



WE MAKE MILTON

Moving in Milton
Big Questions:
Policy Considerations



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Introduction

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

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

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

What is an Official Plan?

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

POLICY CONSIDERATIONS respond to BIG QUESTIONS.

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

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

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

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



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

We Make Milton Vision

Milton 2051: *Choice Shapes Us*

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

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



Figure 2. Cars driving under Milton bridge.

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

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

Guiding Principles

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

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

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



Figure 3. Milton Transit bus on route.



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

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

Table 1. Guiding Principles Descriptions and Intentions.

| | |
|---|--|
| <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. |
| <p>5. Prioritize the Public Realm</p> | <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. |
| <p>6. Support Arts, Culture,</p> | <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. |

| | |
|--|--|
| <p>and Recreation</p> | <ul style="list-style-type: none"> • Provide recreational and social programming that is inclusive, appeals to a diverse population and supports community building. • Distribute and integrate facilities and services throughout Milton so that all neighbourhoods and residents are well-served. • Celebrate and share Milton’s history, accomplishments, assets and community pride. |
| <p>7. Make Connections</p> | <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’. |
| <p>8. Protect our Environment</p> | <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. |
| <p>9. Support the Rural Area</p> | <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. |
| <p>10. Encourage Good, Green Design</p> | <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. |
| <p>11. Collaborate</p> | <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. |
| <p>12. Think Local</p> | <ul style="list-style-type: none"> • Support existing businesses, including local stores, services, restaurants and farms. • Attract new retail development to support a growing population. • Revitalize downtown Milton, our villages and other commercial areas. • Celebrate and promote Milton through local programming and events. • Work with the appropriate agencies to ensure Miltonians have local access to high-quality community services. |

Legislation

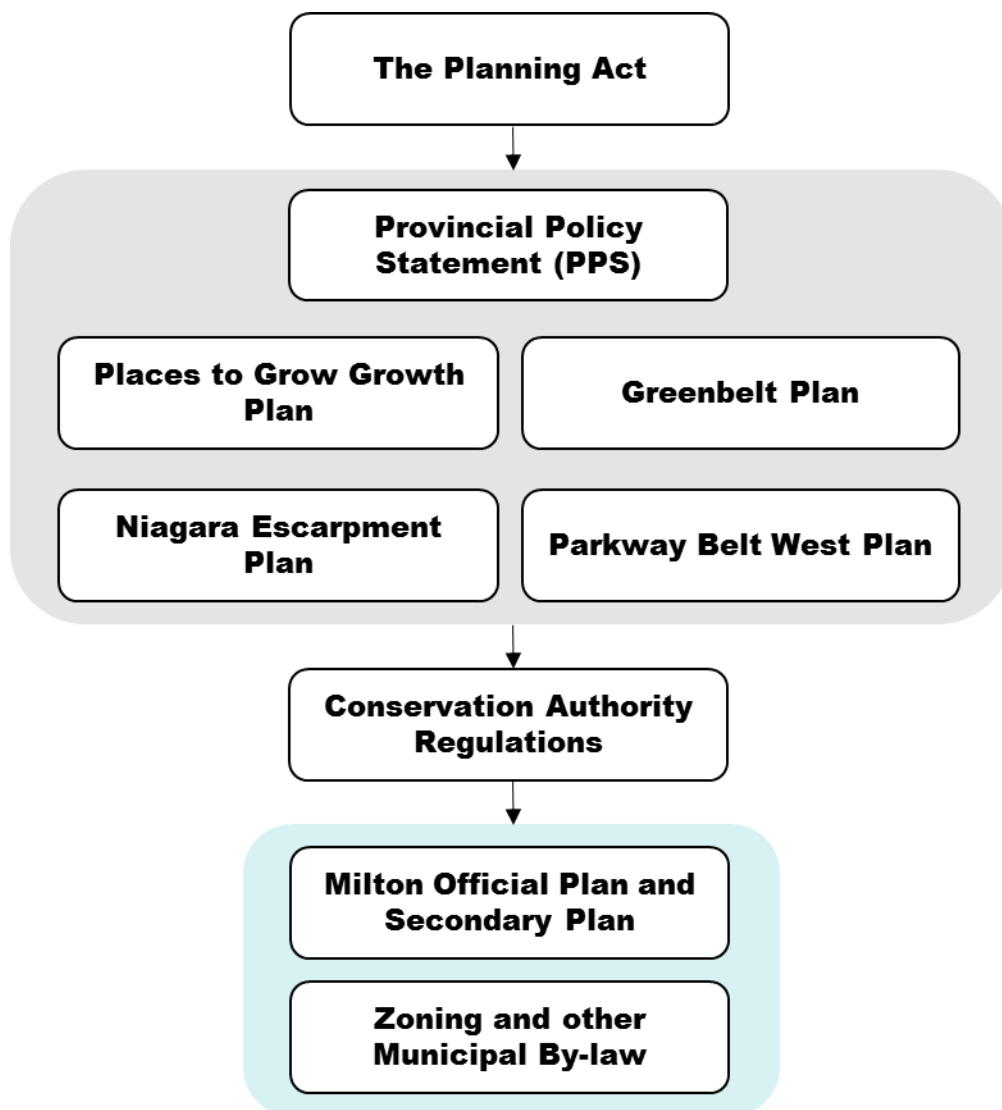


Figure 5. Planning legislation hierarchy from federal to local level.

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

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

Table 2. Legislation Applicable to Milton.

