

An illustration of two people standing side-by-side. On the left is a man with a goatee, wearing a green long-sleeved shirt under an orange high-visibility safety vest with reflective white stripes, and dark pants. On the right is a woman with long dark hair, wearing a dark blue blazer over a purple top and a brown skirt, carrying a black shoulder bag. The background is white with a repeating pattern of small, stylized leaves in various colors (blue, green, pink, grey).

WE MAKE MILTON

Growing in Milton
Big Questions:
Background & Information



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Introduction

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

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

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

About Growing in Milton

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

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

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



What are the Big Questions?

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

What do we mean by Development?

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

(The Growth Plan, 2020).

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

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

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

What do we mean by Complete Communities?

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

(Proposed Planning Policy Statement, 2023).

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

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

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

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



Brief History of Milton's Growth

The Mississaugas of the Credit First Nation

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

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

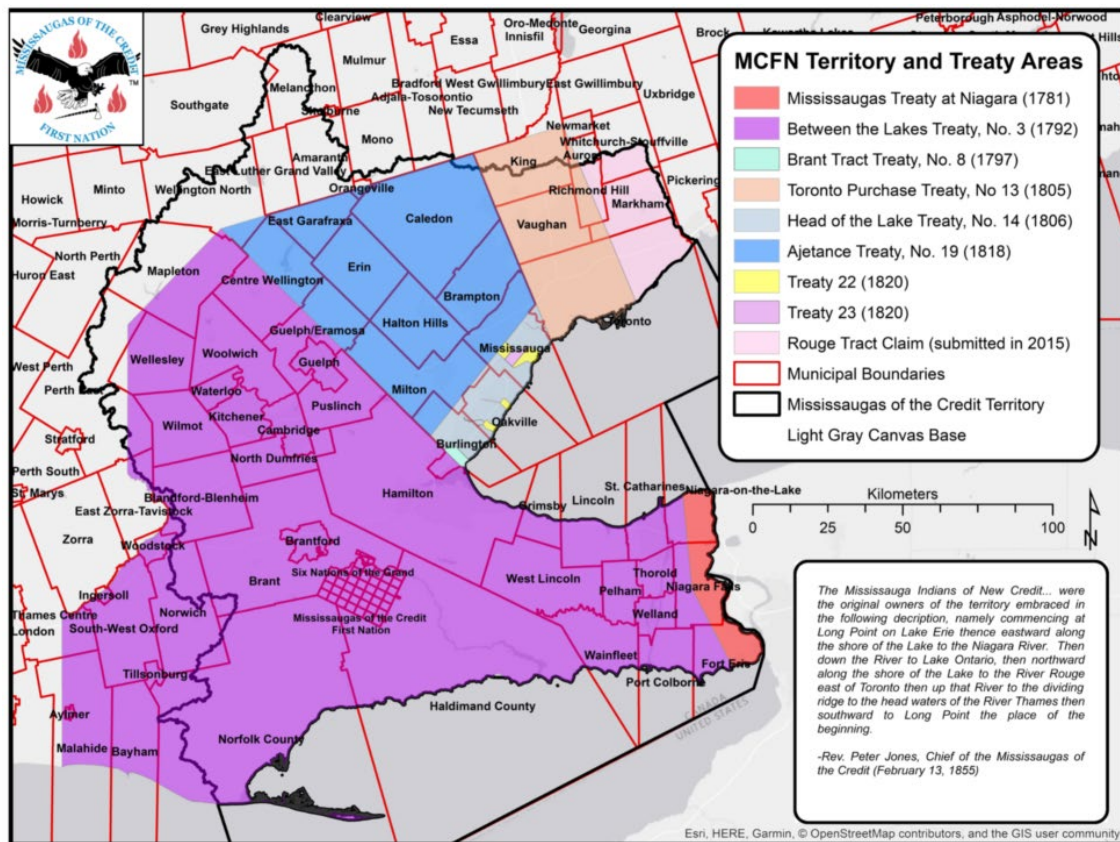


Figure 1. Municipalities within Mississaugas of the Credit Treaty Lands and Territories (mncfn.ca, n.d.).

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

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

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

The Early Settlement and Townships

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

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



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

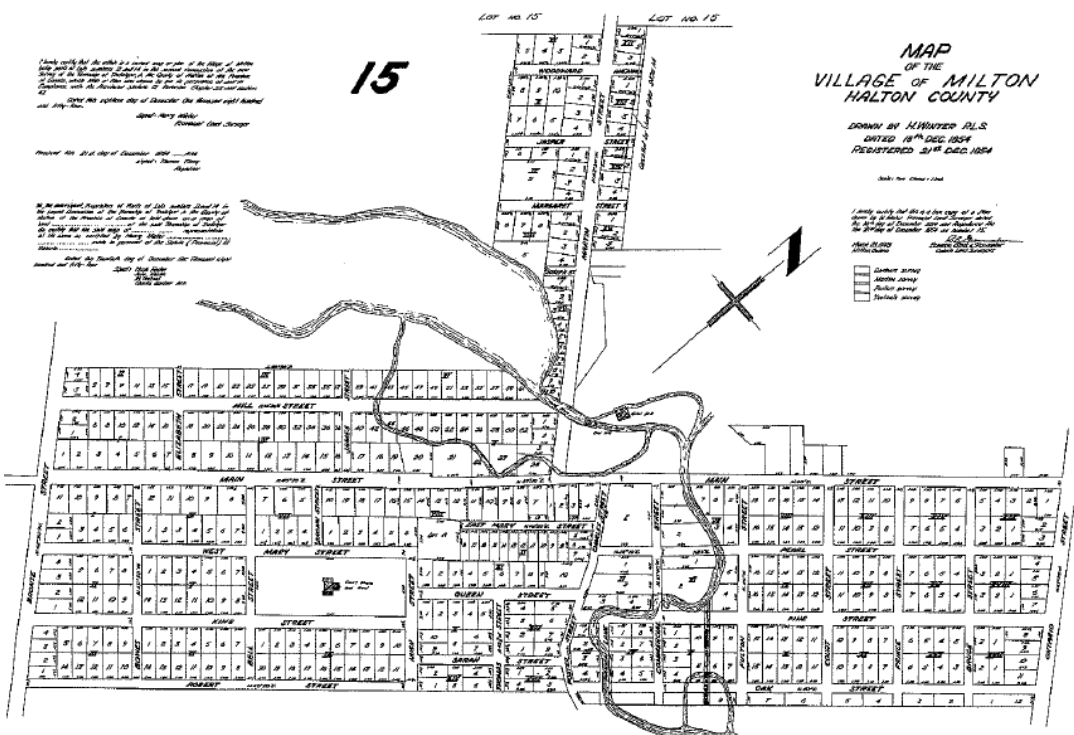


Figure 3. Plan 15, Registered 1854 (Town of Milton files).

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

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

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

The Urban Area Expansion

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

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

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

The 1997 Official Plan

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

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

2009 Urban Area Expansion

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

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

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

2022 Urban Area Expansion

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

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

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

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

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



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

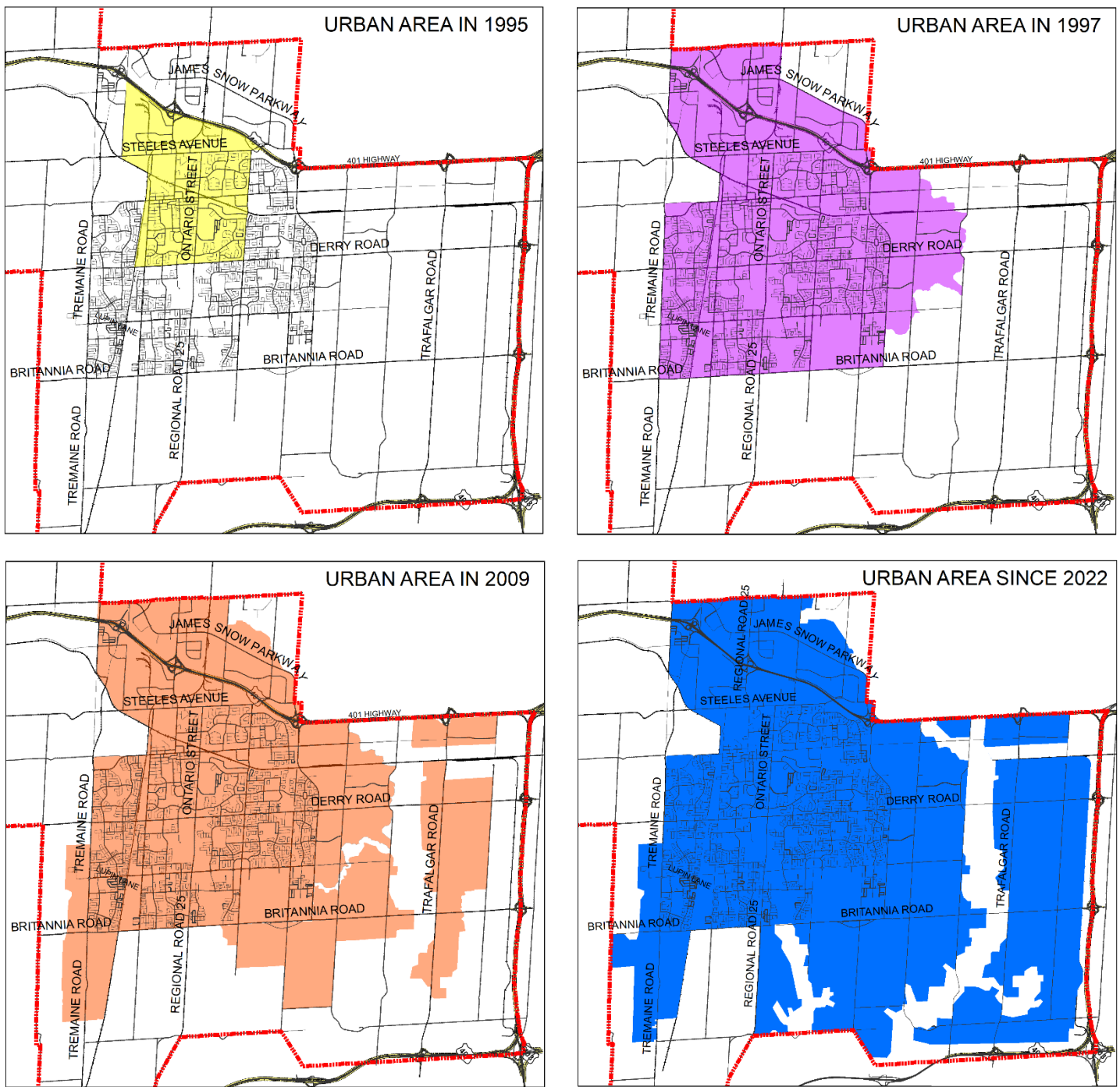


Figure 4. Milton's Phases of Urban Expansion (Milton GIS, 2023).

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

Growth in Milton Today

Population Distribution and Growth

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

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

Table 1: Population of Milton (2001 to 2021)

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

Source: Statistics Canada.

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

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

Table 2: 2021 Population Distribution across Milton

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

Source: Statistics Canada.

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

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



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

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

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

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

Source: Statistics Canada.

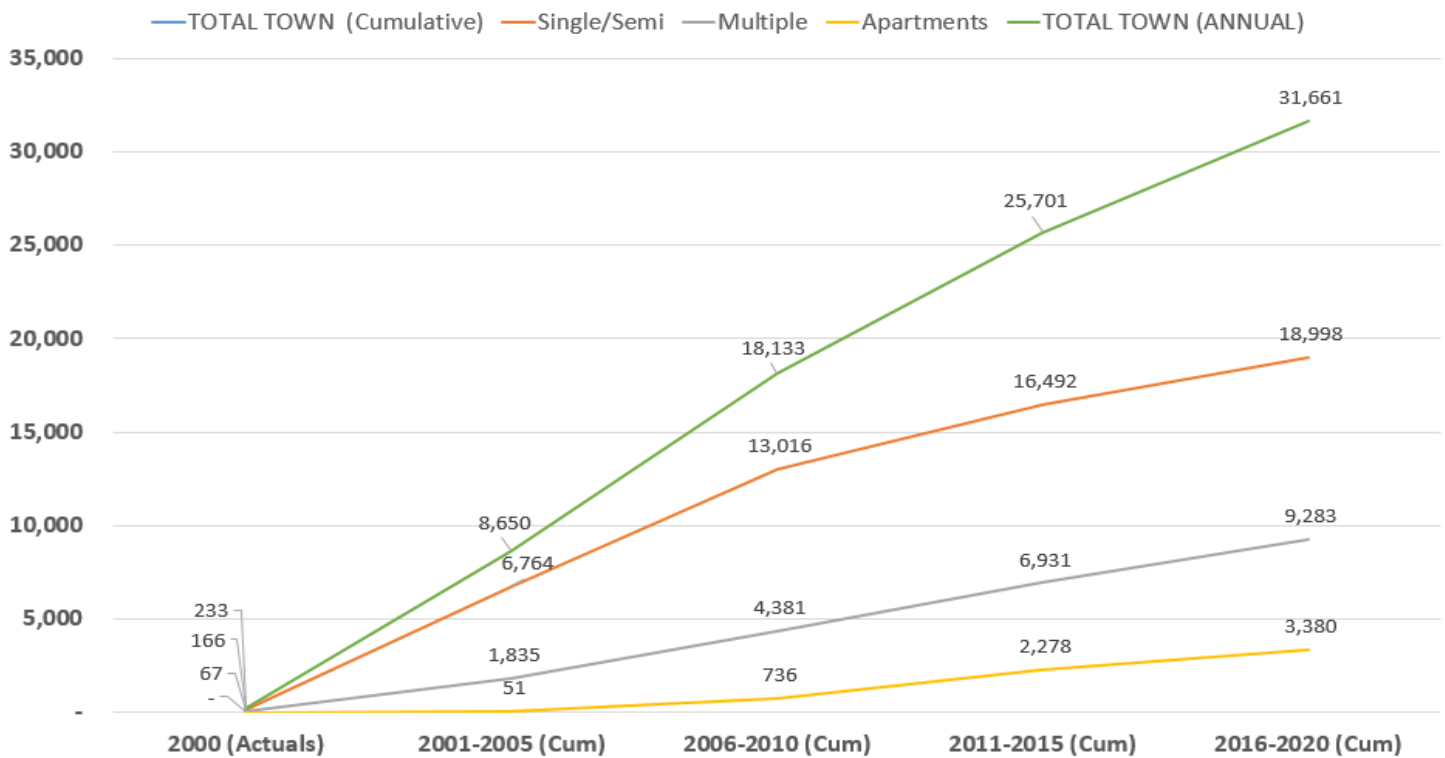


Figure 6. Total Number of Approved Units by Type since 2000 (Town of Milton).

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

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

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

Growth in Urban Milton

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

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

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

What do we mean by Density?

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

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



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

Current Urban Structure (2017)

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

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

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

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

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

What do we mean by 'Urban Structure'?

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

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

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



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

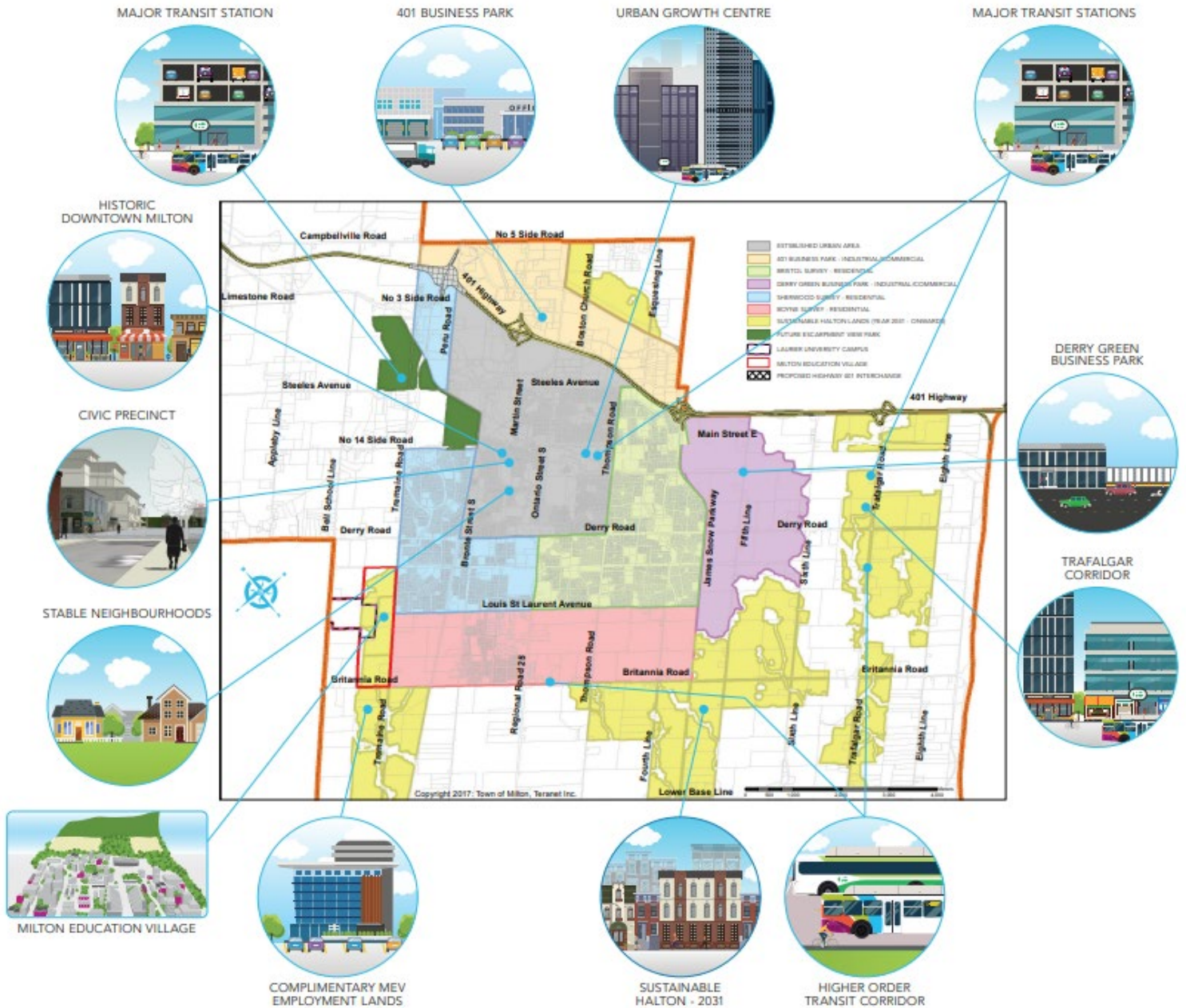


Figure 8. Milton's Urban Structure, 2017 (Town of Milton files).

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

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

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

Our Existing Strategic Growth Areas

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

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

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

What do we mean by ‘Strategic Growth Areas?’

