



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Acting Commissioner, Development Services

Date: February 28, 2022

Report No: DS-010-22 UPDATE

Subject: UPDATED Technical Report: Milton Mobility Hub - Central Business District, Milton GO Major Transit Station Area & Downtown Milton Urban Growth Centre (Town Files: LOPA 07-21 and ZBLA 18-21)

Recommendation: **THAT Development Services Report DS-010-22 UPDATE outlining applications for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate development within the Milton Mobility Hub BE APPROVED;**

AND THAT Official Plan Amendment No. 70, in accordance with the draft Official Plan Amendment attached as Appendix 2 to Report DS-010-22, BE ADOPTED;

AND THAT Official Plan Amendment No. 70, as adopted, be submitted to the Region of Halton for APPROVAL;

AND THAT the Acting Commissioner, Development Services be authorised to effect any minor or technical modifications to the Official Plan Amendment, as may be necessary;

AND THAT following the Region of Halton approval of Official Plan Amendment 70, staff be authorized to bring forward the Draft Zoning By-law attached as Appendix 4 to Report DS-010-22 for Council Adoption;

AND THAT WHEREAS the Planning Act limits the ability to apply for a minor variance for a 2-year period following the approval of this Zoning By-law, BE IT RESOLVED that a privately initiated application for a minor variance may be made.

EXECUTIVE SUMMARY

This report recommends approval of the Milton Mobility Hub - Town Initiated Official Plan and Zoning By-law Amendments. The proposed amendments would update the local planning framework in accordance with Provincial and Regional policy directions, based on the findings of the Milton Mobility Hub Study.

The results of the formal publication, agency circulation and review of the amendments are summarised in the report. Where necessary and appropriate, Staff has provided a response to the comments received.

REPORT

Background

Milton's Mobility Hub is a strategic growth area centered on the Milton GO Station. It is rapidly becoming a focus for major developments and investment. As this transformation gathers pace, it is essential that the Town has a local planning framework that is fit for purpose. This planning framework will help to ensure that transit supportive uses, building heights and densities occur in a well planned and cohesive manner.

At its meeting on August 24, 2020, Council received the Milton Mobility Hub Study (Staff Report DS-028-20). The Milton Mobility Hub Study (referred to as the Study) is a proactive framework for the creation of a transit supportive, complete community. The public and stakeholders provided input to the vision and guiding principles, and offered feedback on development concepts.

At its meeting on April 12, 2021, Council directed Staff to advance short-term implementation measures in the form of a Town initiated Official Plan Amendment (OPA) and the implementing Zoning By-Law Amendment (ZBLA). The proposed OPA and ZBLA are the first step toward the implementation of the Study. The proposed amendments are consistent with the Council endorsed directions as outlined in the 'Milton Mobility Hub - Policy Direction Report' (Staff Report DS-026-21). Implementation of the Study will also need further comprehensive processes in the medium and long term as discussed in DS-026-21.

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Subject Lands:

The Subject Lands are shown on Figure 1 - Location Map (Appendix 1). The Subject Lands correspond to the former Downtown Milton Urban Growth Centre (UGC). The UGC boundary was revised through Amendment No. 48 to the Regional Official Plan (ROPA 48). The effect of the OPA is to revise the UGC boundary and delineate the Milton GO Major Transit Station Area boundary (MTSA) in conformity with ROPA 48. The UGC and

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the MTSA share the same geography. It is generally defined by lands along Main Street East between Court Street in the west and Milton Leisure Centre in the east. It encompasses lands between the Dorset Park and Timberlea mature neighbourhood areas to the north and south, respectively. The UGC/MTSA comprises a land area of approximately 110 hectares.

Intent:

The intent of the proposed amendments is to align existing policies and zoning provisions with the recommendations of the Milton Mobility Hub Study in conformity with ROPA 48. This is a proactive, shorter term initiative. It will ensure that the Town has an up to date, robust and relevant planning framework to guide the on-going transformation of the area around Milton's GO Station.

The recommended OPA and ZBLA are outlined below and attached to this report as Appendix 2 and Appendix 4, respectively.

