



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: July 15, 2024

Report No: DS-057-24

Subject: Technical Report: Proposed Plan of Subdivision and Zoning By-law Amendment Applications by Sundial Homes (4th Line) Limited applicable to lands legally described as Part of Lot 6, Concession 5, NS (Trafalgar) (Town Files: 24T-21006/M and Z-20/21)

Recommendation: **THAT** Town of Milton Council support the granting of Draft Plan Approval by the Commissioner of Development Services for the proposed plan of subdivision (Town File: 24T-21006/M);

AND THAT Application Z-20/21 for an amendment to the Town of Milton Comprehensive Zoning By-law 016-2014, as amended, to change the current Future Development (FD) and Natural Heritage System (NHS) Zone Symbols to the Residential Medium Density 1 - Special Provision 356 (RMD1*356) Zone, Residential Medium Density 1 - Special Provision 357 (RMD1*357) Zone, Residential Medium Density 2 - Special Provision 358 (RMD2*358) Zone, Minor Institutional - Special Provision 359 (I-A*359) Zone, Mixed Use - Special Provision 360 (MU*360) Zone, Natural Heritage System (NHS) Zone, Open Space (OS) Zone, and Open Space - Stormwater Management (OS-2) Zone symbols, along with Holding (H) Symbols H35 and H78 on specific lots and blocks on the subject lands, BE APPROVED;

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

AND FURTHER THAT staff be authorized to bring forward an amending Zoning By-law for Council Adoption.



EXECUTIVE SUMMARY

Sundial Homes (4th Line) Limited is seeking approval of an amendment to the Town of Milton Zoning By-law 016-2014, as amended, to implement a proposed residential plan of subdivision.

The subdivision proposes 1094 residential dwelling units (253 detached including one heritage replica, 140 street townhouses, 54 rear access townhouses and 280 back-to-back townhouses, along with an estimated 367± apartments that will be part of and developed within the major node block), delineation of the natural heritage system (watercourse, environmental buffer and trail connection), a stormwater management pond, a village square, a public elementary school, trail system, various servicing, grading and residential reserve blocks, and an internal road network. Holding provisions have also been applied to specific lots and blocks where further information or action is required. Development and registration of the subdivision is planned to occur in phases.

As such, the proposed Zoning By-law Amendment seeks to replace the current Future Development and Natural Heritage System (NHS) Zone symbols with the Residential Medium Density 1 - Special Provision 356 (RMD1*356) Zone, Residential Medium Density 1 - Special Provision 357 (RMD1*357) Zone, Residential Medium Density 2 - Special Provision 358 (RMD2*358) Zone, Minor Institutional - Special Provision 359 (I-A*359) Zone, Mixed Use - Special Provision 360 (MU*360) Zone, Natural Heritage System (NHS) Zone, Open Space (OS) Zone, and Open Space - Stormwater Management (OS-2) Zone symbols, along with Holding (H) Symbols H35 and H78 on specific lots and blocks on the subject lands.

The statutory public meeting was held on January 18, 2022. No members of the public spoke at the public meeting. Staff did receive written submissions from a local resident that raised concerns with the lack of on-street cycling facilities within the proposed plan of subdivision and generally throughout the Town of Milton.

All internal Town of Milton departments and responding external agencies have provided correspondence to Town Planning staff indicating their support for the applications as currently presented. They have also provided the appropriate conditions of draft plan approval necessary for the Town to consider the approval of these applications. Staff has reviewed all of the documentation, plans and comments provided to date and is of the opinion that the applications as submitted are prepared in a manner that would allow them to be considered by Town Council for approval.

Conclusions and Recommendations

EXECUTIVE SUMMARY

Staff is satisfied that the plan of subdivision processed under File 24T-21006/M, subject to the requested conditions of draft plan approval and the site-specific zoning provisions attached as Appendix 1, conforms to Provincial, Regional and Town planning policies and Conservation Halton regulations, and achieves acceptable engineering and design standards. Planning staff is also satisfied that the proposed Zoning By-law Amendment is consistent with the land use policies of the Provincial Policy Statement and conforms to the Town Official Plan.

REPORT

Background

Owner: Sundial Homes (4th Line) Limited, 4576 Yonge Street, Suite 500, Toronto, ON

Applicant/Agent: Matson Planning & Development Inc., 20 Shore Breeze Drive, Suite 1609, Toronto, ON

Location/Description

The subject lands are in Ward 3, generally located at the northwest corner of James Snow Parkway and Britannia Road and between Fourth Line and James Snow Parkway, and are legally described as Part of Lot 6, Concession 5, New Survey, Former Geographic Township of Trafalgar, in the Town of Milton, in the Regional Municipality of Halton. A residential reserve block located adjacent to the northeast corner of the Sundial subdivision that was registered as part of the second phase of Mattamy's Bayview Lexis subdivision (24T-20001/M) to the north has also been added to the subject application for zoning purposes only, as the two developers are currently in discussions regarding the transfer of the block from Mattamy to Sundial for the purposes of advancing the consolidation and coordinated development of all residential reserve blocks located along the mutual property line. Since the transfer is not yet complete, Mattamy has authorized staff to rezone the block of land they still own along with the remainder of the lands owned by Sundial, to ensure that the zoning applied to the consolidated lands will be consistent. See Figure 1- Location Map.

The subject lands are approximately 37 hectares (91 acres) in size with frontages along Fourth Line, Britannia Road and James Snow Parkway. The majority of the lands are vacant, with the exception of the newly constructed channel corridor situated along Fourth Line that now encompasses portions of the stream that once traversed the lands. The corridor construction was coordinated with the subdivisions to the north and has proceeded in advance of the residential development planned for the subject lands in order to ensure that

Background

the natural heritage system could be implemented in an environmentally conscious and contiguous manner. It should also be noted that the lands did once contain a dwelling that was on the Town's Heritage List.

Surrounding land uses are primarily agricultural operations and former rural residential dwellings that are now located within the Urban Area boundary to the east, south and west, with significant residential development occurring within the adjacent subdivision to the north. Adjacent to the southwest corner of the subject lands, is Omagh, a small rural village at the intersection of Britannia Road and Fourth Line. The subject lands are also located within the Boyne Survey Secondary Plan Area, which is an area designated for urban residential and mixed-use development.

Proposal:

Figure 2 illustrates the proposed plan of subdivision which consists of 1094 residential dwelling units (253 detached including one heritage replica, 140 street townhouses, 54 rear access townhouses and 280 back-to-back townhouses, along with an estimated 367+ apartments that will be part of and developed within the major node block), two channel blocks, four channel buffer blocks, two trail blocks, one stormwater management pond block, two stormwater management pond buffer blocks, one village square block, one public elementary school block, one servicing block, two grading buffer blocks, three residential reserve blocks, two road widening blocks, five 0.3 metre reserve blocks and an internal road network. The proposed plan of subdivision will be intersected by two collector roads (Street "1" and Street "2" on the plan) that will provide main accesses to/from Fourth Line, Britannia Road, James Snow Parkway and Trudeau Drive that has been constructed up to the northern limit of the subject lands by the adjacent landowner, and contain numerous local roads throughout. The proposed plan of subdivision is intended to be developed and registered in phases (See Figure 3 - Phasing Plan). These phases are subject to change.

The proposal before Council at the current time is a request for an amendment to Town of Milton Zoning By-law 016-2014, as amended, to implement the draft plan of subdivision as described above. Accordingly, the proposal seeks to change the zoning applicable to the subject lands (referred to as "Sundial 4th Line") from the current Future Development (FD) and Natural Heritage System (NHS) Zone symbols to the Residential Medium Density 1 - Special Provision 356 (RMD1*356) Zone, Residential Medium Density 1 - Special Provision 357 (RMD1*357) Zone, Residential Medium Density 2 - Special Provision 358 (RMD2*358) Zone, Minor Institutional - Special Provision 359 (I-A*359) Zone, Mixed Use - Special Provision 360 (MU*360) Zone, Natural Heritage System (NHS) Zone, Open Space (OS) Zone, and Open Space - Stormwater Management (OS-2) Zone symbols. In addition,

Background

Holding (H) symbols H35 and H78 are proposed to be applied to specific lots and blocks within the subdivision which prohibits the sale of lots and issuance of any building permits on the identified lots and blocks until such time that the conditions associated with these lots and blocks (i.e. consolidation of residential reserves with adjacent lands and confirmation of servicing availability for phases three and four denoted on the phasing plan) are met to the satisfaction of Halton Region and the Commissioner of Development Services.

The following reports and information has been submitted in support of this application:

- Legal Survey, prepared by Schaeffer Dzaldov Bennett Ltd., dated December 22, 2020;
- Draft Plan of Subdivision, prepared by KLM Planning Partners Inc., dated March 26, 2024;
- Phasing Plan, prepared by KLM Planning Partners Inc., dated June 26, 2024;
- Aerial Orthophotograph, prepared by KLM Planning Partners Inc., dated July 27, 2021;
- Planning Justification Report, prepared by KLM Planning Partners Inc., dated September 2021;
- Allocation Transfer Request, prepared by Sundial Homes, dated February 1, 2021;
- Stage 1, 2 & 3 Archaeological Assessment (Part of Lot 6, Concession 5), prepared by Archaeological Assessments Ltd., dated July 4, 2011;
- Preliminary Report on the Stage 4 Excavation of the Omagh Site (AiGw-509), Part of Lot 6, Concession 5), prepared by Archaeological Assessments Ltd., dated December 12, 2011;
- Heritage Impact Assessment, 1501 Fourth Line, Part of Lot 6, Concession 5, prepared by Parslow Heritage Consultancy Inc., dated March 12, 2021;
- Phase One Environmental Site Assessment - Fourth Line and Britannia Road, prepared by Soil Engineers Ltd., dated June 13, 2022;
- Phase Two Environmental Site Assessment - Fourth Line and Britannia Road, prepared by Soil Engineers Ltd., dated April 5, 2023;
- Soil Investigation Report for 1501 Fourth Line, prepared by Soil Engineers Ltd., dated May 2004;
- Transportation Impact Study, prepared by CGH Transportation, dated April 2023;
- Noise Control Feasibility Study (Revision 3), prepared by SS Wilson Associates Consulting Engineers, dated November 6, 2023;
- Functional Servicing and Stormwater Management Report, prepared by SCS Consulting Group Ltd., January 2024;

Background

- Woody Vegetation Assessment/Tree Preservation Report, prepared by Cosburn Giberson Landscape Architects, dated June 2, 2021;
- Site Plan for Elementary School Block, prepared by Hossack Architecture, dated June 13, 2024;
- Community Context Concept Plan, prepared by Cosburn Giberson Landscape Architects, dated April 2023;
- Park Concept Plan - Village Square Block 311, prepared by Cosburn Giberson Landscape Architects, dated May 2024;
- Heritage Binder (Conceptual Site Plan, Floor Plans & Elevations for Replica Heritage Dwelling - Lot 1), prepared by Anderson + Associates Inc., dated February 2022 and July 2022 (SP);
- Major Node Concept Plans (Site Plan, Floor Plans, Elevations), prepared by Richmond Architects Ltd., dated January 26, 2023;
- Urban Design/ Architectural Control Guidelines, prepared by John G. Williams Limited, dated April 13, 2023; and,
- Draft Zoning By-law Amendment, prepared by KLM Planning Partners Inc., dated June 7, 2024.

Planning Policy

On June 6, 2024, Bill 185, also known as the Cutting Red Tape to Build More Homes Act, 2024 (“Bill 185”), received Royal Assent. As a result, as of July 1, 2024, Halton Region has become an upper-tier municipality without planning responsibilities and the Regional Plan will no longer be an official plan for the Regional Municipality of Halton. Instead, it will be deemed an official plan of each of the Local Municipalities in Halton (the City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville) until such time as it is revoked or amended by the respective municipality.

Within the former Halton Region Official Plan (ROP), the subject lands are designated as Urban Area with areas of Regional Natural Heritage System and Parkway Belt West Plan. Regional staff through the review of various submissions of materials, and prior to the transfer of the ROP, confirmed that the uses proposed on the attached draft plan of subdivision do conform to Regional and all Provincial land use policy as the proposed development supports efficient use of land and infrastructure through the provisions of a range and mix of dwelling types in a compact form, and ensures adequate protection of the quality of the natural environment.