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

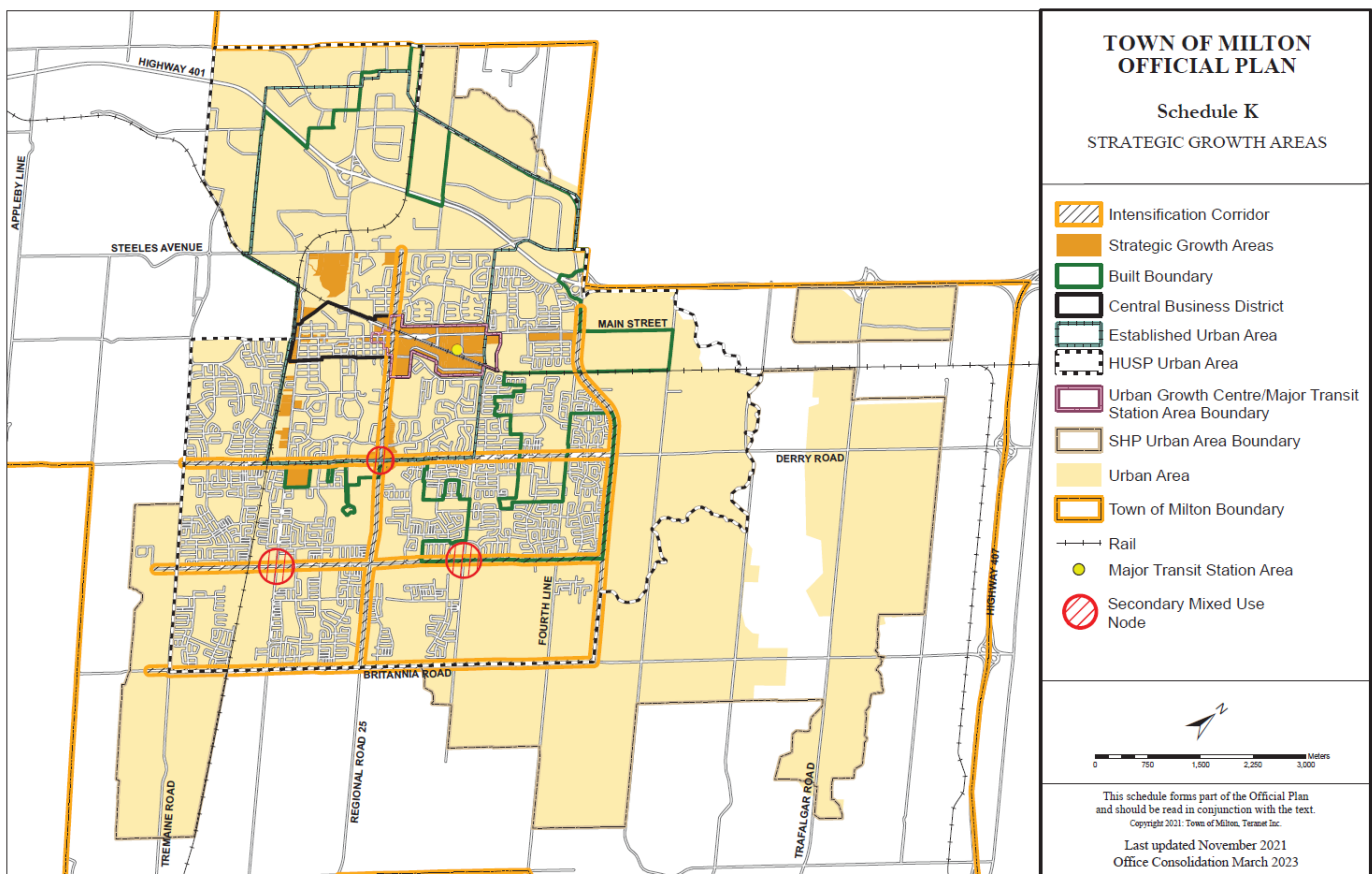


Figure 9. Strategic Growth Areas in Urban Milton (Town of Milton Official Plan).

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

Our Secondary Planning Areas

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

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

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

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

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

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

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

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

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

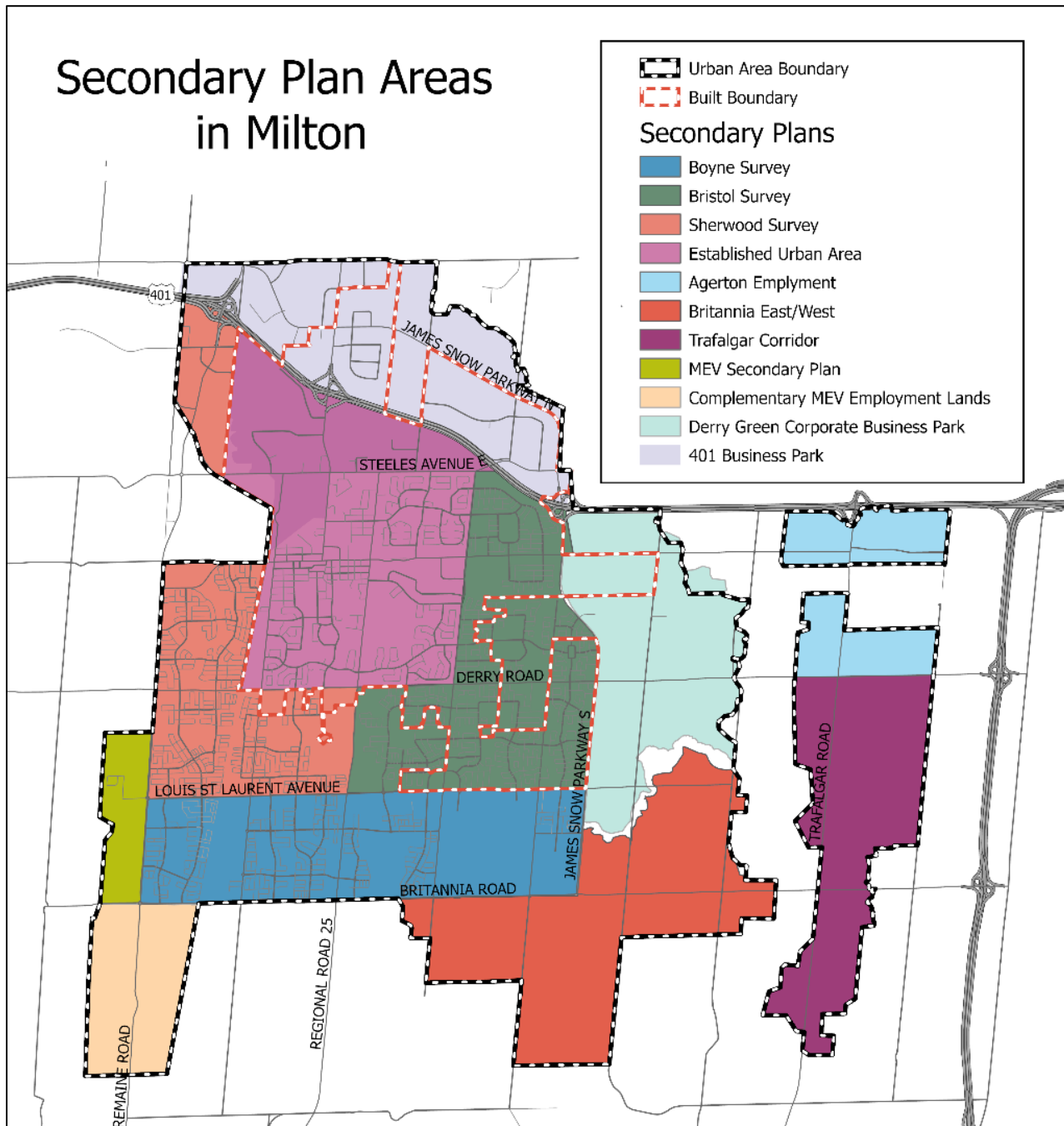


Figure 10. Milton's Existing Secondary Plan Areas.

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

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

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

Source: Town of Milton.

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

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

Source: Town of Milton.



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

Table 7: Mixed Use-Oriented Secondary Plan Areas.

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

Source: Town of Milton.

Growth in Rural Milton

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

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

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

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

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

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

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

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

Emerging Growth Topics

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



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

Why Do We Look at Trends?

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

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

Planning Complete and Healthy Communities

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

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

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

The Growth Plan defines Complete Communities as:

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

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

Table 8. Complete Community Drivers.

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

Source: Canadian Urban Institute, 2017.

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

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

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

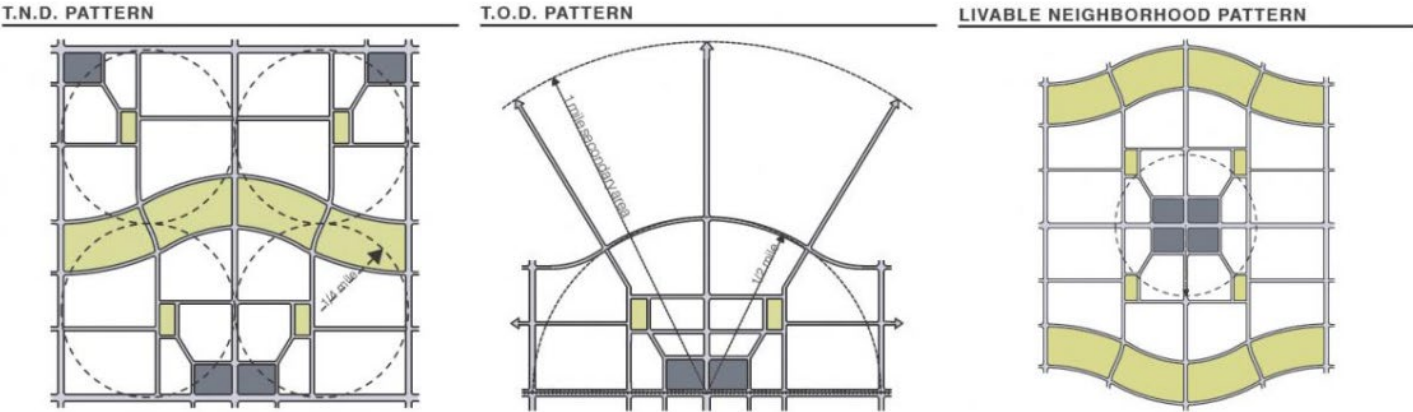


Figure 12. Diagrams that use 5-minute and 10-minute walk shed (CNU, 2023).

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

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



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

Implementing Smart Growth

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

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

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

Walkable Neighbourhoods

The 15-minute Neighbourhood

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

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

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

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

The ten Smart Growth Principles:

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

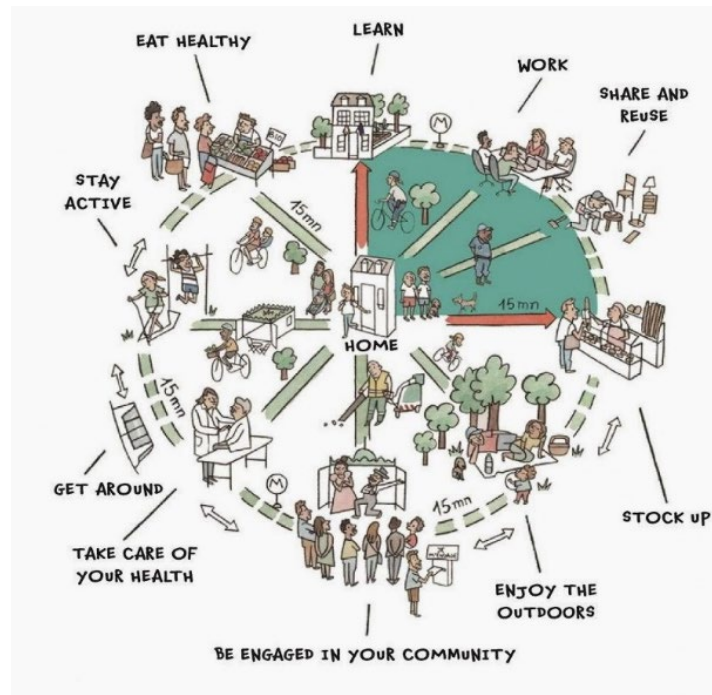


Figure 14. 15 Minute City Framework, Paris, France (UrbanDesignLab.in, 2023).

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

The 20-minute Neighbourhood

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



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



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

Promoting Urban Innovation

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

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

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

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

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



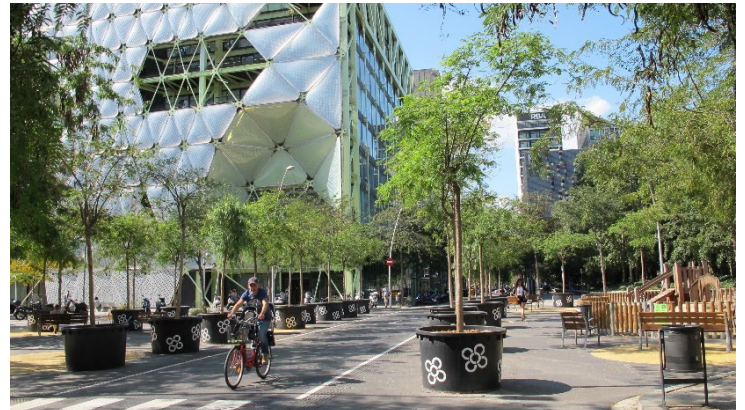
Montreal (Thibodeau, 2022)



Copenhagen (Galmar and Vestergaard, 2016)



Chicago (Barista, 2015)



Barcelona (Metropolis, 2019)

Figure 16. Examples of Tactical Urbanism.

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

Achieving intensification in settlement areas

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

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

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

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

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

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

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

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

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

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

Promoting Missing Middle Housing

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

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

What do we mean by gentle density?

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



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

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

Making Housing More Affordable

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

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

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

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

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

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

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

Recommended actions that Municipalities can consider include the following:

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

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



Supporting Additional Residential Units

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

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



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

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

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

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

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

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

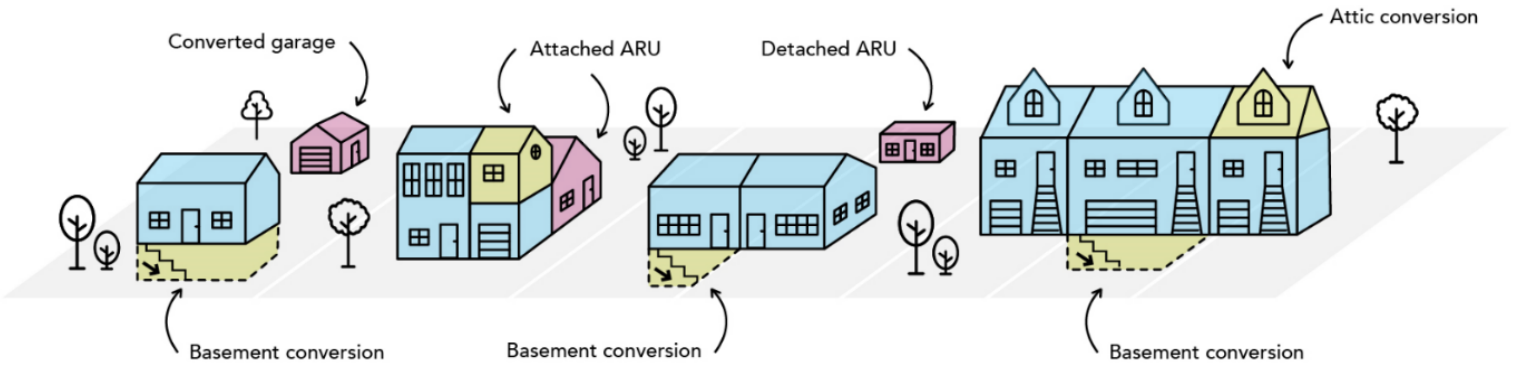


Figure 19. Illustrative Examples of Additional Residential Units (Milton ARU Study, 2023).

The Housing Continuum

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

Non-Market Housing

Market Housing



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

Planning Practices in City Building and Growth

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

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

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

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



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

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

City of Ottawa, Ontario

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

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



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

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

Greenbelt and Rural Transect

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

Suburban Transect

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

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

Outer Urban Transect

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

Inner Urban Transect

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

Downtown Core Transect

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

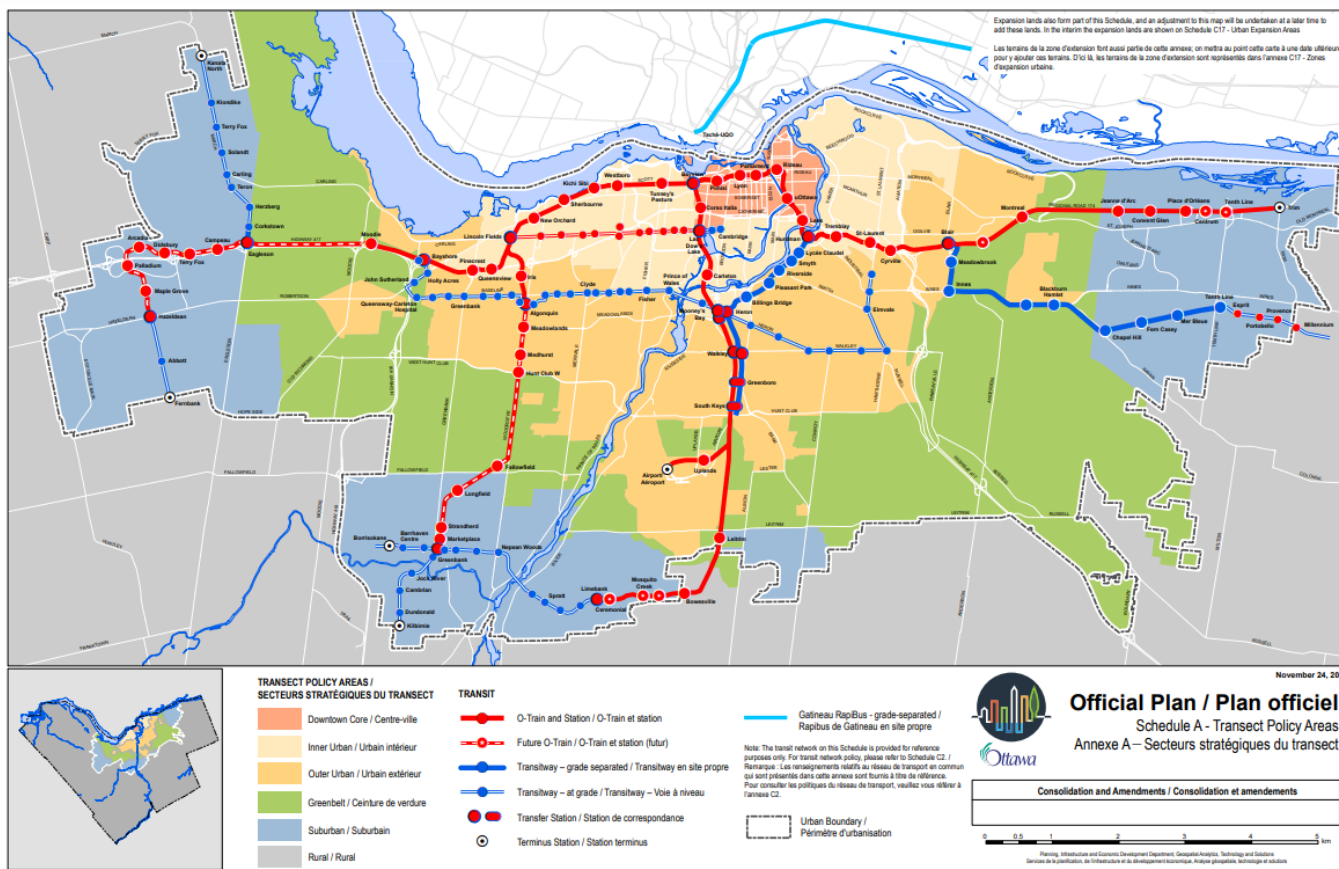


Figure 23. City of Ottawa Official Plan Transect Policy Areas Schedule (City of Ottawa, 2021).