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

| <i>Plan</i> | <i>Purpose and Direction</i> |
|--|---|
| | accountability of municipal councils in planning; and establishes tools that can be used to achieve local growth and development goals. |
| A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019 | <p>The Province's A Place to Grow Act is to plan for growth and development in a way that supports economic prosperity, protects the natural environment, and helps communities achieve a high quality of life. Its purpose is:</p> <ol style="list-style-type: none"> 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; 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. 2005, c. 13, s. 1 |
| Greenbelt Plan, 2017 | <p>The Greenbelt Plan aims to protect against the loss and of agricultural land, protect the natural heritage and water resource systems that sustain ecological and human. Its purpose is to provide for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, and recreation to build resilience while helping to mitigate the effects of climate change.</p> <p>The plan lists the following components as its main areas of enhancement and promotion:</p> <ul style="list-style-type: none"> • Agricultural viability and protection • Environmental protection • Culture, recreation, and tourism • Settlement areas • Infrastructure and natural resources • Climate change |
| Niagara Escarpment Plan, 2017 | <p>The Niagara Escarpment Plan serves as a framework of objectives and policies to strike a balance between development, protection and the enjoyment of this important landform feature and the resources it supports. The purpose of this Plan is to provide for the maintenance of the Niagara Escarpment and land in its vicinity, and to ensure development is compatible with the natural environment. Its main objectives are:</p> <ol style="list-style-type: none"> a) to protect unique ecologic and historic areas; b) to maintain and enhance the quality and character of natural streams and water supplies; |

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

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

Sources: in References Appendix

Guidance Documents

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

Table 3. Documents Guiding Moving in Milton Directions.

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

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

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

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

Sources: in References Appendix

Ongoing Town Initiatives

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

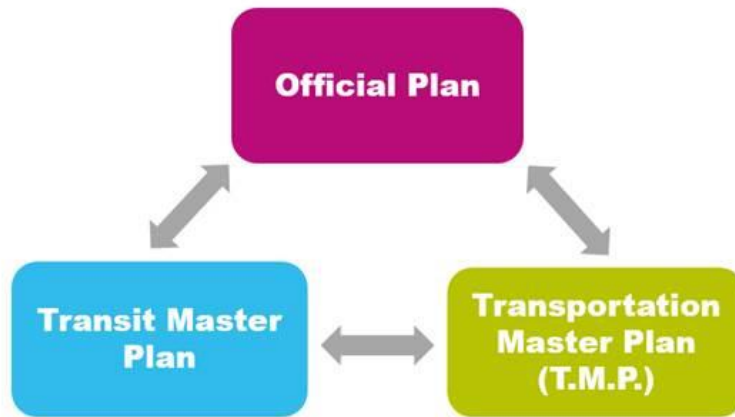


Figure 6. The cyclical relationship between the Official Plan, Transit Master Plan, and Transportation Master Plan.

Transportation Master Plan

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



Figure 7. Cars driving into Milton.

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

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

Transit Master Plan

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

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



Figure 8. Milton bus stop signage.

Big Questions and Policy Considerations

What are the Big Questions?

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

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

What are Policy Considerations?

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

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

Big Question #1

BQ1: Accessibility, Equity and Inclusion

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

Moving in Milton Policy Considerations for Big Question 1:

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

Moving in Milton Policy Consideration 1.1:

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

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

Moving in Milton Policy Consideration 1.2:

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

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



Figure 9. Community collaboration.

Moving in Milton Policy Consideration 1.3:

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

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

Big Question #2

BQ2: Connectivity, Continuity, and Convenience

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

Moving in Milton Policy Considerations for Big Question 2:

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

Moving in Milton Policy Consideration 2.1:

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

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

Moving in Milton Policy Consideration 2.2:

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

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

First and Last Mile

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

Moving in Milton Policy Consideration 2.3:

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



Figure 10. Milton Transit stop.

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

Moving in Milton Policy Consideration 2.4:

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

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

Big Question #3

BQ3: Growth and Traffic Management

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

Moving in Milton Policy Considerations for Big Question 3:

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

Moving in Milton Policy Consideration 3.1:

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

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

Transportation Demand Management

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

Moving in Milton Policy Consideration 3.2:

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

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

Moving in Milton Policy Consideration 3.3:

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

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

Moving in Milton Policy Consideration 3.4:

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

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

Right-Of-Way (R.O.W.)
An ROW is an easement that grants access over a piece of land for the specific purpose of transportation. This can include highways, rail lines, walking paths, and canals.



Figure 11. Milton roundabout off Britannia.

Moving in Milton Policy Consideration 3.5:

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

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

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

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

Big Question #4

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

BQ4: Moving Goods and Services

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

Moving in Milton Policy Considerations for Big Question 4:

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

Moving in Milton Policy Consideration 4.1:

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

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

Moving in Milton Policy Consideration 4.2:

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

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



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

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

Moving in Milton Policy Consideration 4.3:

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

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

Big Question #5

BQ5: Sustainability

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

Policy Considerations for Big Question 5:

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

Moving in Milton Policy Consideration 5.1:

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

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

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

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

Moving in Milton Policy Consideration 5.2:

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

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

Moving in Milton Policy Consideration 5.3:

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

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

Moving in Milton Policy Consideration 5.4:

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

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

Green Infrastructure

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

Low Impact Development

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

Big Question #6

BQ6: Rural Area

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

Policy Considerations for Big Question 6:

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

Moving in Milton Policy Consideration 6.1:

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

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

Moving in Milton Policy Consideration 6.2:

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

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

Moving in Milton Policy Consideration 6.3:

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

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

What's Next?

Stage 4: New Official Plan Drafting

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



Figure 13. Milton community area in summer.

How to stay involved!

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

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

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