Background

At the local level, the subject lands are located within the Town's Urban Area in the Boyne Survey Planning District and are designated Residential Area, Natural Heritage System and Parkway Belt West Plan Area on Schedule B - Urban Area Land Use Plan of the Town's Official Plan. The Residential Area designation permits a full range of residential uses and densities along with complementary non-residential uses that are necessary to create a residential neighbourhood environment. The purpose of the Natural Heritage System Area designation is to protect areas which have been identified as having environmental significance and to establish a Natural Heritage System which achieves an enhanced natural habitat and ecological functions that will be resilient to the impacts of the adjacent urban development. The purpose of the Parkway Belt West Plan Area designation, which is applied as an overlay, is in general, to recognize lands that have been identified by the Parkway Belt Plan to accommodate future linear facilities for transportation (i.e. James Snow Parkway), community and utility purposes.

Schedule K - Intensification Areas, also identifies James Snow Parkway and Britannia Road as Intensification Corridors. Residential intensification is encouraged in these corridors and shall generally take the form of medium and high density residential uses in accordance with applicable policies of the Official Plan. Schedule M - Key Features within the Greenbelt and Regional Natural Heritage System, identifies key features on the subject lands.

The subject lands are also located within the Boyne Survey Secondary Plan Area and are designated Residential Area, Residential/Office Area, Major Node Area, and Natural Heritage System, Gateway, and Omagh Study Area as shown on Schedule C.10.C - Boyne Survey Secondary Plan Land Use Plan. Schedules C.10.A - Boyne Community Structure Plan and Schedule C.10.B - Boyne Active Transportation and Natural Heritage System Plan also identify the requirements for a village square, a stormwater management pond, on-street bike paths, trails, and an enhanced streetscape design along Britannia Road and the collector road that bisects the plan and runs east to west. Appendix C.10.D - the Boyne Survey Tertiary Plan also identifies a heritage feature on the subject lands and identifies the conceptual location of the Omagh By-pass that has now been designed and constructed in accordance with the Britannia Road Environmental Assessment.

Similar to the general Official Plan policies, a mix of residential dwelling units and densities along with complementary non-residential uses that are necessary to create a residential neighbourhood environment (including local institutional uses such as elementary schools) are permitted within the Residential Area designation of the secondary plan. The main permitted uses of the Residential/Office Area designation are office and high density residential uses. However, where a Subwatershed Impact Study (SIS) results in the realignment of a watercourse corridor where the designation no longer has frontage on and

Background

direct access to an arterial road, the adjacent land use designation will be deemed to apply to such lands without an amendment to the Plan. In accordance with the direction of the SIS applicable to this subdivision, the small area of residential/office designation located in the northwest corner of the plan was replaced with the adjacent natural heritage system designation on that portion of the lands.

The Major Node designation identifies integrated concentrations of mixed uses and higher residential densities at key intersection locations. These areas are to be the focus of urban activity for surrounding residential neighbourhoods, be pedestrian-oriented and maximize the use of public transit. The main permitted uses within the Node include a variety of high density residential (from 3 to 15 storeys), institutional and office uses and community facilities. A limited amount of grade-related multiple attached housing forms, assisted and special needs housing for seniors and people requiring emergency or supportive housing, local institutional, and retail and service commercial uses are also permitted subject to specific criteria and/or additional plan policies. The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. A variety of building heights and forms is encouraged with the tallest buildings being oriented to the primary intersection and corridors, and stepped back or terraced abutting development outside of the Node and parking is strongly encouraged to be located underground or within parking structures. Where surface parking is permitted, it should be minimized and located away from the street line. The location of the Major Node Area designation on Schedule C.10.C is conceptual except where bounded by existing major roads. The configuration of the node is to be primarily determined through the tertiary planning exercise and where necessary, can be modified provided that any revision is in conformity with the policies of the Plan.

The Natural Heritage System (NHS) designation as previous mentioned is a systems approach taken to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed. The boundaries of the NHS have been delineated through the various environmental studies required as part of the related planning applications. The Gateway designation located at Britannia Road and James Snow Parkway is a key point of entry to the Milton Urban Area and will require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Omagh Study Area designation on Schedules C.10.A and C.10.C is an overlay designation. No development shall be permitted in this general area, until a detailed development plan for Omagh is completed.

Boyne Survey Secondary Plan Policy C.10.2.1 e) identifies that the overall residential density of at least 40 units per net hectare and an overall density of approximately 70 residents and

Background

jobs combined per gross hectare exclusive of lands within the Natural Heritage System is required. The development as currently proposed including the estimated units in the Major Node Block, has a development density of approximately 65 units per net hectare and approximately 90 residents and jobs combined per gross hectare as calculated using the persons per unit assumptions from the Region of Halton 2022 Development Charges Background Study. The estimated population that would be generated based on the proposed draft plan of subdivision is approximately 2,990 people.

Staff reviewed the application in relation to the policies of the Provincial Policy Statement, 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe, 2019 as Amended by Amendment 1, 2020 (APTG), the former Halton Region Official Plan 2009 (ROP), the Town of Milton Official Plan, the Boyne Survey Secondary Plan including the Boyne Survey Tertiary Plan (July 2017), and the Boyne Survey Area 5B - Omagh Tributary Subwatershed Impact Study (SIS) Addendum. Town staff and our agency partners are satisfied that the draft plan of subdivision and the application for the Zoning By-law Amendment as presented through this report, conform to the applicable Provincial, Regional and Town land use planning policies and regulations.

Zoning By-law 016-2014, as amended:

The subject lands are currently zoned Future Development (FD) and Natural Heritage System (NHS) under By-law 016-2014, as amended, which do not permit the land uses being proposed on the subject lands. An amendment to the Zoning By-law is required in order to allow the implementation of the proposed residential plan of subdivision as described above and to refine the NHS in accordance with the detailed studies undertaken as part of the Boyne Survey Secondary Plan and subject applications. A draft Zoning By-law Amendment is attached as Appendix 1 to this report.

Site Plan Control

Should the applications be approved, site plan approval will be required for the major node block, the elementary school block and potentially the village square park block, prior to the commencement of any development.

It should be noted that based on the information provided to date, Staff is satisfied that the size and configuration of the aforementioned blocks are appropriate for the scale and form of development envisioned in the Boyne Survey Secondary Plan and the concepts provided

Background

are in accordance with the requirements of the Halton District School Board and Community Services Department.

Discussion

Public Consultation

Notice for the public meeting was provided pursuant to the requirements of the Planning Act on December 20, 2021 and the statutory public meeting was held on January 18, 2022. No members of the public spoke at the meeting but staff did receive written submissions from a local resident that raised concerns with the lack of on-street cycling facilities within the proposed plan of subdivision and generally throughout the Town of Milton. See Appendix 2 - Written Submissions attached.

Agency Consultation

The draft Plan of Subdivision, Zoning By-law Amendment and all supportive documents were circulated to both internal and external commenting agencies. Halton Region, Conservation Halton, Town Departments, School Boards and other agencies, including Enbridge Gas and Canada Post, offered no objection to the applications and requested standard conditions of draft plan approval be applied. Halton Region did request that a holding provision be placed on the lands identified as Phases 3 and 4 on the phasing plan until such time that sufficient servicing allocation is ensured through the Region's Allocation Program for the future development of the lots and blocks. Policy and Urban Design staff also provided recommendations for the Major Node Block in relation to its shape and orientation, its interface with the existing village of Omagh, future built form and the inclusion of local commercial uses and/or mixed use buildings for the surrounding development. In addition, staff encouraged the applicant to recognize the heritage resource that once existed on the lands by installing a commemorative heritage plaque and constructing a replica house on a lot within the plan of subdivision, showcasing unique characteristics of the former dwelling.

Town Departments and agencies will continue to work with the applicants through the detailed draft approval process.

Summary of Issues

Adequate Cycling Facilities / Active Transportation

The proposed plan of subdivision has implemented both on and off-road walking and cycling opportunities that will complement the overall active transportation system within the Town. Trails and multi-use paths that provide routes for cyclists will be implemented along the

Discussion

engineered channel and the four metre access road and trail adjacent to the stormwater management pond offering off-road connections throughout the neighbourhood. On-street bicycle lanes that meet the Town's current development engineering standards will be included as part of the collector road system that will provide connections to the off-road routes and to the regional road network.

With respect to improvements for future cycling networks, the Town has taken the feedback obtained through the public consultation component of this application and requested that the information be reviewed as part of the overall Official Plan Review exercise and the Transportation Master Plan (TMP) update. Policy staff has indicated that stronger language relating to achieving more progressive active transportation will be included in the Town's Official Plan and Development Engineering staff has noted that while there are no formal revisions to the TMP at this time, the notion of providing separate off-road cycling infrastructure (i.e. dedicated bike lanes within the boulevard) is being considered.

Heritage Resource Assessment

As noted previously, the subject lands once contained a dwelling, which was municipally identified as 1501 Fourth Line and included on the Town of Milton's Heritage List. As a result, a Heritage Impact Assessment (HIA) for 1501 Fourth Line was undertaken in 2021 to accompany the planning applications associated with the subject lands. During the heritage assessment it was observed that the dwelling had been demolished prior to commencement of the study work. In light of the situation, an assessment of the debris was still undertaken where the structural remains were photographed, and an evaluation of the construction methods conducted.

Since the physical structures were no longer viable, the heritage consultant recommended in her assessment that the heritage associated with the property could be commemorated in various ways (e.g. roads, streets and other public or private spaces be named in commensurate with the historical persons and activities that occurred in and around the property). Town staff agreed with this direction but given the unfortunate demolition of the resource, invited the developer to champion the heritage conservation of significant heritage resources by considering the construction of a heritage replica to showcase some of the unique heritage attributes of the former dwelling. Sundial Homes agreed to take on the challenge posed by staff, and has identified a location within the proposed plan of subdivision (Lot 1 on the draft plan) that is in proximity to the original location of the dwelling and has prepared a series architectural drawings that incorporates elements of the former dwelling in its design for staff review.

Development Within the Major Node Block

Discussion

As part of subdivision and zoning amendment applications, staff requires the applicant to provide preliminary concepts for larger development blocks such as the Major Node Block located in the southeast corner of the subject plan, to demonstrate that a block is sized appropriately and is able to accommodate the development envisioned by the Boyne Survey Secondary Plan.

The initial preliminary concept plan provided by the applicant for the Major Node Block, proposed a dedicated but limited area for high density development (i.e. apartment buildings) and incorporated a series of grade-related units behind. While the proposed development was in conformity with the uses permitted by the Official Plan and Secondary Plan policies, the block appeared to be significantly smaller than the block size anticipated by the Secondary Plan schedules, which staff felt could create a constraint for the applicant in achieving the policy objectives for the site. In addition, there appeared to be a disconnect between the Major Node Block and the existing village of Omagh and limited opportunities for direct access from the major road networks to the block in its current configuration.

Following the review of the initial concept, staff and the applicant met to discuss other options for the node, including the elongation of the block along Britannia Road and the incorporation of certain urban design elements such as: situating buildings closer to the street; focusing height at the main intersection and along the corridors of James Snow Parkway and Britannia Road with step backs and terracing as the built form approaches lower densities; enhancing pedestrian connections and promoting walkability; bringing amenities to the community to enhance the quality of life; and overall creating a sense of place and focus for the community. Staff also encouraged a mix of uses, specifically the integration of a minimum amount of retail space into the node (i.e. either along the regional road frontages or towards the interior of the subdivision along the collector roads) to assist in fulfilling the Town's complete community goals.

After a series of concept proposals and reviews, staff and the applicant agreed that the node would be more successful in achieving a range of strategic access points, built form, and combination of uses, as well as provide a connection to the existing Omagh neighbourhood, with the rectangular block shape as shown on the draft plan. Given that the node still remains in the corner of the two regional roads and provides the same area as required in the Boyne Survey Tertiary Plan, staff is satisfied that the slight modification meets the intent of the Boyne Survey Secondary Plan policies.

