Regional Municipality of York	-	\$6.73	\$6.04	\$12.77	4%		10%			
Regional Municipality of Peel	-	\$1.03	-	\$1.03	0%		10%			
City of Montreal	-	\$2.56	\$3.28	\$5.85	2%		10%			
Quebec City	-	-	\$2.50	\$2.50	1%		10%			
Region of Waterloo	-	-	\$4.42	\$4.42	1%		10%			
Region of Halton	-	-	\$4.12	\$4.12	1%		10%			
City of Vancouver	-	\$1.05	-	\$1.05	0%		10%			
Municipal and Municipal Guaranteed Sub-total	\$0.00	\$12.36	\$29.88	\$42.24	14%	50%				
Boards / Schools⁽⁵⁾ Sub-total	\$0.00	\$0.00	\$0.00	\$0.00	0%	15%		15	R-1 (low)	AA(low)
Financial Institution⁽⁶⁾										
Schedule I Bank (Six Majors)								10	R-1 (low)	A(low) ⁽⁸⁾
Bank of Montreal	\$4.00	\$9.00	\$5.00	\$18.00	6%		20%			
Bank of Nova Scotia (The)	\$14.00	\$22.20	\$9.25	\$45.45	15%		20%			
Canadian Imperial Bank of Commerce	\$4.00	\$10.00	-	\$14.00	5%		20%			
Royal Bank of Canada	-	\$17.62	\$4.95	\$22.57	8%		20%			
Toronto-Dominion Bank (The)	\$4.02	\$2.50	\$9.79	\$16.31	5%		20%			
Schedule I Bank (Six Majors) Sub-total	\$26.02	\$61.32	\$28.98	\$116.32	39%	60%				
Other Sch I, Sch II, Trust Loan, Credit Union								2	R-1 (low)	A(low) ⁽⁸⁾
Other Sch I/Sch II/Trust/Credit Union Sub-total	\$0.00	\$0.00	\$0.00	\$0.00	0%	20%				
Financial Institution Sub-total⁽⁷⁾	\$26.02	\$61.32	\$28.98	\$116.32	39%	60%				
ONE Investment Program⁽⁹⁾	\$0.00	\$0.00	\$0.00	\$0.00	0%	25%		N/A	N/A	N/A
Asset Backed Securities				\$0.00	0%	10%	5%	5	R-1 (high)	AAA
Commercial paper or promissory notes				\$0.00	0%	10%	5%	1	R-1 (mid)	N/A
Total	\$117.79	\$78.13	\$102.61	\$298.53	100%					

Notes:

(1) Per definitions and regulations under Ontario Regulation 438/97.

(2) Individual maximum applies to either an individual institution or in the case of the ONE Investment Program it applies to individual portfolios.

(3) Equivalent ratings from Moody's Investor Services, Standard and Poor's or Fitch Ratings are also acceptable.

(4) Includes bonds, debentures or other evidence of indebtedness issued or guaranteed by the Government of Canada, or a Province of Canada. A minimum of 10% of the portfolio must be in the Federal or Provincial category.

(5) Includes a University in Ontario that is authorized to engage in an activity described in section 3 of the Post-secondary Education Choice and Excellence Act, 2000 and a college established under the Ontario Colleges of Applied Arts and Technology Act, 2002.

(6) Includes bonds, debentures, deposit receipts, deposit notes, certificates of deposit or similar instruments issued, accepted, guaranteed or endorsed by a bank in Schedule I or II or a Credit Union, including bail-in. Six major Schedule I Banks include: Bank of Montreal, Bank of Nova Scotia (The), Canadian Imperial Bank of Commerce, National Bank of Canada, Royal Bank of Canada and Toronto-Dominion Bank (The). Credit Unions require financial statements or certification in writing that various financial criteria has been met as outlined in O. Reg. 438/97.

(7) The overall Financial Institution category shall not exceed 60% of the total portfolio, within this category:

- i) Aggregate holdings of the Six major Schedule I Banks shall not exceed 60% of the total portfolio; and
- ii) Aggregate holdings of Schedule II & Other Schedule I Banks not listed above and Trust Loan / Credit Union's shall not exceed 20% of the total portfolio.

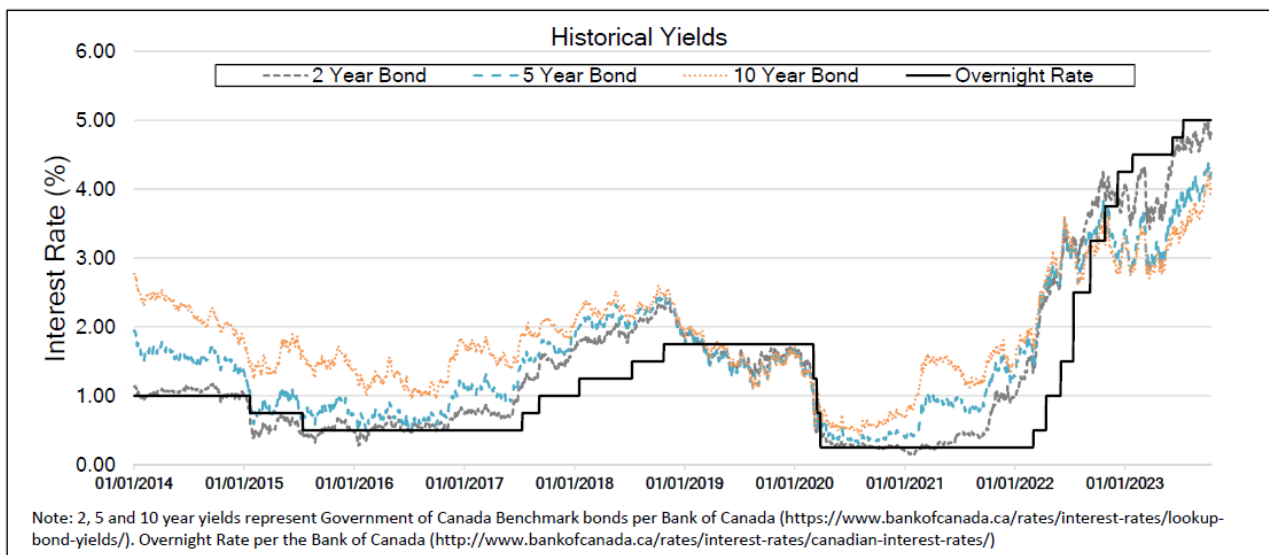
(8) For securities of bonds, debentures, promissory notes or other evidence of indebtedness, issued or guaranteed by a bank listed in Schedule I, II or III to the Bank Act (Canada) with a term-to-maturity less than or equal to 2 years on the day the investment is made, the prescribed minimum credit rating is AA(low).

(9) The ONE Investment Program provides recommended investment timelines for each fund however funds can be withdrawn with one day's notice and investments in each pool meet eligibility criteria as defined by regulations under the Municipal Act.

Appendix 4 - CORS-054-23

Interest Rates and Bond Yields

Historical overnight rates and bond yields are illustrated in the graph below. Between December 2021 and September 2023 interest rates have risen dramatically. For reference, the 10-year Government of Canada bond yield has improved from approximately 1.50% to 4.03% and the Bank of Canada Overnight rate has increased from 0.25% to 5.00% at the end of September 2023. While short term rates in the table below are currently higher than longer term rates, the Town continues to take advantage of medium and longer term investments as opportunities become available to manage maturities to expected cash outflows and to ensure the appropriate diversification is maintained.



Appendix 5 - CORS-054-23
Reserve and Reserve Fund Continuity Schedule

Reserves and Reserve Funds (\$000s)	As at Dec 31, 2022	As at Sep 30, 2023	Forecasted Dec 31, 2023	Surplus/ (Deficit) to Budget
Stabilization				
Tax Rate Stabilization	\$8,428	\$7,507	\$7,533	\$(482)
Severe Weather	2,063	2,063	2,063	140
Building Rate Stabilization	13,829	14,396	12,318	(4,528)
Subtotal	\$24,319	\$23,966	\$21,914	\$(4,869)
Corporate Use Reserves				
Insurance and Legal Matters	\$7,427	\$7,678	\$7,744	\$211
Per Unit Development Processing Fee	1,197	1,369	1,372	(1,927)
WSIB	4,789	5,077	5,077	519
Subtotal	\$13,413	\$14,124	\$14,193	\$(1,197)
Infrastructure Non Growth				
Infrastructure Renewal - Roads & Structures	\$35,719	\$34,242	\$41,204	\$7,249
Infrastructure Renewal - Stormwater	4,615	3,704	3,704	0
Infrastructure Renewal - Recreation, Facilities, Other	11,379	13,779	15,036	818
Information Technology	3,684	3,363	3,408	26
Studies and Other Non Growth Capital	452	1,648	1,648	0
Vehicles and Equipment Replacement	7,102	9,598	9,490	27
Canada Community-Building Fund	5,406	3,165	533	0
Ontario Lottery Corporation Proceeds	11,607	6,730	8,664	1,327
Subtotal	\$79,964	\$76,229	\$83,686	\$9,447
Infrastructure Growth				
Growth Capital - Other	\$3,313	\$3,288	\$3,538	\$309
Capital Provision	7,331	8,238	8,697	(5,766)
Payment-in-Lieu of Land Conveyance	20,792	22,244	22,235	1,628
Cash-in-lieu of Parking	343	343	350	2
Development Charges (Note 1)	29,460	31,288	11,016	(49,290)
Post Period Capacity	(383)	(390)	(507)	9,116
Subtotal	\$60,856	\$65,012	\$45,329	\$(44,000)
Program Specific				
Property Transactions	\$16,083	\$14,912	\$15,320	\$(1,328)
Provincial Gas Tax	1,095	1,421	1,119	8
Election	28	253	253	0
Aggregate Permit Fees	194	303	303	107
Seniors' Fundraising	76	76	76	0
Arts Programming	11	11	11	5
Mayor's Legacy Fund	96	96	98	1
Subtotal	\$17,583	\$17,071	\$17,180	\$(1,207)
Board, Committee & Other				
Library Tax Rate Stabilization	\$546	\$546	\$546	\$(121)
Library Capital Infrastructure	1,431	1,393	1,397	157
DBIA Surplus	248	218	218	87
Provincial Government Transfer	432	723	0	0
Subtotal	\$2,657	\$2,880	\$2,162	\$124
Total Reserve and Reserve Funds	\$198,791	\$199,282	\$184,464	\$(41,702)

Note 1: Includes Development Charge Exemptions.



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services
Glen Cowan, Chief Financial Officer / Treasurer

Date: November 13, 2023

Report No: ES-011-23

Subject: Housing Accelerator Fund (HAF) - Update

- Recommendation:**
1. **THAT Council endorse the updated HAF Application, including the following five (5) additional initiatives as requested by the Federal Minister of Housing, Infrastructure and Communities, as outlined further in ES-011-23:**
 - a. **Permitting four units as-of-right city-wide;**
 - b. **Permitting four storeys as-of-right within 800 metres walking distance of Milton Transit lines;**
 - c. **Designate dedicated staff to implement an affordable housing strategy, which should involve liaising with non-market housing providers and other levels of government, guiding projects through the development and permitting process, and identifying lands for affordable nonmarket housing;**
 - d. **Delegate decision-making power for minor re-zonings, as well as approvals for affordable housing and modular housing, to City staff;**
 - e. **Create incentives to encourage the development of purpose-build rentals and non-market housing.**
 2. **THAT the implementation of any of the five additional initiatives noted above be contingent on further Council approvals as outlined in the Supplemental Information that the Town provided for the HAF program (Attached herein as Appendix C).**

3. THAT the Commissioner of Development Services be authorized to make any further adjustments required to the Town of Milton's HAF Application.
4. THAT the Mayor and Clerk be authorized to execute any agreements that are required in relation to the HAF funding program.