Official Plan Amendment (OPA):

The proposed Official Plan changes include:

- Identifying and delineating the Milton GO Major Transit Station Area (MTSA) and Downtown Milton Urban Growth Centre (UGC), in conformity with the Regional Official Plan (ROPA 48).
- Prescribing minimum block-level densities and maximum building heights and development densities, in conformity with ROPA 48 and in accordance with the Planning Act.
- Substituting the defined term Intensification Areas with a new defined term Strategic Growth Areas, in conformity with ROPA 48.
- Referring to other key terms, such as transit supportive, active frontages and public realm.
- Revising the policy for the redevelopment of employment uses and buildings, in conformity with ROPA 48.
- Adding a new policy for tall building tower design in keeping with the Town's Urban Design Guidelines.
- Distinguishing between the existing active frontages in the Downtown Supportive Area and the proposed active frontages in the MTSA/UGC.
- Clarifying the general intent and purpose of the policy relating to lot consolidation, in keeping with the Study.
- Modifying the built form policies in keeping with the Study and the Guidelines.

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- Adding a new policy for the provision of electric vehicle charging stations in accordance with the Town's Climate Change Work Plan.
- Adding a new policy for land use compatibility assessment in accordance with Provincial and Regional policy and guidelines.
- Adding new policies for development in proximity to the rail corridor and rail setbacks, in accordance with Provincial policy and guidance.
- Modifying the policies for open space linkages and nodes, and clarifying their general intent and purpose.
- Replacing reference to a new urban square along the Main Street frontage with a reference to new station plazas at both entrances to the GO station.
- Modifying the policy for pre-zoning lands with holding provisions, in conformity with Provincial and Regional policy.
- Modifying the parking policies, in keeping with the Study.
- Adding key defined terms, for ease of understanding.

Zoning By-Law Amendment (ZBLA)

The proposed changes to the Official Plan will be implemented by an accompanying ZBLA. The draft proposed changes to the Zoning By-Law include:

- Rationalizing the Mixed Use - Urban Growth Centre and Downtown Supportive Area zones consistent with the new delineated boundary for the MTSA/UGC.
- Identifying a new 'Milton GO MTSA - Cash-In-Lieu Parking Policy Area'.
- Revising the maximum permitted building heights and adding minimum/maximum permitted densities in the MTSA/UGC.
- Identifying the Milton GO MTSA - Active Frontage Areas.
- Updating the transition clauses.
- Adding new definitions.
- Permitting balconies for mixed use buildings in any yard.
- Permitting outdoor retail display areas in front and exterior side yards in the MTSA.
- Permitting restaurant patios to encroach to the street line in the MTSA.
- Providing for the payment of cash in lieu of parking for non-residential uses proposed in the new 'Milton GO MTSA - Cash-In Lieu Parking Policy Area'.
- Adding new general parking and loading provisions for parking in the MTSA/UGC.

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- Reducing the minimum off-street parking requirements for apartment buildings and mixed use buildings.
- Revising the minimum bicycle parking requirements.
- Limiting the scope of the bicycle parking exception.
- Adding requirements for electric vehicle charging stations.
- Expanding the list of permitted residential uses.
- Expanding the list of permitted non-residential uses.
- Adding or modifying the footnotes to the table of permitted uses as follows:
 - Retaining space for employment uses.
 - Limiting certain uses on the main floor of a building in the Active Frontage Areas.
 - Limiting the scale of retail and retail service uses in a stand-alone building.
 - Adding a minimum outdoor amenity area requirement.
 - Applying a minimum density and minimum parking garage requirement for multiple attached dwellings.
 - Adding a requirement for street oriented building entries.
- Revising the zone standards for the Urban Growth Centre - Mixed Use zones as follows:
 - Increasing the maximum permitted lot coverage.
 - Adding minimum required block-level densities and maximum permitted development densities.
 - Adding special required front yard setbacks.
 - Reducing the minimum required interior side yard setback in the UGC-MU zone, but adding an increased setback requirement for the tower portion of a tall building.
 - Reducing the minimum stepped rear yard setbacks in the UGC-MU zone abutting a residential zone, but adding an increased special rear yard setback for lots on the north side of Main Street East, abutting a residential zone.
 - Revising the maximum permitted building heights.
 - Adding tower controls for the minimum required separation distance between towers and the maximum permitted floorplate sizes.

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- Adding footnotes to the table of zone standards as follows:
 - Requiring special step backs above the podium or building base.
 - Requiring a sun-shadow analysis for lots abutting a residential zone.
 - Requiring a minimum floor to ceiling height for non-residential uses on the main floor of a mixed use building.
 - Requiring a variation in height for multiple towers on the same lot.
 - Requiring a pedestrian wind impact analysis for tall buildings.
- Placing a holding provision across all lands in the MTSA to require the completion of certain supporting studies and reports to the satisfaction of the Town.