Although the design and development of the block will evolve over time, the applicant has demonstrated to staff that the intended built form (mix of grade related and apartment

Discussion

buildings), density and function can be achieved in the Major Node block as proposed in the draft plan.

Amending Zoning By-law

In order to permit the proposed development, a Zoning By-law Amendment containing a revised NHS boundary and Open Space Zones (i.e. stormwater management ponds, village square, grading blocks), as well as existing Minor Institutional, Mixed Use Node and Residential Zone classifications with site-specific provisions, and selective holding zones, is required. See proposed Zoning By-law Amendment and Schedule 'A' attached as Appendix 1 to this report.

Site-Specific Zone Provisions

The amending by-law includes site-specific provisions relating to the future elementary school, future major node block development and grade-related dwelling units including single detached dwellings, rear access townhouse, street townhouse and back-to-back townhouse dwellings within the RMD1 and RMD2 Zones. In order to validate the proposed variations in zone provisions, detailed concept plans (mixed use node) and detailed building sitings (elementary school and residential lots and blocks) were required to be provided for staff review. The nature of the proposed site-specific provisions are as follows:

- Minor Institutional (I-A)

The Halton District School Board (HDSB) has requested variations in zone standards (building height), general provisions (landscape buffers, residential sized accessory structures associated with playgrounds in front and exterior side yards) and parking (loading spaces and permission to park in adjacent Town parks subject to an agreement with the Town) to accommodate their three-storey elementary school and daycare building model along with the associated playground areas and pick up / drop off locations. The HDSB has also requested relief from the pre-requisites to erecting, using or occupying a building or structure in order to allow them to advance construction of schools under conditional permits where a development containing their lands is not advanced enough to allow them to obtain a full building permit. In order for the Chief Building Official to issue a conditional permit, the proposal must comply with the Zoning By-law.

- Mixed Use Node (MU)

Since the applicant is proposing grade-related product as part of the Major Node Block development, which is permitted in the Boyne Survey Secondary Plan policies subject to certain criteria and parameters, specific provisions guiding this type of development

Discussion

is required (i.e. listing the additional unit types, the zone standards that the grade related product will be subject to, and that the number of units shall not exceed 20 percent of the total number of units within the node). Given that a height of up to 15 storeys is encouraged in Major Node designations, permission for this height must also be recognized. Special provisions relating to the establishment of specific yards, driveways, parking areas, visibility, and encroachments have been added to address the mix of built form to be accommodated within one single block.

- Residential Medium Density 1 and 2 (RMD1 and RMD2)

Variations in frontage and depth requirements, along with setbacks and allowable encroachments have been proposed in certain instances to accommodate urban design features, sitings of proposed dwellings created and marketed by the developer, and in some cases, the relationship that a lot has to a street or multiple streets (e.g. units that have an access from a street at both the front and rear of a dwelling) for a variety of unit types. In addition, certain items that are not addressed in the Comprehensive Zoning By-law, such as a minimum outdoor amenity area requirement, has been added to ensure that each unit provides such a space.

To ensure that the three residential reserve blocks located in the northeast corner of Sundial's draft plan of subdivision will be seamlessly consolidated with Block 172 on Plan 20M-1263 (Mattamy Bayview Lexis Phase 2), to eventually create an additional 20 street townhouse dwelling units, and to avoid dual zoning categories on future consolidated lots, staff has proposed a new and separate RMD1 site-specific zone that would consistently apply to all the of blocks being consolidated between the two developers. As noted previously, since the transfer of lands from Mattamy to Sundial is not yet complete, Mattamy has authorized staff to rezone the block of land they still own along with the remainder of the lands owned by Sundial.

Holding Provisions

Planning and Regional staff have required through conditions of draft plan approval that certain lots and blocks will be subject to Holding (H) Symbols H35 and H78 described below, until such time as the required actions in these areas are completed to the satisfaction of Town and Halton Region staff.

"H35" Shall not be removed until:

- a) The subject lots/blocks have been consolidated with lots/blocks on adjacent plan(s) of subdivision and each of the resulting consolidated parcels is in

Discussion

compliance with the minimum lot frontage, depth and area (where applicable) requirements of the applicable zoning by-law.

“H78” Shall not be removed until:

- a) The Owner has addressed the following requirements for all the units proposed for development to the satisfaction of the Region of Halton. The Region of Halton shall provide written confirmation that these matters have been addressed:
 - i. The Owner shall secure the appropriate amount of water and wastewater servicing allocation under the Region of Halton Allocation Program;
 - ii. The Owner shall have signed the applicable Allocation Agreement or any required Amending Agreements;
 - iii. The Owner shall have made all required payments associated with the Allocation Program; and,
 - iv. The Owner shall be in receipt of the Region of Halton Public Works Commissioner’s Notice (PWCN) Letter.

H35 will be applied to the three residential reserve blocks located in the northeast corner of the draft plan and H78 will apply to lands identified as Phases 3 and 4 on the phasing plan. Since these holding descriptions have been introduced through previous site-specific zoning by-laws, the zoning by-law amendment provided herein only provides direction on what lands are affected by the holding provisions.

Lots subject to the holding provisions are also subject to a “no sales” agreement and cannot obtain a building permit until the applicable holding provision is lifted. The Commissioner of Development Services has the delegated authority to approve the applications to lift the holding provisions and direct that the Zoning By-law permitting the removal be approved by Council.

Conclusion:

Staff is satisfied that the Draft Plan of Subdivision (Figure 2), subject to the required conditions of draft plan approval and the site-specific Zoning By-law and associated provisions attached as Appendix 1, will conform to Provincial, Regional and Town land use planning policy and achieves acceptable engineering and design standards. Planning staff is also satisfied that the proposed Zoning By-law Amendment is consistent with Provincial Policy and conforms to the Town of Milton Official Plan. Therefore, staff recommends approval of the draft Zoning By-law Amendment and the granting of draft plan approval to the plan of subdivision.



Financial Impact

None arising from this report.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Angela Janzen, Sr. Planner Phone: Ext. 2310

Attachments

Figure 1 - Location Map
Figure 2 - Draft Plan of Subdivision
Figure 3 - Phasing Plan
Appendix 1 – Draft Zoning By-law and Schedule A
Appendix 2 – Written Submissions

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

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

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2024

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 6, CONCESSION 5, NEW SURVEY, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (SUNDIAL HOMES (4th LINE) LIMITED) - FILE: Z-20/21

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

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

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Future Development (FD) Zone and Natural Heritage System (NHS) Zone symbols to the Residential Medium Density 1 - Special Provision 356 (RMD1*356) Zone, Residential Medium Density 1 - Special Provision 357 (RMD1*357) Zone, Residential Medium Density 2 - Special Provision 358 (RMD2*358) Zone, Minor Institutional - Special Provision 359 (I-A*359) Zone, Mixed Use - Special Provision 360 (MU*360) Zone, Natural Heritage System (NHS) Zone, Open Space (OS) Zone, and Open Space - Stormwater Management (OS-2) Zone symbols on the land and adding Holding (H) Symbols H35 and H78 to each of the Zone symbols on this property as shown on Schedule A attached hereto.
2. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.356 to read as follows:

Residential Medium Density 1 - Special Provision 356 (RMD1*356) Zone

Notwithstanding any provisions of the By-law to the contrary, for lands zoned RMD1-356 the following standards and provisions shall apply:

- i. Zone Standards
 - a. Lot Frontage (minimum) for Interior Unit: 9.15 metres
 - b. Lots 169, 170 and 187 on Draft Plan 24T-21006/M shall be deemed to be an Interior Lot.
- ii. Special Site Provisions

- a. In addition to Section 4.19.6.i), for the purposes of determining yards for corner lots with corner daylight radii or daylight triangle or reserve blocks, the daylight radii or daylight triangle or reserve block is deemed not to exist.
 - b. For the purposes of this By-law, where the front, exterior side, or rear lot line of a corner lot has a daylighting or curved radius, for the purposes of determining lot frontage, depth, and setbacks, the radius shall be deemed not to exist and the lot frontage, depth and setbacks will be measured to a projected extension of the straight segment.
 - c. No part of any residential driveway shall be located closer than 4.7 metres from the point of intersection of the two street lines.
3. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.357 to read as follows:

Residential Medium Density 1 - Special Provision 357 (RMD1*357) Zone

Notwithstanding any provisions of the By-law to the contrary, for lands zoned RMD1*357 the following standards and provisions shall apply:

- i. **Special Site Provisions Applicable to All Dwelling Types**
 - a. In addition to Section 4.19.6.i), for the purposes of determining yards for corner lots with corner daylight radii or daylight triangle or reserve blocks, the daylight radii or daylight triangle or reserve block is deemed not to exist.
 - b. For the purposes of this By-law, where the front, exterior side, or rear lot line of a corner lot has a daylighting or curved radius, for the purposes of determining lot frontage, depth, and setbacks, the radius shall be deemed not to exist and the lot frontage, depth and setbacks will be measured to a projected extension of the straight segment.
 - c. For the purposes of this By-law, the minimum required exterior side yard is 2.0 metres if the yard abuts a public right-of-way less than 18.0 metres wide.
 - d. No part of any residential driveway shall be located closer than 4.7 metres from the point of intersection of the two street lines.
 - e. The minimum individual Residential Driveway width shall be 3.0 metres and where driveways are paired on abutting properties the minimum combined width shall be 6.0 metres.
 - f. **Permitted Encroachments:**
 - i) Bay or boxed windows may encroach into a required yard up to a maximum of 0.6 metres for a width of up to 4.0 metres.
 - ii) Stairs shall be located a minimum of 0.9 m from the property line, measured to the first riser, with no part of the landing any closer than 1.5 from the property line.

- iii) Eaves and Gutters shall be permitted to encroach 0.46 m provided that the eaves and gutters are 2.0 m above grade.
 - ii. Notwithstanding any provisions to the contrary, for Townhouse Dwellings - Street Access (All Types) the following shall apply:
 - a. Lot Frontage Interior Unit (minimum): 6.0 metres
 - b. Lot Frontage End Unit (minimum): 7.3 metres
 - c. Minimum Exterior Side Yard (corner unit): 2.0 metres to building if the yard abuts a right-of-way of less than 18.0 metres wide.
4. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.358 to read as follows:

Residential Medium Density 2 – Special Provision 358 (RMD2*358) Zone

Notwithstanding any provisions of the By-law to the contrary, for lands zoned RMD2*358 the following standards and provisions shall apply:

- i. Special Site Provisions Applicable to All Dwelling Types
 - a. In addition to Section 4.19.6.i), for the purposes of determining yards for corner lots with corner daylight radii or daylight triangle or reserve blocks, the daylight radii or daylight triangle or reserve block is deemed not to exist.
 - b. For the purposes of this By-law, where the front, exterior side, or rear lot line of a corner lot has a daylighting or curved radius, for the purposes of determining lot frontage, depth, and setbacks, the radius shall be deemed not to exist and the lot frontage, depth and setbacks will be measured to a projected extension of the straight segment.
 - c. For the purposes of this By-law, the minimum required exterior side yard is 2.0 metres if the yard abuts a public right-of-way less than 18.0 metres wide.
 - d. No part of any residential driveway shall be located closer than 4.7 metres from the point of intersection of the two street lines, with the exception of a back-to-back corner unit within Block 191 on Draft Plan 24T-21006/M, which shall be 4.3 metres.
 - e. The minimum individual Residential Driveway width shall be 3.0 metres and where driveways are paired on abutting properties the minimum combined width shall be 6.0 metres.
 - f. Permitted Encroachments:
 - i) Bay or boxed windows may encroach into a required yard up to a maximum of 0.6 metres for a width of up to 4.0 metres.
 - ii) Stairs shall be located a minimum of 0.9 m from the property line, measured to the first riser, with no part of the landing any closer than 1.5 from the property line.