City of London, Ontario

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

The Growth Framework

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

The Green Framework

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

The Mobility Framework

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

The Economic Framework

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

The Community Framework

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

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



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

Urban Place types

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

Rural Place types

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

City-wide Place types

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

City of Edmonton, Alberta

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

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

The District Network

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

The Nodes and Corridor Network

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

The Blue and Green Network

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

Non-Residential Opportunities Network

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

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

Development Pattern Areas

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

Anticipated Growth

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

Phasing and Activation

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

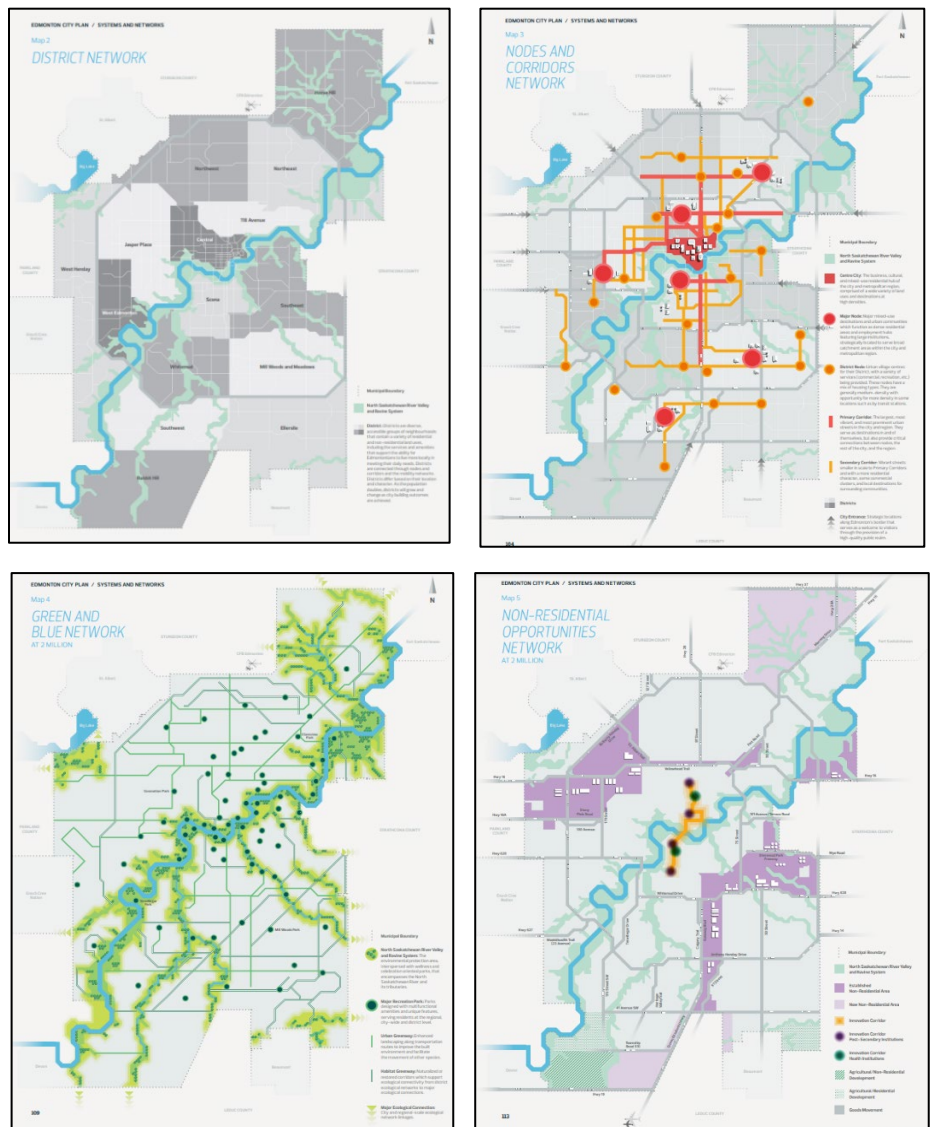


Figure 25. City of Edmonton's Networks (City of Edmonton, 2020).

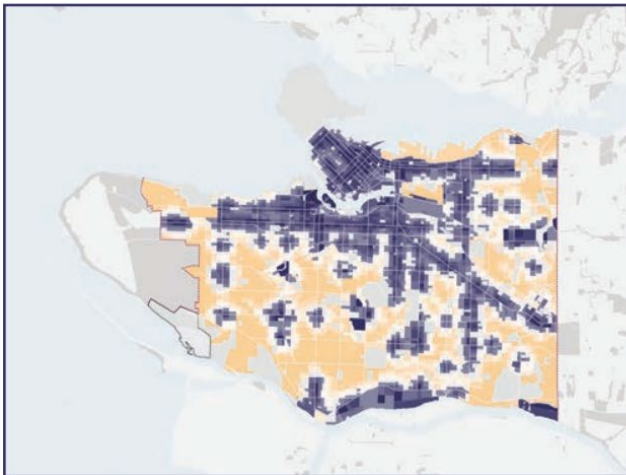
City of Vancouver, British Columbia

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

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

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

Today,
58% of residents
are within a 5 minute walk of
shops and services



In the future,
76% of residents
are within a 5 minute walk of
shops and services

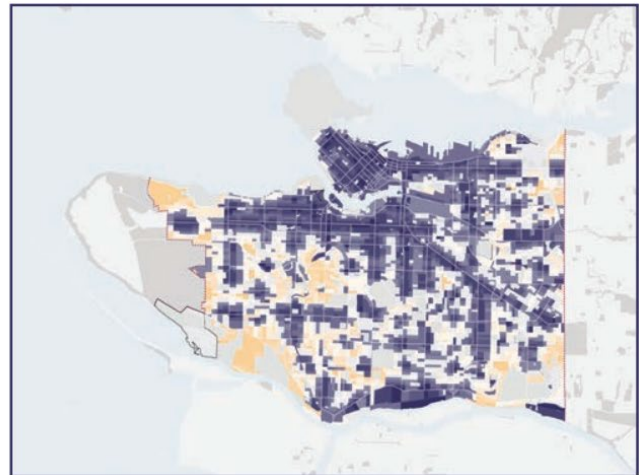


Figure 26. Vancouver's complete neighbourhoods and climate action (City of Vancouver, 2022).

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

Neighbourhoods Layer

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

Homes Layer

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

Economy Layer

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

Transportation Layer

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

Ecology Layer

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

Equity + Resilience Layer

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

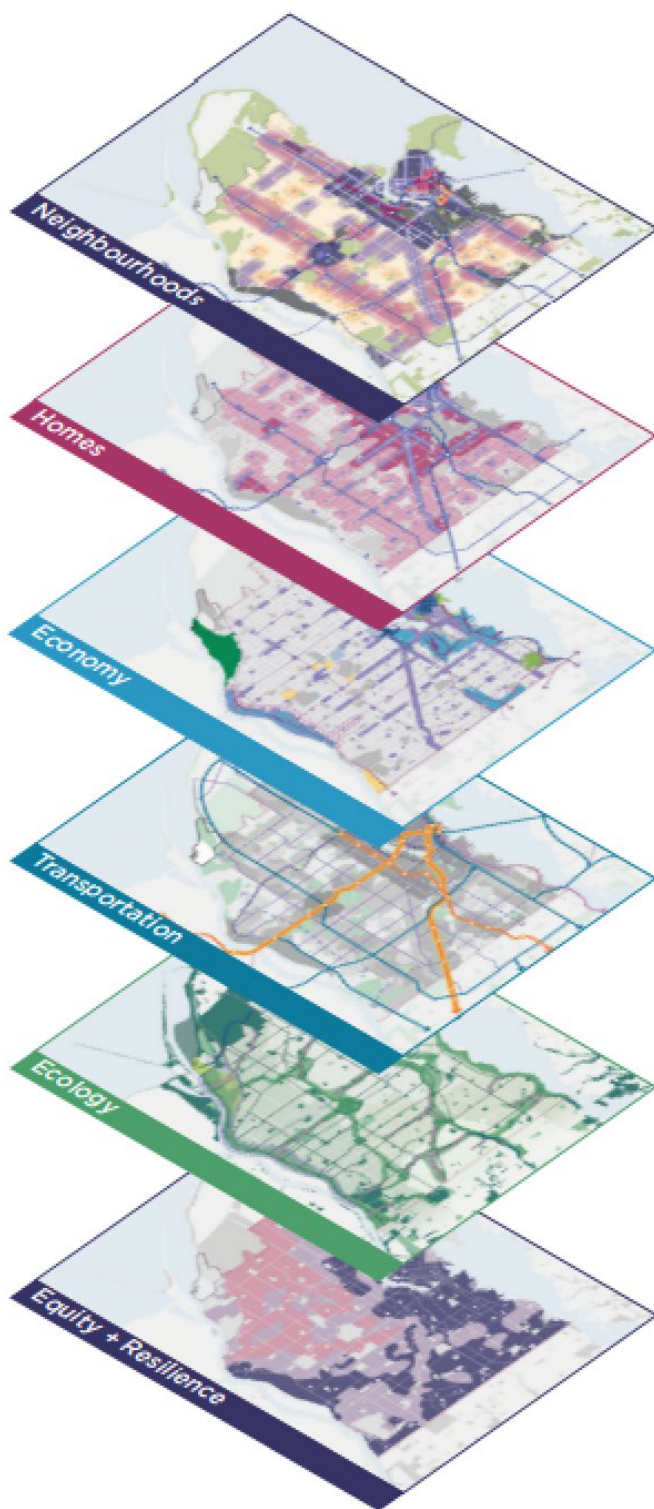


Figure 27. Vancouver City Building Layers (City of Vancouver, 2022).

Growth Policy Directions

Guiding Policies

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

There are currently changes being introduced and implemented in various guiding documents through legislation such as Bill 23, which may change how some of the documents listed below may ultimately influence the policy recommendations. The guiding plans and documents shown in Table 10 will be further discussed in the Policy Considerations Report.

Table 10: Population and Employment Distribution in Halton Region.

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

Population and Employment Forecasts

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

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

Table 11: Population and Employment Distribution in Halton Region.

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

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

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

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

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

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

Milton within the Halton Region Urban Structure

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

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

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

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

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

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

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

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

Strategic Growth Areas in Milton:

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

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

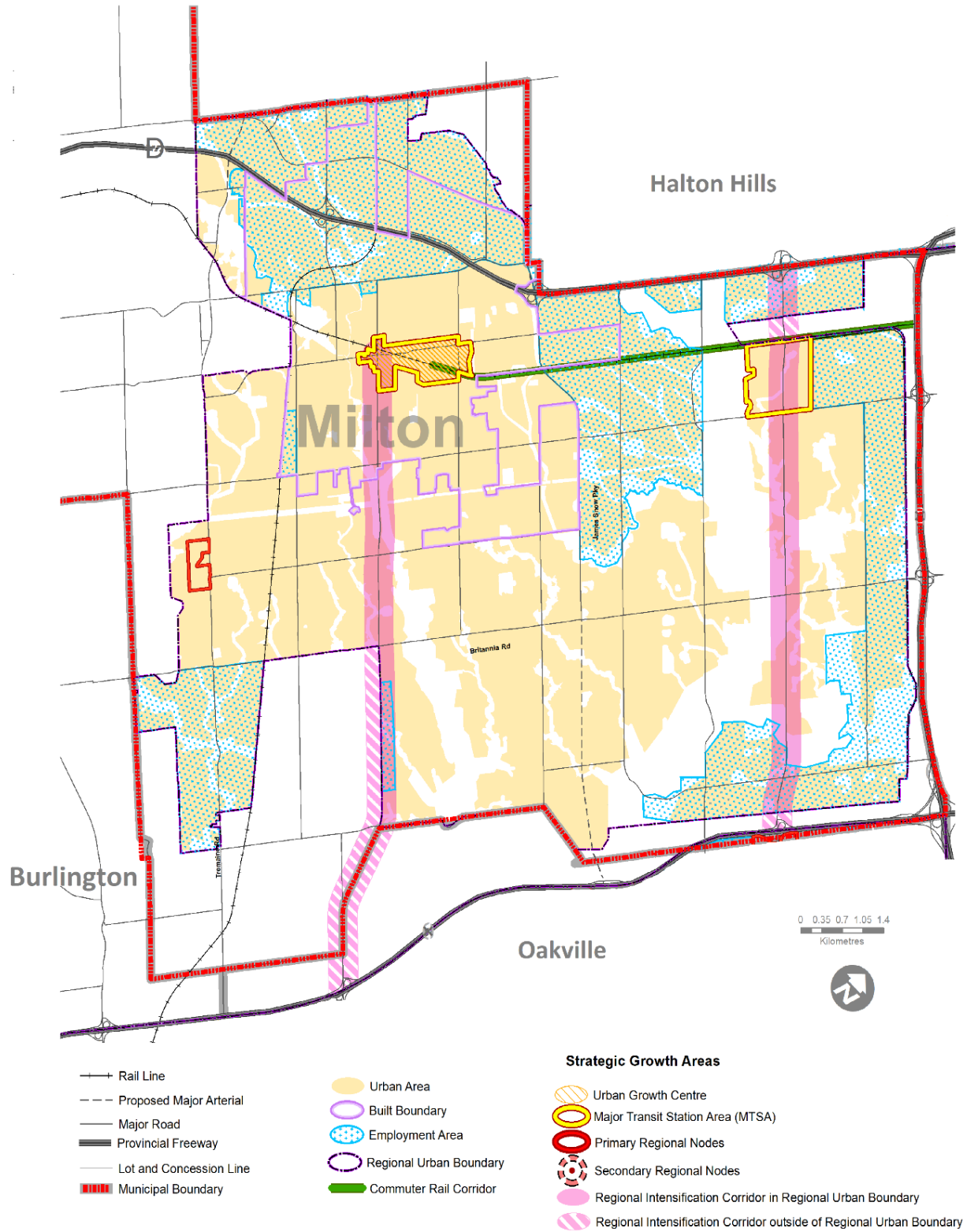


Figure 28. Milton's components of the Regional Urban Structure. Except from Regional Official Plan Map 1H – Regional Urban Structure. (Halton Region Official Plan, 2022 Consolidation).

Recent Urban Expansion and Phasing of Growth

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

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

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

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

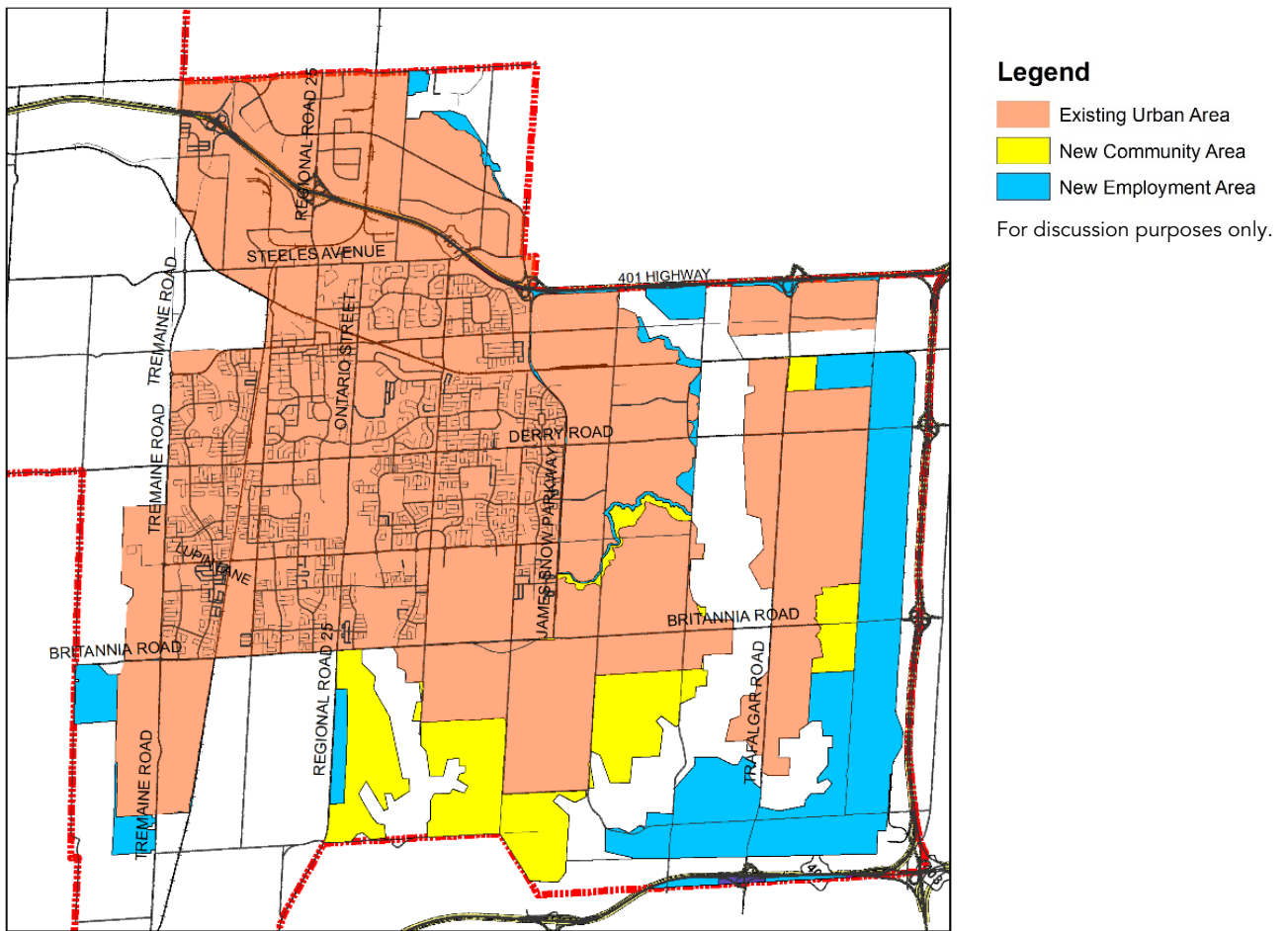


Figure 29. New Community Areas and Employment Areas (ROPA 49 and Town of Milton GIS, 2023).