Consultation Process:

The Milton Mobility Hub Study involved broad and in depth community engagement across three phases. In person community engagement has been supplemented by on-line consultation through the Town's Let's Talk platform. Key Staff representatives and external stakeholders provided, and continue to provide, key inputs and feedback for the project.

Halton Region and Metrolinx Staff were closely involved throughout all aspects of the study. Agency Staff were actively engaged as members of the Technical Advisory Committee. Staff from various Regional services and from Halton's School Boards provided valued inputs to the Study, especially the Community Facilities Study.

Open House:

A virtual public open house was held on June 23, 2021 to give the public an opportunity to review the draft discussion concepts for the proposed draft amendments and to ask questions. Between August 9 and August 24, 2021, the public were invited to comment on the discussion concepts through the Let's Talk Milton on-line engagement tool. A summary of comments received and Staff responses was provided to Council as Appendix 4 to Staff report DS-076-21.

Agency Consultation and Public Meeting:

In the course of the preparation of the OPA, Halton Region Staff were consulted and given an opportunity to review the proposals. Regional Staff provided comments to be addressed prior to adoption in a letter dated September 15, 2021 (Appendix 5: Attachment 1). Town Staff met with Regional Staff and provided a written response in a letter dated October 15, 2021 (Appendix 5: Attachment 2). In summary, Staff recommend the following actions:

- The provision of appropriate infrastructure will be addressed in the medium-term initiative as part of an Area Specific Plan.

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- Town Staff will work with Regional Staff to address conformity concerns related to development criteria and monitoring for the achievement of the target proportion of residents and jobs through an Area Specific Plan.
- Town Staff acknowledge that an Area Specific Plan will need to establish Affordable Housing targets and inclusionary zoning policies in accordance with the Planning Act and applicable policies of the Regional Official Plan, as modified by ROPA 48. At a future Council meeting, Town Staff will bring forward recommendations for the completion of an assessment report prior to the introduction of inclusionary zoning policies for the MTSA.
- Town Staff are committed to working with the Region's Staff to facilitate the delivery of affordable housing as part of phased redevelopment of the Allendale Campus. Town Staff consider that additional height and density would be justified in the public interest if it is strictly tied to the delivery of affordable housing. Town Staff are recommending a height exceptions policy for affordable housing projects. The height and density exception policy in the draft OPA (Subsection 3.5.3.24 g) may be read in conjunction with the bonussing provisions in the current OP and implemented through Section 37 of the Planning Act prior to 18 September, 2022. For greater clarity, the height and density exception policy has been modified to specify criteria that will support the delivery of affordable housing units.

The proposed amendments were circulated for agency review. Town Staff reviewed the draft and provided comments. Written comments were received from Halton Catholic District School Board (HCDSB) in a letter dated November 5, 2021 (Appendix 5: Attachment 3). Town Staff met with HCDSB Staff to discuss the comments received.

As a result of all comments received, the following changes to the draft OPA are recommended:

- Outside the MTSA/UGC boundary, the proposed linkages on Town lands within the vicinity of Rotary/Livingston/Centennial Parks on Schedule C.7.B.CBD are amended to revert back to the notation as shown on the version of the Schedule adopted through OPA 31.
- Subsection 2.8.3.18 is modified by inserting "school yards" before "and parks."
- A new subsection 3.5.1.3 is added as follows:
"Progress toward achieving the general target proportion of residents and jobs shall be monitored at intervals not less frequently than at the time of the next required comprehensive Official Plan Review. If there are significant deficits or deviations from these targets, a strategy may be developed to redress them in conjunction with the Region."
- A new subsection 3.5.3.3 is added as follows:

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“As the *UGC/MTSA* develops, on-going monitoring of growth will assist in the assessment of future *community facility* and *infrastructure* needs. The *Town* shall work in collaboration with the *Region*, School Boards and other *public agencies* to enable the timely delivery of *community facilities* and *infrastructure* as needs are identified.”

- Subsection 3.5.3.24 e) is amended by adding the following:

“Where applicable, development proposals shall be subject to Section 2.10, Subsections 3.2.1.8 to 3.2.1.12 inclusive, and subsection 5.6.3 of the Official Plan”.

In addition, where the MTSA overlaps with the Downtown Character Area, Schedule C.7.A.CBD is amended by reducing the maximum height from 4 storeys to 2 storeys for properties on Pearl Street. (This is consistent with the recently concluded Mature Neighbourhoods Study and the in effect Residential Low Density zoning regulations.)