EXECUTIVE SUMMARY

- The HAF Program offers the Town a funding opportunity that is associated with the acceleration of, and increase in, housing supply.
- Eligibility for the program requires the development of an action plan, completion of a housing needs assessment report and a commitment to achieving the growth targets.
- Town of Milton Council endorsed an application to the HAF program in May 2023 through report ES-008-23. The application included seven initiatives that were developed in consultation with the CMHC and based on the HAF application guide.
- In October 2023 the Town received a correspondence from the Federal Minister of Housing, Infrastructure and Communities requesting the addition of five additional initiatives in the Town's HAF application.
- Council endorsement of those initiatives is being sought at this time to further strengthen the Town's HAF application and lead to meaningful investment in the development of new housing opportunities within the community.
- As outlined in the supplemental information provided to the CMHC, each of the five additional initiatives are expected to require a Council approval in Q1 2024 after the related policy frameworks have been developed, public consultation has occurred, and/or the funding details and requirements from HAF to the Town have been further established.

REPORT

Background

The 2022 Federal Budget announced \$4 billion in funding until 2026/2027 to launch the Housing Accelerator Fund (HAF). The program will be administered by the Canadian Mortgage and Housing Corporation (CMHC). HAF is an application-based program with one application window in 2023. The program is intended to drive transformational change within the sphere of control of the local government regarding land use planning and development

Background

approvals. HAF's objective is to accelerate the supply of housing across Canada and support lasting changes that will improve housing supply for years to come.

At its May 29, 2023 meeting, Milton Council endorsed the Town's original application for the HAF program. The application included seven initiatives that were developed in consultation with the CMHC with specific consideration of the HAF application guide. Those initiatives were:

1. Implementation of the Milton Mobility Hub Strategy
2. Additional Residential Unit (ARU) Study
3. Residential and Non-Residential Land Needs Study
4. Development Services Public Portal
5. Delegation of Authority Enhancements
6. Official Plan Update
7. Transportation Mater Plan Update

Further detail of the HAF program, as well as the Town's initial seven initiatives and growth targets, can be found in the report presented in May ([ES-008-23](#))

On October 10, 2023, the Town received a correspondence from the Federal Minister of Housing, Infrastructure and Communities in relation to the Town's application. The Minister outlined five requests that would improve Milton's application and better reflect the Minister's ambition for the HAF program. It was noted that if the Town could enhance the existing application by addressing these items, it would ensure that Milton leverages its full potential to develop housing. A copy of the full correspondence is attached as Appendix A.

Discussion

The five additional initiatives that have been requested by the Minister are:

1. Permitting four units as-of-right city-wide;
2. Permitting four storeys as-of-right within 800 metres walking distance of Milton Transit lines;
3. Designate dedicated staff to implement an affordable housing strategy, which should involve liaising with non-market housing providers and other levels of government, guiding projects through the development and permitting process, and identifying lands for affordable nonmarket housing;
4. Delegate decision-making power for minor re-zonings, as well as approvals for affordable housing and modular housing, to City staff;
5. Create incentives to encourage the development of purpose-build rentals and non-market housing.

Following receipt of the Minister's letter, and in consultation with staff, the Mayor provided a response to the Federal Minister that recognized the Town's collaboration to date with the

Discussion

CMHC for the HAF program and indicating the Town's willingness to consider the five new initiatives as part of the application process. The Mayor's correspondence also directed staff to assess the Council (or other) approvals that may be required in order to implement these initiatives and to develop the related action plans. A copy of the Mayor's correspondence is attached as Appendix B.

Subsequent to the Mayor's letter, and after further consultation with CMHC, supplemental data was submitted by the Town's Commissioner of Development Services. The supplemental information outlined proposed milestone dates, cost estimates and outcomes (units) of the newly requested initiatives, as well as refinement of previous submitted action items based on updated information. It was noted that for each of the 5 additional initiatives that a Council approval would be required after full program and policy details could be developed, with each expected in Q1 2024 (subject to the timing of any potential HAF announcement). A copy of the supplemental data submission is attached as Appendix C.

Should Council endorse the revised application as recommended in this report, the Town will notify the Federal Minister and CMHC staff. Delegated authority for the Commissioner of Development Services to make further adjustments to the Town's application is also recommended so that the Town can respond in a timely manner as the HAF program continues to evolve. Should the Town be successful in its application for the HAF program, additional Council approvals will be sought in relation to the initiatives as the programs are more fully defined.



Financial Impact

The HAF program has the potential to provide a significant amount of funding to the Town in order to help support growth in housing and housing options within the community. Funding received would be applied towards the investments that will be made during the HAF reporting period, with priority applied to initiatives that support the medium and high density communities that lend themselves to promoting a range of housing options and housing affordability. Reporting to Council of the funding utilization would occur in accordance with the Town financial management policies, and to the CMHC through the reporting requirements of the HAF program.

For the five new initiatives that are recommended to be endorsed, the two with the most direct financial implication to the Town are the financial incentive for rental and affordable housing program, as well as the dedicated staffing to support affordable housing. In each case, it is expected that any new cost would be funded from proceeds of the HAF program. As such, even though a draft potential framework for each was included in the Town's supplemental information submission, final details can only be confirmed following further feedback or approvals from the HAF program.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

Glen Cowan
Commissioner, Development Services

For questions, please contact: Jill Hogan, Commissioner, Phone: Ext. 2304
Development Services

Glen Cowan, CFO/Treasurer Ext. 2151

Attachments

Appendix A - Letter from the Minister of Housing, Infrastructure and Communities
Appendix B – Letter to the Minister of Housing, Infrastructure and Communities
Appendix C – Town of Milton Supplemental HAF Submission

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.



Mayor Gordon Krantz

Via electronic mail townclerk@milton.ca

October 10, 2023

Dear Mayor Krantz,

I am writing to you following a thorough review of the Town of Milton's application to the federal government's Housing Accelerator Fund.

As you know, the Town of Milton is facing a housing crisis that requires bold and decisive action. To adequately respond to the housing challenges facing the people of Milton, it's imperative that we pursue bold ideas, while implementing solutions that work for Canadian families and communities.

Before making a decision on Milton's application, I would respectfully urge you to ensure that the City is doing everything in its power to address the housing crisis in Milton.

In particular, I have five requests that would improve Milton's application and better reflect my ambition for the Housing Accelerator Fund:

- Permitting four units as-of-right city-wide;
- Permitting four storeys as-of-right within 800 metres walking distance of Milton Transit lines;
- Designate dedicated staff to implement an affordable housing strategy, which should involve liaising with non-market housing providers and other levels of government, guiding projects through the development and permitting process, and identifying lands for affordable nonmarket housing;
- Delegate decision-making power for minor rezonings, as well as approvals for affordable housing and modular housing, to City staff;
- Create incentives to encourage the development of purpose-build rentals and non-market housing;

These changes will increase the supply of housing in Milton, allow for greater housing options within walking distance to transit, and facilitate more genuine housing options for the people of Milton.

If you and Council can enhance your application by addressing these items, it will allow us to ensure Milton leverages its full potential to develop the housing which the people of Milton need.

My colleague, Member of Parliament Adam van Koeverden, has been an outstanding advocate for the City of Milton. He has provided me with valuable advice regarding Milton's local contexts, and has counseled me that Milton is prepared to do its part to address the housing crisis. I appreciate your consideration of this request and eagerly anticipate our future discussions.

Sincerely,

The Honourable Sean Fraser, P.C., M.P.
Minister of Housing, Infrastructure and Communities



THE CORPORATION OF
THE TOWN OF MILTON

150 Mary Street
Milton, Ontario
Canada L9T 6Z5

905-878-7252
Fax 905-878-5927
www.milton.ca

The Honourable Sean Fraser, P.C., M.P.
Minister of Housing, Infrastructure and Communities
Via electronic mail

Dear Minister Fraser,

Thank you for your recent letter regarding the Town of Milton and the Housing Accelerator Fund (HAF).

The Town has been actively engaged throughout this process since first being approached by representatives of the Federal Government and the CMHC regarding HAF, and we continue to share the same interest in removing barriers to housing supply and accelerating growth. The Town has consistently demonstrated the ability to achieve these goals, specifically noting that Milton:

- Has consistently ranked amongst the fastest growing municipalities in Canada over multiple census periods
- Ranked first amongst municipalities in terms of planning approval timelines in a benchmarking study undertaken by Altus Group Economic Consulting on behalf of the Building Industry and Land Development Association
- Has tripled the population of the Town over the past 20 years and will see the population almost triple again over the next 30 years

These results were achieved through the Town's strategic and collaborative approach to supporting growth within Milton, and they are indicative of our ability to not just achieve but exceed our housing pledge to facilitate the construction of a minimum of 21,000 new homes in the community by 2031.

The Town worked closely with CMHC representatives on developing the HAF submission that has been previously presented, including the identification of potential initiatives. As the HAF program and the housing needs of the community evolve, we remain open to the consideration and implementation of further measures that may result in positive benefits within the community. Specifically, and in accordance with your suggestion, I request that you include the following five additional initiatives as part of the Town of Milton's application for the HAF program:

- Permitting four units as-of-right city-wide;
- Permitting four storeys as-of-right within 800 metres walking distance of Milton Transit lines;
- Designate dedicated staff to implement an affordable housing strategy, which should involve liaising with non-market housing providers and other levels of government, guiding projects through the development and permitting process, and identifying lands for affordable nonmarket housing;
- Delegate decision-making power for minor re-zonings, as well as approvals for affordable housing and modular housing, to Town staff;



- Create incentives to encourage the development of purpose-build rentals and non-market housing.

Concurrent with the preparation of this letter, I am also directing Town staff to assess the Council (or other) approvals that may be required in order to implement these initiatives and to develop related action plans so that the Town will be well positioned should HAF funding be approved for Milton.

These alternative solutions would complement not just the initiatives that have been previously proposed through the Town's application to the HAF program, but also the progress that the Town continues to make on strategic initiatives within the Town that will support our shared objectives.

- Milton is in the process of welcoming post-secondary institutions as both Wilfrid Laurier University and Conestoga College have established locations and begun offering programs within the community. The Town continues to work closely with these educational partners to ensure that the municipal services that will be required for the student population are in place as their enrollment and housing needs grows.
- Milton continues to expand its transit offering to ensure affordable solutions within the Town and critical connections to GO transit and adjacent municipalities. In addition to the acquisition of additional fleet, the Town is also in the process of making a significant investment to establish the first dedicated transit maintenance facility within the Town in order to ensure that the Town's vision for density and affordable units can be properly supported.
- Milton continues to actively work with multiple land owner groups as we progress through the planning, approval and implementation of four new growth areas within the Town. This will ensure continued growth as the Town pursues its population targets of 238,000 people by 2031 and 350,000 people by 2051, respectively.

We would welcome an opportunity to speak to you further about the HAF program, and how the Town of Milton and the Ministry of Housing, Infrastructure and Communities can partner together on these or other initiatives to ensure that our shared goal of accelerated housing growth can be achieved.