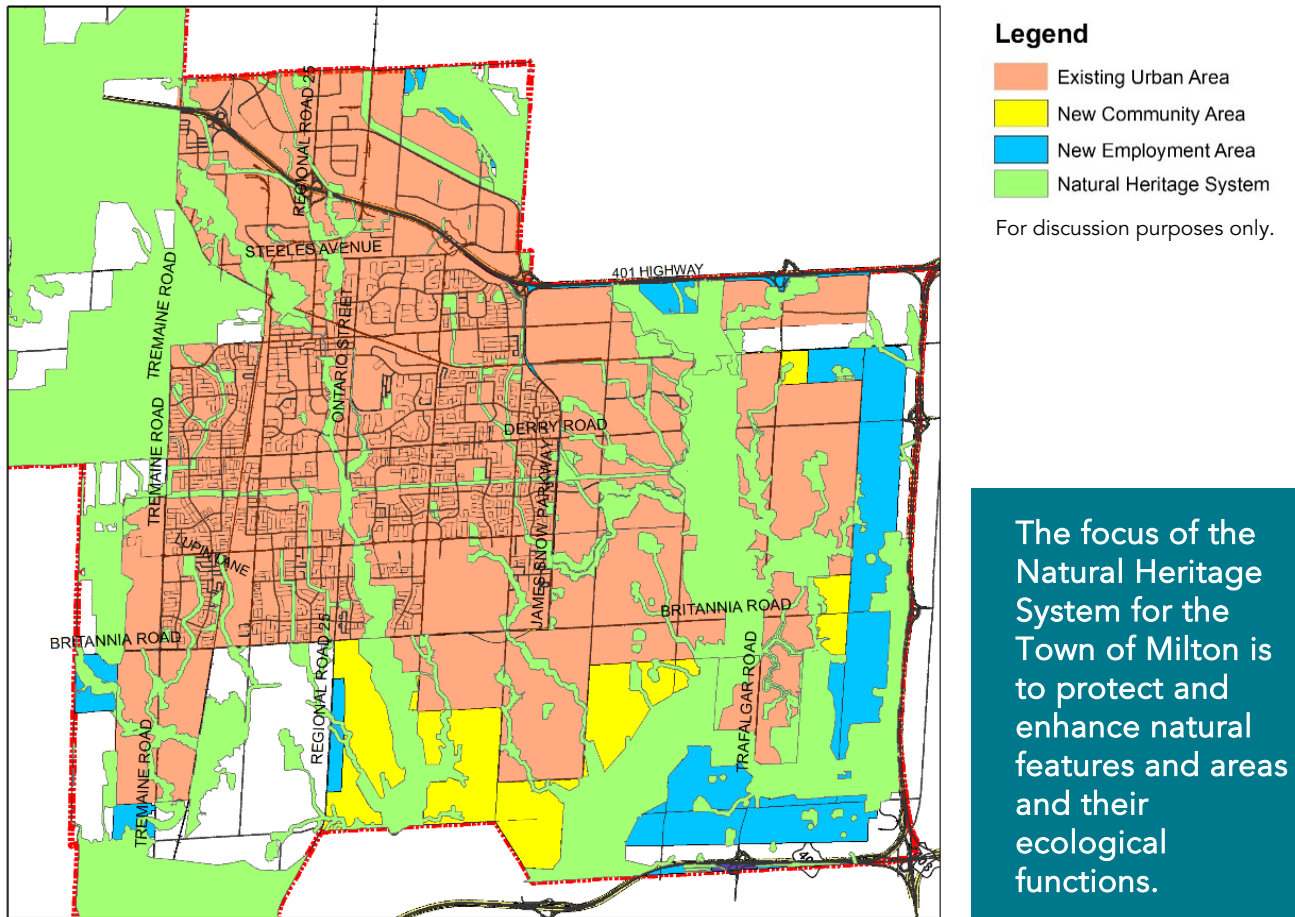


Figure 30. New Community Areas, Employment Areas and Natural Heritage System (ROPA 49 and Town of Milton GIS, 2023).

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

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

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

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

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

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

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

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

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

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

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

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

The More Homes Built Faster Act (2022)

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

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

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

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



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

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

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

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

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

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

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

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

What are the next steps?

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

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

Protecting what is Valuable as Milton Grows

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

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

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



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

Provincial Directions Related to Resource Protection

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

The Planning Act

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

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

The Provincial Policy Statement

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

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

- Additional flexibility for settlement area boundary expansion.

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

- Increased flexibility for sewage, water and storm water servicing.

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

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

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

The Growth Plan for the Greater Golden Horseshoe (2019)

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

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

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

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

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

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

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

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

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

Protect prime agricultural areas and the agri-food network.

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

Integrate climate change considerations into planning and managing growth

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

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

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

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

Other Provincial Directives

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

The Niagara Escarpment Plan

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

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

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

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

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



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

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

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

The Greenbelt Plan

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

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

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

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

Regional Natural Heritage System

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

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

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



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

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



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

Watershed Protection

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

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

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

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

Flood Plain Management

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

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

Protecting our Cultural Heritage and Archeological Resources

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

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

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

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

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



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

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

Protecting our Community Areas

Mature Neighbourhoods and Character Areas

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

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

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

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

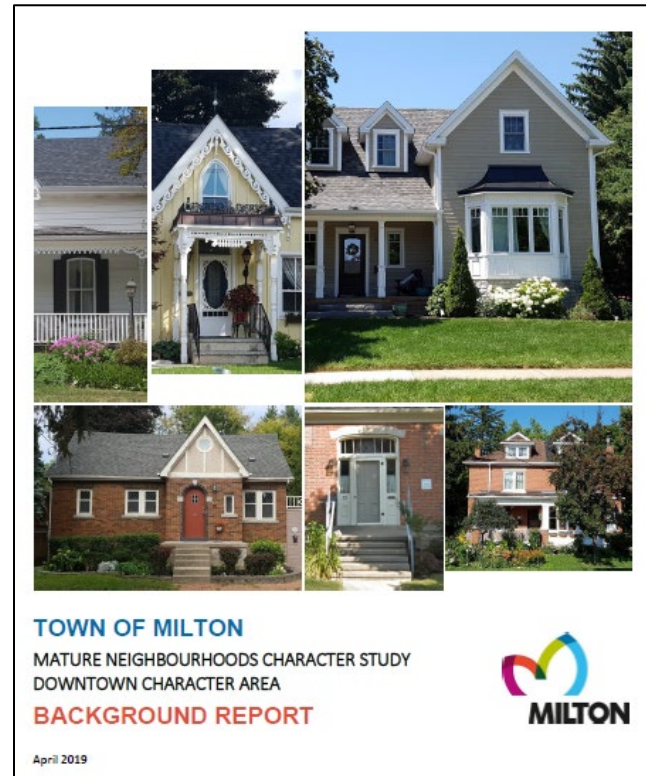
Phase 1 – Downtown Character Area

Phase 2 – Mountainview and Old Milton

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

Phase 4 - Dorset Park and Timberlea.

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



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

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

The Downtown

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

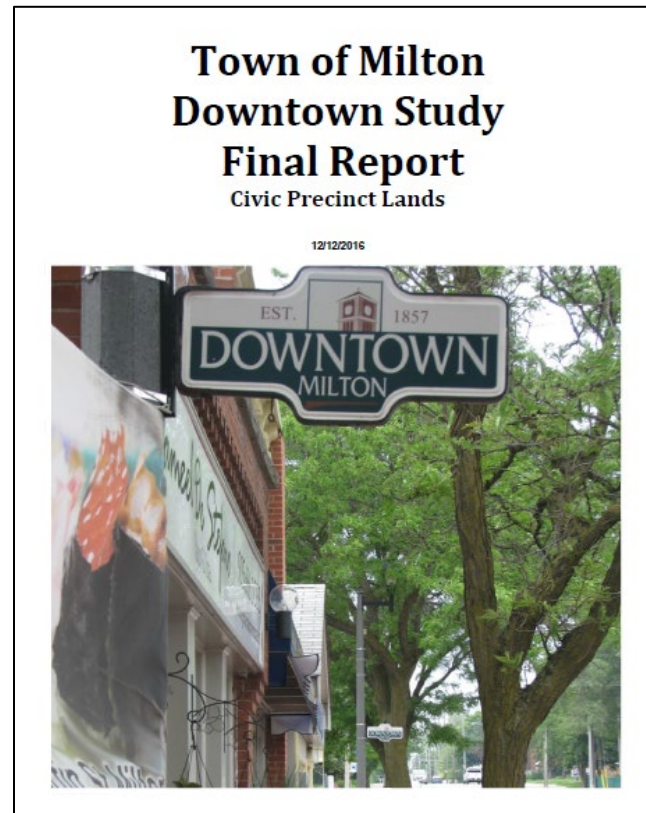
The vibrant, pedestrian-friendly historic downtown core combines shopping, dining and recreational amenities with a concentration of cultural heritage resources. Like other mature areas, downtown is also sensitive to the impact of new incompatible development and infill because of its unique qualities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

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

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

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

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



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

New Community Areas

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

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

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

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



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

Protecting our Areas of Employment

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

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

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

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

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

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



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



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

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

The Future of Growing in Milton

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

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

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

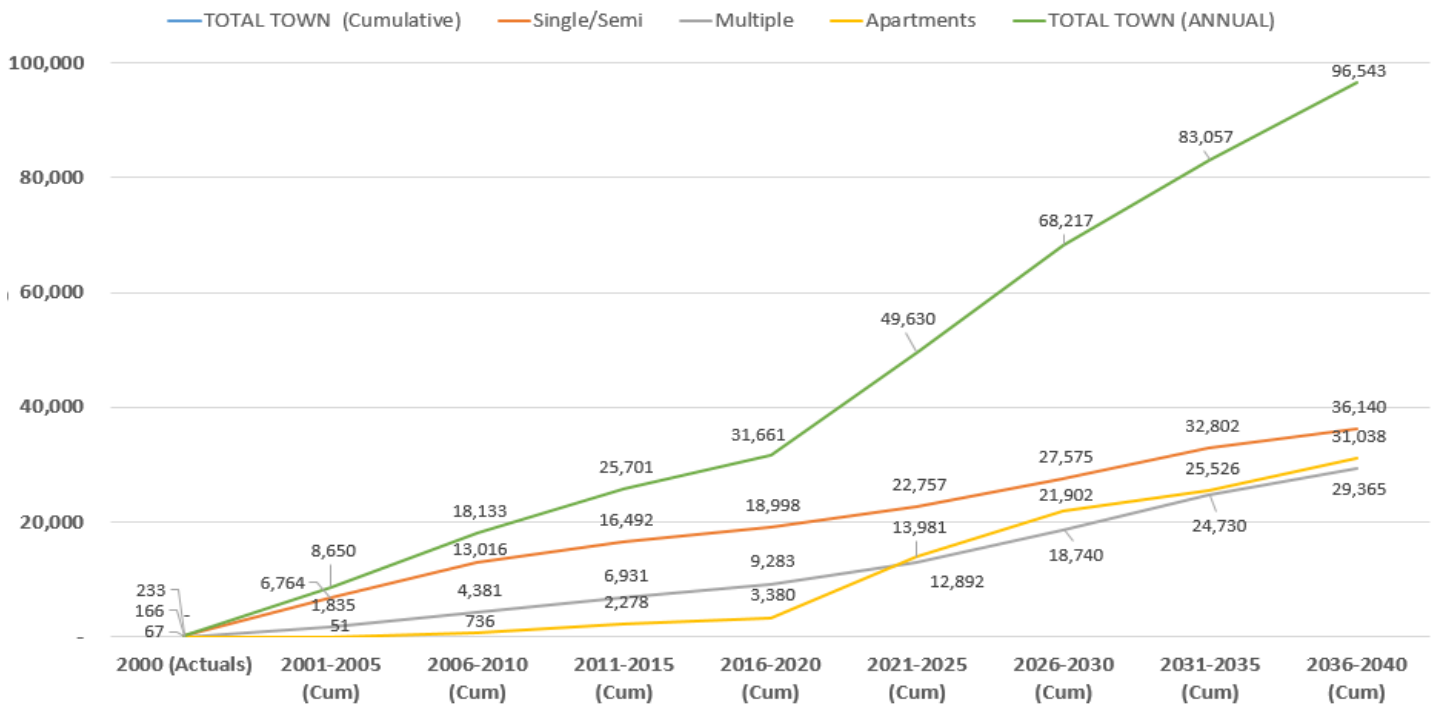
Growth in Milton is anticipated. The new Official Plan will act as a roadmap for urban planning and development in the municipality, and will set out the long-term vision to guide the municipality's land use. The Plan will consider buildings, transit, walkable areas, parks, storm water management facilities,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

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

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

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

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



Note: These projections are subject to review.

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

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

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

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

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



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

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

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

Projected future population/households and housing needs by type;

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

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

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

The phasing and timing of growth by planning areas; and

Market viability of inclusionary zoning policies.

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

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

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



Tying it All Together

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

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



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

Considerations from Living in Milton



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

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

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

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

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

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

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

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

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

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

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

Considerations from Moving in Milton



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

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

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

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

Plan for new transportation infrastructure to service growth.

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

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

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

Plan for efficient goods movement within settlement areas.

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

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

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

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

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

Considerations from Working in Milton



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

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

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

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

Promote employment attraction, retention and expansion.

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

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

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

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

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

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

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

Summary of the Big Questions



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

What are the Big Questions Doing?

The Big Questions are used to evaluate various policy options and identify recommended policy directions. They are framed by the Vision Statement and Guiding Principles of the new Official Plan and help recommend policy directions that will guide the following project stages. These questions help us decide if we are asking the right questions, and if there any other topics/policy issues we should be discussing that aren't covered by ones chosen. The background information provided in this paper raises the following seven questions, which discuss the main themes surrounding Milton's future growth. The Big Questions will be explored further in our Big Questions Report in order to identify policy options for the new Official Plan.



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

Growing in Milton Big Questions

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

Review the *Big Questions: Policy Consideration Report* to learn how the Big Questions inform policy in the Official Plan Review.

Stakeholder Feedback

People in Milton care about how growth happens in the Town. Although the engagement and discussion about what people want to see for Growing in Milton is always ongoing, the feedback and comments collected throughout **Phase 1 – Listening and Learning** and **Phase 2 – Visioning** in mid-end 2019 have been summarized into the table below. The comments have been sorted into reoccurring themes, which helped form the Big Questions for Growing in Milton. The Big Questions will drive policy considerations for the Growing in Milton theme.

Topics	Community Comments	Opportunities and Constraints
Growth and Diversity	<ul style="list-style-type: none"> • How can the Town create space for amenities and facilities that promote community engagement? • Where else can Milton implement flex-spaces in addition to the Milton Innovation Centre? • How can we provide for a wide range of community groups within our Growth Plans? • How can Milton intensify without displacing existing communities and services? • How will Milton address opposition to the speed of growth and the change of Milton’s previously small town morphology and feel? 	<ul style="list-style-type: none"> • Milton is already a very diverse community – the Town needs to respond to this diversity by providing more choice. • Mixed land use is no longer possible in many residential areas; however, the Town can prioritize a range of zones within new development projects. • Recognize Milton as an aging-friendly community and plan accordingly.
Growth and Community Hubs	<ul style="list-style-type: none"> • Community hubs are advantageous spaces for senior members. • Promotes walkability, land use diversity, and passive social activity. • How will Milton equitably distribute amenities across the Town? • How will Milton incorporate and improve mixed-land use designations? 	<ul style="list-style-type: none"> • Continue to work with developers to create walkable, aesthetic, and vibrant connected communities. • Incorporate gentle density principles in future hub planning. • Major Transportation Station Area (MTSA Mobility Hub) as leading example.

Topics	Community Comments	Opportunities and Constraints
Growth within the Rural Areas	<ul style="list-style-type: none"> • How can Milton plan for growth while protecting the identity and heritage of the rural area? • Limited opportunity within rural area to accommodate for further growth. • The rural communities lack amenities for public use and enjoyment. • There is a need for improved infrastructure in the rural area. 	<ul style="list-style-type: none"> • Recognize community needs within the rural area when planning for employment land expansion. • There is an existing divide between rural and urban Milton that needs to be recognized – rural heritage vs. urban growth. • Strategic planning required for the rural area if growth is possible – i.e. Character Area/Heritage Designation.
Growth and the Official Plan	<ul style="list-style-type: none"> • How can we prepare a future-proof Official Plan? • Allow Official Plan to take on new meaning and interpretation, as Milton’s needs shift. 	<ul style="list-style-type: none"> • Create a high-level plan that explains overarching, long-term goals. • Include the forecasting of future trends within the plan to better prepare for upcoming change. • Encourage the use of non-static language within policies to accommodate for shifting needs.
Affordable Growth	<ul style="list-style-type: none"> • How can Milton prioritize and plan for affordable housing options? • How can Milton provide options within the affordable threshold? 	<ul style="list-style-type: none"> • The average price of homes in Milton has now exceeded \$1 million, far surpassing what is affordable for most residents. • It is important for the Town to prioritize housing affordability and options. • Help combat inflation by offering affordable services where possible throughout Milton.

Appendices

Appendix A. Visualizing Density in Milton

Appendix B. State of Walkability in Urban Milton

Appendix A.

Visualizing Density in Milton

Visualizing Density in Milton is a visual representation intended to help local residents and stakeholders understand and interpret density in their own community. It utilizes an approach to measure and visualize the density of various neighbourhoods, what type of building forms are associated with the resulting density and explore how these attributes can support the creation of great places to live, work and play as Milton grows.

The appendix summarizes the key findings in nine locations within Urban Milton and one within Rural Milton:

- **Neighbourhoods in the Urban Area:**
Dorset Park, Dempsey, Scott, Bronte Street, Main Street East, Timberlea, Beaty, Ford and the Major Transit Station Area.
- **Neighbourhood in the Rural Area:**
Campbellville

For each location, density was measured at two different scales: neighbourhood level and block level.

At both levels, residential density in the form of number of people per hectare and number of dwelling units per hectare were calculated using Census data for dissemination blocks (smaller geographic areas than dissemination areas).

The density calculation in Milton's Mature Neighbourhood Areas in the Established Urban Area represents a relatively stable area, suburban in character.

The density calculation in Milton's growth areas aligns with the Growth Plan's targets for greenfield areas, urban growth centres, and major transit station areas. It also reflects the need to have a mix of residential and commercial uses in a community.

For the block within the Milton's Major Transit Station Area (MTSA), the Mobility Hub Study (2020) estimated the future number of residents and jobs by taking into account provincial targets for the area and a 3D demonstration plan visualizing the area's possible future built form.