- iii) Eaves and Gutters shall be permitted to encroach 0.46 m provided that the eaves and gutters are 2.0 m above grade.
- ii. Notwithstanding any provisions to the contrary, for Townhouse Dwellings - Street Access (All Types) the following shall apply:
 - a. Lot Frontage Interior Unit (minimum): 6.0 metres
 - b. Lot Frontage End Unit (minimum): 7.3 metres
- iii. Notwithstanding any provisions to the contrary, for Townhouse Dwellings - Rear Access (including Through Lots) the following shall apply:
 - a. Maximum Front Yard Setback: 4.5 metres
 - b. Minimum Rear Yard Setback to the dwelling: 7.0 metres
 - c. The yard abutting a buffer block or the East-West Collector shall be deemed to be the front yard.
 - d. Where the lot line of a lot abuts a buffer block (adjacent to James Snow Parkway), the lot is deemed to have frontage on a public street.
 - e. Direct driveway access shall not be permitted on the East-West Collector Road.
 - f. Accessory buildings and structures shall not be permitted in the front yard.
 - g. A residential driveway can extend into a rear yard to access an attached garage.
 - h. Air conditioners and heat exchange units may also be located in a front yard or exterior side yard provided that they are located on a balcony.
 - i. Fencing shall be permitted in a rear yard provided that it is setback 2.0 metres from a rear lot line and has a maximum height of 1.8 metres.
- iv. Notwithstanding any provisions to the contrary, for Back-To-Back Townhouse Dwellings (All Types) the following shall apply:
 - a. Lot Frontage Corner Unit (minimum): Block 191 on Draft Plan 24T-21006/M - 8.0 metres
 - b. Lot Frontage End Unit: (minimum): 7.3 metres
 - c. Lot Depth (minimum): 13.0 metres
 - d. Front Yard Setback (minimum): 2.0 metres
 - e. The minimum required outdoor amenity area per unit is 3.6 square metres, to be provided on a balcony.
 - f. Air conditioners and heat exchange units may also be located in a front yard or exterior side yard provided that they are located on a balcony.

5. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.359 to read as follows:

Minor Institutional – Special Provision 359 (I-A*359) Zone

Notwithstanding any provisions of the By-law to the contrary, for lands zoned I-A*359 the following standards and provisions shall apply:

- i. Zone Standards:
 - a. Building Height (maximum): 16.5 metres
 - b. Landscape Buffer Abutting a Street: 2.5m
- ii. Special Site Provisions:
 - a. Notwithstanding Sections 5.11 to the contrary, no more than one (1) loading space shall be required.
 - b. Notwithstanding Section 5.1 ii) to the contrary, parking spaces required by this by-law for the elementary school are permitted to be located on the adjacent neighbourhood park block in accordance with the term of agreement executed by the Town of Milton and the applicable school board.
 - c. Notwithstanding any provisions of this By-law to the contrary, accessory buildings and structures with a maximum gross floor area of 15 square metres and a maximum height of 3 metres shall be permitted in a front or exterior side yard provided it is located within a kindergarten, childcare, and/or other playground area.
 - d. Notwithstanding Section 4.19.1 subsections i), ii) a) - b), iii) and iv), conditional building permits, excluding occupancy, as described in the Building By-law, may be issued.
 - e. Notwithstanding the provisions of Section 4.19.1(ii)(b) only a portion of the school frontage will be required to have base course of asphalt to be occupied.

6. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.360 to read as follows:

Mixed Use - Special Provision 360 (MU*360) Zone

Notwithstanding any provisions of the By-law to the contrary, for lands zoned MU*360 the following standards and provisions shall apply:

- i. Additional Permitted Uses
 - a. Back-to-back Townhouses
 - b. Townhouse Dwellings
 - c. Stacked Townhouses
- ii. Zone Standards

- a. Zone standards for Back-to-back Townhouses and Townhouse Dwellings shall be subject to the RMD2*358 zone provisions.
- b. Maximum Height for Apartment Buildings: 15 storeys.
- c. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area may be located within 0.0 metres of a private street line and 2.0 metres from a public street line.
- d. The total number of grade-related dwelling units shall not exceed 20 percent of the total number of dwelling units within the MU*360 Zone.

iii. Special Site Provisions Applying to All Dwelling Types

- a. In addition to Section 4.19.6.i), for the purposes of determining yards for corner lots with corner daylight radii or daylight triangle or reserve blocks, the daylight radii or daylight triangle or reserve block is deemed not to exist.
- b. For the purposes of this By-law, where the front, exterior side, or rear lot line of a corner lot has a daylighting or curved radius, for the purposes of determining lot frontage, depth, and setbacks, the radius shall be deemed not to exist and the lot frontage, depth and setbacks will be measured to a projected extension of the straight segment.
- c. No part of any residential driveway shall be located closer than 4.7 metres from the point of intersection of the two street lines.
- d. The minimum individual Residential Driveway width shall be 3.0 metres and where driveways are paired on abutting properties the minimum combined width shall be 6.0 metres.
- e. Permitted Encroachments
 - i) Bay or boxed windows may encroach into a required yard up to a maximum of 0.6 metres for a width of up to 4.0 metres.
 - ii) Stairs shall be located a minimum of 0.9 m from the property line, measured to the first riser, with no part of the landing any closer than 1.5 from the property line.
 - iii) Eaves and Gutters shall be permitted to encroach 0.46 m provided that the eaves and gutters are 2.0 m above grade.

7. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014 is hereby further amended by adding subsection 13.2.1.134 as follows:

For the lands zoned a Residential Medium Density 1 Special Provision 357 (RMD1*357) on the property legally described as Part of Lot 6, Concession 5, N.S. (Trafalgar) and Block 172 on registered plan 20M-1263, only legally established existing uses are permitted until the conditions for removal identified in the “H35” Holding provision are satisfied.

8. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014 is hereby further amended by adding subsection 13.2.1.135 as follows:

For the lands zoned a Residential Medium Density 1 Special Provision 356 (RMD1*356), Residential Medium Density 2 Special Provision 358 (RMD2*358) and Mixed Use Special Provision 360 (MU*360) on the property legally described as Part of Lot 6, Concession 5, N.S. (Trafalgar), only legally established existing uses are permitted until the conditions for removal identified in the “H78” Holding provision are satisfied.

9. 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 Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Ontario Land 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 JULY 15, 2024.

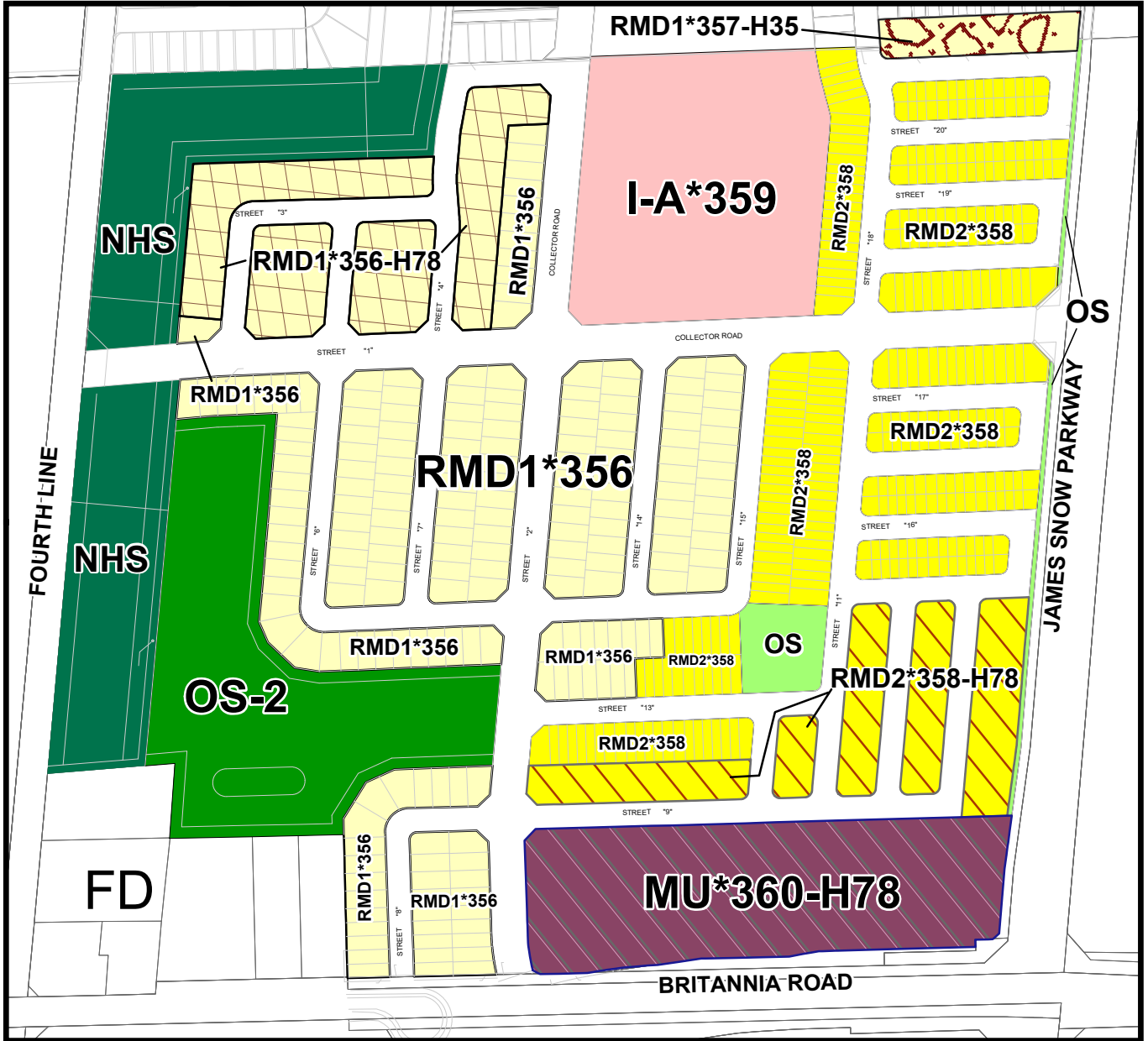
Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE A
TO BY-LAW No. -2024
TOWN OF MILTON

PART LOT 6 CONCESSION 5 TRAFALGAR NEW SURVEY

Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS 15TH DAY OF JULY, 2024.

MAYOR - Gordon A. Krantz

CLERK- Meaghan Reid

- RMD1*356 - Residential Medium Density 1 Zone Special
- RMD1*356-H78 - Residential Medium Density 1 Zone Special with Holding Provision
- RMD1*357-H35 - Residential Medium Density 1 Zone Special with Holding Provision
- RMD2*358 - Residential Medium Density 2 Zone Special
- RMD2*358-H78 - Residential Medium Density 2 Zone Special with Holding Provision
- I-A*359 - Minor Institutional Zone Special
- MU*360-H78 - Mixed Use Zone Special with Holding Provision
- NHS - Natural Heritage System
- OS - Open Space Zone
- OS-2 - Open Space - Stormwater Management Zone



Angela Janzen

From: Ameen Walli-Attai [REDACTED]
Sent: Thursday, January 20, 2022 7:01 PM
To: Angela Janzen
Cc: Jill Hogan; Nancy Reid; rick@dilorenzo.com
Subject: Re: FW: Sundial (4th Line) Subdivision Proposal (24T-21006/M) - Inquiry Relating to Cycling Facilities

Hello Angela,

Thank you so much for your reply, it definitely helps me better understand the situation. Your response also confirms what I thought, which is that the current plan is insufficient for adequately accommodating cycling.

Saying that there will be "bike lanes" or appropriate cycling facilities that meet minimum TAC guidelines for cycling facilities is simply not good enough.

This development, and future developments in Milton need a COMPLETE cycling network, that connects 100% of Milton with appropriate cycling facilities as outlined by [OTM Book 18: Cycling Facilities \(2021\)](#). And not the outdated, incomplete, and unacceptable TAC guideline from December 2013, but the new guideline from June 2021. There is a major difference in the old and updated guideline. The tables I shared in my email are found in the 2021 version of Book 18, but not the 2013 version. Road designs in areas of the Boyne Survey Secondary Plan that have already been built are horrible. They don't meet the minimum requirements from the 2021 version of Book 18 or Milton's Cycling Facility guidelines, which both state that bike lanes beside parking require a minimum width of 1.8m. The Boyne Survey Secondary Plan also states that bicycle bypasses should be included at roundabouts and this has not been followed in roads that have already been built in the Boyne Survey area.