Sincerely,



Gordon A. Krantz
Mayor, Town of Milton

c.c.
Adam Van Koeverden, Member of Parliament
Andrew Siltala, CAO, Town of Milton

Initiative	Initiative Type (Initiative) (Initiative)	Description (Initiative) (Initiative)	Estimated Start Date	Estimated Completion Date	Estimated Cost (Initiative) (Initiative)	Estimated Incented Units	Estimated Incented units within the program	Milestone Name	Description	Estimated Start Date	Estimated Completion Date
1-Additional Residential Unit By-law Approval and Implementation	Allowing increased housing density on a single lot including promoting "missing middle" housing forms	The Town is in the process of reviewing and updating its policies and regulations regarding additional residential units to align with the updated Ontario Planning Act. An increase in available housing units by permitting up to 3 units on a serviced residential lot is expected through this initiative. This initiative specifically addresses the following HAF initiative: 16. Allowing increased housing density (increased number of units and number of storeys) on a single lot including promoting "missing middle" housing forms typically buildings less than 4 stories This initiative also is inclusive of the following HAF initiatives: 17. Encouraging Accessory Dwelling Units—a second smaller unit on the same property as a primary unit 5. Promoting infill developments (adding new units to existing communities) with increased housing density and a variety of unit types (e.g., duplexes or secondary suites)	12/1/2022	4/30/2024	\$ 25,000	500	150	Background Report approval at Council	Background report and internal review of best practice	12/1/2022	3/6/2023
								Public Consultation	Public survey and engagement/consultation events	3/8/2023	6/30/2023
								Council approval of ARU policies and zoning by-law	Recommendation Report to Council with proposed policies and reg	10/31/2023	2/15/2024
								Permitting four units as-of-right town-wide	Recommendation Report to Council with proposed policies	10/31/2023	2/15/2024
								Permitting four storeys as-of-right within 800 metres walking distance of Milton Transit lines	Recommendation Report to Council with proposed polices	10/31/2023	2/15/2024
2-Delegation of Authority Enhancements-Delegate decision	Implementing changes to decision making	Enhanced delegating authority for the Commissioner of Development Services (staff) to approve draft Plans of Subdivisions, Site Plans, Temporary Uses, Removal of Holding Zones. Required approval from Council of the authorities for enactment.	11/11/2022	12/12/2023	\$ 20,000	503	151	Statutory Public Meeting and Council Approval	Council approval received in February 2023.	10/1/2022	2/6/2023
								Public Engagement	Ongoing engagement with the development community will ensue	2/6/2023	12/12/2023
								Delegate decision-making power for minor re-zonings, as well as approvals for affordable housing and modular housing, to Town staff;	New Delegated Authority By-law - Council Approval	12/12/2023	2/15/2024
3-Development Services Public	Implementing new/enhanced processes	Streamlining, digitizing and modernizing our approach to managing and issuing building permits	7/4/2022	12/12/2023	\$ 1,000,000	167	50	Program Testing	Test runs of the data base and public portal in advance of going live	4/1/2023	6/30/2023
								Public Portal Go Live	Public are able to apply and monitor building permit applications	7/10/2023	11/30/2023
4-Official Plan Update	Promoting high-density development without the need for rezoning (as-of-right zoning)	Establishing a comprehensive planning framework to promote and encourage a range of housing options to meet identified market demand and needs across the entire municipality. This initiative specifically addresses the following HAF initiative: 2. Allowing increased housing density (increased number of units and number of storeys) on a single lot including promoting "missing middle" housing forms typically buildings less than 4 storeys This initiative also is inclusive of the following HAF initiative: 4. Enable mixed-use redevelopment of city-owned properties, while where appropriate maintaining the current government use, e.g., building housing on top of a library or office space 14. Implementing measures to address or prevent flood plain or climate change risk for example making flood plains park land and/or creating relocation programs to move housing units out of at-risk areas 15. Incorporating a climate adaptability plan into Official Community Plan	5/1/2022	11/30/2024	\$ 360,000	2,307	-	Assemble Draft Official Plan Policies for Public Engagement	Town staff will prepare a draft Official Plan for public engagement	10/1/2023	3/1/2024
								Public Meeting Required Under the Ontario Planning Act	A statutory public meeting must be held prior to the adoption of a	3/1/2024	5/30/2024
								Prepare and Present a New Official Plan to Council for Adoption	Taking into consideration all input required through public engage	5/30/2024	11/30/2024
5-Residential/Non-Residential Take Up/Land Needs Implementation Plan	Implementing inclusionary zoning	Will inform how the Town will grow to meet the needs of population and employment to the year 2051 – the forecasted growth will be developed in 5 year increments to inform infrastructure and financial planning. The analysis and plan will also complete the Ontario Planning Act requirements for the assessment report for inclusionary zoning and analyzes the needs for affordable housing on the Town. This initiative will also satisfy the HAF requirement for an updated Housing Needs Study. This initiative specifically addresses the following HAF initiative: 18. Implementing inclusionary zoning (the requirement that a developer builds a certain percentage of their units at affordable (below market) prices or rents) in ways that foster development This initiative also is inclusive of the following HAF initiative:	5/30/2023	10/31/2023	\$ 163,000	692	-	Phase 1	Forecast Population, Housing Mix	5/15/2023	8/15/2023
								Phase 2	Completes Planning Act requirement for the assessment report for	6/30/2023	10/31/2023

Initiative	Initiative Type (Initiative) (Initiative)	Description (Initiative) (Initiative)	Estimated Start Date	Estimated Completion Date	Estimated Cost (Initiative) (Initiative)	Estimated Incented Units	Estimated incented units within the program	Milestone Name	Description	Estimated Start Date	Estimated Completion Date
6-Transportation Master Plan Update	Updating infrastructure planning to align with official community plans, growth targets, and housing needs assessment	The Transportation Master Plan will guide the implementation of the transportation infrastructure and initiatives require to support Milton's growth and housing targets. Milton completed its first Transportation Master Plan in 2018. Milton's planning for growth and development has focused on greater intensification and redevelopment within the established built boundary and denser, complete communities through Secondary Plans for Urban Expansion Areas. As a result, there is a need to update the Transportation Master Plan to support of these land use policies and development patterns and create a coordinated, integrated multi-modal transportation system that reflects the changing dynamics of the development and transportation industry by meeting the future needs of transit users, pedestrians, cyclists, and drivers in the community. This initiative specifically addresses the following HAF initiative: 24. Updating infrastructure planning to align with official community plans, growth targets, and housing needs assessment	3/30/2023	3/29/2024	\$ 272,064	-	-	Presentation and Approval by Council of a Finalized Transportation Master Plan	Final plan presented to Council for approval.	3/30/2023	3/29/2024
7- Financial Incentives for Rental and Affordable Housing	Implementing incentives, costing or fee structures, for example density bonusing, to encourage such things as affordable housing to residential	Create an incentive program to encourage the development of purpose-built rental housing developments and/or affordable housing across the entire Town of Milton, noting a specific focus for high density units within the Town's Major Transit Station Area (MTSA). Given the Development Charge discounts and HST exemption already available for rental, the incentive program created in relation to HAF will provide a rebate to the Building Permit Fee applicable to the units created to a maximum of \$2,500 per unit until the allocated funds are fully utilized.	11/30/2023	12/31/2025	\$1,000,000	400	400	Milestone 1 - Design Program	Prepare program guidelines based on funding available and projected demand based on review of market.	11/30/2023	2/28/2024
								Milestone 2 - Council Approval of Program	Present report and recommendation for Council authority	3/1/2024	3/31/2024
								Milestone 3 - Implementation of Program	Advertise program, support potential applicants through process, process financial incentives, report on outcomes	4/1/2024	12/12/2025
8 - Dedicated staff for affordable housing strategy	Partnering with non-profit housing providers to preserve and increase the stock of affordable housing	Designate dedicated staff to implement an affordable housing strategy, which should involve liaising with non-market housing providers and other levels of government, guiding projects through the development and permitting process, and identifying lands for affordable nonmarket housing;	11/30/2023	12/31/2025	\$ 250,000	50	50	Milestone 1 - Job Design	Prepare program guidelines based on funding available and targetted outcomes.	11/30/2023	1/31/2024
								Milestone 2 - Council Approval of Program	Present report and recommendation for Council authority	2/1/2024	2/28/2024
								Milestone 3 - Implementation of Program	Post position and hire staff resource, support potential applicants through process & work with NPOs, report on outcomes	3/1/2025	12/31/2025



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: November 13, 2023

Report No: DS-056-23

Subject: 2023 Halton Region Allocation Program

Recommendation: **THAT this report be received for information.**

EXECUTIVE SUMMARY

Halton Region's Allocation Program is a financing tool that supports the delivery of growth-related infrastructure. Developments in the greenfield areas are required to participate in the Allocation Program.

For Council's information, this report provides commentary on the proposed Allocation Program through a "Milton lens". The program, as presented, does not support Milton's approved growth planning to 2031.

In particular, this report discusses:

1. The Discrepancy Between Municipal Housing Pledges and Planned Growth to 2031
2. Why The Proposed 2023 Allocation Program Does Not Support Milton's Approved Growth to 2031
3. Milton's Critical Infrastructure Requirements
4. The Importance of Maximizing Program Subscription
5. Key Messages

REPORT

Background

In March 2023, through [Report No. LPS14-23/PW-13-23/FN-20-23](#), Regional Council directed Regional staff to explore servicing allocation options and take the necessary steps to engage the local municipalities and development community regarding anticipated or potential development and infrastructure demands and report back to Council no later than July 2023.

Background

In July, 2023, Halton Region provided [Report No. LPS56-23/PW-31-23/FN-29-23](#) on the Regional Council agenda for consideration with the following recommendations:

- THAT Regional Council direct staff to develop Allocation Program options based on the principles identified in Attachment #1 and bring it forward for a decision no later than October 2023.
- THAT Regional Council approve the financing of \$36.3 million in water, wastewater and transportation projects as set out in Attachment #2 of Report No. LPS56- 23/PW-31-23/FN-29-23 to facilitate the construction of infrastructure in support of residential growth objectives and Local Municipal Housing Pledges.
- THAT a copy of Report No. LPS56-23//PW-31-23/FN-29-23 be forwarded to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, and the Ministry of Municipal Affairs and Housing for information

At that time, Milton staff provided considerations about the above report, in the Milton context, via a briefing note to the Mayor and Regional Councillors. The briefing note emphasized that the delivery of critical infrastructure, such the Lower Base Line Pumping Station must be prioritized in the near term, to unlock planned growth between 2021 and 2031 in Milton. While recommendation “2” cited above does include the Municipal Class Environmental Assessment (EA) Study and associated EAs for the Lower Base Line Pumping Station, the monies collected to initiate these studies was previously collected through the 2020 Allocation Program. In other words, this work has been delayed.

In May of 2023, Region staff indicated that there would be no cap or limit to the Allocation Program. In Milton, the expression of interest from developers totaled approximately 36,724 units (or 23,001 single-detached equivalents). In late September, Region Staff advised Town Staff that this position had changed. The 2023 Allocation Program would now be based only on the availability of existing infrastructure. This means that any near term development in the Trafalgar, Britannia and Agerton Secondary Plan areas must rely on the residual servicing capacity available at the existing Britannia Pumping Station.

The Region has advised that the proposed Allocation Program limits the availability of new units in Milton to 12,816 in the near term. This is due to the delayed delivery of the Lower Base Line Pump Station - now estimated to be delivered by 2028. The development community was made aware of the change in direction on October 5, 2023.

Halton Staff presented the proposed 2023 Allocation Program to Region Council at a workshop held October 11, 2023. The associated staff [Report No. CA-08-23/PW-40/FN-36-23](#) was scheduled for consideration at the October 18, 2023 session of Halton Region Council.

On October 18, 2023, Region Council deferred consideration of the 2023 Allocation Program and directed the report be referred to the Halton CAO's and Local Municipalities for further discussion. The report will now be placed on the December 13, 2023 session of Regional Council.

Discussion

1. Provincial Housing Pledges and ROPA 38

From the Region's perspective, the housing pledges represent a significant acceleration of growth. The housing pledges total 92,500 units by 2031 which is an over 70% increase over the growth anticipated in the Region's Infrastructure Master Plans. The over 70% increase stems from Oakville and Burlington's pledges, which are higher than their planned growth to 2031. The opposite is true for Milton.