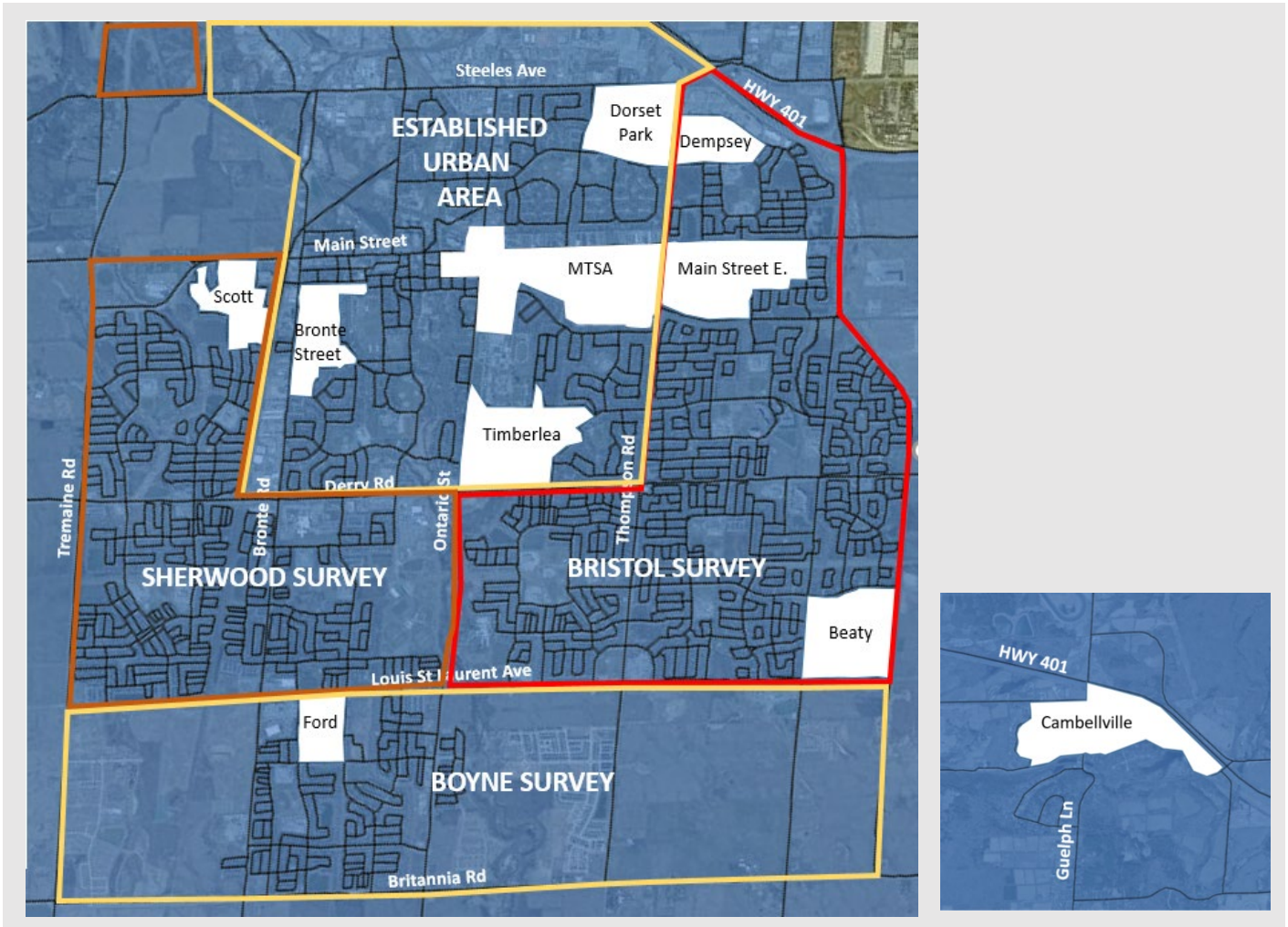
What is Density?

Density refers to the number of people, jobs, and building units in a specific area of land. Density can be measured in occupied square footage.

The Province of Ontario has outlined density targets that can accommodate for 80-400 residents and job opportunities per hectare. The New Official Plan will comply with these directions to meet the Provincial target (C.U.I., n.a.).

The Visualizing Density review was informed by "Visualizing Density", a pilot project created by the Canadian Urban Institute (C.U.I.).

The project and its methodology have contributed to our conversation about managing growth and building a great community in Milton (<https://canurb.org/initiatives/visualizing-density/>).



The Growth Plan for the Greater Golden Horseshoe defines density as the ratio of residents and jobs to a land area. Density targets are a key performance measure. To measure and guide how municipalities and regions are planning to accommodate population growth, the province has created density targets of 80 to 400 residents and jobs per hectare, to which municipalities and regions must comply in their official plans. These density targets influence the way municipalities and developers plan and design new communities (CUI).

Census information on population (e.g., number of residents) and references to employment (e.g., number of jobs) is available at the dissemination area (DA) level; these are usually about the size of a neighbourhood. Census DAs were used to define the boundaries of each neighbourhood. Publicly available employment data from the Census is based on a person's place of residence, not the location of where they work; therefore these data were not used for the purpose of this visualization.

Within 10 selected areas, the review used the Google Earth higher resolution aerial imagery and Google Map tools to visualize what the densities look like at two different scales.

Important Definitions

Hamlet – Compact rural communities designated to accommodate future residential growth in the rural area and small scale industrial, commercial and institutional uses serving the farming and rural communities (Town of Milton Official Plan).

Intensification – Intensification can include the efficient use of vacant residential lands, underutilized lots and existing housing stock in all neighbourhoods, while recognizing the flood susceptibility in the urban core (Halton Region Official Plan, 2022).

Low Density – Low-density development includes detached dwellings with or without accessory apartments, duplexes, semi-detached dwellings, townhouse dwellings and quattroplexes, at a maximum of 20 units per net hectare (Town of Milton Official Plan).

Major Transit Station Area – The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk (The Growth Plan, 2020).

Mature Neighbourhood Area – An older residential area within the Residential Area designation, as identified in the implementing Zoning By-law, characterized by predominantly single-detached dwellings generally on large lots, and other built and natural qualities that collectively provide a distinct and recognizable character (Town of Milton Official Plan).

Medium Density – Medium density development can include single-detached dwellings, duplex and semi-detached dwellings, townhouses, stacked townhouses, triplexes, quattroplexes and apartments at a density of 31 to 85 units per net hectare in accordance with the policies of the Town of Milton Official Plan.

High Density – High-density residential development within a density range of 86 to 150 dwelling units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of the Town of Milton Official Plan.

Secondary Plan – Implement the objectives, policies and overall planning approach of the plan within the local context and establish a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change (Ontario, n.d.).

Strategic Growth Area – Provide an urban form that is complementary to existing developed areas, uses space economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities (Halton Region Official Plan).

Dorset Park



The Dorset Park neighbourhood is located in the Established Urban Area. It was registered in 1973 and largely developed throughout the 1970s. The low-density mature neighbourhood comprises single-detached and row housing.

The neighbourhood is close to the Go Station and Main Street East and is surrounded by several stores and amenities. It contains a large park, central to the neighbourhood and small parks central within each of the four quadrants (a park within the study area is depicted in green).

The quadrant of this neighbourhood bounded by Steeles Avenue, Thompson Road, Woodward Avenue and Wilson Drive was selected for the purpose of this density review. It is characterized by its large, deep lots, many small cul-de-sac crescents, and well-connected parks and trails.

The area also contains a small convenience store (illustrated in purple) and is in proximity to Robert Baldwin Public School and École élémentaire catholique Saint-Nicolas. Next to Robert Baldwin is Kinsmen Park. The area is served by public transit.

NEIGHBOURHOOD DENSITY

**1,381
PEOPLE**

**472
DWELLINGS**

**38
HECTARES**

**36
PEOPLE/HA**

**12
UNITS/HA**

Neighbourhood Block 1



Block 1.1 represents a low density mature neighbourhood block in Dorset Park containing one- and two-storey single detached dwellings within walking distance to schools, parks, and local and community retail.

**67
PEOPLE**
**21
DWELLINGS**
**1.9
HECTARES**
**35
PEOPLE/HA**
**11
UNITS/HA**



Neighbourhood Block 2



Block 1.2 corresponds to a medium density block within a mature neighbourhood area containing two-storey single detached dwellings with small footprint on small lots, and a local convenience store on walking distance to schools, parks, and large retail plazas.

**50
PEOPLE**
**17
DWELLINGS**
**1.0
HECTARE**
**50
PEOPLE/HA**
**17
UNITS/HA**



Timberlea



Development in the Timberlea neighbourhood began in the late 1970s but did not grow until the 1980s. This mature neighbourhood area is located within the Established Urban Area. It is bounded by Holly Avenue, Derry Road to the south, Ontario Street South, and Main Street East to the north.

Timberlea is known for its deep lots and mature trees. It consists of low and medium-density development integrated with a park and trail system that service the entire area. It is home to Sam Sherratt Public School (shown in blue), as well as a various parks including Moorelands Park, Beaver Court Park, and Sam Sherratt Park (depicted in green), which demonstrate the large impact of the 16 Mile Creek.

The study area is in proximity to Centennial Forest Park, Coulson Park, and Laurier Park, the E.D. Drury School for the Deaf and E.C. Drury/Trillium Demonstration School and a commercial node (depicted in purple). Recent residential intensification through infill and redevelopment is perceived along Ontario Street South.

Various transit routes service the area.

NEIGHBOURHOOD DENSITY

**1,737
PEOPLE**

**647
DWELLINGS**

**54
HECTARES**

**32
PEOPLE/HA**

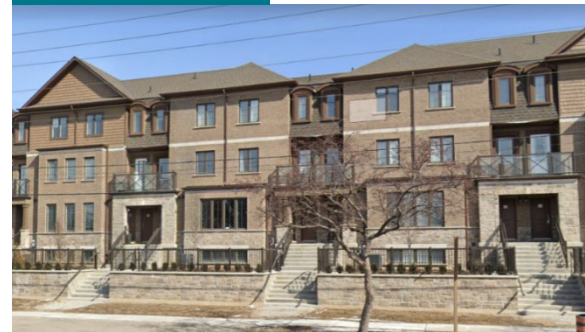
**12
UNITS/HA**

Neighbourhood Block 1



Block 5.1 is located within the Established Urban Area. It contains a medium density condominium complex that was recently built, containing 3-storey townhouse and stacked townhouse dwellings. Some dwellings have frontage onto an arterial road. Residents are within walking distance to trails, retail plazas and local transit.

362
PEOPLE
17
DWELLINGS
3.2
HECTARES
114
PEOPLE/HA
47
UNITS/HA



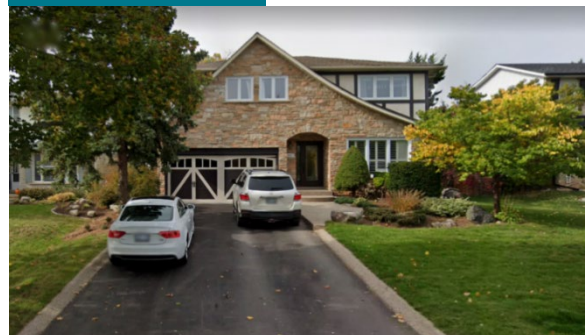
Neighbourhood Block 2



located in one of Milton's mature neighbourhood areas. It mainly contains two-storey single detached dwellings on large lots. This low-density residential block is within walking distance to parks, trails, schools, local retail and transit.

119
PEOPLE
39
DWELLINGS
3.3
HECTARES
36.1
PEOPLE/HA
12
UNITS/HA

Block 5.2 is



Bronte Street South



The residential area subject to the density review is located on the west side of Bronte Street South and is bordered by King Street, Bell Street, and Anne Boulevard.

The area is part of a mature neighbourhood containing both low and medium-density residential developments in the form of single detached housing and townhomes. Properties located on Barton Street and all other streets to the north are within the Downtown Character Area. The neighbourhood also includes the area just beyond Town Hall, east of Mary Street.

This portion of Bronte is in proximity to several parks including Bronte Meadows Park, David Thompson Park, Brian Best Park, and Victoria Park, and the privately owned Fairgrounds.

The neighbourhood contains a small commercial block (depicted in purple) with a bakery, restaurants, and office and service uses.

A transit route runs on Bronte Street.

NEIGHBOURHOOD DENSITY

**1,092
PEOPLE**

**524
DWELLINGS**

**27
HECTARES**

**32
PEOPLE/HA**

**12
UNITS/HA**

Neighbourhood Block 1



36
PEOPLE

16
DWELLINGS

1.5
HECTARES

24
PEOPLE/HA

11
UNITS/HA

Block 4.1 represents a low density block within a mature neighbourhood designated Character Area in Old Milton. The Block contains one and two-storey single detached dwellings, many of them describing historic features. There are parks, local the Downtown and local transit routes within walking distance.



Neighbourhood Block 2



364
PEOPLE

143
DWELLINGS

7.1
HECTARES

51
PEOPLE/HA

20
UNITS/HA

Block 4.2 combines low and medium density housing developments in a mature neighbourhood area. The Block contains one and two-storey single detached, and townhouse dwellings within walking distance to some local retail and local transit.



Dempsey



The Dempsey neighbourhood is located on the northern section of the Bristol Secondary Plan area, which constituted the first phase of Milton’s urban expansion. The neighbourhood was planned in the late 1990s, but development did not begin until the early 2000s.

The study area, shown above, represents the section of Dempsey bounded by Maple Avenue, Woodward Avenue, and Thompson Road. It mostly contains medium density housing, and a small institutional use.

This area is home to Fitzgerald Park (shown in green) and is in proximity to Dempsey Neighbourhood Park and Knight Trail Park. The Woodward woodlot is also nearby, providing dense forested views and off-road trails that extend throughout Dempsey. It is within walking distance to Saint Peter Elementary School (depicted in blue) and Chris Hadfield Public School (south of the study area) and the commercial node on Maple Avenue. It has access to Highway 401 and the GO Station and is close to the Living Arts Centre, Milton Leisure Centre and other amenities, and is served by public transit.

NEIGHBOURHOOD DENSITY

**1,572
PEOPLE**

**425
DWELLINGS**

**22
HECTARES**

**72
PEOPLE/HA**

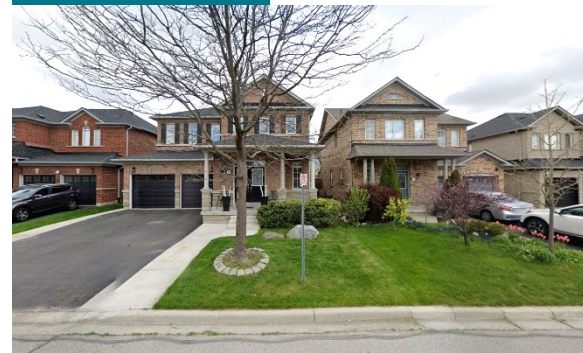
**19
UNITS/HA**

Neighbourhood Block 1



Block 2.1 was planned and developed as a medium density neighbourhood block within a Secondary Plan area containing two-storey single detached dwellings on medium-sized lots within walking distance to schools, parks, retail and local transit.

**96
PEOPLE**
**23
DWELLINGS**
**1.1
HECTARES**
**87
PEOPLE/HA**
**21
UNITS/HA**

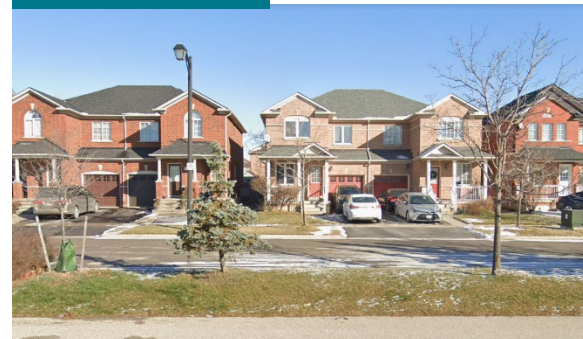


Neighbourhood Block 2



Similar to Block 2.1 above, Block 2.2 was planned as a medium density neighbourhood block within a Secondary Plan area containing two-storey semi-detached dwellings on medium-sized lots. Residents are within walking distance to schools, parks, retail plazas and local transit.

**187
PEOPLE**
**61
DWELLINGS**
**2.1
HECTARES**
**89
PEOPLE/HA**
**29
UNITS/HA**



Main Street East



This study area is also located within the Dempsey neighbourhood and Bristol Secondary Plan area, planned in the late 1990s and developed in the 2000s.

The area is bordered by Main Street East, Sinclair Boulevard, Weller Crossing, the CP Rail Line, and Thompson Road. Over half of the area is comprised of commercial buildings, parks, and Stormwater management spaces (depicted in green). It contains medium and high-density development. A 12-storey building was recently constructed, adjacent to the library, supporting the MTSA density goals.

The area contains multiple parks and community spaces including First Ontario Arts Centre, Milton Main Library, Lions Sport Park, Sinclair Park, Milton Leisure Centre and Milton Memorial Arena (pictured in blue). Bishop P.F. Reding Catholic Secondary School is also located within the neighbourhood (depicted in blue). The area is in walking distance to a number of stores and amenities on Main Street E., including grocery stores, restaurants, and services, the GO Station and local transit hub, just across Thompson Road. Transit service is provided.

NEIGHBOURHOOD DENSITY

**3,123
PEOPLE**

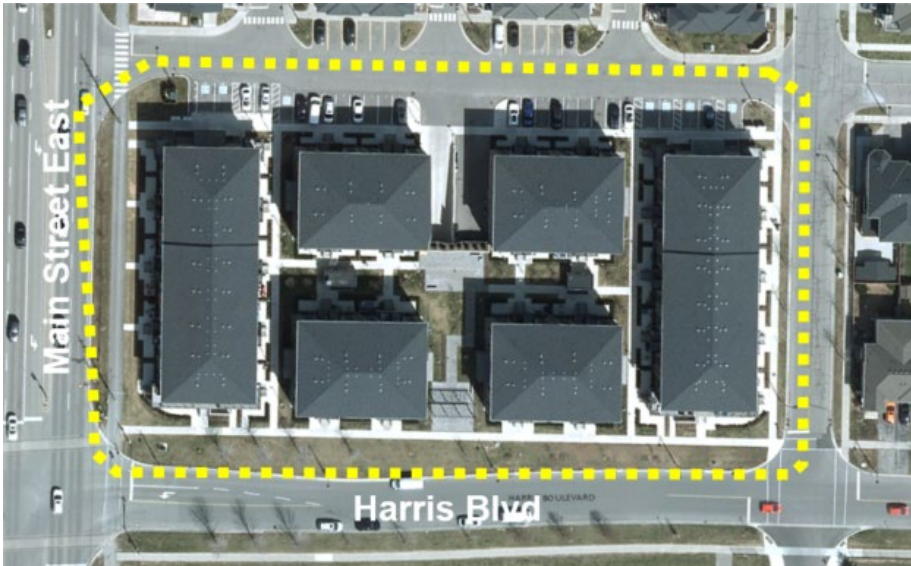
**1,384
DWELLINGS**

**61
HECTARES**

**51
PEOPLE/HA**

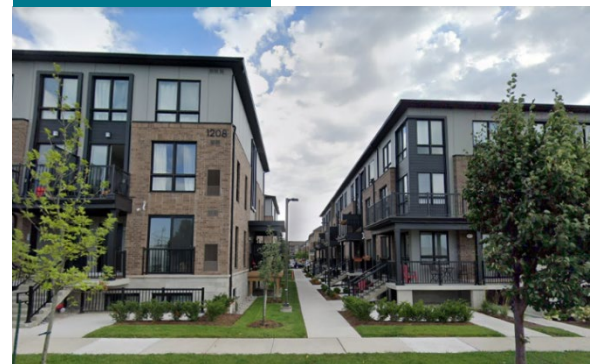
**23
UNITS/HA**

Neighbourhood Block 1



Block 8.1 comprises a compact high-density residential development in proximity to the GO Station area. The Block contains three-storey stacked townhouse dwellings within walking distance to parks, local retail, schools, community services, and local transit.

