



The Corporation of the Town of Milton

Report To:	Committee of Adjustment and Consent
From:	Olivia Hayes
Date:	August 28, 2025
File No:	A25-045M
Subject:	8020 Derry Road

Recommendation: **THAT the application for minor variance BE APPROVED
SUBJECT TO THE FOLLOWING CONDITIONS:**

1. Prior to registration of Condominium Application 24CDM-24005M, the Pavement Marking and Signage Plan shall be updated to the satisfaction of Town Transportation Staff, and shall label all parking spaces with a length of less than 5.8 metres as "Compact Vehicle Parking." The updated Pavement Marking and Signage Plan shall also include a design template for the custom "Compact Vehicle Parking" signage.
2. Prior to registration of Condominium Application 24CDM-24005M, Purchase of Sale conditions shall be updated for any unit tied to a parking space with a length below 5.8 metres, stating that these parking spaces are only intended for Compact Vehicle Parking.
3. Prior to registration of Condominium Application 24CDM-24005M, the applicant shall provide Vehicle Maneuvering Diagrams for any parking space with a width of less than 2.75 metres, demonstrating a typical passenger vehicle (PTAC) performing ingress and egress maneuvers to/from these parking spaces without encroaching into adjacent spaces.
4. The applicant acknowledges that updates to plans or submission materials, per the conditions above, shall be carried forward in all subsequent planning approvals.

General Description of Application

Under Section 45(1) of the Planning Act, the following minor variances to Zoning By-law 016-2014, as amended, have been requested to:

- Permit a bicycle parking rate of 0.5 long-term spaces per unit and 0.05 short-term spaces per unit
- Permit stacked bicycle parking stalls having a width of 0.45 metres, a length of 1.98 metres, and a vertical clearance of 1.25 metres

General Description of Application

- Permit reduced parking dimensions as follows:
 - 2 parking spaces to have a minimum length of 5.4 metres
 - 63 parking spaces to have a minimum length of 5.6 metres
 - 2 parking spaces to have a minimum width of 2.72 metres
 - 1 parking space to have a minimum length of 5.47 metres and a minimum width of 2.72 metres, and
 - 1 parking space to have a minimum length of 5.6 metres with a minimum width of 2.72 metres

The Subject Property, known municipally as 8020 Derry Road, is located at the southeast intersection of Highway 25 and Derry Road. Construction of a multi-phased residential development is underway on the Subject Property, and the current Site Plan application for Building C is under review (SP-21-24). The development concept entails three high-rise residential buildings, plus a three-storey multiple dwelling building and five three-storey townhouse blocks.

Due to a construction error, the applicant is requesting a minor variance to reduce the minimum dimensions of certain parking spaces in the underground parking garage to match the as-built conditions. Additionally, the applicant is seeking a minor variance to bring the required bicycle parking rates into conformity with the current requirements in the Zoning By-law.

Official Plan Designation (including any applicable Secondary Plan designations)

Halton Region Official Plan

The Subject Property is designated Urban Area by Map 1 - Regional Structure. Consisting of lands with existing or planned municipal services, the Urban Area is intended to accommodate the Region's residential and employment growth.

Town of Milton Official Plan

The Subject Property is designated Secondary Mixed Use Node per Schedule B - Urban Area Land Use Plan. Further, the Subject Property is within the Bristol Survey Secondary Plan, and is designated Secondary Mixed Use Node by Schedule C-6-D. Per Schedule K - Strategic Growth Areas, the Subject Property is within a Strategic Growth Area and fronts onto two Intensification Corridors.

Official Plan Designation (including any applicable Secondary Plan designations)

Policy 3.6.1.1 states that the Secondary Mixed Use Node designation identifies higher order commercial nodes, which will form focal points for surrounding residential neighbourhoods with pedestrian and transit-supportive development. However, policy 3.6.3.4 notes that the Secondary Mixed Use Node located at Highway 25 and Derry Road (i.e. the Subject Property) is primarily intended for high density residential uses.

With respect to bicycle use and parking, policy 2.6.3.1(c) states that the Town's transportation system shall promote and support traffic movement by walking, cycling and public transit. Policy 2.6.3.1(f) further directs that the Town's transportation system shall integrate all travel modes: walking, cycling, public transit, trains and the private vehicle. In addition, policy 2.1.6.5(k) states that it is the policy of the Town to adopt parking standards for Strategic Growth Areas that promote the use of active transportation and public transit.

Specific Policy Area 36 applies to the Subject Property and has the effect of permitting three high-rise buildings, one three-storey multiple dwelling building, and five three-storey townhouse blocks with a maximum density of 295 units per hectare.

It is Staff's opinion that the proposal is in conformity with the Halton Region Official Plan and the Town of Milton Official Plan.