The Province requested Milton to pledge the delivery of 21,000 housing units by 2031. Milton's Housing Pledge is lower than the approved growth between 2021 and 2031 of approximately 30,000 units. While the Region has committed to ensuring the 2023 Allocation Program would accommodate the Housing Pledges of the Local Municipalities, location matters. Residential development will have to be based on where capacity exists. Milton requires new greenfield growth to ensure our Housing Pledge can be realized.

2. The Proposed 2023 Allocation Program Does Not Support Milton's Approved Growth to 2031

Halton Region is largely planned to 2031 through the Sustainable Halton comprehensive planning exercise implemented through Regional Official Plan Amendment No. 38 (ROPA 38) as approved by the Ontario Municipal Board in 2011.

The 2023 Allocation Program, as presented, does not support Milton's approved growth planning to 2031. A cap of 12,816 units is vastly lower than Milton's approved 2021- 2031 growth.

The Allocation Program, at a minimum, should facilitate infrastructure delivery to bring forward Milton's Sustainable Halton lands by 2031

- This would include all of Milton's Sustainable Halton lands (Phase 4), approximately 30,000 units, specifically within the areas of:
 - Trafalgar Secondary Plan
 - Britannia Secondary Plan
 - Milton Education Village
 - Agerton Secondary Plan

3. Critical Infrastructure Requirements

Milton's greenfield growth areas require the construction of the Lower Base Line Pumping Station. Despite the delay in its delivery (needed in Milton to support planned growth from 2021-2031), it is encouraging to see that construction of this pump station will be funded through the 2023 Allocation Program. In the interim, the Region should make any residual capacity at the Britannia Road Pump Station available. The Region should consider an

Discussion

expansion or upgrade to this station as an interim servicing solution to facilitate the delivery of housing units, in advance of the completion of Lower Base Line Pumping Station.

In addition, the extension of James Snow Parkway from Britannia Road to Highway 407 is required to serve Milton's growth areas. The 2023 Allocation Program, as proposed, would fund the Environmental Assessment (EA) Study and design work but not the actual construction of the road extension. To support Milton's planned growth, it is the essential for the 2023 Program to also include the construction funding for James Snow Parkway.

Furthermore, it would benefit Milton if Halton Region considered:

- Adding a capital project to service Downtown supportive intensification in the Bronte-Steeles area; and
- Advancing two additional projects that directly support growth in the MTSA - Milton GO station area. These two wastewater study projects (6515 and 6517) would facilitate the sewer upgrades required in the intensification area around the MTSA.

4. The Importance of Maximizing Program Subscription

Developments in the greenfield areas are required to participate in the Allocation Program. The Allocation program is the tool the Region uses to ensure the residential greenfield developers pay for growth related infrastructure. To make the new program financially feasible, a minimum subscription is required to assess the program for financial viability. The minimum greenfield allocation subscription was determined to be 29,797 units. As currently proposed, only 10,000 units are available for Milton's greenfields. Developers building infill developments in all ready built up areas are not required to purchase allocation. While there is no additional capacity beyond the housing pledges across the Region for development beyond 2031, essential water and wastewater plant expansions will need to be significantly accelerated to ensure additional capacity is available by 2031. Halton Region staff has committed to review the distribution of servicing capacity reserved through this program prior to 2027. That said, it is unclear why a cap is being placed on the current program (perhaps to manage timing expectations with the development industry). As mentioned, in Milton, the expression of interest from developers totaled approximately 37,000 units. Developers in Milton understand that there is finite capacity in the existing system, but are willing to buy allocation now to fund the acceleration of necessary infrastructure. As such, there should be no program cap, as it is the near term reality that Milton will deliver housing sooner in the greenfields. In Milton, and across the Region, it will take longer to realize the intensification potential within the built up areas.

Discussion

5. Key Messages

- The proposed 2023 Allocation Program does not support Milton's approved Growth to 2031.
- There should be no program cap, as it is the near term reality that Milton will deliver housing sooner in the greenfields. In addition, significant investment is required by the development community to accelerate the delivery of key infrastructure requirements to support growth, both greenfield and intensification Region-wide.
- Halton Region should immediately initiate the necessary works to construct the Lower Base Line Pumping Station. The pump station is required to service the 2021-2031 planned growth in the Britannia, Trafalgar and Agerton Secondary Plans and the southern portion of the MEV and the MEV Complementary Employment Lands as approved through ROPA 38 in 2011.
- The Region should make any residual capacity at the existing Britannia Road Pump Station available immediately to support near term growth in Milton's greenfields.
- The Region should consider an expansion or upgrade to the Britannia Road Pump Station as an interim servicing solution to facilitate the delivery of housing units, in advance of the completion of Lower Base Line Pumping Station.
- To support Milton's planned growth, it is the essential for the 2023 Program to also include the construction funding for the James Snow Parkway extension to the 407.

Furthermore, it would benefit Milton if Halton Region considered:

- Adding a capital project to service Downtown supportive intensification in the Bronte-Steeles area; and
- Advancing two additional projects that directly support growth in the MTSA - Milton GO station area. These two wastewater study projects (6515 and 6517) would facilitate the sewer upgrades required in the intensification area around the MTSA.

Financial Impact

The financial planning that the Town has undertaken through its Fiscal Impact Studies and annual Budget and Forecasts has considered the ROPA 38 growth targets, as well as the demand demonstrated by the development community through various secondary/tertiary plans, site plans and other approval processes. Constraints or reductions in the units



Financial Impact

available within the 2031 planning horizon (whether in the greenfield area or built boundary areas) have the potential to reduce revenue, which could result in the need for mitigation through changes in the timing of infrastructure or service delivery expansion, or the requirement for alternate funding sources. These factors will be monitored as the allocation program progresses with updates provided through future reports, forecasts and budget processes.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Jill Hogan

Phone: Ext. 2304

Attachments

There are no attachments.

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

Report To: Council
From: Glen Cowan, Chief Financial Officer / Treasurer
Date: November 13, 2023
Report No: CORS-056-23
Subject: Purchasing Various - November 2023

Recommendation:	<p>THAT Council approve the budget amendments and related funding sources as outlined on Schedule A.</p> <p>THAT the contract increase for absolute secure access client software to Rogers Communications Canada in the amount of \$88,709 (excl. HST) be approved as outlined on Schedule B.</p> <p>THAT the contract increase for detailed design for Nipissing Road to WSP Canada Inc. in the amount of \$660,600 (excl. HST) be approved as outlined on Schedule C.</p> <p>THAT staff be delegated the authority to approve change orders up to a total of 15% of the awarded value to WSP Canada Inc. in relation to the Nipissing Road reconstruction.</p> <p>THAT the delegated authority to award the street light and pole condition assessment in the estimated amount of \$387,420 (excl. HST) be approved as outlined on Schedule D.</p> <p>THAT the contract increase made under delegated authority for additional work required for the Fifth Line Grade Crossing and Widening to Canadian Pacific Railway Company in the amount of \$354,427 (excl. HST) be received for information as outlined in Schedule E.</p> <p>THAT the contract increase made under delegated authority for Environmental Assessment of the Peru Road Bridge Removal and Cul-de-Sac Implementation to GM BluePlan Engineering Limited in the amount of \$9,080 (excl. HST) be received as outlined in Schedule F.</p>
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	<p>THAT the contract award made under delegated authority for Campbellville Road Guide Rail Upgrades to Powell Contracting Limited in the amount of \$1,266,870 (excl. HST) be received as outlined in Schedule G.</p> <p>THAT the single source award made under delegated authority to conduct a Feasibility Study for the Milton Transit Garage to WSP Canada Limited in the amount of \$66,710 (excl. HST) be received as outlined in Schedule H.</p> <p>THAT staff be delegated the authority to make a single source award to Pinchin Ltd. to undertake Asbestos Assessments for select Town facilities, and that details of the award be reported back to Council for information.</p> <p>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.</p>
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EXECUTIVE SUMMARY

This report is being submitted to obtain Council’s authorization on the various items on the attached schedules. Requests are being made as per the guidelines outlined in the Purchasing By-law No. 061-2018 and the Budget Management Policy (Policy No.113).

REPORT

Background

Procurement of goods and services is governed by By-law No. 061-2018. Purchasing activity is undertaken in a manner that is intended to support the Town’s mandate to provide effective, responsible government and efficiently deliver services to the residents of Milton.

Discussion

Information pertaining to the recommended purchasing awards is included on the corresponding Schedules (A to I) attached.

Included within this report are contract increases of existing contracts for mobile connectivity software and the detailed design for Nipissing Road. In the case of the



Discussion

software, the contract increase results in overall savings for the Town over a 3-year period relative to the existing contract.

Delegated authority has been requested for the street light and pole condition assessment. The RFP evaluation for this project is in progress. In order to facilitate the planned project start date of November 20th, delegated authority to award the contract is being requested. Similarly delegated authority with respect to asbestos assessments is also sought in order to ensure that the Town's year end audit timelines can be achieved in relation to new accounting standards.

Staff are reporting back to Council on a contract increase for Fifth Line grade crossing and widening, a contract increase for environmental assessment of the Peru Road bridge removal and cul-de-sac implementation, a contract award for the Campbellville Road guide rail upgrades and a single source award for a feasibility study for the Milton Transit garage. In these cases project-specific delegated authority was either previously granted, or timing constraints led to the use of authorities provided in the purchasing by-law. In the case of the feasibility study, staff leveraged the existing civil engineering roster to identify a capable firm with competitive rates.

Financial Impact

Financial impacts are outlined in detail on the attached Schedules A through I, and result in an increase in funding to the capital program of \$773,061 at this time. This increase provides the required funds to undertake the detailed design of the Nipissing Road reconstruction, with the subsequent utility relocation and construction funding currently planned for 2024 and 2025, respectively. Other variances that resulted from the awards referenced herein were either managed within the existing project accounts, or previously funded at the time of award.

As noted in Schedule B, annual savings of approximately \$18,910 are expected to be generated for the operating budget as a result of the new acquisition strategy for mobile connectivity software.

Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer



For questions, please contact: Sharon Telfer, Manager, Purchasing and Supply Chain Management
Shirley Xie, Supervisor, Financial Reporting
Phone: Ext. 2138
Ext. 2472

Attachments

- Schedule A – Reserve and Reserve Fund Transfers
- Schedule B – Contract Increase for Mobile Connectivity Software
- Schedule C – Contract Increase for detailed design for Nipissing Road
- Schedule D – Delegated Authority for street light and pole condition assessment
- Schedule E – Reporting back contract increase for CP Rail
- Schedule F – Reporting back contract increase for Peru Road Bridge
- Schedule G – Reporting back delegated authority for Campbellville Rd Guide Rail
- Schedule H – Reporting back single source for Milton Transit study
- Schedule I – Delegated Authority for Asbestos Assessments

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.