**292
PEOPLE**
**128
DWELLINGS**
**1.3
HECTARES**
**225
PEOPLE/HA**
**98
UNITS/HA**

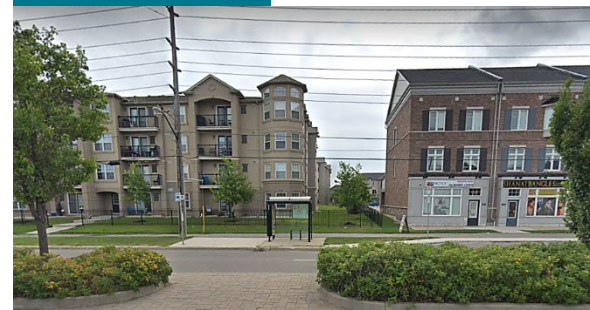


Neighbourhood Block 2

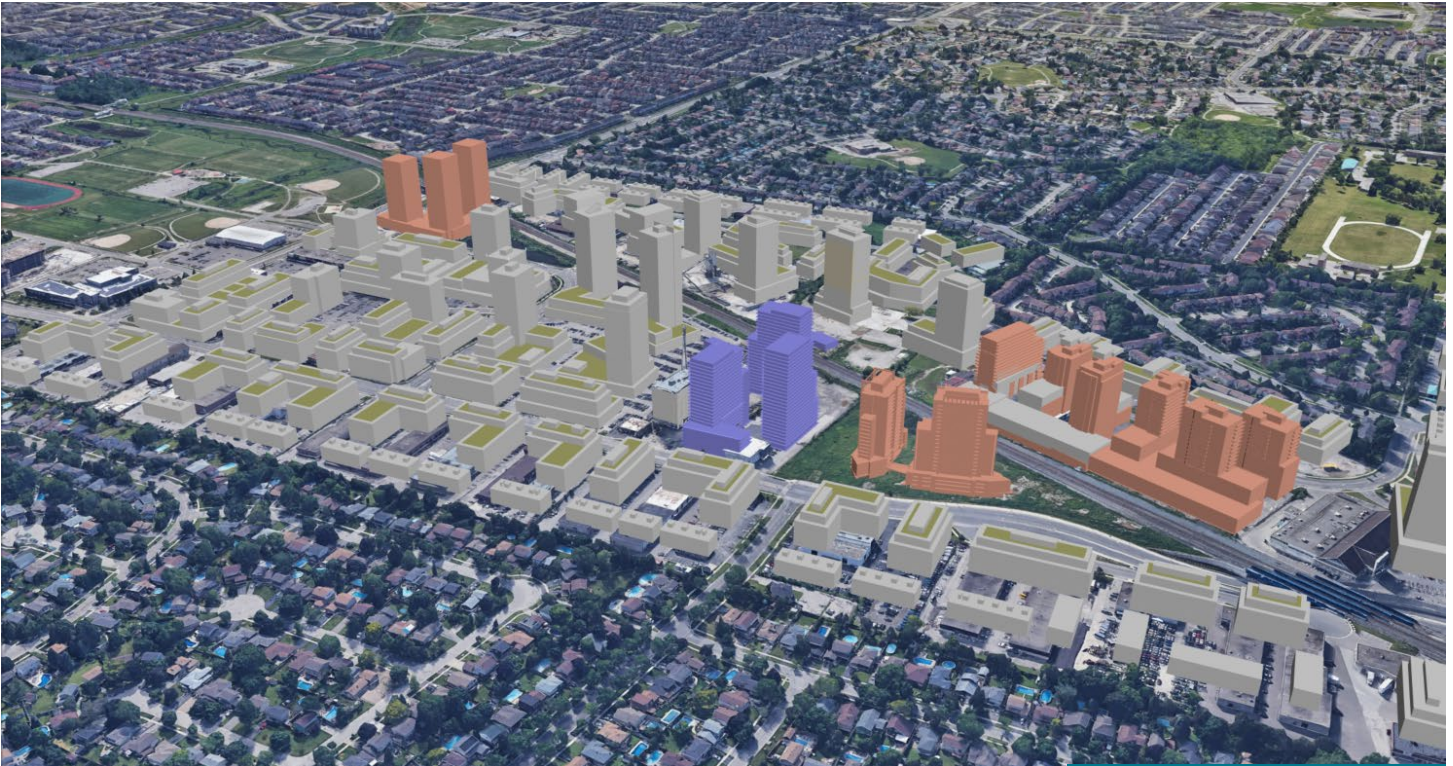


Block 8.2 contains two large medium density residential developments in proximity to the GO Station area, with three and four-storey stacked townhouses, live-work and apartment dwellings within walking distance to parks, local retail plazas, schools, community services, and local transit.

**921
PEOPLE**
**472
DWELLINGS**
**6.1
HECTARES**
**151
PEOPLE/HA**
**77
UNITS/HA**



Uptown, the Milton GO Station Area



Milton's MTSA is our future Uptown, a strategic growth area centered on the GO Station, which includes the area within a 10-minute walk of the Station. The area is a community-wide destination for residents and visitors from a transportation perspective that is transforming into a hub for transit-supportive development and public realm enhancements.

In 2022, Milton Council passed policies to manage growth and development in a deliberate way around the Milton GO Station. These policies will purposefully guide the development of buildings, homes, businesses, roads, sidewalks and public spaces in the area.

The area is rapidly becoming a focus for major developments and investment. The vision for Uptown is to be a complete, accessible and walkable community that serves as an urban destination for residents and visitors. This means that housing, offices, stores, restaurants, various transit options and public spaces will all be within walking distance of each other. The area will provide a mix of uses, while also complementing historic downtown Milton. The

PLANNED NEIGHBOURHOOD DENSITY

**200 residents
and jobs
combined per
gross hectare
(by 2031)**

MINIMUM DENSITY TARGET

**25,114
RESIDENTS
(Full build out)**

**4,137
JOBS**

planning framework will help to ensure that transit supportive uses, building heights and densities occur in a well-planned and cohesive manner.

Growth and development in Uptown is expected to occur over a period of 30 to 40 years. The tallest buildings will be concentrated on the immediate north and south sides of the rail corridor. Tall buildings are also encouraged along the east side of Ontario Street and south of Main Street East. The intersection of Ontario Street and Main Street East will serve as a gateway node into the Area.

Mid-rise buildings are permitted on the north side of Main Street East, providing a transition to the established residential neighbourhoods.

At full build out, the planning and development framework as visualized in the Mobility Hub Study (2022) has a projected density of 221 people and jobs per hectare. This will result in a total of 25,114 residents and 4,137 jobs.

The Town is currently reviewing various tall building development applications in Uptown (see the conceptual visions below), which combined, propose to build 4,500 new residential dwelling units and 27,850 square feet of new retail and working space.



Scott



The Scott neighbourhood forms part of the Sherwood Secondary Plan Area, adopted in 2004, and is one of the neighbourhoods in close proximity to the Niagara Escarpment. The majority of development in Scott occurred between 2006 and 2016. Located west of Downtown Milton, it is bordered by Derry Road, Bronte Street West, Tremaine Road and Main Street, and surrounded by both commercial amenities and untouched nature.

The study area within the neighbourhood is identified in the graphic above. It is bordered by Main Street West, Duncan Lane, Portch Gate, and Forbes Terrace.

This area is comprised of low-density housing and two parks, Holloway Park and Scott Neighbourhood Park, both located on the east side of Scott Boulevard. Off-road trails are available in the wooded areas and channel buffers of the Indian Creek system. Sherwood Community Centre and a branch library are within close walking distance on the north side of Main Street West. A local bus route runs on Scott Boulevard and connects the neighbourhood with the Downtown and the GO Station.

NEIGHBOURHOOD DENSITY

**1,815
PEOPLE**

**524
DWELLINGS**

**26.7
HECTARES**

**68
PEOPLE/HA**

**20
UNITS/HA**

Neighbourhood Block 1



**182
PEOPLE**

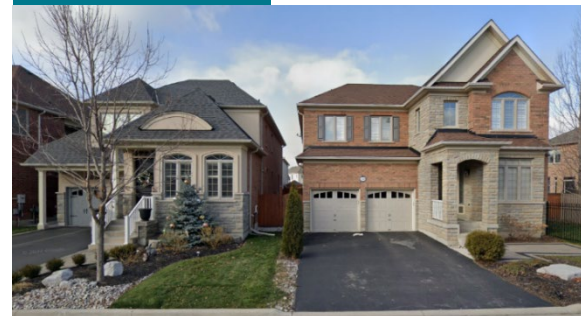
**54
DWELLINGS**

**1.8
HECTARES**

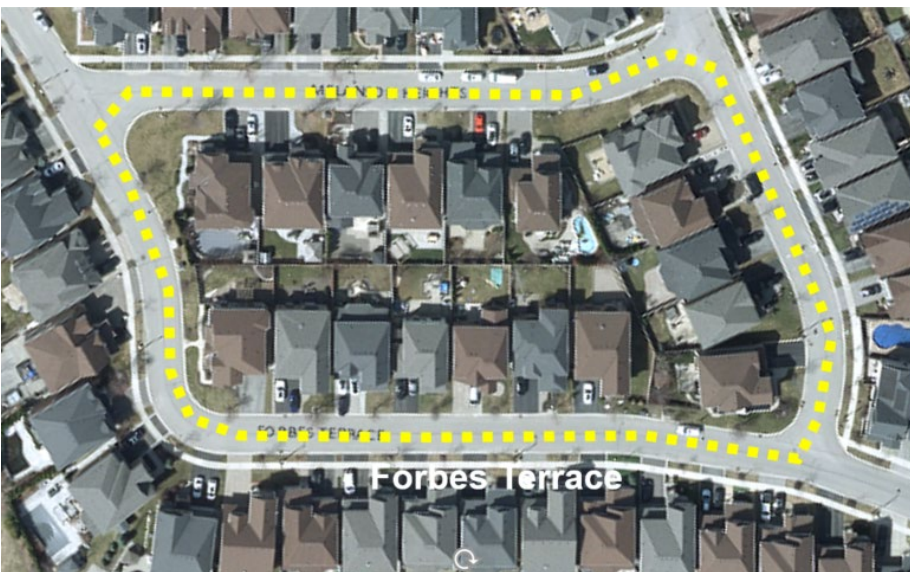
**101
PEOPLE/HA**

**30
UNITS/HA**

Block 3.1 represents a medium density neighbourhood block within the Secondary Plan area containing two-storey semi-detached dwellings. Local residents are within walking distance to schools, parks and local transit.



Neighbourhood Block 2



**69
PEOPLE**

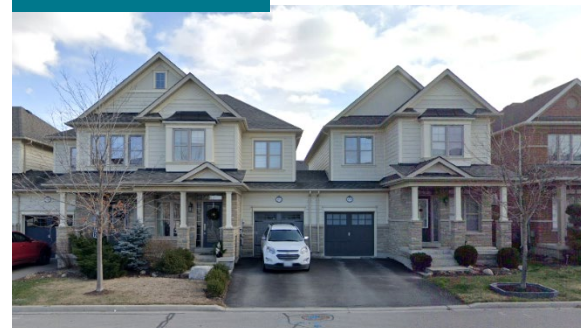
**18
DWELLINGS**

**1.1
HECTARES**

**63
PEOPLE/HA**

**16
UNITS/HA**

Block 3.2 is a planned medium density neighbourhood block within a Secondary Plan area containing only two-storey single detached dwellings. Local residents live within walking distance to schools, parks, community services and local transit.



Beaty



The Beaty neighbourhood is located in the southeast corner of the Bristol Secondary Plan area, planned in the late 1990s. Development began in the early 2000s and the area is now largely built out.

The selected study area is bordered by James Snow Parkway, Louis Saint Laurent Avenue, Fourth Line, and Clark Boulevard. The area is comprised of medium-density development and natural heritage and Stormwater management areas, as well as a small section zoned for commercial uses.

The neighbourhood houses the Beaty Branch of the Milton Public Library (illustrated in blue), and is in proximity to McDuffe Park (depicted in green) and Oakview Park (outside the graphic).

A preschool is located adjacent to the library. Outside the area’s southeast boarder are Craig Kielburger Secondary School and École élémentaire catholique Sainte-Anne.

The area is serviced by public transit.

NEIGHBOURHOOD DENSITY

**2,072
PEOPLE**

**554
DWELLINGS**

**45
HECTARES**

**46
PEOPLE/HA**

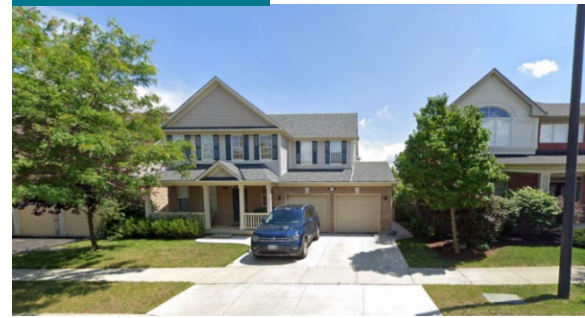
**12
UNITS/HA**

Neighbourhood Block 1



**129
PEOPLE**
**28
DWELLINGS**
**1.8
HECTARES**
**72
PEOPLE/HA**
**16
UNITS/HA**

Block 6.1 has been planned as a low density residential block within the Secondary Plan area and contains two-storey dwellings on medium sized lots. Local residents live in proximity to parks, library, schools, and local transit.



Neighbourhood Block 2



**89
PEOPLE**
**24
DWELLINGS**
**1.8
HECTARES**
**50
PEOPLE/HA**
**13
UNITS/HA**

Block 6.2 represents another low-density residential block within the Secondary Plan. The block was developed with one-and-a-half and two-storey dwellings on medium sized lots. Local residents live in proximity to parks, library, schools and local transit.



Ford



The Ford neighbourhood is located within the Boyne Secondary Plan area, approved in 2013. Development in the neighbourhood initiated in 2006.

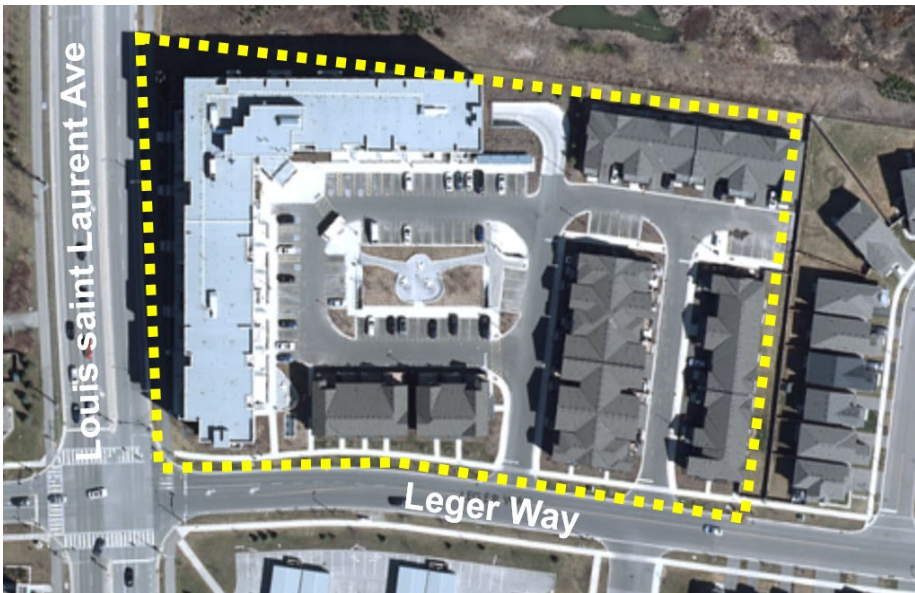
The study area within Ford is bordered by Louis Saint Laurent Avenue, Whitlock Avenue, and Leger Way. The area comprises medium and high-density developments in the form of two and three-storey townhouses and a six-storey mid-rise apartment building. This section of Ford is split by a large portion of the natural heritage system and a watercourse (represented in green) that runs through the area.

The Boyne Public School (depicted in blue) is located within the block. The Saint Francis Xavier Catholic Secondary School, Saint Scholastica Elementary School, and Viola Desmond Public School are located is close walking distance. A commercial node, the Milton Indoor Turf Centre are also within close proximity.

Public transit service is provided.

NEIGHBOURHOOD DENSITY
1,570 PEOPLE
554 DWELLINGS
18.7 HECTARES
84 PEOPLE/HA
30 UNITS/HA

Neighbourhood Block 1



Within a secondary plan area, Block 7.1 has been developed as a high density residential block containing a six-storey apartment building, as well as two-storey and stacked townhouses all in proximity to trails and parks, schools, local commercial and transit.

**866
PEOPLE**
**345
DWELLINGS**
**1.6
HECTARES**
**72
PEOPLE/HA**
**212
UNITS/HA**

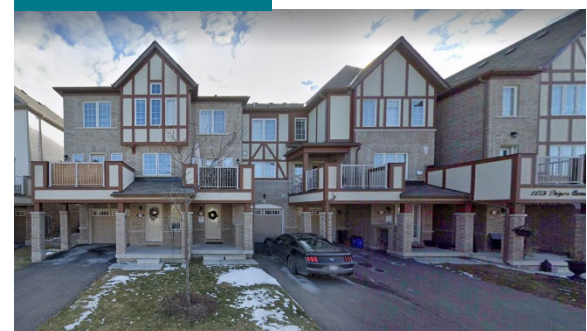


Neighbourhood Block 2



Block 7.2, also within a Secondary Plan area, was planned as a medium density residential block containing three-storey back-to-back townhouse dwellings on small lots. Local residents live in proximity to trails and parks, schools, local commercial and transit.

**120
PEOPLE**
**42
DWELLING**
**0.9
HECTARES**
**133
PEOPLE/HA**
**47
UNITS/HA**



Campbellville



Campbellville is a rural hamlet in the geographic township of Nassagaweya in rural Milton. It was officially founded in 1913 when a deputation of local citizens sought permission from the township to form the police village of Campbellville. In 1914, after the township and County Council approved, the Village of Campbellville officially became its own entity. Its history, however, goes back long before that.

Campbellville contains two parks (pictured in green); one on either side of the neighbourhood with sprawling mature vegetation. Moreover, Campbellville contains a number of stores along Main Street North in the centre of the hamlet (depicted in purple).

The area of the Hamlet under review is bordered by Campbellville Road, Campbell Avenue East, Highway 401, and Reid Side Road and consists of low-density residential development on large lots.

