



# Corporate Report

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**DATE:** June 3, 2011

**TO:** Mayor and Members of Council  
Meeting Date: June 8, 2011

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Boyne Survey Secondary Plan – Proposed Official Plan  
Amendment – Town of Milton – ADDENDUM REPORT**

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- RECOMMENDATION:**
1. That the report titled “Boyne Survey Secondary Plan – Proposed Official Plan Amendment – Town of Milton – ADDENDUM REPORT” dated June 3, 2011 from the Commissioner of Planning and Building be received and forwarded, by the City Clerk, to the Region of Halton, the Town of Milton and the Ontario Ministry of Transportation.
  2. That the Town of Milton and Region of Halton be requested to implement the Boyne Survey Secondary Plan in accordance with the provision of regional transportation infrastructure and the infrastructure and development phasing policies in the Region of Halton and Town of Milton Official Plans.
  3. That staff be directed to meet with the Town of Milton, Regions of Halton and Peel and the Ontario Ministry of Transportation to discuss opportunities to expedite provincial infrastructure required to support the implementation of the Boyne Survey Secondary Plan.

**BACKGROUND:**

On May 30, 2011 Planning and Development Committee considered the report titled “Boyne Survey Secondary Plan – Proposed Official Plan Amendment – Town of Milton” dated May 10, 2011 from the Commissioner of Planning and Building (Attachment 1). The report was referred back to staff to provide further information on the impact the proposed development would have on Mississauga.

**COMMENTS:**

At the May 30, 2011 meeting of the Planning and Development Committee (PDC), a number of issues regarding the Boyne Survey Secondary Plan were raised. The main concern was congestion resulting from the amount of traffic generated by development to the west of Mississauga and the impact this would have on transportation facilities serving the city. This issue and others raised at PDC are addressed below.

Phasing Policies

The Region of Halton and Town of Milton Official Plans both include policies that direct development to be phased in conjunction with the necessary infrastructure required to support growth. However, the phasing policies are not specific to regional and Provincial transportation infrastructure beyond their boundaries. The Region of Halton and Town of Milton should clarify that the phasing policies do include regional transportation infrastructure and link the phasing of the Boyne Survey Secondary Plan with the provision of regional transportation infrastructure.

Sewage and Water Infrastructure

Region of Peel staff were contacted and have confirmed that the Region of Peel does not provide any water and waste water infrastructure to the Region of Halton, with the exception of two emergency relief interconnects for water located in Oakville to supply Milton only in an emergency. There are no future plans to provide additional services to the Region of Halton.

Ninth Line

PDC inquired as to when a widening of Ninth Line would occur. The Transportation and Works Department Capital Budget Forecast 2011-2020 provides for Ninth Line, from Derry Road to the Highway

401/407 interchange, to be widened in 2012 to four lanes (subject to review and City Council approval).

#### Employment in Milton

Milton's population to employment ratio was raised at PDC. The Town of Milton Official Plan designates extensive areas in northern and eastern Milton for employment uses.

The Region of Halton *Best Planning Estimates* report indicates that in 2011 approximately 48,000 employees are working within Milton. Milton's employment is projected to increase by 48% to 71,000 employees by 2021. The report also indicates that the employment to population ratio in 2011 is approximately 0.58. This ratio decreases to 0.482 by 2021 due to increased population and is planned to reach 0.50 in the future.

While Milton has designated lands for employment uses, inter-municipal commuting is still anticipated. As a net importer of labour, although new development in Milton is contributing to increased traffic congestion, it is important for the city's business community to be able to attract employees from surrounding municipalities.

#### Provincial Government

It is in the mutual interest of the City of Mississauga, the Town of Milton and the Regions of Halton and Peel to work together to encourage the Province of Ontario to expeditiously provide the necessary funding for provincial infrastructure to support development in the Region of Halton. Cooperation is required for the widening of Highway 401 and the construction of the Halton/Peel Freeway (the north-south link of the proposed GTA-West Transportation Corridor). The Transportation and Works Department will be presenting the following two reports to General Committee on June 15, 2011 that address these infrastructure facilities:

- Highway 401 Improvement – Credit River to Trafalgar Road; and
- GTA West Corridor – Draft Transportation Development Strategy Report.

**STRATEGIC PLAN:** Not applicable.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** On May 30, 2011 Planning and Development Committee considered the report “Boyne Survey Secondary Plan – Proposed Official Plan Amendment – Town of Milton” from the Commissioner of Planning and Building . The report was referred back to staff to address issues raised at PDC. Development within the Region of Halton, specifically, the Town of Milton, has resulted in traffic congestion within Mississauga and the traffic volumes will continue to grow as development continues to occur. Development in Milton should be phased with appropriate regional transportation infrastructure. The City of Mississauga, Town of Milton and Regions of Peel and Halton should work together encourage the Province of Ontario to expeditiously provide the transportation infrastructure needed to support growth in the area.

Reports on transportation initiatives will be brought forward to General Committee on June 15, 2011 by the Transportation and Works Department that discuss proposed transportation infrastructure that would serve growth in Halton and Peel Regions.