Summary of Changes in Capital Project Budgets and Funding

Schedule		Total Change in Funding Sources Increase / (Decrease)
Project Number	C33014618	
Project Description	Nipissing Road Reconstruction	
Total Approved Project Budget	\$ 502,000	
Recommended Budget Change		
Project Variance Account	77,306	77,306
Development Charges:		
Roads DC	695,755	695,755
Total Increase/(Decrease) in Funding	773,061	\$ 773,061
Total Revised Project Budget	\$ 1,275,061	

**COUNCIL AUTHORITY FOR CONTRACT AWARDS
CONTRACT INCREASE**

Project Award	Contract Increase for Mobile Connectivity Software
Recommendation	Staff is recommending approval to proceed with a contract increase for a new 3-year contract with Rogers Communications Canada Inc. in the amount of \$88,709 (exclusive of HST).
Purpose of Report	As per Section 10.1 of Purchasing By-law No. 061-2018, Council approval is required.
Background information	<p>The Town of Milton leverages mobile connectivity software from Absolute Software Corporation (Absolute Secure Access Client) to facilitate its fleet of mobile devices (laptops and specific tablet devices) connecting back to the Corporate network while working remotely. This software product is a foundational element in the Town's hybrid work program that enables remote connectivity to organizational technology and data assets when not working within a Town facility. The Town has been leveraging Absolute Software (formally called Netmotion) within the organization for the past 14 years. In previous years, the annual subscription/licensing costs for this solution have been procured directly from the manufacturer themselves (Absolute Software Corporation) and paid in US dollars.</p> <p>In 2014, the Ontario Ministry of Public and Business Service Delivery (Supply Ontario) completed a competitive request for proposal (RFP) process and established Vendor of Record (VOR) agreement OSS-00415819, with Rogers Communications Canada named as the primary vendor for the acquisitions of Paging and Mobile Devices and Services. The initial term of the Agreement is for six (6) years. Supply Ontario has the option to extend the Agreement on the same terms and conditions up to two (2) additional terms of two (2) years each. The current expiry date of this agreement is July 31, 2024.</p> <p>In June 2018, The Town of Milton entered into an agreement with Rogers Communications Canada under the terms of VOR OSS-00415819. The Town currently utilizes this agreement to acquire cellular phone and data services for the majority of the Corporation's mobile devices. As per the terms of the master agreement established under VOR OSS-00415819, a buyer may opt to purchase optional add-on services at market discounted prices that have been awarded to Rogers Communications Canada as an authorized reseller. These optional add-on services are available during the term of the Supply Ontario master agreement. Under the agreement, the Town can opt to acquire annual software licenses for its Absolute Secure Access Client for a discounted rate compared to what the Town has historically paid. By moving to acquire annual Absolute licensing from Rogers Communications</p>

Schedule B

	<p>Canada under the Supply Ontario VOR, the Town can expect to save approximately \$18,000 per year (based on current license quantities and \$USD to \$CAD exchange rates).</p> <p>As the Town grows and expands its mobile laptop fleet, it will inevitably require an increase in the number of Absolute software licenses to facilitate ongoing day-to-day operations. Future purchased licenses under the Provincial VOR will be acquired at the same unit rate as the initial purchase, allowing the Town to avoid future market price increases over the next few years. As per the terms of the Supply Ontario master agreement, prices for the Absolute software product are subject to change after December 31, 2023. As such, it is financially advantageous for the Town to seek an extended agreement term in order to maximize annual savings. Staff are requesting a contract increase to Rogers Communications Canada in the amount of \$29,570 per year (exclusive of HST) to establish a 36 month term (\$88,709 for full 36 month term) for the acquisition of Absolute Software Secure Access software licenses. This new agreement will take effect on January 1st, 2024, following the completion of the existing annual license term the Town currently holds with Absolute Software Corporation directly.</p>
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Financial Planning Section: Budget Impact (Note 1)

Account Number(s)	2216-3445
Account Description	Software Annual Maintenance
Project Total Budget	N/A
Contract Budget	\$ 49,000
Actual (Net of HST Rebate)	\$ 30,090
Variance	\$ 18,910 (F)
Funding Source	Operating

Note 1: Financial impact includes any non-refundable portion of HST.

Note 2: Contract actuals are an estimate and will vary based on total number of software licenses required by the organization to support ongoing operations. It will be monitored by program area staff. Any variances will be reported through the variance process.

**COUNCIL AUTHORITY FOR CONTRACT AWARDS
CONTRACT INCREASE**

Project Award	Contract Increase for Consulting Services, for the detailed design for Nipissing Road to WSP Canada Inc. (WSP)
Recommendation	Staff is recommending approval to proceed with a contract increase for WSP Canada Inc. in the total amount of \$660,600 (exclusive of HST).
Purpose of Report	As per Section 10.1 of Purchasing By-law No. 061-2018, Council approval is required.
Background information	<p>The current contract awarded to WSP Canada is for functional design and traffic impact study work related to the Nipissing Road project in the amount of \$154,834 (exclusive of HST) (PO# C-17-116 R#3, awarded under previous consultant roster RFP 12-051) and the preliminary design for Nipissing Road in the amount of \$106,580 (exclusive of HST) (PO# C-22-34 R#2, awarded under the current consultant roster via RFP 21-051, CORS-073-22).</p> <p>The increase of \$660,600 would bring the total contract award, up to and including detailed (100%) design, contractor prequalification and tender issuance to \$922,014 (exclusive of HST). Currently the overall estimated construction value (including utility relocations) is approximately \$13,000,000 (planned for 2024 and 2025), and the total value of this design award is approximately 7% of the anticipated construction value, which is in line with industry standards.</p> <p>The proposed work plan and associated time-task matrix has been reviewed by staff and the unit rates for WSP staff are in accordance with, or better than, the current (21-051) civil engineering roster assignment unit rates.</p> <p>As noted in CORS-073-22, it was anticipated that detailed design and contract administration would be awarded to WSP, given their history and knowledge of the project. This recommendation is for the award for detailed design, and to identify that the preliminary estimate for contract administration and inspection is \$984,604 (ex. HST). The estimate for contract administration and inspection will be reviewed and finalized at the end of the detailed design stage (anticipated for December 2024), and a further award recommendation to Council for the contract administration and inspection will be presented at the appropriate time.</p> <p>As identified in Council Report DS-085-22, staff are continuing negotiations and discussions with Metrolinx regarding the next steps in the Nipissing Road Project. Staff have requested additional funding from Metrolinx to support the detailed design work, and are awaiting a response. At this time, as no commitment</p>

Schedule C

	<p>from Metrolinx has been provided, a contribution from Metrolinx has not been contemplated in the budget amended presented herein. Should Metrolinx commit to funding a portion of the detailed design work, the budget funding will be amended accordingly and reported back to Council through the capital variance process.</p> <p>In addition to the detailed design award, staff are also requesting a budget amendment to ensure a 15% contingency is available in the project budget for detailed design. Due to the brownfield location of the project and adjacent land uses, it is anticipated that additional effort may become required surrounding contaminated soils, therefore a contingency in excess of 10% is being requested.</p> <p>The Nipissing Road project is essential to support the growth vision for the Mobility Hub and to support and promote any future improvements at the Milton Go Station.</p>
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Financial Planning Section: Budget Impact (Note 1)	
Account Number(s)	C33014618-A0611-7220
Account Description	Nipissing Road Reconstruction
Project Total Budget	\$ 502,000
Contract Budget	\$ 0
Actual (Net of HST Rebate)	\$ 672,227
Variance	\$ 672,227 (U)
Funding Source	Project Variance Account and Development Charges
Additional Budget Request	\$100,834 (Note 2)
Funding Sources	Project Variance Account and Development Charges

Note 1: Financial impact includes any non-refundable portion of HST.

Note 2: Separate from the contract increase, additional budget is expected to be required to retain 15% contingency due to the complexity of the project.

COUNCIL AUTHORITY FOR PROPOSAL AWARDS DELEGATED AUTHORITY

Project Award	Delegated Authority to award Proposal No. 23-568 for the Street Light and Pole Condition Assessment.
Recommendation	Staff are recommending delegated authority to award proposal for the Street Light and Pole Condition Assessment in the estimated amount of \$387,420 (exclusive of HST). Staff will report the results back to Council for information.
Purpose of Report	As per Section 10.1 of Purchasing By-law No. 061-2018, Council approval is required for proposal awards over \$100,000.
Background information	<p>The Town owns and operates approximately 10,224 street luminaires, installed on either Town owned poles or Milton Hydro poles within the road right of way, approximately 8870 poles and 74 pedestals. To maintain the quality of service and public safety associated with these assets, the Town is embarking on a comprehensive inventory and condition assessment and inspection program.</p> <p>The primary objectives of this project are for the Town to utilize the location and condition data and work forecasts to develop maintenance and capital programs; and to address any identified immediate safety concerns related to street lighting equipment; to provide a comprehensive evaluation of the Town's street lighting equipment, including: physical inventory, replacement cost, conditional assessment, 15-year capital forecast, and a 5 year, 10 year and 50 year life cycle costing analysis, and development of Levels of Service (LOS) to meet asset management and budget requirements.</p> <p>Ultimately, the comprehensive inventory and condition assessment will be used to support the preparation of the Town's annual budget and the development of an asset management plan as per the Ontario Regulation (O.Reg) 588/17: Asset Management Planning for Municipal Infrastructure.</p> <p>An open public request for proposal (RFP) was issued on September 19, 2023 and closed on October 23, 2023. The proposal submissions are currently under evaluation by Town Staff, and the project start date is identified as November 20, 2023. Delegated Authority to award this proposal is required as the overall cost of the work is anticipated to be greater than \$100,000, and to ensure timely award of the project once evaluations are complete. Due to the timing of the RFP closing (which was extended due to several requests during the RFP open public market phase) and deadlines for November council, a</p>

Schedule D

	<p>delegated authority is required. It is anticipated that evaluations will be complete by mid-November, and that the award will be formally issued in time to facilitate the November 20, 2023 project start date.</p> <p>Based on the RFP submissions, staff anticipate that the award will be within the approved budget for the Street Light Inventory and Condition Assessment capital job.</p>
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Financial Planning Section: Budget Impact (Note 1)	
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Account Number(s)	C41000123-N0650-7290
Account Description	Street Light Inventory and Condition Assessment
Project Total Budget	\$ 451,720
Contract Budget	\$ 394,239
Actual (Net of HST Rebate)	\$ 394,239 (Note 2)
Variance	\$ 0
Funding Source	Project Variance Account

Note 1: Financial impact includes any non-refundable portion of HST

Note 2: Actuals are an estimate based on the budget. Based on the RFP submissions, staff anticipate that the award will be within the approved budget. The actual variance will be identified to Council when staff report back on this award.

REPORT TO COUNCIL FOR INFORMATION - CONTRACT INCREASE

Project Award	Contract Increase to Canadian Pacific Railway Company for additional work required for the Fifth Line Grade Crossing and Widening
Recommendation	That the contract increase to Canadian Pacific Railway Company for additional work required for the Fifth Line Grade Crossing and Widening in the amount of \$354,427 (including 3% CTA fee, exclusive of HST) be received for information.
Purpose of Report	Staff are reporting back to Council for a contract award that was executed under Section 4.2.1 of Purchasing By-law No. 061-2018.
Background information	<p>Through PDA-070-22, Staff proceeded with emergency work with Canadian Pacific Railway Company (CP) for the Fifth Line grade crossing relocation and widening in the amount of \$938,108 (incl. 3% CTA fee, excl. HST). The award was subsequently reported to Council through CORS-073-22. There have been no change orders to date.</p> <p>As part of the reconstruction and widening of Fifth Line from Main Street East to Derry Road, the at-grade crossing of the Canadian Pacific Railway (CP) tracks needs to be reconstructed by CP forces to suit the new alignment and road cross section of Fifth Line. The work started in September in conjunction with the current capital construction project on Fifth Line.</p> <p>Due to an estimation error on the part of Canadian Pacific Railway Company within their original estimate with respect to the required track work required at the Fifth Line crossing, a change order was required in the additional amount of \$261,430 (incl. 3% CTA fee, excl. HST). CP charges for the work will be based on actuals. CP has provided an updated detailed estimate in support of this request.</p> <p>CP flagging is required for all works completed in and around the railway crossing by both CP forces for CP works as well as roadway work being completed through the Town's construction contract by the General Contractor.</p> <p>The CP flagging provides railway safety for workers present on and around the railway crossing. CP provided a detailed estimate for the flagging requirements for the project in the amount of \$92,997 (incl. 3% CTA fee, excl. HST). CP charges for the flagging work will be based on actuals. CP provided a detailed estimate in support of this request.</p> <p>Staff processed PDA-078-23 utilizing Section 4.2.1 of the Purchasing By-law to award the contract increase. This allowed for timely continuation of the project. The new contract total is \$1,292,535 (including 3% CTA fee, exclusive of HST).</p>

Financial Planning Section: Budget Impact (Note 1)	
Account Number(s)	C34004618-A0611-74550
Account Description	5 th Line (Hwy 401 to Derry Road)
Project Total Budget	\$19,043,319
Contract Budget	\$0
Actual (Net of HST Rebate)	\$360,665 (Note 2)
Variance	\$360,665 (U) (Note 3)
Funding Source	Project Variance Account / Development Charges

Note 1: Financial impact includes any non-refundable portion of HST

Note 2: In addition to the non-refundable HST, contract actuals include a 3% Canadian Transportation Agency overhead fee that is standard for CP works.