NEIGHBOURHOOD DENSITY

**398
PEOPLE**

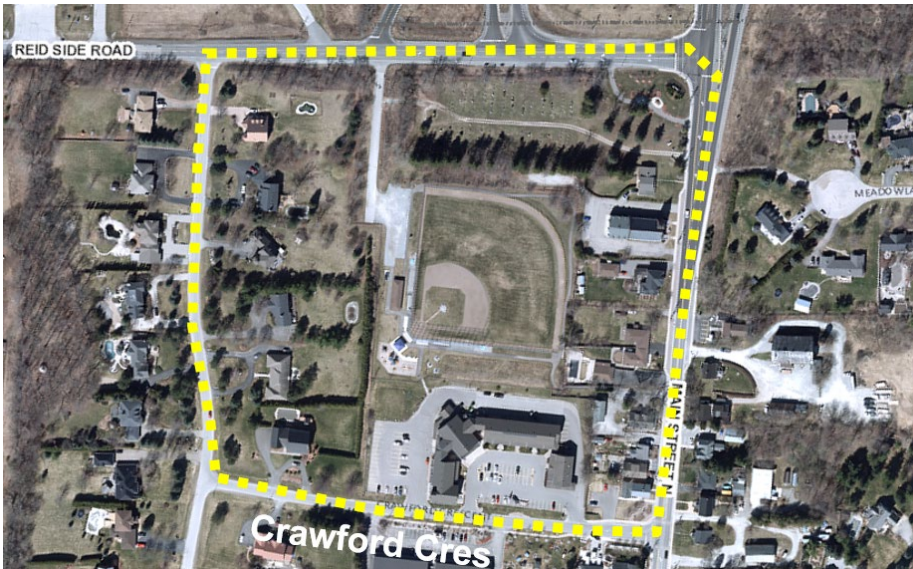
**138
DWELLINGS**

**86
HECTARES**

**5
PEOPLE/HA**

**1.6
UNITS/HA**

Neighbourhood Block 1



**31
PEOPLE**

**12
DWELLINGS**

**9.4
HECTARES**

**3.3
PEOPLE/HA**

**1.3
UNITS/HA**

Block 9.1 represents a low-density residential block within the rural hamlet containing a limited number of one and two-storey dwellings on large lots in proximity to parks, local retail, and services and direct access to Highway 401.



Neighbourhood Block 2



**32
PEOPLE**

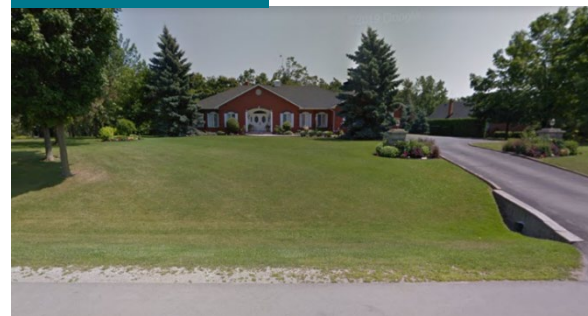
**9
DWELLINGS**

**4.5
HECTARES**

**7.1
PEOPLE/HA**

**2
UNITS/HA**

Block 9.2 is another low-density residential area within the rural hamlet containing a limited number of one and two-storey dwellings on large lots in proximity to parks, local retail, and services.



Appendix B.

State of Walkability in Urban Milton

Walkability is important in determining if a town or city has the potential for creating healthy and accessible, active and thriving communities. Neighbourhood walkability is a measure of how well communities are able to facilitate and promote walking as a form of active transportation. Good walkability in communities encourages people to choose to walk when destinations are within walking distance of homes and workplaces.

Evidence suggests that walkable and transit supportive neighbourhoods are healthier and more environmentally sustainable than less or non-walkable neighbourhoods because they allow residents to partake in active transportation and transit, and rely less on automobile travel to access their daily activities.

Walk Score	
90-100	Walker's Paradise – Daily errands do not require a car
70-89	Very Walkable – Most errands can be accomplished on foot
50-69	Somewhat Walkable – Some errands can be accomplished on foot
25-49	Car-Dependent - Most errands require a car
0-24	Car-Dependent – Almost all errands require a car

Source: *WalkScore.com (2023a)*

A review by WalkScore.com (2023b) determined that Milton is a car dependent city; scoring 39 on its scale of walkability. According to the source most errands require a car, meaning that errands and daily activities cannot be easily accessed on foot.

Town staff conducted a walkability assessment of local residential neighbourhoods and generated a series of maps that illustrate the service areas across the town using the existing pedestrian infrastructure (sidewalk and trail networks), and are based on 5-minute, 10-minute, 15-minute, and over 15-minute thresholds for each of the following categories:



Walk Score is an evolving online tool that strives to quantify walkability using Google Maps and an algorithm that awards points for nearby amenities in thirteen categories such as stores, restaurants, and schools.

- Green and Blue Infrastructure (parks, green open spaces, and public storm water management ponds adjacent to the trail network);
- Elementary and Secondary Schools (existing and planned);
- Grocery Stores and Convenience Stores; and
- Town Facilities (publicly accessible, not including Operations Yard, Fire Stations, etc.).

This series of maps can help inform the new Official Plan growth strategy and future land use framework. By assessing this valuable information Town staff intends to investigate and identify opportunities to maintain, increase and encourage walkability in our neighbourhoods and coordinate future intensification to benefit from the proximity and accessibility to existing or planned parks, schools, and other services and facilities.

It is important to note that there are numerous factors that contribute to walkability that are not currently considered. For example, only the above noted categories were analysed and each category was weighted equally, and other factors such as aesthetics and security were also not incorporated. The maps can be outdated as new pedestrian infrastructure and elements of the categories under review are built.

Benefits of Walkability in Communities

The term walkability summarizes features of the urban built environment that promote walking and other types of physical activity. Walkability offers health benefits such as the reduction of chronic diseases, generally improving mental health and general wellbeing. Moreover, studies suggest that the built form and design of cities and towns has a relationship with the physical and emotional wellbeing of its residents. Communities with higher rates of walking as primary mode of transportation can see a reduction of air pollution and greenhouse gasses. Additionally, walkable communities encourage people to gather, connect and celebrate in public spaces, and participate in the local economy.

Planners should consider the overall structure of communities and the elements of a complete community that encourage walkability and active transportation such as traffic calming and pedestrian infrastructure that minimizes the chance of accidents; complete streets for all users; proximity to services and amenities; and a diverse range of building types and densities that supports infill development. Furthermore, greater opportunity for residents to access green and blue infrastructure, active transportation and other amenities can also contribute.

The walkability that increased density enables can enhance mobility and improve health outcomes. The Town will plan healthy communities by investing in growth, infrastructure and street design that provides equity in the way that residents can move around their neighbourhoods and by planning for the critical mass that increasing population density creates to ensure that local retail, schools and community facilities remain viable.

“Shorter distances for daily trips are achieved in areas with higher building density and greater mix of land uses (e.g., residential, commercial, office, community service/institutional, etc.). Most studies agree that these two elements of the built environment are positively associated with walking and cycling for utilitarian trips (CIP, nd.a)”.

Parks



Parks are shared spaces for members of the community to get active, socialize and connect with nature. They are places built for the community, with the community in mind.

The Milton's Official Plan sets the standards for parkland provision, considered to be the town-wide objective for the amount of lands required for parks and recreational purposes.

The Town has a hierarchy of park types to serve the diverse needs of the community:

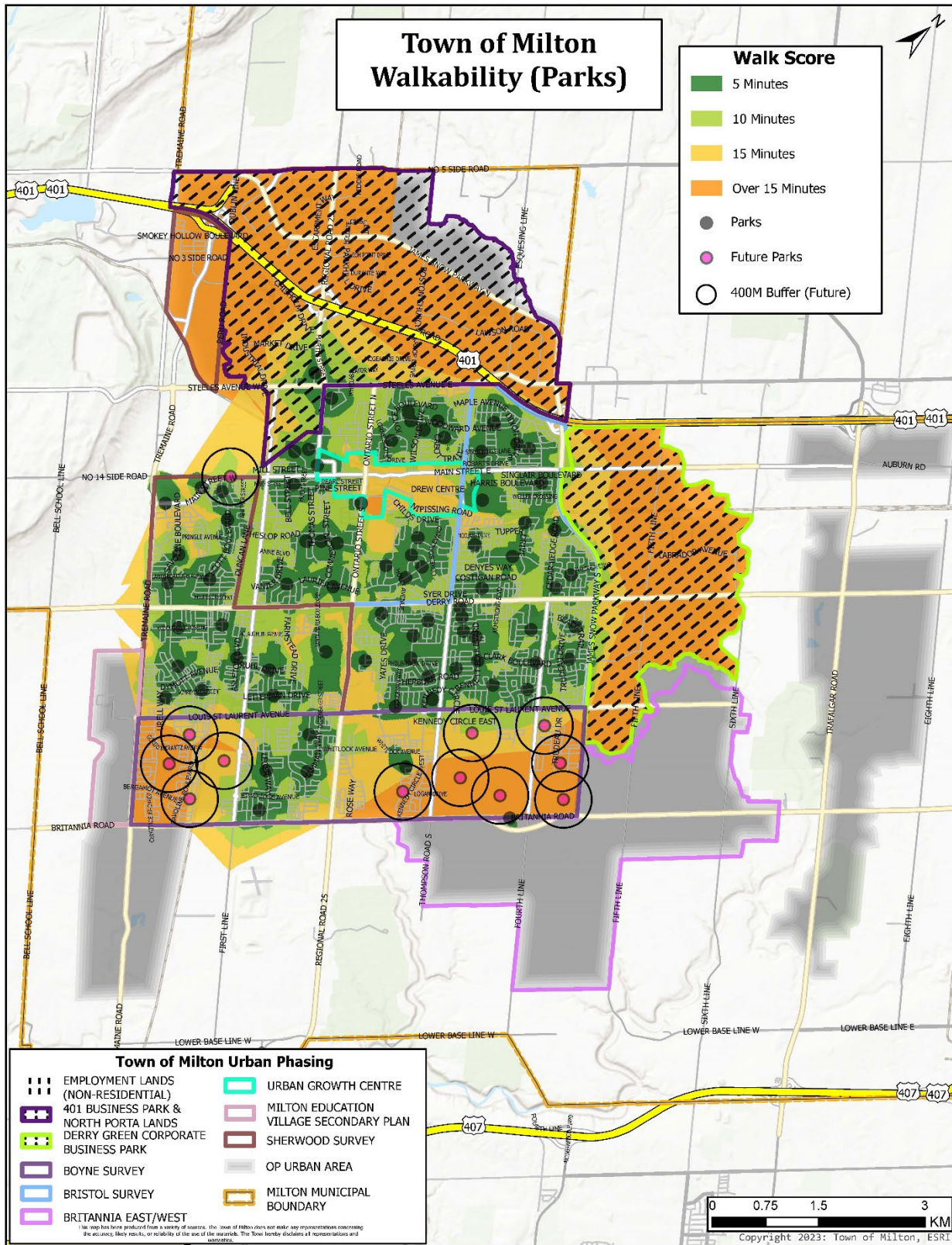
- Community Parks;
- District Parks;
- Linear Parks;
- Neighbourhood Parks; and
- Village Squares

“Pedestrian walkways over the GO train tracks would better connect the surrounding area for residents and businesses.”
(Resident's comment)

Each year, the Town expands and enhances its park inventory, through new park development and park redevelopment, as required. As new communities are planned, new parks are designed and constructed, with the majority of them being accessible within a 10-minute walk.

Only a small portion of lands in central Milton and the periphery of our new community areas that are being planned or developed are beyond a 15-minute walk to an existing park feature until such facilities and active transportation infrastructure are constructed in the area.

Likewise, there are planned parks in our SPA that have yet to be conveyed to the Town as subdivisions are developed; so the yellow and orange in Boyne will change over time.



For discussion purposes only.

Map may not include development applications under review or structures under construction.

Green and Blue Infrastructure



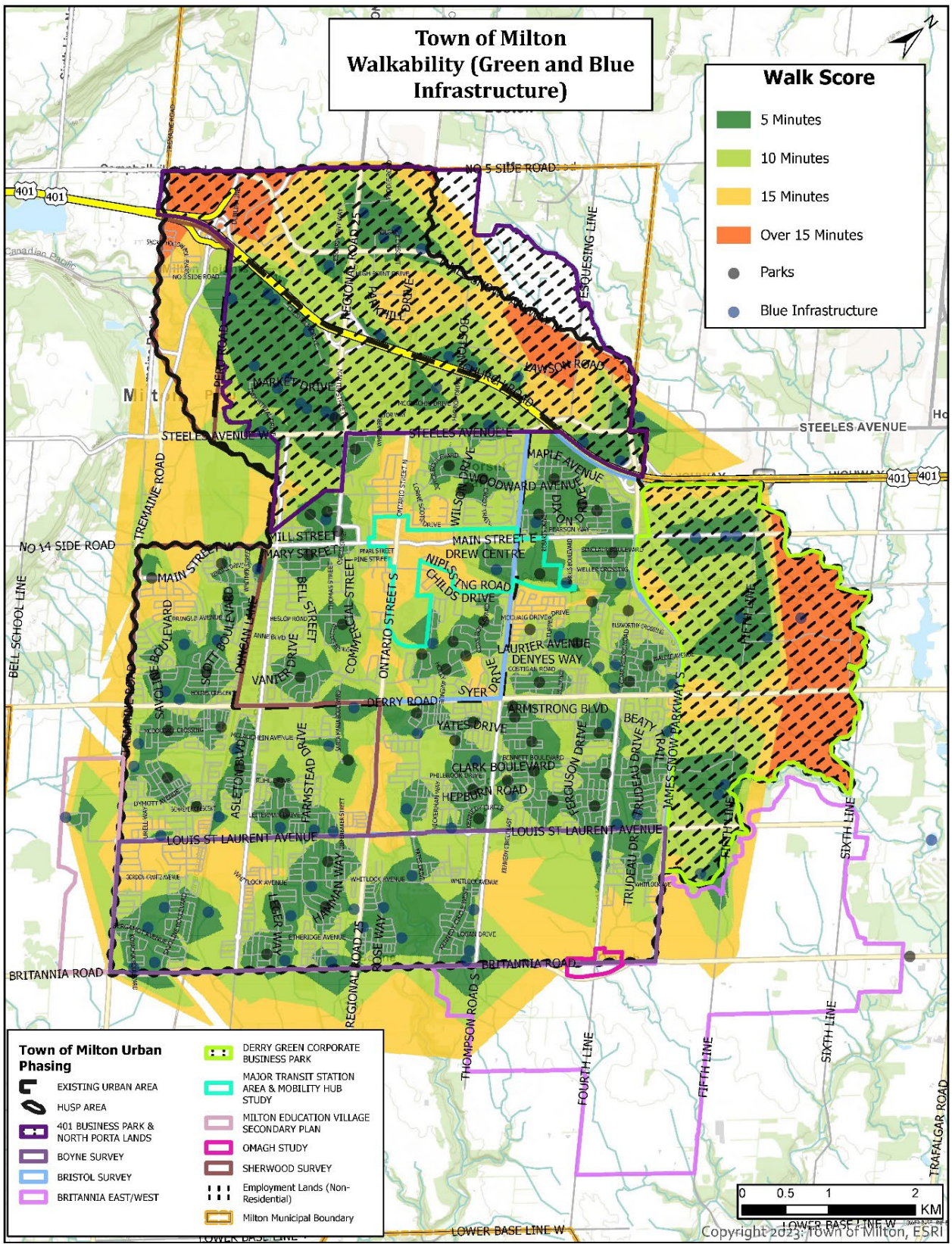
Blue-green infrastructure refers to the use of blue elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, and green elements, such as trees, forests, fields and parks, in urban and land-use planning.

Urban blue-green infrastructure has been recognized as vital component of urban environment management, disaster risk reduction, and climate change adaptations, if planned effectively. These naturalized areas can be used as nesting habitats for wildlife.

While restrictions and conditions are in place to ensure that health and safety issues are properly addressed, there are opportunities to utilize elements of the green and blue infrastructure for passive recreation and contemplation, where appropriate, across the urban area.

“More parks and greenspace in the area to break up all the concrete as well improve the environmental impact.”

(Resident’s comment)



For discussion purposes only. Map may not include development applications under review or structures under construction.

Elementary Schools



Extensive research has demonstrated the multiple benefits of walking and biking to school. Increasing our daily steps can help kids to reduce the risk of obesity, heart disease, diabetes, and more. It also works to improve their mental health.

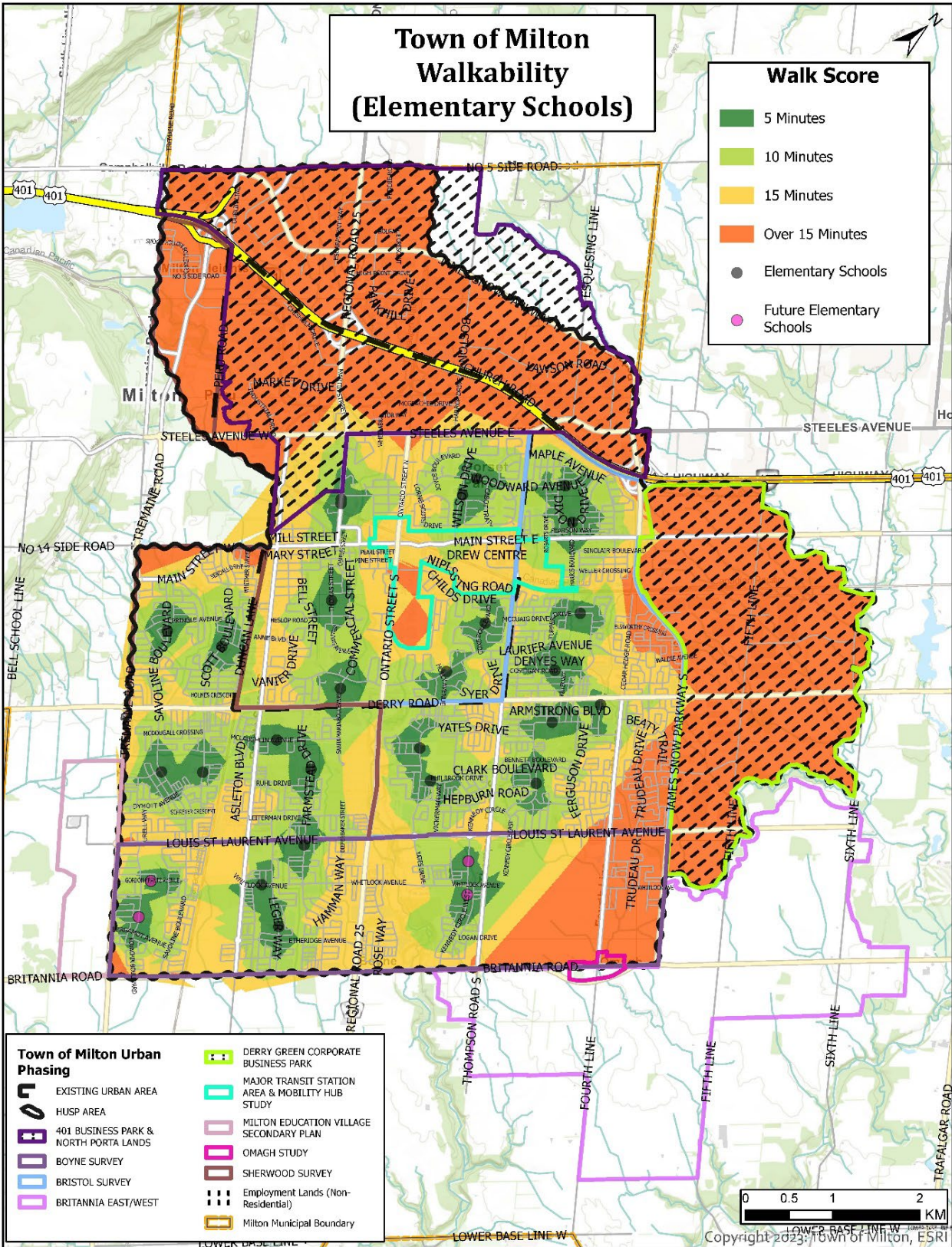
Trips powered by feet, rather than gas-fueled vehicles, also can reduce air pollution and help the climate. This, in turn, can reduce breathing problems and other health issues in children. Walking can also help make neighborhoods friendlier places.