I will share some visuals below:

Figure 1: [Milton Cycling Guideline](#) for bicycle lanes beside on-street parking (2015):

Pedestrian Uses: N/A.

Guideline 18:

Where applicable, the Town should consider retrofitting existing roadways to accommodate cycling facilities including edge lines or bike lanes at a minimum width of 1.5m to the edge of the pavement or 1.8m to 2.0m wide if beside a parking lane.

Halton Hills Road Retrofitting from four lane Collector Road

Solution #1: Second image

Solution #2: Third image

Source: MMM Group



Notes: Bike lanes beside parking are a minimum of 1.8 m wide beside on-street parking

Figure 2: Roundabout implemented in Boyne Survey Secondary Plan (Google Maps):

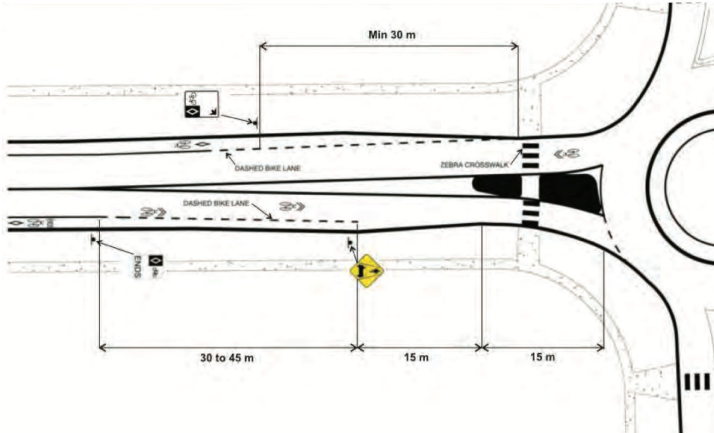


Notes: Bike lanes are beside parking, I think are less than 1.8 m wide, and end at the roundabout

Figure 3: Roundabout shown in [2013 version of OTM Book 18](#):

Figure 5.9 – Bicycle Lane at a Single Lane Roundabout, No Bicycle Bypass

(Signs not directly related to the bicycle facilities have been omitted for clarity. See Table 4.3 for desired and suggested minimum widths for bicycle lanes. As an option, directional arrows may be applied within the bicycle lane)



Source: Based on TAC Bikeway Traffic Control Guidelines for Canada, 2012 (Figure 34, p. 88)

Notes: Very similar to Figure 2

Figure 4: Roundabout shown in [2021 version of OTM Book 18](#):

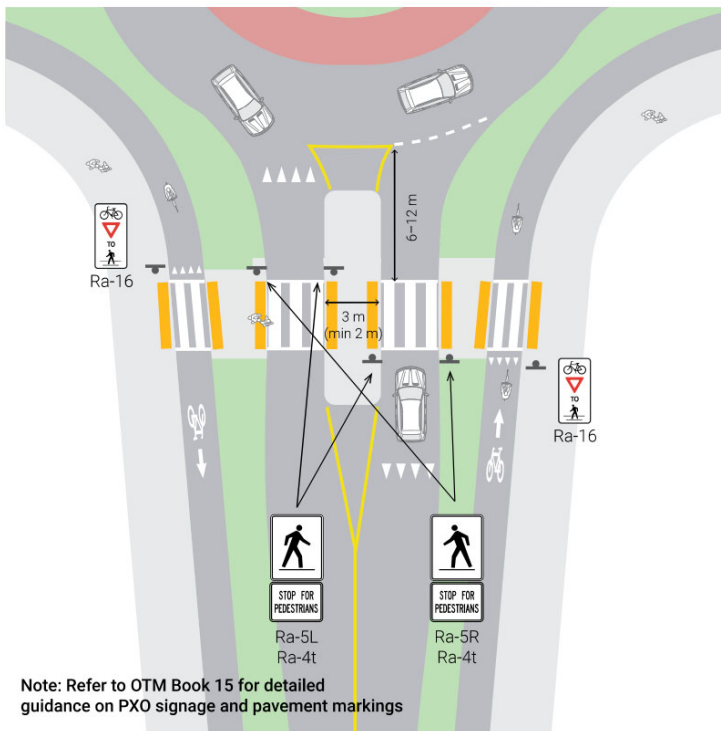


Figure 6.81 – Single-Lane Roundabout, PXO Crossing Treatment

Notes: Accommodates the need of cyclists as they are vulnerable road users and recognises that the "design cyclist" (average person) should not be expected to merge with car traffic

Figure 5: Roundabout in the Netherlands



Notes: Cyclists and pedestrians have the right-of-way, cycle tracks have red pavement

From the figures I shared above, I hope you realise that Milton's own guidelines, and those in the 2021 version of OTM Book 18 WERE NOT followed in the design of roads that have been built in recent years in the Boyne Survey Secondary Plan.

I don't know why Milton staff have not been ensuring that appropriate cycling facilities were implemented in the past. As you see in figure 2 and 3, cyclists are expected to MERGE with car traffic at the roundabout. Does this make any sense to you? I mean, how do you expect kids to cycle to school when they are expected to merge with car traffic at roundabouts, and are provided with insufficient space to bike?

I am tired of trying to express the need for better cycling facilities to town staff. I am a university student in school right now, and I do not have time for this. If Milton is actually serious about providing cycling infrastructure that people feel comfortable to use, then I recommend making sure that EVERY single road includes an on road or adjacent cycling facility that meets the ideal guidelines outlined in the new June 2021 version of OTM Book 18. The old Book 18 is a disgrace, and shows how inconsiderate Ontario planning has been to pedestrians and cyclists, and that planning has only been improved in recent years.

In terms of the Boyne Survey Secondary Plan, I am honestly quite confused. I have added some paragraphs from the plan below:

b) Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the Natural Heritage System buffers. In addition, sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All development shall have regard for the Town's Trail Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

C.10.4.1.6 Roundabouts

- a) Roundabouts shall be the preferred method for intersection traffic control over all-way stop and traffic signals;
- b) Roundabouts shall be designed to incorporate pedestrian crossovers on each approach to the satisfaction of the Town. Additionally roundabouts shall include bicycle bypasses on approaches with bike lanes;

I think the plan lacks clear objectives; it is very vague. Clearly, the Boyne Survey Secondary Plan was not followed in past developments because the on-road bike lanes in figure 2 don't seem to comply with the Town's Trail and Cycling Master plan - as I am pretty sure the bike lanes are only 1.5 m in figure 2 (please correct me if I am wrong). Further, bicycle bypasses are recommended at roundabouts, and clearly from comparing figures 2 and 4, this was not followed either.

In terms of the first image you shared, it doesn't look like every road has cycling facilities even though it should. Also, all multi-use paths should have cross-rides at intersections because guess what, it's against the Ontario Traffic Act to bike on crosswalks. Further, all roads/ streets without bike lanes should have maximum speed limits of 30km/h as outlined in Table 5.3 from OTM Book 18 which I shared in my first email.

I would like to ask, does Milton have an active transportation planner? Who reviewed road designs in the Boyne area in the past on behalf of Milton that failed to follow the Boyne Survey Secondary Plan? And what will be done going forward to increase the amount of cycling facilities, as well as the quality of cycling facilities in Milton developments going forward?

Many municipalities in Canada are realising the need for better cycling infrastructure. Cities like Ottawa, Toronto, Vancouver and Montreal are increasing space for cycling and are introducing good cycling infrastructure that is useful and people feel safe using. I hope Milton can become a leader in creating ideal cycling infrastructure which means not just adding bike lanes where they can squeeze them in, or aiming for the minimum, but actually taking cycling seriously.

Thank you,

Ameen Walli-Attai

[REDACTED]

e: [REDACTED]

[REDACTED]

On Thu, 20 Jan 2022 at 15:22, angela.janzen@milton.ca <angela.janzen@milton.ca> wrote:

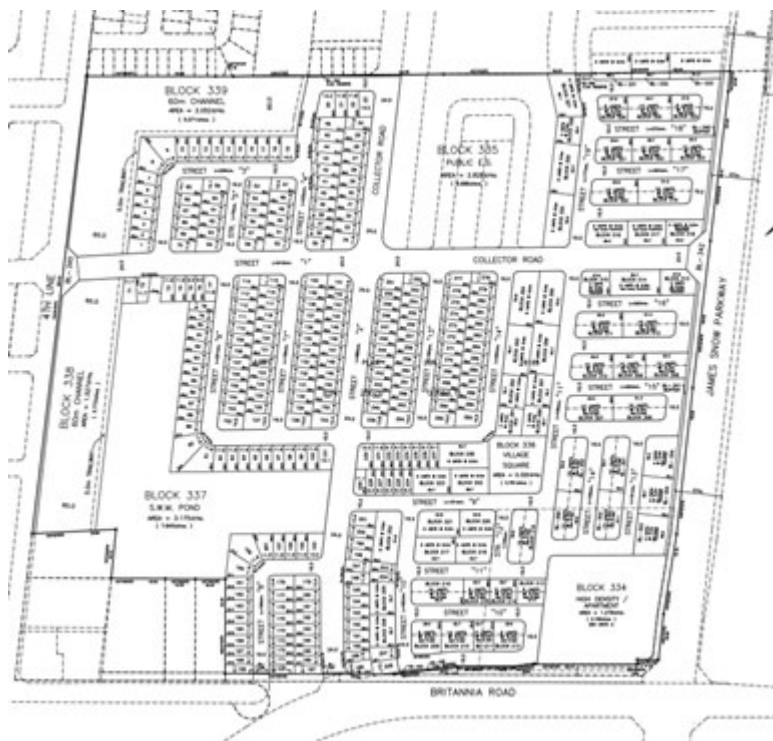
Hi Ameen,

Thank you for your enquiry. This is a great question. Sorry you missed the meeting but I'm glad you were able to watch it online afterwards.

As you may know, this block of land / proposed subdivision referred to as Sundial (4th Line), falls within the Boyne Survey Secondary Plan Area. Each development area like Boyne Survey has a secondary plan (i.e. an area-specific policy document) that guides growth within the designated development area. You can review the full Boyne Survey Secondary Plan schedules and related policies at this link on the Town's website:

https://www.milton.ca/en/business-and-development/resources/BoyneSurveySecondaryPlan_ConsolidatedVersion.pdf

Below is an excerpt of the Boyne Active Transportation and Natural Heritage System Plan (Schedule C.10.B) which shows in yellow, where on-street bike lanes and trails are to be provided within the Boyne area and specifically within this subdivision.



This includes on-street bike paths on the north/south and east/west collectors that cross through the subdivision, multi-use trails that will run along the watercourse and stormwater pond, and also connections along James Snow Parkway and Britannia Road, which are both regional roads. These facilities will connect to other development areas and be part of the overall trail network.

Town staff and the external agencies are currently reviewing the first submission of the subdivision and rezoning applications. I can confirm through consultation with engineering staff who is reviewing this development, that the developer has proposed road allowances and areas adjacent to the watercourse and stormwater pond that are appropriate to accommodate the required on-street bike lanes and multi-use trails. At this time we do not have detailed engineering drawings, which would include detailed cross sections for this specific development, but they will be provided and reviewed at a later date to ensure that the cycling facilities are designed and implemented in accordance with the Boyne Survey Secondary Plan policies and the Town's Development Standards Manual, which reflect at a minimum, the minimum TAC Guidelines for cycling facilities.

I hope this information is helpful for the time being and if you have any additional questions, please contact me at your convenience.

Angela



Angela Janzen

Planner, Development Review
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 ext. 2310
www.milton.ca

Confidentiality notice: This message and any attachments are intended only for the recipient named above. This message may contain confidential or personal information that may be subject to the Municipal Freedom of Information Act and must not be distributed or disclosed to unauthorized persons. If you received this message in error, please notify the sender immediately. Thank you for your assistance.