Note 3: A required budget increase in an amount of \$360,665 was identified through PDA-078-23 which was able to be funded through a reallocation of spending in the project such that the Town's overall funding plan is not impacted.

REPORT TO COUNCIL FOR INFORMATION - CONTRACT INCREASE

Project Award	Contract Increase to GM BluePlan Engineering Limited for Consulting Services for the Environmental Assessment of the Peru Road Bridge Removal and Cul-de-Sac Implementation
Recommendation	That the contract increase to GM BluePlan Engineering Limited for Consulting Services for the Environmental Assessment of the Peru Road Bridge Removal and Cul-de-Sac Implementation, in the amount of \$9,080 (exclusive of HST) be received for information.
Purpose of Report	Staff are reporting back to Council for a contract award that was executed under Section 4.2.1 of Purchasing By-law No. 061-2018.
Background information	<p>The contract for the Municipal Class Environment Assessment of the Peru Road Bridge removal and cul-de-sac implementation was originally awarded through RFP 22-051-12 in the amount of \$118,435 (excl. HST). There has been one change order to-date in the amount of \$8,820 (excl. HST) for a scoped Environmental Impact Study. The total current contract award to GM Blue Plan is \$127,255 (excl. HST).</p> <p>As part of the Environmental Assessment, a Cultural Heritage report was prepared by our consultant to screen the potential adverse impacts at 52 Peru Road. The Town will be purchasing lands from 52 Peru Road in order to construct the southerly cul-de-sac. The report identified that there are direct adverse impacts at 52 Peru Road. As a result, this change order in the amount of \$9,080 (excl. HST) was for GM BluePlan Engineering Limited to prepare an additional detailed cultural report that was required to be completed, which was not originally anticipated.</p> <p>Staff processed PDA-074-23 utilizing Section 4.2.1 of the Purchasing By-law to award the contract increase. This allowed for timely continuation of the project. The new contract total is \$136,335 (exclusive of HST).</p>

Financial Planning Section: Budget Impact (Note 1)

Account Number(s)	C34009122-A0611-7240
Account Description	Peru Road (Bridge Removal and Cul-de-Sac)
Project Total Budget	\$692,933
Contract Budget	\$20,505
Actual (Net of HST Rebate)	\$9,240
Variance (Note 2)	\$11,266 (F)
Funding Source	Development Charge and Project Variance Account

Note 1: Financial impact includes any non-refundable portion of HST

Note 2: The favourable variance was retained in the project pending completion of the Environment Assessment, the property acquisition process and until all environmental permits are in place in order to accommodate any scope or resourcing changes that could impact overall project timelines or deliverables.

**COUNCIL AUTHORITY FOR CONTRACT AWARDS
DELEGATED AUTHORITY**

Project Award	Reporting back to Council on the Delegated Authority to award Tender 23-01-00505 for the Campbellville Road Guide Rail Upgrades
Purpose of Report	As per Section 7.2.2 of the Purchasing By-law, a report to Council for information is required when the delegated authority provided in that section is utilized.
Background information	<p>Through CORS-045-23, Council approved the delegated authority to Staff to proceed with the award of the Campbellville Road Guide Rail Upgrades in the total estimated amount of \$1,148,010 (exclusive of HST) in order to keep this project moving forward on schedule. Through the detailed design and review of existing conditions on Campbellville Road, it was discovered that the quantity of guiderail to be replaced was significantly higher than originally anticipated. In order to meet current standards/guidelines and protect public safety, Staff also requested additional funding to complete the guiderail replacement.</p> <p>Staff issued an open public tender for the Campbellville Road Guide Rail Upgrades on September 1st, 2023. The following three (3) submissions were received at the time of closing on September 26, 2023. The following tender prices include 13% HST.</p> <ul style="list-style-type: none"> • MJ.K. Construction Inc. \$1,412,039.53* • Powell Contracting Limited \$1,431,563.10 • Royal Fence Limited \$1,551,659.50 <p>*Non-compliant bid submission</p> <p>Staff processed PDA-087-23 to award this contract for the Campbellville Road Guide Rail Upgrades to Powell Contracting Limited in the total amount of \$1,266,870 (exclusive of HST).</p>
Financial Planning Section: Budget Impact (Note 1)	
Account Number(s)	C35013723-A0614-7655
Account Description	Campbellville Road – Guiderail Replacement
Project Total Budget	\$778,242
Contract Budget	\$500,000
Actual (Net of HST Rebate)	\$1,289,167
Variance	\$789,167 (U) (Note 2)

Funding Source (Note 5)

Project Variance Account

Note 1: Financial impact includes any non-refundable portion of HST

Note 2: A budget increase in an amount of \$668,215 was approved through Purchasing Various Report CORS-045-23 and additional budget increase of \$194,172 was requested through PDA-087-23 and is therefore not included as part of Schedule A to this purchasing various report.

REPORT TO COUNCIL FOR INFORMATION - SINGLE SOURCE AWARD

Project Award	Single Source Award to WSP Canada Limited (WSP) to conduct a Feasibility Study for the Milton Transit Garage
Recommendation	That the single source award to WSP Canada Limited (WSP) to conduct a Feasibility Study for the Milton Transit Garage, in the total amount of \$66,710 (exclusive of HST) be received for information.
Purpose of Report	Staff are reporting back to Council for a contract award that was executed under Section 4.2.1 of Purchasing By-law No. 061-2018.
Background information	<p>The establishment of a permanent transit facility has been identified as a strategic priority for the Town. The project is also critical to allowing the Town to undertake a competitive process in the future for the delivery of the Transit service. Funding has been approved for the design and construction of the facility, and includes a contribution from other levels of government that is only available within a defined period of time.</p> <p>The next steps involved in the development of the new transit facility require expertise from several different professional disciplines. Due to timing constraints with this particular project (both operationally and financially), it was considered most effective that this work was sourced to a single vendor that is large enough to offer expertise in the various areas that may be required, and awarded on a direct basis as opposed to through a request for proposal process. Staff utilized the Town's existing civil engineering roster to identify WSP as a firm that is capable of undertaking the feasibility study to evaluate options for a new Transit Facility (Bus Storage and Maintenance) to be developed within the vicinity of the existing Milton Civic Operations Centre. Although the dollar of the award falls within the roster limit for direct award via staff authority, since the scope of this particular project isn't fully captured within the civil engineering roster's original description, Section 4.2.1 of the purchasing by-law was utilized.</p> <p>The study will include the assessment of three (3) potential site locations to be reviewed and evaluated based on suitability, land ownership, impacts to surrounding property, site operations and overall connectivity, environmental impacts and costing. Project deliverables include transit facility conceptual plans for each site location, a Municipal Class Environmental Assessment Screening and final feasibility memo.</p> <p>Staff processed PDA-076-23 utilizing Section 4.2.1 of the Purchasing By-law to WSP Canada Limited (WSP) to conduct a Feasibility Study for the Milton Transit Garage in the total amount of \$66,710 (exclusive of HST).</p>

Financial Planning Section: Budget Impact (Note 1)	
Account Number(s)	C59500120-A0631-7290
Account Description	Transit Operations Centre
Project Total Budget	\$13,044,545
Contract Budget	\$67,884
Actual (Net of HST Rebate)	\$67,884
Variance	\$0
Funding Source	Project Variance Account / Development Charges

Note 1: Financial impact includes any non-refundable portion of HST

REPORT TO COUNCIL – DELEGATED AUTHORITY FOR SINGLE SOURCE AWARD

Project Award	Single Source Award to Pinchin Ltd. for Asbestos Assessments of Town Facilities
Recommendation	That staff be delegated the authority to make a single source award to Pinchin Ltd. to undertake Asbestos Assessments for select Town facilities, and that details of the award be reported back to Council for information.
Purpose of Report	Staff are requesting delegated authority in order to ensure compliance with Section 10.1(s) of Purchasing By-law No. 061-2018.
Background information	<p>Several updates have been made to the Public Sector Accounting Standards (PSAS). One notable update, Section PSAB 3280 Asset Retirement Obligations (ARO), takes effect for all fiscal years beginning on December 31, 2023.</p> <p>The standard requires the Town to:</p> <ul style="list-style-type: none"> - Identify any tangible assets where there is a legal obligation to incur retirement costs, - Make reasonable estimation of these costs, - Calculate and record liability in the Town's books, - Report the liability on Financial Statements and update Fixed Assets disclosure <p>Through the 2023 Budget process the potential use of third party consultants in relation to certain aspects of ARO implementation was identified. Up to this point the Town's ARO work plan has relied primarily on staff resources to undertake the required steps to identify, assess and measure potential sources of ARO. Through this work, and through consultation with other municipalities and audit firms, the need for a more detailed assessment of potential sources of asbestos at Town facilities (and related abatement costs) has been identified. This work would be distinct and supplemental to the data gathered as part of the Town's recent condition assessment update for facilities, and would produce details that help the Town satisfy the PSAB 3280 requirements.</p> <p>Given the required timing of this work relative to the Town's year end processes, staff investigated potential avenues to initiate the work on a timely basis. Having recently undertaken a similar process for Halton Region with respect to their facility inventory, Pinchin Ltd. offers both expertise in hazardous materials such as asbestos as well as familiarity with the accounting standard requirements of PSAB 3280.</p> <p>Staff engaged in discussions with Pinchin to scope the work</p>

Schedule I

	<p>required to meet PSAS requirements in an efficient manner, and at the time of this report are working through finalization of a potential work plan and quote for the initiative.</p> <p>In order to ensure a timely initiation of the work relative to the Town's year end and audit process, delegated authority to award is requested at this time, with result to be reported back to Council following award of the work.</p>
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Financial Planning Section: Budget Impact (Note 1)

Account Number(s)	C20112023-N0250-7290
Account Description	PSAB Legislative Changes
Project Total Budget	\$30,900 (Note 2)

Note 1: Financial impact includes any non-refundable portion of HST

Note 2: As noted in the 2023 Budget, a budget provision was made to provide for professional services that may be required to implement the various changes to PSAS (including but not limited to PSAB 3280). The adequacy of this provision will continue to be assessed as the requirements are further refined through the audit process, and any variances will be reported through the variance process.