- Subsection 3.5.3.24 g) is amended by modifying the height and density exceptions policy wording as follows:

“The maximum prescribed building *heights* and densities may be exceeded within the *Major Transit Station Area* when the *development* or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which:

- i) a non-profit housing provider has an interest that is greater than 51 per cent, and
- ii) a minimum of 51 per cent of the units are intended as *affordable* or *assisted housing*.”

- Subsection 5.10.6 amending the definition for “Floor Space Index (FSI)” is modified by adding:

“*Community facilities* and *infrastructure* are excluded from the calculation of *FSI*.”

As a result of the agency comments received, the following changes to the draft ZBLA are recommended:

- Where the MTSA overlaps with the Downtown Character Area, Schedule D - Central Business District - Building Heights is amended by changing the notation for the properties on Pearl Street from “Min 3 Storeys and 10.5m Max 4 Storeys and 16.5m” to “Max 2 Storeys; height in accordance with the provisions of Table 6B”. This schedule amendment would be consistent with the recently approved and in effect RLD1 zone regulations.
- New Schedule G is amended by removing the words ‘Block Level’.
- The Transition clauses in Section 1.11.3 i), Section 1.11.3 ii), Section 1.11.5 i), Section 1.11.5 ii) are updated and amended, as applicable

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- Item 9 of the draft ZBLA adding a definition for “Block Level Density(ies)” is rescinded. Consequently, items 10 onwards are renumbered.
- Section 3 modifying the defined term ‘Floor Space Index’ is further amended by adding the following: “*Premises* or open space areas owned, operated or maintained in whole or in part by a *public authority* for a *public use* are excluded from the calculation of *floor space index*.”
- Section 3 adding a definition for ‘Guest Suite or Unit, Apartment’ is further amended by replacing the phrase “that can be used by visitors to the building as overnight temporary accommodation” with “that can be used temporarily by visitors to the building as overnight accommodation”; and by adding the word “dwelling” after “does not constitute an apartment”
- Section 3 modifying the defined term ‘Mixed Use Building’ is further amended by revising the phrase “where the *uses* are separated horizontally and vertically” to read “where the residential *uses* are separated horizontally and/or vertically from the non-residential uses”.
- Section 3 adding the defined terms ‘Parking Space, Bicycle (Long-Term)’ and ‘Parking Space, Bicycle (Short-Term)’ is further amended by revising “bicycle parking spaces” to read “a bicycle parking space”.
- Section 3 adding the defined term ‘Step Back’ is further amended by removing the second sentence.
- Section 5.5.1 iv) is further amended by revising the words “the platform of such *parking space* may have dimensions of not less than 2.4 metres by 5.0 metres” to read “the lower *parking* stall and the elevated platform above such *parking space* may have dimensions of not less than 2.4 metres by 5.0 metres unobstructed”.
- Section 5.5.1 v) is further amended by adding “and/or areas” after “loading spaces”.
- Section 5.8.1 i) modifying Table 5E is further amended by adding a number (*1) to the table in the row containing UGC-MU *Apartment Buildings*.
- Section 5.8.1 i) is further amended by adding a footnote (*1) to Table 5E to read as follows:

“(*1) For lands within the UGC-MU designation shown to contain a star symbol followed by a number, on schedules to this By-law, the special *parking* provisions in Section 13.1.1 of this By-Law shall only apply where the required *parking* rate is less than the *parking* requirements in Table 5E.”
- Section 5.8.2 i) modifying Table 5F is further amended by adding a number (*1) and a number (*2) to the table in the row containing UGC-MU *Mixed Use Buildings*, and by adding a number (*2) to the table in the row containing MU *Mixed Use Buildings*.

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- Section 5.8.2 i) is further amended by adding footnotes to Table 5F to read as follows:
 - “(*1) For lands within the UGC-MU designation shown to contain a star symbol followed by a number, on schedules to this By-law, the special *parking* provisions in Section 13.1.1 of this By-Law shall only apply where the required *parking* rate is less than the *parking* requirements in Table 5F.”
 - “(*2) The *parking* rate for *mixed-use buildings* shall apply to all *dwelling units* in *buildings* sharing a mutual *podium* containing a mix of *residential* and non-residential *uses*.”
- Section 7.1 is further amended by inserting “or *Unit*” after the words “*Guest Suite*” in the list of Residential Uses under the Permitted Uses column.
- Section 7.2 adding Table 7C-1 is further amended by adding a *8 in the Floor Space Index - Minimum Row under the column heading UGC-MU.
- Section 7.2 adding footnotes to Table 7C-1 is further amended by removing from (*7) the words: “Where abutting a *street line*”.
- Section 7.2 adding footnotes to Table 7C-1 is further amended by adding a footnote (*8) to read: “For *Dwelling, Back to Back Townhouse; Dwelling, Multiple; and Dwelling Stacked Townhouse* the minimum density shall be 100 units per net hectare”.