From: Miranda Borris <Miranda.Borris@milton.ca>
Sent: Thursday, January 20, 2022 9:08 AM
To: Angela Janzen <angela.janzen@milton.ca>
Subject: FW: January 18 Council Meeting

Hi Angela,

Would you be the right person to respond to this resident?

Thank you,
Miranda



Miranda Borris

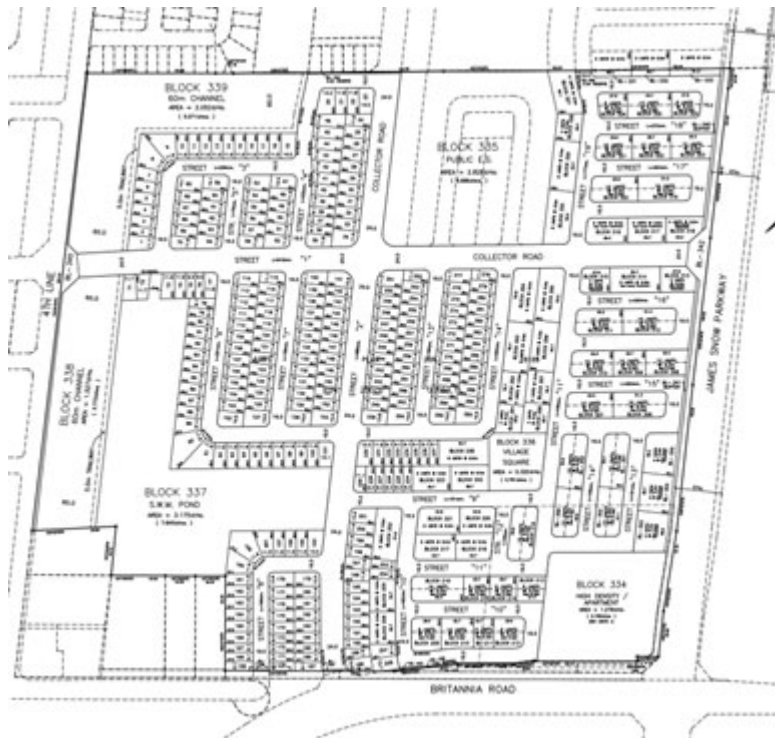
Legislative Coordinator
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 ext. 2123
www.milton.ca

From: Ameen Walli-Attai [REDACTED]
Sent: Wednesday, January 19, 2022 7:49 PM
To: MB-townclerk@milton.ca <Townclerk@milton.ca>
Subject: January 18 Council Meeting

Hello,

I am Ameen, a local resident near a proposed development in Milton. I am very busy in my personal time so I could not attend the January 18 council meeting live. However I did review the agenda and I am watching the meeting recording.

I have a question about [Staff Report DS-003-22](#) in the topic of cycling facilities.



Will the roads and streets on this new development have appropriate cycling facilities that meet at least the minimum guidelines outlined by *OTM Book 18: Cycling Facilities* accessible [here](#)?

The way this would be achieved is if every road/street has a maximum speed limit of 30km/h and low traffic volumes, or if every road/street has an appropriate cycling facility as per Table 5.3 from *OTM Book 18: Cycling Facilities*:

Table 5.3 – Roadway Characteristics Application Heuristics Summary

	Shared Roadway	Neighbourhood Bikeway	Rural Paved Shoulder	Advisory Bicycle Lane	Bicycle Lane	Buffered Bicycle Lane	Separated Bicycle Lane	Cycle Track	Multi-Use Path
Motor vehicle speed									
30 km/h or less	✓	✓	?	?					
40 km/h	?	?	?	✓	✓	✓	✓	✓	✓
50 km/h			?	✓	✓	✓	✓	✓	✓
60 km/h			?			?	✓	✓	✓
70 to 90 km/h			?					✓	✓
Over 90 km/h								✓	✓
Motor vehicle volumes									
<1,500 vehicles/day	✓	✓	?	?	?	?			
1,500 to 3,000 vpd	?	?	?	✓	✓	✓	✓	✓	✓
3,000 to 6,000 vpd			?	?	?	?	✓	✓	✓
6,000 to 10,000 vpd			?				✓	✓	✓
>10,000 vpd							?	✓	✓
Function of street/road/highway									
Access roads (local streets)	✓	✓	✓	?	?	?			
Both mobility and access roads (minor collectors)			?	?	✓	✓	✓	✓	✓
Mobility roads (major collectors and arterials)			?		?	?	✓	✓	✓
Vehicle mix									
More than 30 trucks/buses per hour in curb lane			?			?	✓	✓	✓
Bus stops located along route			?		?	?	✓	✓	✓
Pedestrian activity									
Low pedestrian volumes	✓	✓	✓	✓	✓	✓	✓	✓	✓
High pedestrian volumes	✓	✓		✓	✓	✓	✓	✓	?

✓	Typically appropriate for the context
?	Requires further context specific evaluation

Further, for cycling facilities to meet minimum guidelines, they should also be of the specified minimum widths and separations from vehicular traffic. For example, a bicycle lane beside car parking should have a desired width of 1.8m plus a 1.0m buffer to prevent "dooring" as per Table 4.3 from *OTM Book 18: Cycling Facilities*:

Table 4.3 – Desired and Suggested Minimum Widths for Physically Separated Bicycle Lanes

Source: Adapted from TAC Geometric Design Guideline for Canadian Roads, 2017

Facility	Desired Width	Suggested Minimum
One-way Physically Separated Bicycle Lane	1.8 m ^a lane + 1.0 m buffer	1.5 m ^{b,c} lane + 0.3 m ^d buffer
Two-way Physically Separated Bicycle Lane	3.5 m lane + 1.0 m buffer	2.7 m lane + 0.3 m ^d buffer

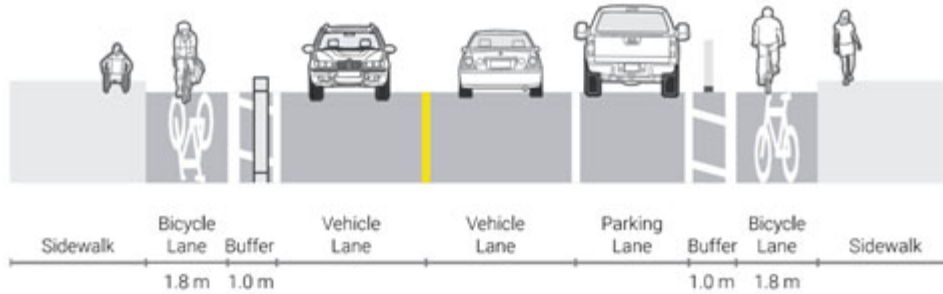


Figure 4.34 – Cross-Section of One-Way Physically Separated Bicycle Lanes

This configuration may take up lots of space so trying to separate cyclists from drivers is better. For example, not having car parking beside cycle lanes, adding cycle tracks instead of cycle lanes, adding multi-use paths with cross-rides, adding advisory bicycle lanes, etc.

I would like to add that all destinations such as schools, parks, and retail space should have adequate, secure, and appropriate bicycle parking.

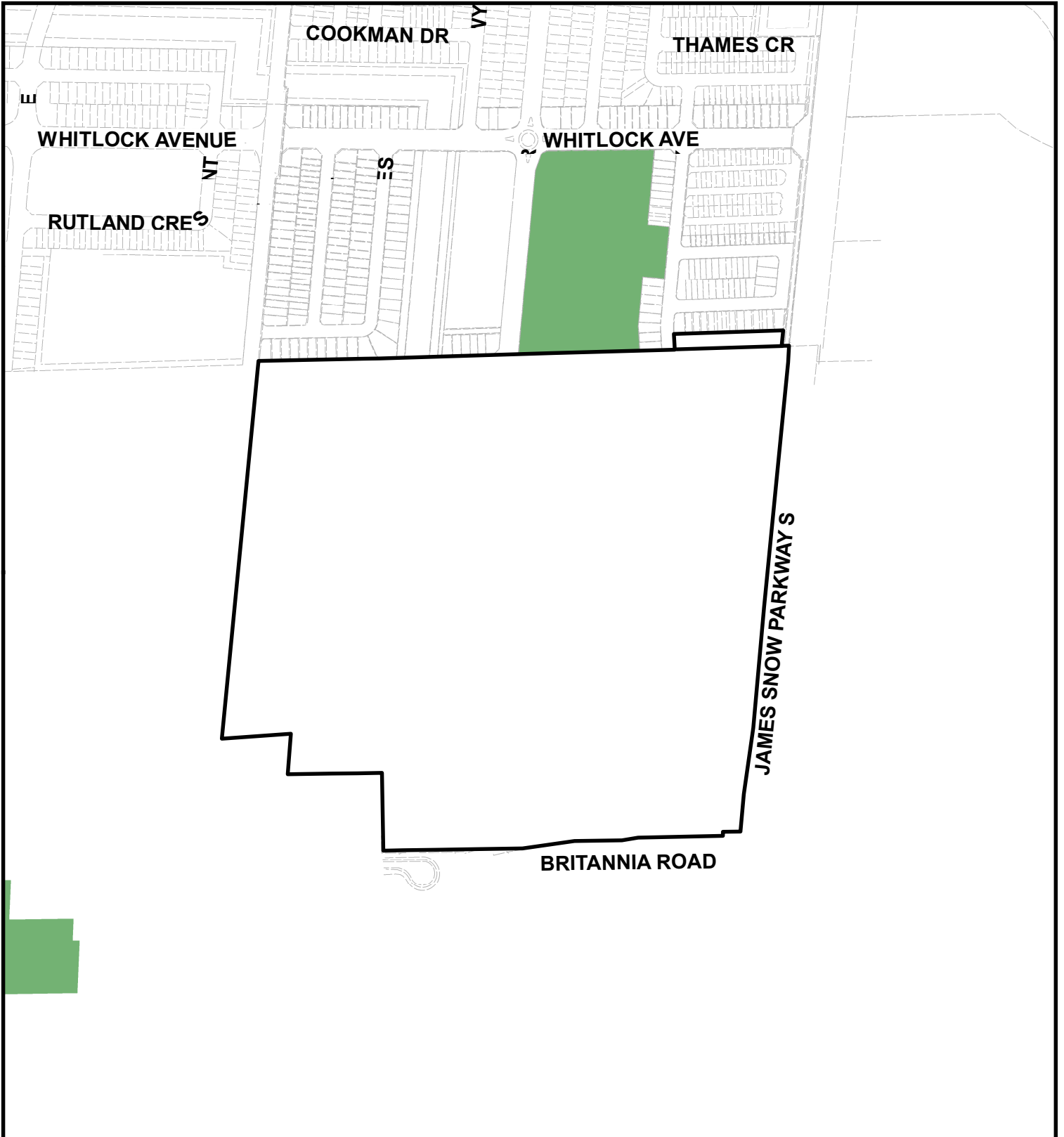
Obviously, dedicating more space for cycling and separating bicycles from car traffic would increase the likelihood of people in this new area to bike to school, to the grocery store, to work, or to a friend's house. Cycling infrastructure is critical in supporting a method of transportation for people who cannot drive or do not have a car, such as children/ teens, low income families, and it also provides a form of physical activity, and the ability to connect to transit stops or stations. It should also be a way for the town to increase sustainable and environmentally friendly modes of travel.

Please let me know if the town will make sure appropriate cycling facilities are included in this development.