Most elementary schools in Milton are accessible within a 15-minute walking distance. The walkability of these schools may be dependent on the existing pedestrian infrastructure and the overall density of the area.

Only small areas are within a walking distance greater than 15 minutes.

"Make student-friendly zones - Thompson Street sees a lot of school buses, it needs to stay safe for younger kids and their parents..."

(Resident's comment)



For discussion purposes only.
Map may not include development applications under review or structures under construction.

Secondary Schools



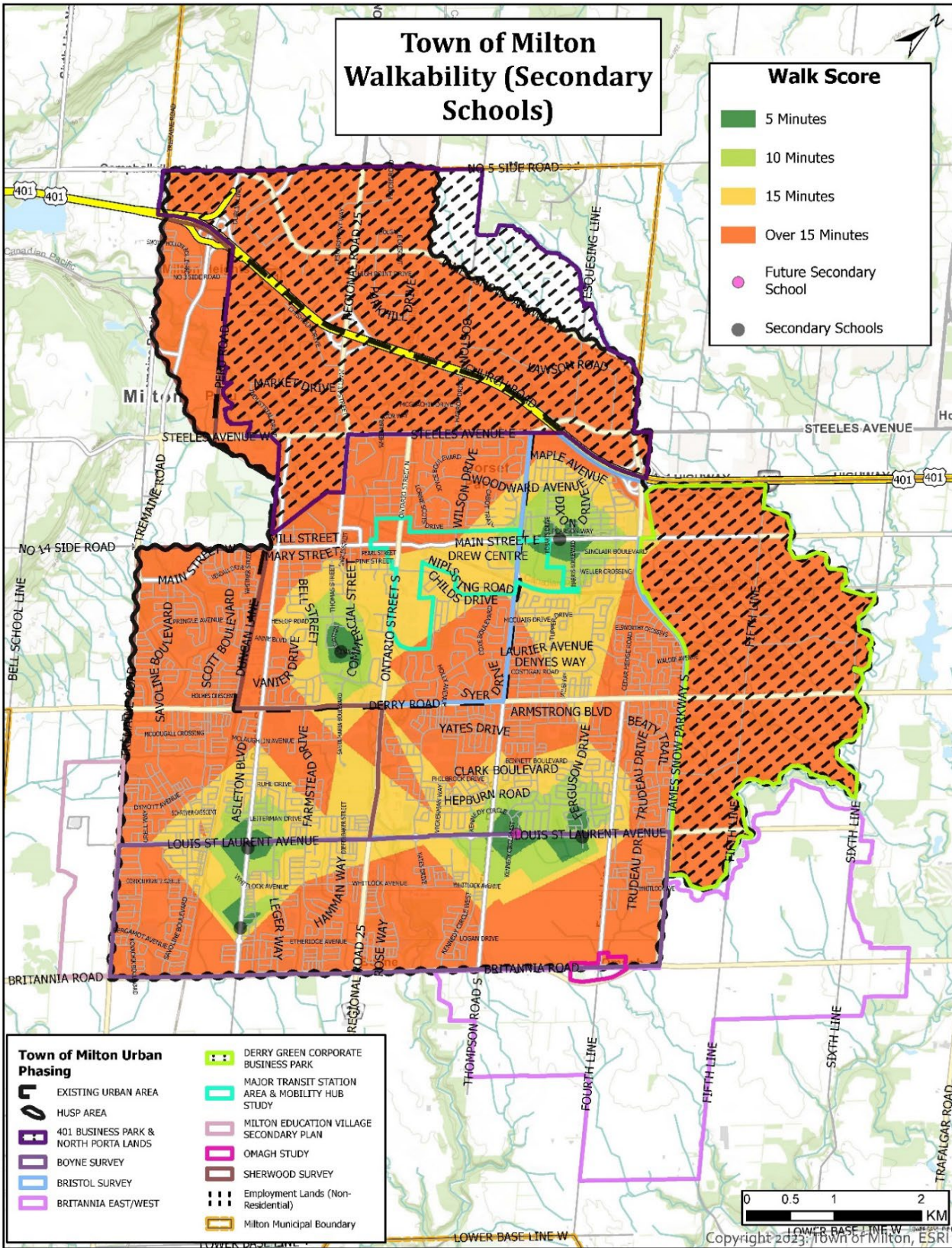
Like in many municipalities, in comparison to elementary schools, secondary schools in Milton serve a larger student population resulting in less school sites.

Compared to the map of elementary schools it is clear that Milton has much lower walkability to its secondary schools than to its elementary schools. The walkability of secondary schools is largely over 15 minutes across most of Milton. Nevertheless, older children are more likely to make their own way to school, walking, biking or riding transit and enjoy more independence to select the most convenient mode of travel depending on where they live.

Older students also drive resulting in consideration for student parking. Any choice a student makes will have to be supported by providing the appropriate infrastructure and services.

“...many high school kids walk around the businesses; they need spaces to be welcomed in.”

(Resident’s comment)



For discussion purposes only. Map may not include development applications under review or structures under construction.

Grocery and Specialty Stores



Nearly half of Canadians live in a neighbourhood or locality within 1 km walking distance from a grocery store. In larger metropolitan areas, 55% of population live in proximity to a grocery store; this percentage drops to 30% for those living in smaller metro areas and to 16% for the population living in rural areas (Statistics Canada, 2021).

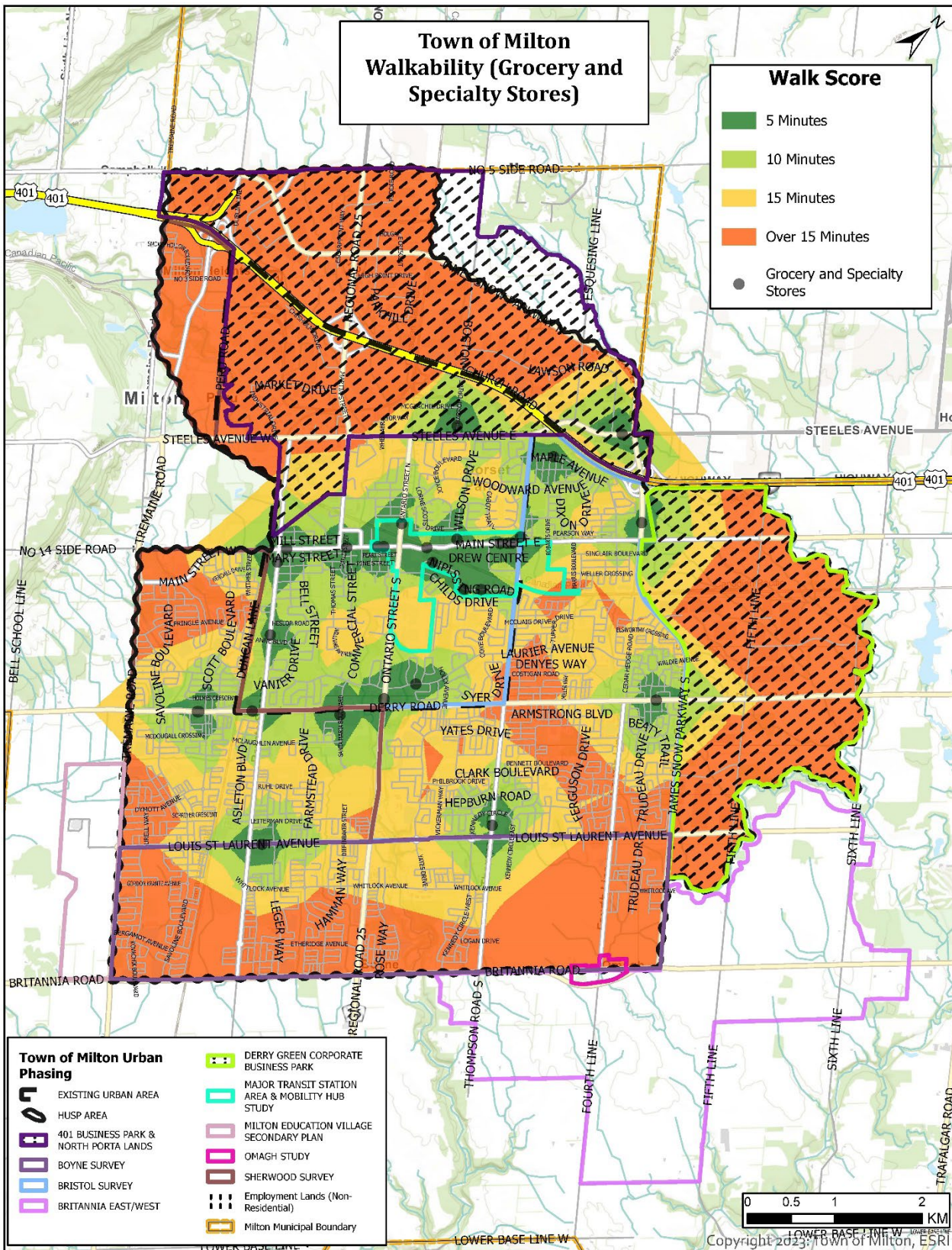
Residents of Central Milton and the immediate neighbourhoods can access a grocery/specialty store within a 15-minute walk.

In the Main Street area, the walkability of grocery/specialty stores is high with most of Main Street having greater access in short trips.

The outer residential neighbourhoods have low access to grocery and specialty stores in some areas. The level of coverage will likely improve when the development of new commercial nodes, currently under review, is complete.

"I love this plaza. It has a great variety of shops and services and I can walk to it. We should require similar commercial plazas in all new neighborhoods."

(Resident's comment)



For discussion purposes only. Map may not include development applications under review or structures under construction.

Convenience Stores



Our community can contribute to a local economy through the shops that operate in our neighbourhoods.

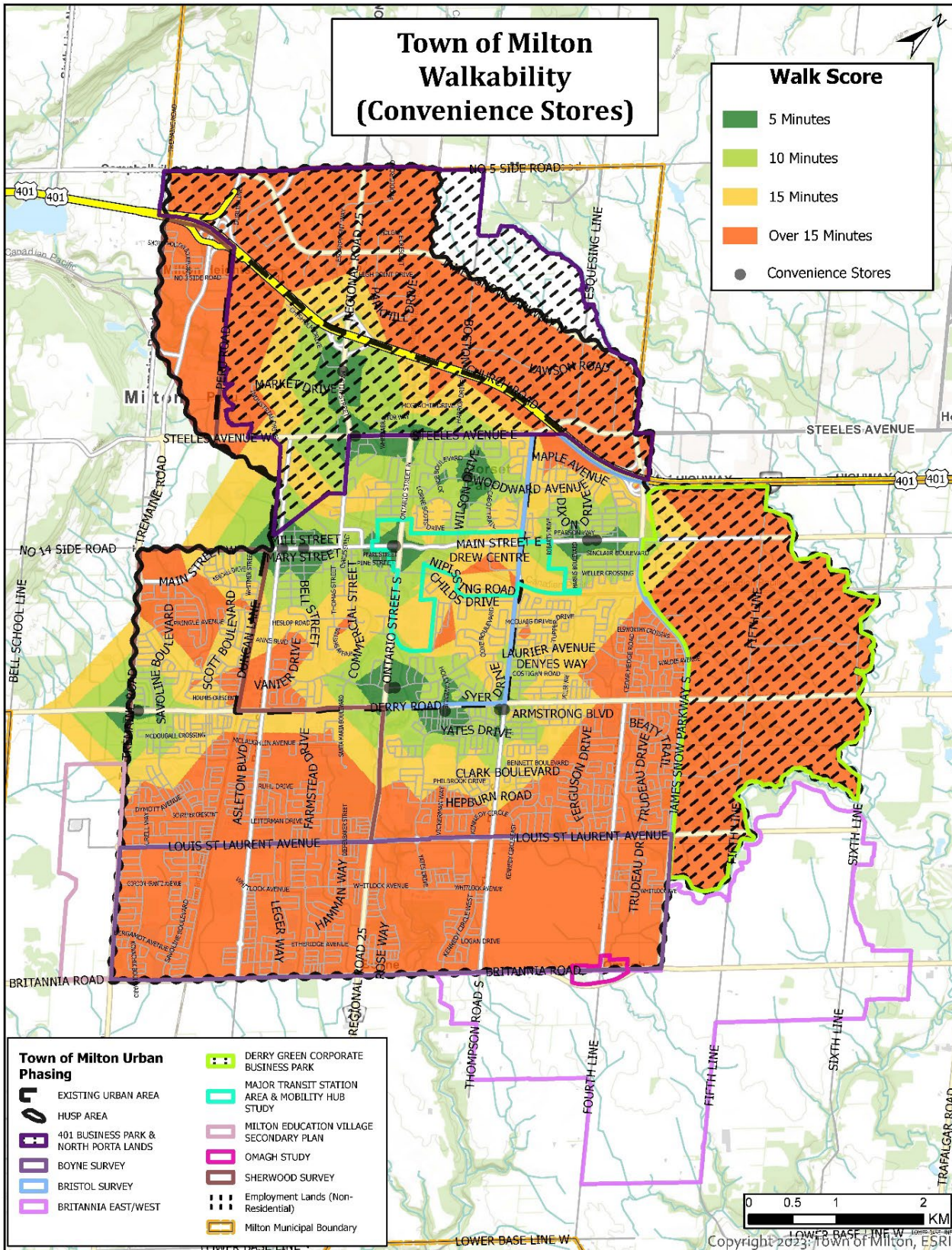
As more people continue to work remotely and consumers' lives shift closer to home post-pandemic, there will be a continued desire to be able to get what you need in your neighbourhood as well as the drive to support local businesses.

Central Milton and the developed secondary plan areas have higher accessibility to convenience stores. Local access decreases towards the periphery of the residential neighbourhoods and undeveloped areas where these local stores do not exist.

There may be opportunities to increase walkability by increasing connectivity between neighbourhoods and removing unnecessary barriers to introduce this type of retail stores.

"This area should have walking paths and a commercial area residents can congregate at that does not require cars."

(Resident's comment)



For discussion purposes only.
Map not include development applications under review or structures under construction.

Town Facilities

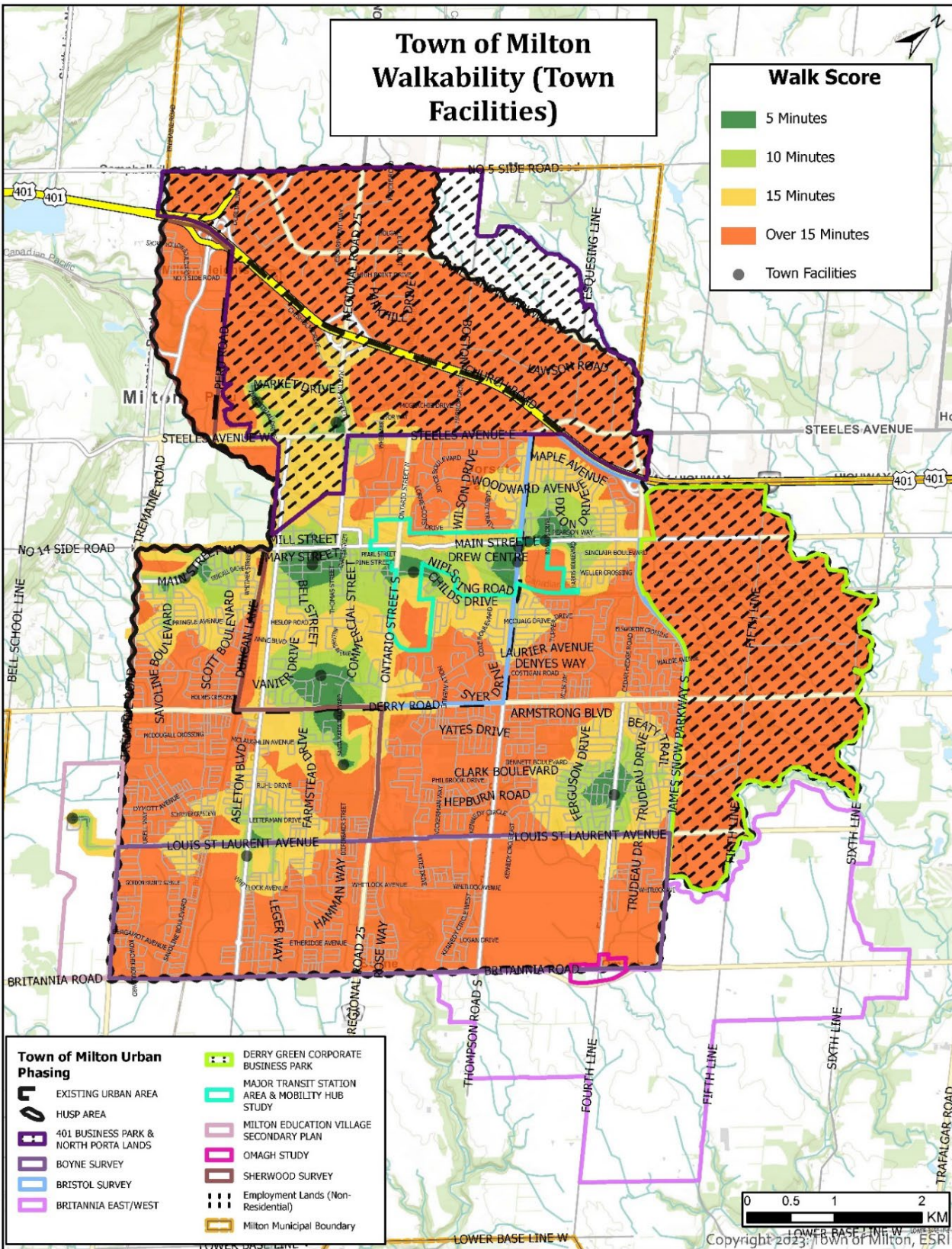


Community facilities contribute to residents' everyday quality of life and assist in creating complete and liveable communities.

The Town administers a series of well-equipped facilities that offer the public access to recreation and leisure opportunities. These facilities and amenities feature community and sport centres, ice rinks, sports fields, public libraries, art and culture, and more.

"The paved trails here are amazing for walks and bike rides. It is well maintained so please keep up the good work!"

(Resident's comment)



For discussion purposes only. Map may not include development applications under review or structures under construction.

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