Notice of the public meeting was provided pursuant to the requirements of the Planning Act. The public meeting was held on October 4, 2021 to present the amendments for public input. No members of the public came forward to address the Council with regard to the proposed amendments. Six written submissions were received and circulated to Council prior to the Public Meeting. The written submissions are attached to this report as Appendix 6. In summary, the written submissions requested the following changes:

- that the maximum density proposed for 821 Main Street East be increased to 4.0 FSI;
- that the proposed policy for the redevelopment of employment lands (Section 2.7.3.13 e) [new]) should be modified to be more flexible and put the onus on a technical study to determine the amount of employment space required to retain a similar number of jobs on site in a mixed-use redevelopment;
- that the maximum height and density proposed for 409 and 425-439 Main Street East should be increased to 15 storeys and 5.0 FSI;
- that the proposed rear yard setbacks north of Main Street East, west of Ontario Street North be reduced to 0.0 metres;

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- that Schedule G of the OPA include the lands north on Pearl Street within the minimum block level densities;
- that the proposed maximum height and density provisions be removed and/or that bonussing provisions for height and density be introduced; and,
- that the 'Cash In Lieu of Parking Policy Area' be extended to include the whole of the MTSA.

Staff has carefully considered the comments received.

The Planning Act clearly contemplates that Local Municipalities will set maximum permitted building heights and maximum permitted development densities within a Protected Major Transit Station Area.

The proposed maximum height and density provisions are consistent with the findings of the Milton Mobility Hub Study. The Study was a major comprehensive planning exercise. It involved extensive community and stakeholder involvement. Through built form modelling the Study demonstrated that the height and density provisions would meet the required population target for the Downtown Milton Urban Growth Centre.

The Study identified a Primary and a Secondary Zone. The Primary Zone is the area closest to the station. It has the greatest potential for intensification. Taller buildings and greater densities are proposed in this area around the station and closest to the rail corridor. The Secondary Zone includes the properties on the north side of Main Street East and on the west side of Ontario Street and north of Pearl Street. The Secondary Zone provides opportunities for mid-rise intensification. Building heights in the Secondary Zone are planned to establish a predominantly mid-rise built form and provide a transition in scale towards the historic downtown core and the mature neighbourhood areas.

Based on the Study recommendations, Staff do not support any changes to the maximum permitted heights in the Secondary Zone. Having reviewed the evidence submitted on behalf of 821 Main Street East however, Staff has concluded that the maximum permitted density of 3.0 FSI may be too restrictive and inconsistent with the optimal development of buildings up to a maximum of 8 storeys in height. Therefore, Staff recommend that the areas identified with a maximum building height of 8 storeys, which includes the lands at 409, 425-439 and 821 Main Street East, be permitted to have a maximum density of 4.0 FSI.

The draft proposed minimum 20.0m minimum rear yard setback is only necessary for lots abutting the Dorset Park neighbourhood. Staff recommend modifying Table 7C-1 accordingly.

Having regard to the written comments received, Staff has reviewed the policy for redevelopment of employment lands (Section 2.7.3.13 e) [new]). The policy has been

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modified to allow consideration of replacement employment space in a more compact, mixed-use urban form.

Both the provisions relating to the lands on the north side of Pearl Street and the bonussing provisions of the OP were addressed earlier in this report. The provisions for the Pearl Street lands are modified to be consistent with the Mature Neighbourhoods Study and the subsequently enacted Zoning By-Law regulations. The bonussing provisions of the OP, through agreements under Section 37 of the Planning Act, will cease to have a legally extant basis on 18 September 2022.

The 'Cash In-Lieu of Parking Policy Area' has been extended to include the entirety of the MTSA, except for lands zoned as Low Density Residential Area. The Low Density Residential Area is excluded because the Cash In-Lieu of Parking applies to the required parking for non-residential uses only.