Thank you,
Ameen Walli-Attaei



FIGURE 1 LOCATION MAP



Council Meeting Date:
July 15, 2024

Scale: 1: 6,500

Files: Z-20/21 &
24T-21006/M

Development Services Department



Subject Property

DRAFT PLAN OF SUBDIVISION
 PART OF LOT 6, CONCESSION 5, NEW SURVEY
 (GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
 TOWN OF MILTON
 REGIONAL MUNICIPALITY OF HALTON
 SCALE 1:1250

DRAFT PLAN 24T-21006/M

SECTION 51, PLANNING ACT,
 ADDITIONAL INFORMATION

FIGURE 2
 DS-057-24

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

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

DATE March 8, 2023


 SUNIL PERERA
 ONTARIO LAND SURVEYOR


OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

OWNER

SUNDIAL HOMES (4th LINE) LIMITED

4576 YONGE STREET
 SUITE 500
 TORONTO, ONTARIO
 M2N 6N4



 ROBERT YANOWSKI
 PRESIDENT

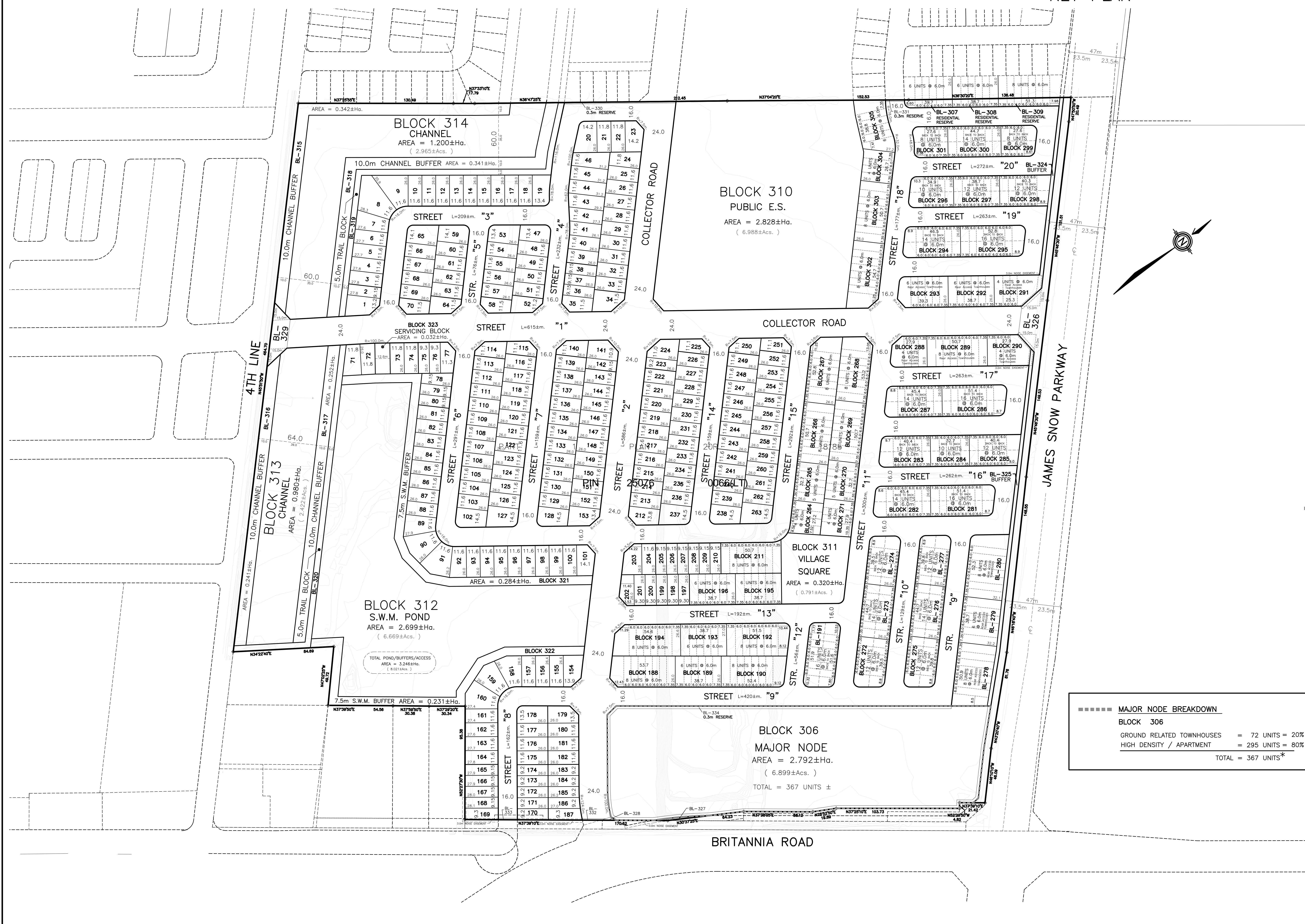
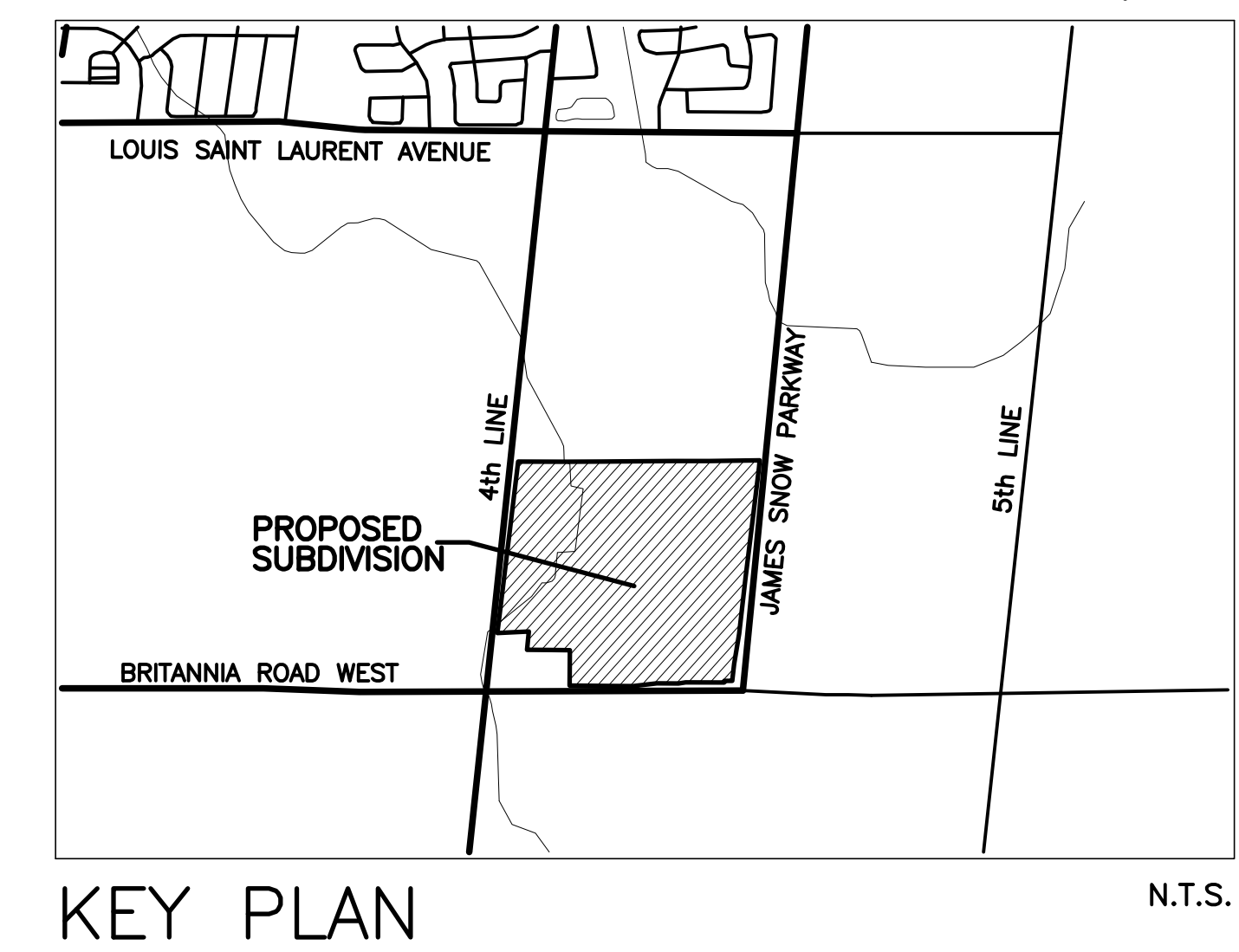
SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 36.670±Ha. (90.614±Ac)

DETACHED DWELLINGS	BLOCKS	LOTS	UNITS	±Ha.	±Ac.
LOTS 3-33, 39-51, 53-57, 59-63, 65-69, 71-74, 81-113, 116-139, 143-164, 175-182, 203-204, 212-222, 226-249 and 252-263 MIN. LOT FRONTAGE=11.6m. MIN. LOT AREA=301.60sq.m.		199	199	6.319	15.615
LOTS 1-2, 34-38, 52, 58, 64, 70, 75-80, 114-115, 140-142, 165-174, 183-187, 197-202, 205-210, 223-225 and 250-251 MIN. LOT FRONTAGE=9.15m. MIN. LOT AREA=237.90sq.m.		54	54	1.696	4.191
STREET TOWNHOUSES BLOCKS 188-190, 192-196, 211, 264-271 and 302-305 MIN. UNIT FRONTAGE=6.0m.	21		140	2.442	6.034
REAR ACCESS TOWNHOUSES BLOCKS 278-280 and 288-293 MIN. UNIT FRONTAGE=6.0m.	9		54	1.053	2.602
BACK TO BACK TOWNHOUSES BLOCKS 191, 272-277, 281-287 and 294-301 MIN. UNIT FRONTAGE=6.0m.	22		280	2.457	6.071
MAJOR NODE BLOCK 306	1		367 *	2.792	6.899
SUBTOTAL	53	253	1,094 *	16.759	41.412
BLOCKS 307-309 - RESIDENTIAL RESERVE BLOCKS	3			0.089	0.219
BLOCK 310 - PUBLIC ELEMENTARY SCHOOL	1			2.828	6.988
BLOCK 311 - VILLAGE SQUARE	1			0.320	0.791
BLOCK 312 - STORMWATER MANAGEMENT POND	1			2.699	6.669
BLOCKS 313-314 - CHANNEL	2			2.180	5.387
BLOCKS 315-318 - CHANNEL BUFFER	4			1.176	2.906
BLOCKS 319-320 - TRAIL BLOCK	2			0.329	0.814
BLOCKS 321-322 - S.W.M. BUFFER	2			0.515	1.272
BLOCK 323 - SERVICING BLOCK	1			0.032	0.079
BLOCKS 324-325 - BUFFER	2			0.117	0.290
BLOCKS 326-329 - ROAD WIDENING	4			0.482	1.191
BLOCKS 330-334 - 0.3m RESERVE	5			0.030	0.076
STREETS 24.0m. WIDE TOTAL LENGTH=1,201.6m. AREA= 2,882±Ha. 16.0m. WIDE TOTAL LENGTH=3,914.6m. AREA= 6,262±Ha. TOTAL LENGTH=5,115.6m. AREA= 9,144±Ha.				9.114	22.520
TOTAL	81	253	1,094 *	36.670	90.614