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE: November 13, 2023

SUBJECT: Review of Warrants for Crossing Guards

CONSIDERATION DATE: November 13, 2023

REQUESTED BY: Councillor Tesser Derksen

SECONDED BY: Councillor Ali

WHEREAS, through its *School Crossing Guards Policy*, the Town of Milton currently uses specific warrants to determine the installing or removal of crossing guards at pedestrian crosswalks, crossovers, and high pedestrian areas, such as intersections around schools;

AND WHEREAS, each year, there are incidents of vehicle-pedestrian collisions in school zones and on school walking routes, typically involving minors being struck by vehicles;

AND WHEREAS the removal of crossing guards pursuant to the current warrants may result in a reduction of safety for children and pedestrians in school zones and their immediate areas, and may result in a decrease in confidence that caregivers and students have in pedestrian safety;

AND WHEREAS the current warrants being used to determine the need for crossing guards at particular locations may not be adequate to meet the threshold for safety that our community expects and deserves;

THEREFORE BE IT RESOLVED THAT staff undertake a review of the Town's Placement of School Crossing Guards Policy and report back to Council in Q2 2024 with recommendations on a new warrant methodology for justifying placement of crossing guards at locations within

school zones and in the immediate vicinity of school zones (such radius or vicinity to be included in the recommendations brought forward).

AND THEREFORE BE IT FURTHER RESOLVED THAT staff explore options for shared funding opportunities with school boards to help offset the costs of hiring additional crossing guards.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 089-2023

A BY-LAW TO REGULATE AND PROHIBIT THE SALE AND DISCHARGE OF FIREWORKS, TO PROVIDE FOR THE ISSUANCE OF PERMITS FOR THE SALE AND DISCHARGE OF FIREWORKS AND TO REPEAL BY-LAW 037-2009

WHEREAS section 120 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, provides that a local municipality may:

- (a) prohibit and regulate the manufacture of explosives in the municipality;
- (b) prohibit and regulate the storage of explosives and dangerous substances in the municipality;
- (c) regulate the keeping and transportation of explosives and dangerous substances in the municipality;
- (d) prohibit the manufacture or storage of explosives unless a permit is obtained from the municipality for those activities and may impose conditions for obtaining, continuing to hold and renewing the permit, including requiring the submission of plans;

AND WHEREAS section 121 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, provides that a local municipality may prohibit and regulate the sale of fireworks and the setting off of fireworks, and further that a by-law may prohibit those activities unless a permit is obtained from the municipality who may impose conditions for obtaining, continuing to hold and renewing the permit, including requiring the submission of plans;

AND WHEREAS sections 23.1 and 23.2 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, authorizes a municipality to delegate certain powers and duties;

AND WHEREAS section 391 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, enables a municipality to pass by-laws imposing fees or charges on persons;

AND WHEREAS section 7.1(1) of the *Fire Protection and Prevention Act*, 1997, S.O. 1997, c. 4, as amended, provides that the council of a municipality may pass by-laws regulating fire prevention, including the prevention of the spreading of fires;

AND WHEREAS it is the opinion of the Council of The Corporation of the Town of Milton that the powers delegated through this by-law, having regard to the number of people, the size of the geographic area and the time period affected by an exercise of the powers, are of a minor nature;

AND WHEREAS the Council of The Corporation of the Town of Milton deems it expedient to enact this By-law to regulate and prohibit the sale and discharge of fireworks, and establish a permit system for the sale and discharge of fireworks;

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

1 SHORT TITLE

1.1 This By-law may be cited as the “Fireworks By-law”.

2 SCOPE AND INTERPRETATION

2.1 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.

2.2 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.

2.3 The *Fire Chief* shall have the authority to issue and administer *Permits* and impose conditions thereon.

3 DEFINITIONS

3.1 For the purposes of this By-law the following terms are defined and referenced in italics within:

(a) “*Act*” means the *Explosives Act*, Revised Statutes of Canada, 1985, Chapter E-17 and the regulations enacted thereunder as amended from time to time or any act or regulations enacted in substitution therefor;

(b) “*Consumer Fireworks*” means low hazard fireworks that are generally used for recreation and are classified as Type F.1 explosives under the *Act* such as roman candles, flying lanterns, barrages, cakes, comets, mines, missiles, skyrockets, fountains, wheels, ground spinners, burning school houses and flying ghosts;

(c) “*Display Fireworks*” means high hazard fireworks that are generally used for public display and designed for use by professionals and are classified as Type F.2 explosives under the *Act* such as aerial shells, waterfalls, lances, rockets, serpents, shells, bombshells, tourbillions, maroons, bouquets, bombardos, fountains, batteries, illumination set pieces and pigeons, and large wheels;

- (d) “*Display Supervisor*” means a Person who is an approved purchaser of *Display Fireworks* and who is qualified under the *Act* to supervise the discharge of *Display Fireworks*;
- (e) “*Fee*” means the applicable fee set out in the *Town User Fees By-law*;
- (f) “*Fire Chief*” means the *Fire Chief* of the Town or authorized designate(s);
- (g) “*Fireworks*” include but not limited to any fireworks or explosives not authorized by the Explosives Regulatory Division of the Government of Canada, any *Consumer Fireworks*, *Display Fireworks*, *Prohibited Fireworks* or *Pyrotechnics*;
- (h) “*Fireworks Ban*” means a period of time during which the *Fire Chief*, in their absolute discretion, declares a total ban on the sale or setting off of any *Non-Aerial Consumer Fireworks*, *Aerial Consumer Fireworks*, *Display Fireworks* and *Pyrotechnics*;
- (i) “*Fire Protection and Prevention Act (FPPA)*” means the *Fire Protection and Prevention Act, 1997*, S.O. 1997, c. 4, as amended, and the regulations enacted thereunder as amended from time to time or any act or regulations enacted in substitution therefor;
- (j) “*Officer*” means a municipal law enforcement *Officer*, fire inspector, police *Officer* and any Person appointed by Council to enforce this by-law;
- (k) “*Order*” means an order issued under this By-law;
- (l) “*Permit*” is a permit to discharge *Fireworks* issued by the *Fire Chief*. Without limiting this definition, a *Permit* may be for *Display Fireworks*, or for *Consumer Fireworks*, *Pyrotechnics* or a combination thereof;
- (m) “*Person*” means an individual, association, firm, partnership, corporation, trust, incorporated company, organization and includes the directors and officers of a corporation, a corporation created under the Condominium Act, 1998, S.O. 1998, c. 19, as amended, and the trustees, agents, heirs, executors or other legal representatives of a person to whom the context can apply according to law;
- (n) “*Prohibited Fireworks*” means *Fireworks* included on the list of *Prohibited Fireworks* or explosives set out under the *Act, as amended*, including but not limited to trick fireworks (such as flying lanterns, cigarette loads or pings, exploding matches, sparkling matches, ammunition for miniature tie clip, cufflink or key chain pistols, auto alarms or jokers, cherry bombs, M-80’s, silver salutes and flash bombs and smoke bombs, tear gas pens and launchers, party peppers and table bombs, table rockets and battle sky rockets, fake firecrackers and other similar trick devices or practical joke devices) and explosives containing chemicals that are not compatible with one another;
- (o) “*Pyrotechnician*” means a Person who is certified under the *Act* as ‘pyrotechnician’, ‘senior pyrotechnician’, ‘special effects pyrotechnician’ or ‘special effects pyrotechnician – detonating cord’ and is qualified to

purchase and supervise the display of 'pyrotechnic special effects' under the Act;

- (p) "*Pyrotechnics*" includes high hazard fireworks used to produce a special effect in a film or television production or a performance before a live audience; explosives which may be classified as Type F.3 in the Act; fireworks accessories which may be classified as Type F.4 in the Act; black powder and hazard category PE 1 black powder substitutes which may be classified as Type P.1 in the Act; smokeless black powder and hazard category PE 3 black powder substitutes which may be classified as Type P.2 in the Act; initiation systems classified as Type I under the Act such as blasting accessories; and detonating cord classified as Type E.1 under the Act;
- (q) "*Town*" means the Corporation of the *Town* of Milton;
- (r) "*User Fees By-Law*" means the applicable *Town* by-law setting the user fees in respect to *Permits*;

4 PROHIBITION: UNAUTHORIZED AND PROHIBITED FIREWORKS

- 4.1 No *Person* shall distribute, possess or set off any fireworks or explosives not authorized by the Explosives Regulatory Division of the Government of Canada or any successor thereto.
- 4.2 No *Person* shall sell, distribute, use, set off, discharge, fire or cause or permit to be used, set off, discharged or fired *Prohibited Fireworks* or hold a display of *Prohibited Fireworks*.
- 4.3 No *Person* shall sell, distribute any *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics*.

5 PERMITS REQUIRED

- 5.1 No *Person* shall use, set off, discharge, fire, cause, display or permit the use of *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* in the *Town* without first having obtained a *Permit* issued by the *Fire Chief*, and in accordance with the requirements and conditions set out therein.
- 5.2 Every application for a *Permit* shall be made to the *Fire Chief* a minimum of fifteen (15) days prior to the event when the proposed discharge or display of *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* is to occur.
- 5.3 Every application for a *Permit* to discharge *Consumer Fireworks* or hold a display of *Consumer Fireworks* shall;
 - (a) be submitted by a *Display Supervisor*, *Pyrotechnician*, or a *Person* who is certified under the *Act* as a 'display assistant'.
 - (b) be submitted by a *Display Supervisor* holding a valid certificate.

- 5.4 Every application for a *Permit* to discharge Pyrotechnics or hold a display of Pyrotechnics shall be submitted by a *Pyrotechnician* holding a valid certificate.
- 5.5 Every application for a *Permit* shall include:
- (a) a complete application form in the form provided by the *Town's* Fire and Rescue Services:
 - (i) proof of comprehensive general liability insurance in an amount not less than five million dollars (\$5,000,000.00);
 - (ii) naming The Corporation of the *Town* of Milton as an additional insured and where required by the *Town's* Manager of Risk Management;
 - (iii) naming the neighbouring properties as an additional insured; and
 - (iv) containing a cross liability clause acceptable to the *Town's* Manager of Risk Management;
 - (b) a signed indemnity agreement in a form prescribed by the *Town*, whereby the applicant agrees to indemnify and save harmless The Corporation of the *Town* of Milton from any and all claims, demands, causes of action, loss, costs or damages that the *Town* may suffer, incur or be liable for resulting from the performance of the applicant as set out in the by-law, whether with or without negligence on the part of the applicant, or the applicant's employees, directors, contractors and agents;
 - (c) payment of all applicable *Fees* including without restriction the application *Fee* and any *Fees* required for displays occurring on *Town-owned property*;
 - (d) where the application is for a *Permit* to discharge or hold a display of *Consumer Fireworks*, proof of certification of the applicant as a *Display Supervisor, Pyrotechnician*, or a 'display assistant' certified under the *Act*;
 - (e) where the application is for a *Permit* to discharge or hold a display of *Display Fireworks*, a complete list of fireworks is to be submitted with the application;
 - (f) where the application is for a *Permit* to discharge or hold a display of *Display Fireworks*, proof of certification of the applicant as a *Display Supervisor*;
 - (g) where the application is for a *Permit* to discharge or hold a display of Pyrotechnics, proof of certification of the applicant as a *Pyrotechnician*;
 - (h) a description of the site to be used for setting off the *Consumer Fireworks, Display Fireworks* or *Pyrotechnics* sufficient to identify and locate the site, the discharge or firing area, the fallout area, and the safety distance from the audience or any member of the public, and, where more than one site is proposed, a separate application shall be made for each site;

- (i) a description of the manner and means of restraining unauthorized Persons from attending near the location where the *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* are being set off, discharged or fired;
- (j) a description of the manner in which unused *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* will be disposed of;
- (k) an indication of the number of Persons authorized to handle and discharge the *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics*, each of whom shall be a responsible and competent individual of at least eighteen (18) years of age;
- (l) such further and other information as the *Fire Chief* may require.