**ATTACHMENTS:** APPENDIX 1: Report titled “Boyne Survey Secondary Plan – Proposed Official Plan Amendment – Town of Milton” dated May 10, 2011 from the Commissioner of Planning and Building.

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Shahada Khan, Policy Planner*



# Corporate Report

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**DATE:** May 10, 2011

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 30, 2011

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Boyne Survey Secondary Plan – Proposed Official Plan  
Amendment – Town of Milton**

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**RECOMMENDATION:** That the report titled “Boyne Survey Secondary Plan – Proposed Official Plan Amendment – Town of Milton” dated May 10, 2011 from the Commissioner of Planning and Building be received and a copy forwarded, by the City Clerk, to the Regional Municipality of Halton and the Town of Milton.

**BACKGROUND:** The Boyne Survey Secondary Plan was adopted by the Town of Milton through By-law Number 068-2010 on June 14, 2010 and submitted to Halton Region on June 16, 2010 for review and decision. Halton Region has circulated the Boyne Survey Secondary Plan to the City of Mississauga for comment. Appendix 1 shows the proposed Plan's geographic area in relation to Mississauga.

The amendment primarily affects the lands within the Boyne Survey Planning District of the Urban Expansion Area of the Town of Milton bounded by Louis St. Laurent Avenue, James Snow Parkway right-of-way, Britannia Road and Tremaine Road (Appendix 2).

**COMMENTS:****1. Boyne Survey Secondary Plan**

The Plan includes policies on community character, design, overall goals and objectives, and strategic policies that focus on transportation facilities, trails, environmental features, and housing mix.

The primary land use designations include lands for parks, greenlands, neighbourhood centres, residential uses, office uses, mixed uses, nodes and a heritage study area.

The area is planned to be built with a density of approximately 149 persons per net residential hectare (60 persons per net residential acre). The plan would accommodate approximately 50,000 people with associated population related employment. The net area excludes local roads and stormwater management ponds. The Growth Plan for the Greater Golden Horseshoe excludes the following features when defining density: wetlands, coastal wetlands, woodlands, valley lands, areas of natural and scientific interest, habitat of endangered species and threatened species, wildlife habitat, and fish habitat.

The gross residential area will be approximately 117 persons per gross hectare (47 persons/gross acre).

The housing mix targets planned for the area are: low density 48%, medium density 35% and high density 17%.

Commercial uses will be located in the Neighbourhood Centre Area, Residential/Office Area, Major Node Area and Minor Sub-Node Area designations. The Secondary Mixed Use Nodes will accommodate higher rise buildings (three to 12 storeys and a floor space index of 1.5 to 3). Residential development will be limited to high rise residential uses. These nodes are to be created to appeal to pedestrian traffic and activity with minimal surface parking. Development should facilitate access to public transit. Drive-thru uses are not permitted within the node. Major Node Areas and Minor Sub-Node Areas will have similar qualities and variations of development depending on location.

The Residential/Office area will be primarily high rise residential uses, however, office uses will be permitted. The Neighbourhood Centre Area designation is intended for community uses and public/private facilities which serve the neighbourhood as a whole, and to a limited extent, for compatible high density residential development.

The area includes a linked greenlands/natural heritage and open space system including Greenlands A and Greenlands B Areas, Greenlands Restoration Areas, Environmental Linkages, and parkland; as well as a trail system, this forms the basis of the natural heritage system and is a central feature of the community. The Plan also includes a number of parks and an extensive system of recreational trails.

The proposed land use pattern, based on a series of nodes and corridors, is consistent with the land use distribution in the proposed new Mississauga Official Plan.

## **2. Transportation and Works Department Comments**

The main impact on Mississauga will be in terms of increased traffic volumes on the regional transportation system. The Transportation and Works Department staff have reviewed the Boyne Survey Secondary Plan and have the following comments:

*“Moving Mississauga, the City's Interim Transportation Strategy, has raised the issue of residential growth in Halton Region (i.e. Milton) adding to the congestion on Mississauga's road network. Although staff have not determined the traffic impacts from the Boyne Survey Secondary Plan, it is expected that once this plan and surrounding areas to the east are developed, Mississauga's local road network will be congested if key transportation infrastructure is not in place such as the widening of Highway 401 from Trafalgar Road to the Credit River and the 407 West Transitway. Through the Ninth Line corridor study the City plans to work with Halton Region, MTO and Metrolinx to examine Mississauga BRT connection opportunities into Halton Region along with some pre-cursor 407 Transitway opportunities that would assist to alleviate the congestion.”*

**STRATEGIC PLAN:** Not applicable

**FINANCIAL IMPACT:** Not applicable

**CONCLUSION:** Halton Region has circulated the Boyne Survey Secondary Plan to the City of Mississauga for comment. Staff have reviewed the Plan and have concerns with the cumulative impact future growth will have on the regional transportation system. Additional transportation infrastructure is required to alleviate future congestion. Other opportunities to alleviate traffic congestion are being reviewed through the Ninth Line corridor study.