Zoning

The Subject Property is zoned High Density Residential, Zoning Exception 261, Holding provision 81 (RHD*261-H81). Uses permitted in the High Density Residential zone include apartment buildings, retirement dwellings, long-term care facilities, and a home occupation or daycare.

Exception 261 establishes a number of site-specific zoning provisions for the development of apartment buildings, stacked townhouse dwellings, townhouse dwellings, and parking. Notably, section 4(d) establishes a flat rate for the minimum bicycle parking requirements. Lastly, Holding Provision 81 may not be lifted until regional servicing is secured for the stacked townhouse building, and until a Qualified Professional confirms that no potentially contaminating activities have occurred on the Subject Property.

Variance One: Section 4(d) of Exception 261 requires a minimum of 23 short-term and 363 long-term bicycle parking spaces to be provided for the apartment building. The

Zoning

applicant is seeking to change the minimum requirements to a rate of 0.5 long-term spaces per unit and 0.05 short-term spaces per unit.

Variance Two: The Zoning By-law does not establish permission or specifications for stacked bicycle parking. The applicant is seeking to allow stacked bicycle parking stalls with a minimum width of 0.45 metres, length of 1.98 metres, and vertical clearance of 1.25 metres.

Variance Three: Table 5D of the Zoning By-law requires that a perpendicular parking space shall have a minimum length of 5.8 metres and a minimum width of 2.75 metres. The applicant is seeking to reduce the minimum vehicular parking space dimensions to permit the following:

- 2 parking spaces with a minimum length of 5.4 metres, representing a decrease of 0.4 metres
- 63 parking spaces with a minimum length of 5.6 metres, representing a decrease of 0.2 metres
- 2 parking spaces with a minimum width of 2.72 metres, representing a decrease of 0.03 metres
- 1 parking space with a minimum length of 5.47 metres and a minimum width of 2.72 metres, representing a decrease of 0.33 metres in length and 0.3 metres in width
- 1 parking space with a minimum length of 5.6 metres with a minimum width of 2.72 metres, representing a decrease of 0.2 metres in length and 0.03 metres in width

Consultation

Public Consultation

Notice for the hearing was provided pursuant to the Planning Act on August 11, 2025. As of the writing of this report on August 20, 2025, staff have not received any comments from members of the public.

Agency Consultation

No objections were filed with respect to the variance application from Town staff or external agencies. Transportation staff have provided conditions to be applied to the application, which are included herein.

Consultation

Development Services Comments

Planning staff have no concerns with the application, and do not anticipate adverse impacts as a result of the requested variances. Staff are of the opinion that the application is minor in nature, maintains the intent of the Zoning By-law and Official Plan, and is desirable for the appropriate use of the land.

With respect to Variance One, the proposed minor variance would bring the applicable zoning standards into conformity with the Town's current bicycle parking rates. The site-specific by-law was approved in 2017, prior to the Town's adoption of its current bicycle parking standards. As such, the proposed variance is minor and technical in nature, and maintains the intent of the Zoning By-law.

With respect to Variance Two, the application would allow for stacked bicycle parking, which is not expressly permitted in the Zoning By-law but satisfies the intent of providing secure, functional bicycle parking spaces. Stacked bicycle parking has been permitted in previous development applications through site-specific by-laws, and allows for efficient use of space in high-density developments. The proposed minimum length and width align with the required minimum dimensions for horizontal and vertical bicycle parking spaces, as established in Table 5D of the Zoning By-law. Moreover, the applicant has provided a diagram from the producer of the stacked bicycle parking equipment, demonstrating that the proposed dimensions are functional for the intended purpose.

Lastly, Variance Three is necessary due to errors while constructing the development's underground parking garage; specifically, these deficiencies have been caused by the incorrect placement of supporting pillars and a wall. The proposed reductions to minimum parking space dimensions are minor in nature, and can maintain adequate space for vehicular parking use. In particular, staff note that for a lot containing one or more additional dwelling unit, Section 5.6.2(ii) of the Zoning By-law already permits minimum parking space dimensions of 2.5 metres in width and 5.5 metres in length. The majority of the parking spaces addressed in Variance Three exceed these minimum dimensions. In addition, comments from Transportation Staff regarding the proposal have been addressed through the recommended conditions, ensuring that the reduced parking spaces are functional and appropriately labelled.

Overall, the application seeks to legalize the as-built conditions of a development that is consistent with the intent of the Secondary Mixed Use Node designation, thereby



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maintaining the general intent of the Official Plan and Bristol Survey Secondary Plan and representing a desirable use of the Subject Property.

Respectfully submitted,

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Planner, Development Review

For questions, please contact: Olivia.Hayes@Milton.ca Phone: Ext. 2454

Attachments

Figure 1 - Parking Level A Plans

Figure 2 - Parking Level B Plans

Figure 3 - Site Context Plan