6 ISSUANCE OR REFUSAL OF A PERMIT

6.1 the *Fire Chief*:

- (a) may issue a *Permit*;
- (b) may issue a *Permit* with conditions; or
- (c) shall refuse to issue a *Permit* where:
 - (i) the application is incomplete;
 - (ii) the applicant for a *Permit* to discharge or hold a display of *Consumer Fireworks* is not a *Display Supervisor*, *Pyrotechnician*, or a 'display assistant' certified under the *Act*;
 - (iii) the applicant for a *Permit* to discharge or hold a display of *Display Fireworks* is not a *Display Supervisor*;
 - (iv) the applicant for a *Permit* to discharge or hold a display of *Pyrotechnics* is not a *Pyrotechnician*;
 - (v) the purpose of the discharge or display is not for either:
 - 1) the production of a theatrical stage show, film, television show or music video intended for public consumption; or
 - 2) an occasion of civic, national or international significance and held under the auspices of an established club, association or group of *Persons*;
 - (vi) there are reasonable grounds to believe that the discharge or display will result in a breach of this By-law, the *Act* or any applicable statute, regulation or by- law; or
 - (vii) in the opinion of the *Fire Chief*, there are not adequate fire prevention safeguards or protections from fire hazards in place.

7 CONDITIONS OF A PERMIT

7.1 In addition to any conditions imposed by the *Fire Chief* in issuing a *Permit*, The following conditions shall apply to a *Permit* issued under this By-law:

- (a) the *Permit* is valid only for the discharge or display at the place and on the date or dates set forth in the *Permit*;
- (b) the *Permit* is valid only for the discharge or display of the type of firework(s) (*Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics*) set forth in the *Permit*;
- (c) where the location set out in the *Permit* for the discharge or display is not on property owned by the *Permit* holder, the *Permit* holder shall obtain the permission of the owner of the property for the discharging or holding of a display;
- (d) the *Permit* holder shall supervise the discharge or display;
- (e) the *Display Supervisor*, *Pyrotechnician*, or *Person* certified under the *Act* as a 'display assistant' named in the *Permit* shall be present in person at all times when the *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* are being used, set up, set off, discharged or fired and when the site is being cleaned up;
- (f) the *Permit* holder shall restrain unauthorized Persons from attending near the location where the *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* are being discharged;
- (g) the *Permit* holder shall provide and maintain fully operational, fire extinguishing equipment, including portable extinguishers or charged garden hose, present and ready for immediate use, and for reasonable time thereafter, at the site where the *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* are discharged;
- (h) the *Permit* holder shall ensure that all unused *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* and all debris are removed;
- (i) the *Permit* holder shall comply at all times with the provisions of the *Act*, the FPPA, the '*Display Fireworks Manual*' published by Natural Resources Canada or any successor publication; and
- (j) Where a *Fireworks Ban* comes into effect, on the day set out in the *Permit* for the discharge of *Fireworks*, the *Permit*, no *Fireworks* may be discharged.

7.2 In addition to the conditions set out in section 7.1, the *Fire Chief* may impose any conditions on a *Permit* that the *Fire Chief* considers necessary in the interest of public safety, or that are advisable in the circumstances, or to give effect to the objects of this by-law.

7.3 No *Permit* holder shall not discharge or hold a display of *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* except in accordance with all *Permit* conditions.

8 REVOCATION AND GENERAL *PERMIT* REGULATIONS

8.1 The *Fire Chief* may revoke, without prior notice to the *Permit* holder or any other Person, any *Permit* issued pursuant to this By-law:

- (a) if the *Permit* was issued on mistaken, false or incorrect information;
- (b) if the *Fire Chief* has reason to believe the this By-law, including any *Permit* condition, will be contravened;
- (c) if the *Fire Chief* has concerns that the use, setting off, discharge, firing or holding any display of *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* poses a serious risk to public safety; or
- (d) if the *Permit* holder requests in writing to the *Fire Chief* that the *Permit* be revoked.

8.2 No Person shall use, set off, discharge, fire or cause or permit to be used, set off, discharged, or fired *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* or hold a display of *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics*:

- (a) in a manner that creates or is likely to create danger, an unsafe condition or a risk of accident, injury or damage;
- (b) in a manner that is likely to cause a disturbance or nuisance to any reasonable Person or property;
- (c) on land owned, leased or occupied by the *Town*, including without restriction all *Town* road and road allowances, except as permitted by this By-law;
- (d) into or on a highway, street, lane, road allowance, park, public parking lot, square or any other public place;
- (e) into or on any building, doorway or automobile;
- (f) within three hundred (300) meters of any industrial premises, agricultural premises gas or service station, or any other place where explosives, gasoline or other highly flammable liquids or gas substances of compounds are manufactured or stored in bulk; and
- (g) within three hundred (300) meters of a hospital, nursing home, home for the aged, church, school, day-care or other similar type of occupancy unless the written consent of the owner is obtained.

8.3 Any *Permit* issued pursuant to this by-law is non-transferrable.

- 8.4 The issuance of any *Permit* by the *Fire Chief* shall not relieve the *Permit* holder from compliance with any other applicable law.

9 FIREWORKS BAN

- 9.1 The *Fire Chief* is authorized to declare a *Fireworks Ban* when they believe it is in the interests of public safety or when there is a declared emergency in the *Town*.
- 9.2 A *Fireworks Ban* shall:
- (a) come into effect at 11:59 p.m. on the day that it is declared;
 - (b) remain in effect until the *Fire Chief* declares the *Fireworks Ban* is lifted; and
 - (c) be publicized on the *Town* website for the duration of the *Fireworks Ban*.
- 9.3 No Person, including the holder of any *Permit* holder, shall use, set off, discharge, fire or cause or permit to be used, set off, discharged or fired any *Consumer Fireworks*, *Display Fireworks* or *Pyrotechnics* when a *Fireworks Ban* is in effect.

10 PERMIT PRODUCTION

- 10.1 Every person issued a *Permit* under this By-law shall, when requested by an Inspector, Municipal Law Enforcement *Officer*, or any person acting under their lawful authority, immediately produce their *Permit*, and other relevant documents required under this By-law.

11 INSPECTIONS AND ORDERS

- 11.1 An *Officer* or Inspector 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, which may in accordance with section 436(1) of the *Municipal Act*, 2001, S.O. 2001, c. 25
- 11.2 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.
- 11.3 No *Person* shall prevent, hinder, or obstruct, or attempt to prevent, hinder or obstruct, an *Officer* or Inspector who is lawfully exercising a power or performing a duty under this By-law.
- 11.4 Where an *Officer* has reason to believe that any provision of this By-law or any condition of a *Permit* has been contravened, the *Officer* may issue an *Order* requiring the *Permit* holder or any other *Person* who contravened this By-law or who caused or permitted the contravention to discontinue the contravention or to do work or take action to correct the contravention or to refrain from any future contravention.
- 11.5 Delivered verbally or in writing, but where delivered verbally shall be followed by a written *Order* with the information set out in subsection 11.4. A verbal *Order* shall be deemed to be in effect immediately.
- 11.6 An *Order* in writing shall include:
 - (a) the reasonable particulars of the contravention adequate to identify the contravention and the location of the land on which the contravention occurred; and
 - (b) the date by which there must be compliance with the *Order* and the work to be done or the conduct to be discontinued by that date.
- 11.7 Every *Person* shall comply with an *Order* made pursuant to subsection 11.4.
- 11.8 No *Person* who has notice of an *Order* shall assist in any way in the violation of the terms of an *Order*, regardless of whether said *Person* is named in the *Order*.
- 11.9 Where the *Person* or *Persons* to whom an *Order* is issued fails to perform the work or action required by the *Order* within the time stipulated in the *Order*, the *Town* may without further notice perform such work or action as it deems appropriate.
- 11.10 Where the *Town* undertakes work or any action pursuant to section 11.4, the *Person* or *Persons* shall be jointly and severally responsible for all costs of the *Town* incurred in the exercise of the powers thereunder, including administrative costs and interest. Such costs, as determined by the *Town*, shall constitute a charge under the *Municipal Act*, 2001, S.O. 2001, c. 25 as amended, and may be added to the tax roll of property held by the Licensee, owner or other person in the manner provided for therein.

11.11 An *Order* in writing under this By-law may be served by any of the following means:

- (a) Delivered personally;
- (b) Posted on the property that is subject to the *Order*;
- (c) Emailed to the last known email address of the person to whom the *Order* is directed;
- (d) Deposited in the mailbox or mail slot of the person to whom the *Order* is directed;
- (e) Sent by prepaid regular mail to the last known address of the person to whom the *Order* is directed; or
- (f) Sent by registered mail to the last known address of the person to whom the *Order* is directed.

11.12 Where service 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.

11.13 Where an *Order* is posted, no person may remove the *Order* without the written authorization of the *Town*.

12 ENFORCEMENT

12.1 Any *Officer* shall be responsible for the enforcement of this by-law.

13 SEVERABILITY

13.1 If a court of competent jurisdiction declares any section or part of this By-law invalid, the remainder of this By-law shall continue to be in force unless the court makes an *Order* to the contrary.

14 PENALTY

14.1 Each *Person* who contravenes any provision of this By-law, an *Order* or a condition of a *Permit* is guilty of an offence and is liable to a fine, and such other penalties, as provided for in the *Provincial Offences Act*, R.S.O. 1990, c. P.33,

as amended (the “*Provincial Offences Act*”) and the *Municipal Act, 2001*, S.O. 2001, c. 25.

- 14.2 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 complete, action taken or discontinued, as the case may be.
- 14.3 In addition to section 16.2, 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 liable, pursuant to the *Municipal Act, 2001*, to the following fines:
- (a) a minimum fine of \$500 and a maximum fine of \$100,000; and
 - (b) In the case of a continuing offence, for each day or part of a day that the offence continues, a minimum fine of \$500 per day, and a maximum fine of \$10,000 per day, but the total of all daily fines for the offence is not limited to \$100,000.

15 REPEAL

- 15.1 By-law 037-2009, as amended is hereby repealed upon the coming into force and effect of this By-law.

16 ENACTMENT

- 16.1 This By-law shall come into force and effect on November 13, 2023.

PASSED IN OPEN COUNCIL ON NOVEMBER 13, 2023

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 089-2023

BEING A BY-LAW TO AUTHORIZE THE EXECUTION OF DOCUMENTS

WHEREAS pursuant to section 2(5) subsection (3) of the *Municipal Act*, S.O. 2001, c. 25, as amended, the power of the Council of the Corporation of the Town of Milton shall be exercised by By-law;

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

1. **THAT** the Mayor and Clerk of the Corporation of the Town of Milton are hereby authorized to execute and affix the corporate seal of the Town of Milton with respect to the documents as described in Schedule "A" to this By-law.
2. **THAT** notwithstanding the above, where any approvals are required such as Ontario Municipal Board approval or approval from Federal or Provincial Ministries as set out in Schedule "A", then the document concerned shall not be executed until such required approval has been received.
3. **THAT** this By-law comes into force on the day it is passed.

PASSED IN OPEN COUNCIL ON NOVEMBER 13, 2023.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 089-2023 SCHEDULE "A"

ITEM	DOCUMENT	APPROVALS	PARTY	OTHER APROVALS
1.	Agreements associated with the approved recommendations contained within the Staff Report and any / all ancillary documents that may be required.	CORS-056-23 Town Council November 13, 2023	Various	N/A
2.	Agreements with respect to the Housing Accelerator Fund (HAF) for funding and any and all ancillary documents that may be required.	ES-011-23 Town Council November 13, 2023	Canadian Mortgage and Housing Corp. (CMHC)	N/A
3.	Agreements as outlined in Staff Report DS-053-23 and any and all ancillary documents that may be required.	DS-053-23 Town Council November 13, 2023	Pursuant to Staff Report DS-053-23	N/A

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 090-2023

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD NOVEMBER 13, 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 November 13, 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 November 13, 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 NOVEMBER 13, 2023.

_____ Mayor
Gordon A. Krantz

_____ Town Clerk
Meaghen Reid