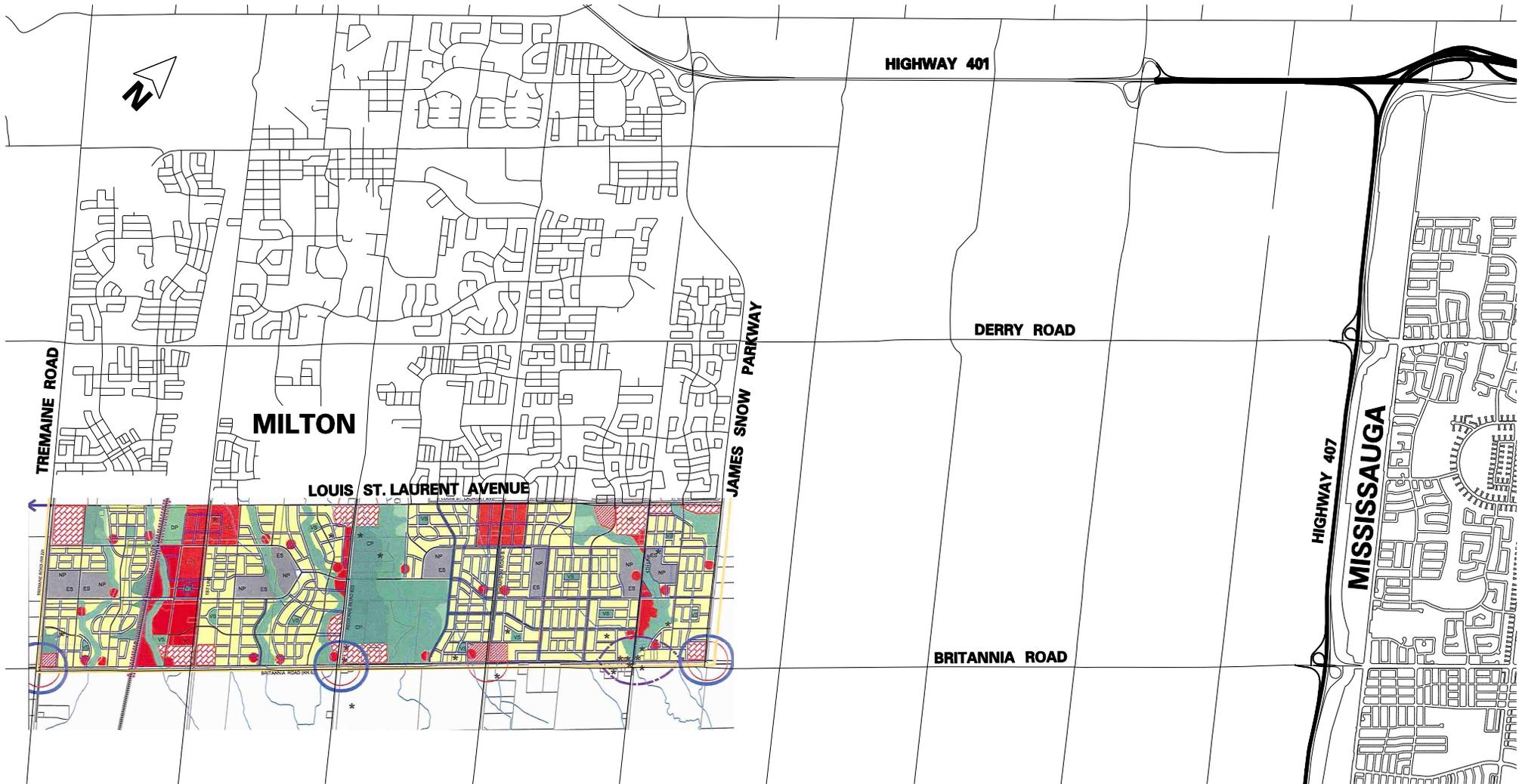
**ATTACHMENTS:** APPENDIX 1: Geographic Area of the Boyne Survey Secondary Plan and City of Mississauga  
APPENDIX 2: Boyne Survey Secondary Plan Master Plan Map

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Shahada Khan, Policy Planner*



# TOWN OF MILTON OFFICIAL PLAN

## Appendix C.10.A BOYNE SURVEY SECONDARY PLAN MASTER PLAN

- |   |                                     |   |                         |
|---|-------------------------------------|---|-------------------------|
|  | COMMUNITY PARK AREA                 |  | MAJOR NODE AREA         |
|  | DISTRICT PARK AREA                  |  | MINOR SUB-NODE AREA     |
|  | NEIGHBOURHOOD CENTRE                |  | SECONDARY PLAN BOUNDARY |
|  | GREENLANDS A AREA                   |  | OMAGH STUDY AREA        |
|  | GREENLANDS B AREA                   |  | GATEWAY                 |
|  | GREENLANDS RESTORATION AREA         |  | HERITAGE PROPERTIES     |
|  | ENVIRONMENTAL LINKAGE / LINEAR PARK |   |                         |
|  | RESIDENTIAL AREA                    |   |                         |
|  | RESIDENTIAL / OFFICE AREA           |   |                         |
|  | SECONDARY MIXED USE NODE AREA       |   |                         |