NOTE - CANADIAN GEODETIC DATUM ELEVATIONS RELATED TO NOTE - * SUBJECT TO FINAL CALCULATION

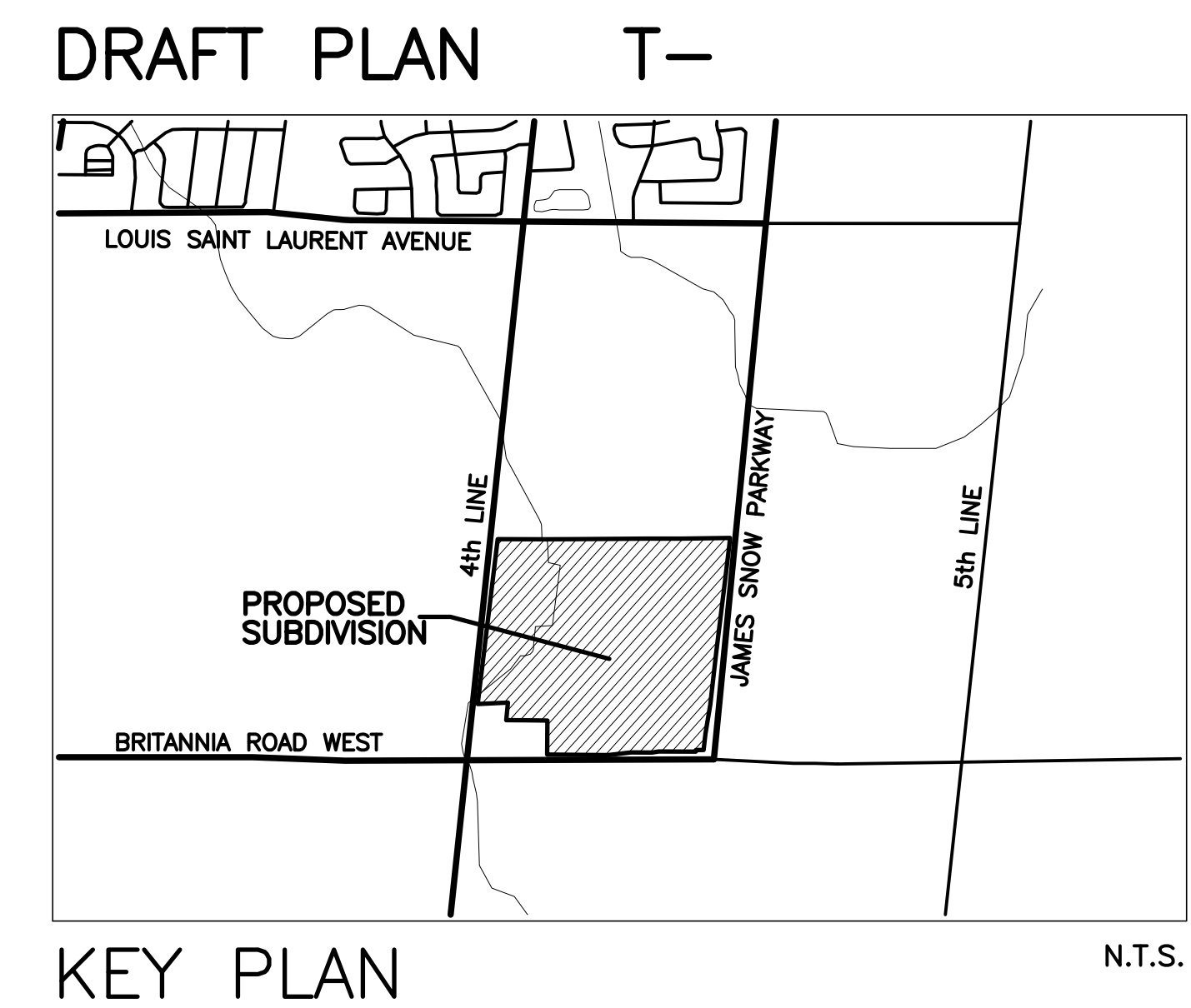
 PROJECT No. P-2181
 SCALE 1:1250 MAR 26, 2024
 (2181DES34- 4TH LINE) - (2181MAS2 & 2181TOPO)
DWG. No. - 24:11
 PLANNING PARTNERS INC. 64 JARDIN DRIVE - UNIT 1B, CONCORD ONTARIO L4K 3P3
 TEL: (905)669-4055 FAX: (905)669-0097 design@klmplanning.com
 Planning • Design • Development



MAJOR NODE BREAKDOWN

BLOCK 306	
GROUND RELATED TOWNHOUSES	= 72 UNITS = 20%
HIGH DENSITY / APARTMENT	= 295 UNITS = 80%
TOTAL	= 367 UNITS*

DRAFT PLAN OF SUBDIVISION
 PART OF LOT 6, CONCESSION 5, NEW SURVEY
 (GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
 TOWN OF MILTON
 REGIONAL MUNICIPALITY OF HALTON
 SCALE 1:1250



SECTION 51, PLANNING ACT,
 ADDITIONAL INFORMATION
FIGURE 3
DS-057-24

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE -----, 2023
 SUNIL PERERA
 ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE
 I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

OWNER
SUNDIAL HOMES (4th LINE) LIMITED
 4576 YONGE STREET
 SUITE 500
 TORONTO, ONTARIO
 M2N 6N4
 ROBERT YANOWSKI
 PRESIDENT

SCHEDULE OF LAND USE
 TOTAL AREA OF LAND TO BE SUBDIVIDED = 36.670±Ha. (90.614±Acs)

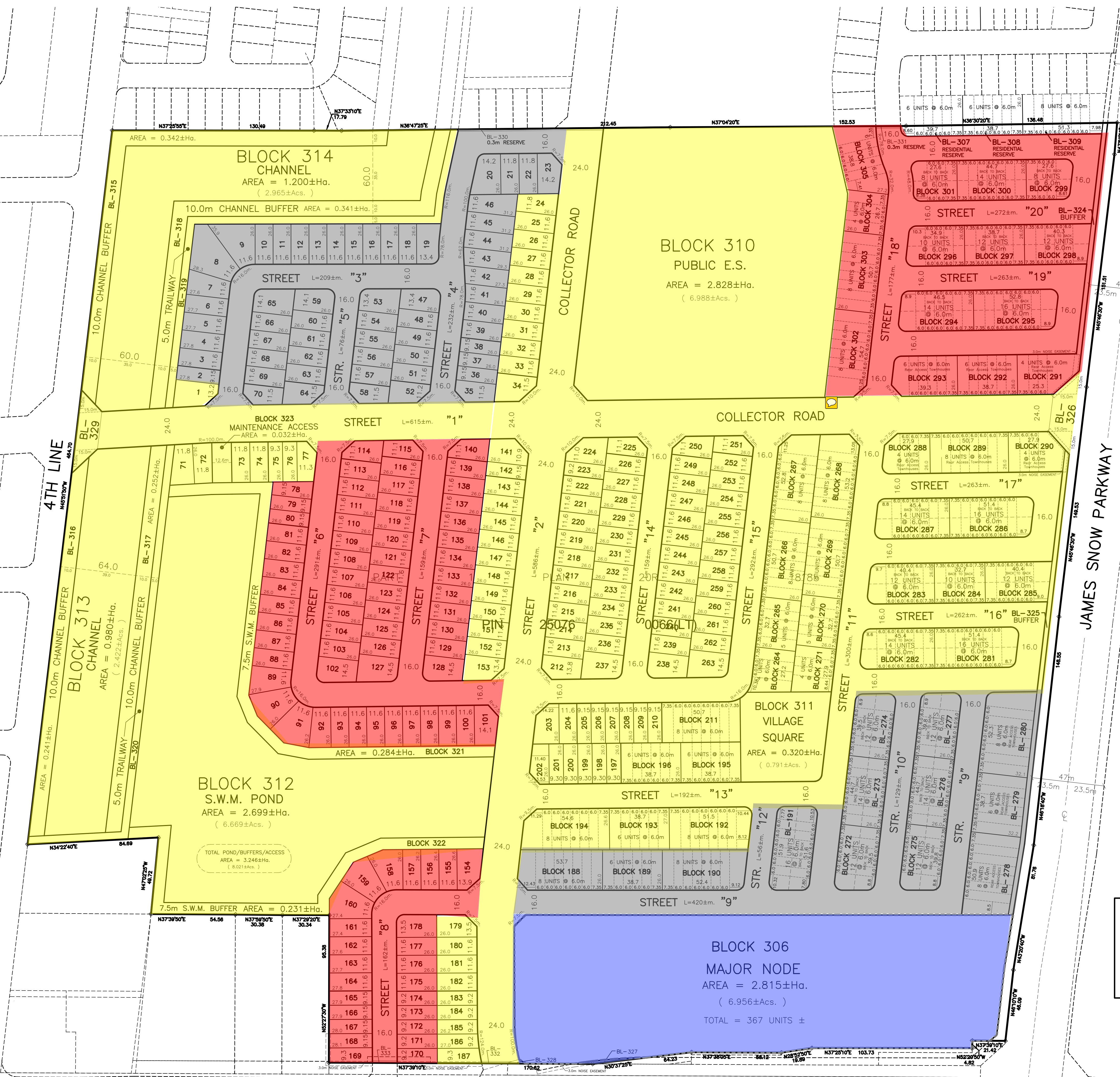
DETACHED DWELLINGS	BLOCKS	LOTS	UNITS	±Ha.	±Acs.	
LOTS 3-33, 39-51, 53-57, 59-63, 65-69, 71-74, 81-113, 116-139, 143-164, 175-182, 203-204, 212-222, 226-249 and 252-263 MIN. LOT FRONTAGE=11.6m. MIN. LOT AREA=301.60sq.m.		199	199	6.319	15.615	
LOTS 1-2, 34-38, 52, 58, 64, 70, 75-80, 114-115, 140-142, 165-174, 183-187, 197-202, 205-210, 223-225 and 250-251 MIN. LOT FRONTAGE=9.15m. MIN. LOT AREA=237.90sq.m.		54	54	1.696	4.191	
STREET TOWNHOUSES BLOCKS 188-190, 192-196, 211, 264-271 and 302-305 MIN. UNIT FRONTAGE=6.0m	21		140	2.442	6.034	
REAR ACCESS TOWNHOUSES BLOCKS 278-280 and 288-293 MIN. UNIT FRONTAGE=6.0m	9		54	1.053	2.602	
BACK TO BACK TOWNHOUSES BLOCKS 191, 272-277, 281-287 and 294-301 MIN. UNIT FRONTAGE=6.0m	22		280	2.457	6.071	
MAJOR NODE BLOCK 306	1		367 *	2.815	6.956	
SUBTOTAL	53	253	1,094 *	16.782	41.469	
BLOCK 307-309 - RESIDENTIAL RESERVE BLOCKS	3		0	0.089	0.219	
BLOCK 310 - PUBLIC ELEMENTARY SCHOOL	1		0	2.828	6.988	
BLOCK 311 - VILLAGE SQUARE	1		0	0.320	0.791	
BLOCK 312 - STORMWATER MANAGEMENT POND	1		0	2.699	6.669	
BLOCKS 313-314 - CHANNEL	2		0	2.180	5.387	
BLOCKS 315-318 - CHANNEL BUFFER	4		0	1.176	2.906	
BLOCKS 319-320 - TRAILWAY	2		0	0.329	0.814	
BLOCKS 321-322 - S.W.M. BUFFER	2		0	0.515	1.272	
BLOCK 323 - MAINTENANCE ACCESS	1		0	0.032	0.079	
BLOCKS 324-325 - BUFFER	2		0	0.117	0.290	
BLOCKS 326-329 - ROAD WIDENING	4		0	0.482	1.191	
BLOCKS 330-333 - 0.3m RESERVE	4		0	0.007	0.019	
STREETS 24.0m WIDE TOTAL LENGTH=1,201.8m. AREA= 2,882.8±Ha. 16.0m WIDE TOTAL LENGTH=3,914.3m. AREA= 6,262.8±Ha. TOTAL LENGTH=5,115.9m. AREA= 9,144.8±Ha.				9.114	22.520	
TOTAL		80	253	1,094 *	36.670	90.614

Included in 398.5 SDE Schedule

- Phase 1**
 Detached: 107
 Townhouses: 108
 Total Units: 309
 Total SDE: 232.84
- Phase 2**
 Detached: 88
 Townhouses: 42
 B2B Townhouses: 94
 Total Units: 224
 Total SDE: 165.66
- Future Allocation**
Phase 3
 Detached: 58
 Townhouses: 44
 B2B Townhouses: 92
 Total Units: 194
 Total SDE: 136.12
- Phase 4: Major Node**

MAJOR NODE BREAKDOWN

BLOCK 306	
GROUND RELATED TOWNHOUSES	= 72 UNITS = 20%
HIGH DENSITY / APARTMENT	= 295 UNITS = 80%
TOTAL	= 367 UNITS*



PHASING DATE : JUNE 26, 2024

NOTE - CANADIAN GEODETIC DATUM ELEVATIONS RELATED TO
 NOTE - * SUBJECT TO FINAL CALCULATION

PROJECT No. P-2181
 SCALE 1:1250
 JAN 24, 2024
 (2181DES33- 4TH LINE) - (2181MAS2 & 2181TOPO)

KLM DWG. No. - 24:10
 PLANNING PARTNERS INC. 64 JARDIN DRIVE - UNIT 1B, CONCORD ONTARIO L4K 3P3
 TEL: (905)669-4055 FAX: (905)669-0097 design@klmplanning.com

Planning • Design • Development