In addition to the written submissions discussed above, Staff received two further requests by e-mail for consideration.

The first of these relates to the need for flexibility in order to facilitate a phased redevelopment of the Milton Mall. In response, Staff has identified four 'development blocks' at the Milton Mall, the Region's Allendale Campus, the Metrolinx lands on Main Street and the Milton Commons (Schedule C.7.D.CBD). These four blocks are major opportunities for comprehensively planned, transit oriented development and intensification. Each site will likely develop in phases as it transitions from its existing built form. Guided by a comprehensive master planning process, the heights and densities prescribed by the Amendments could be varied or transferred from one part of the site to another, consistent with achieving the overall development density for the block as a whole. Policy wording has been added to allow this more flexible and responsive approach for these key sites.

The second e-mail request relates to the introduction of a zoning standard for vertical bicycle parking. As a result, a new vertical bicycle parking size standard has been added to the draft ZBLA.

Deferral of Staff Report DS-010-22

The Technical Report DS-010-22 recommending the Town Initiated Official Plan and Zoning By-Law Amendments for the Milton Mobility Hub - Central Business District,

Milton GO Major Transit Station Area & Downtown Milton Urban Growth Centre (Town Files: LOPA 07-21 and ZBLA 18-21) was tabled for consideration at the Council meeting held of February 7, 2022.

On February 4, 2022, a letter was received from the planning consultants for Choice Properties REIT (CP REIT) and Loblaw Companies Limited (Loblaw). The letter is attached to this Report as Appendix 6 - Attachment 7 .

Discussion

Consideration of Staff Report DS-10-22 was deferred to allow time for the written comments to be discussed with Staff.

Staff met with representatives for Choice Properties REIT (CP REIT) and Loblaw Companies Limited (Loblaw) on February 9, 2022.

Staff has carefully considered the comments in the written submissions and discussed with the landowner's representatives. As a result, Staff is recommending modification to the following items:

- Official Plan Amendment
 - Subsection 3.5.3.24 j) i) and ii)
 - Subsection 3.5.3.29
 - Subsection 3.5.3.30
 - Schedule C.7.A.1.CBD
- Zoning By-Law Amendment
 - Table 7C-1 Setbacks
 - Schedule D1

Staff agree that Subsection 3.5.3.24 j) i) and ii) are unnecessary. Therefore, Staff recommend that list indents i) and ii) as originally proposed in draft Section 3.5.4.24 are removed as follows:

“Planning proposals need to demonstrate how land use compatibility has been assessed and addressed in accordance with any applicable guidelines, with the use of mitigation as needed, including the following:

- ~~i) Ensuring that compatibility is clearly factored into OP and zoning designations and policies.~~
- ~~ii) Resolving potential compatibility issues through an area-based approach to planning, such as secondary plans, instead of individual planning applications.~~
- i) The zoning is use-specific i.e. only the existing or proposed industrial or *sensitive land use* is permitted.
- ii) Using holding by-laws and interim control by-laws. These can hold development until *compatibility studies* are completed and/or mitigation (as needed) is undertaken.
- iii) Staging redevelopment to coincide with the phasing out of major industrial facilities.
- iv) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of *sensitive land uses*.
- v) Putting in place long-term monitoring and maintenance requirements for mitigation measures.

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- vi) Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.”

Staff recommend that Subsection 3.5.3.29 is modified as requested, in order to clarify the intent as follows:

“Schedule C.7.D.CBD identifies four ‘Development Blocks’. These lands represent opportunities for major development and intensification through comprehensively planned and phased redevelopment. The prescribed maximum building heights and development densities may be varied through a Comprehensive Development Plan for the entire ‘Development Block’. ~~The Comprehensive Development Plan for a ‘Development Block’ will be prepared by the landowner(s) in cooperation~~ As part of development approval for lands in a Development Block, development or redevelopment will be based on a Comprehensive Development Plan, which is to be prepared by the development proponent in consultation with the Town and other relevant stakeholders. The Comprehensive Development Plan will be generally consistent with the policies in this Plan. It will be required to demonstrate:

- a) how the ultimate build-out of the ‘Development Block’ will achieve the required minimum block-level density measured across the site as a whole;
- b) how the Development Plan responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and
- c) how the development will address any community facility and infrastructure needs identified by the Town in accordance with sub-section 3.5.3.3.

Upon completion, the Comprehensive Development Plan for a ‘Development Block’ shall be submitted to Council for endorsement ~~and may be implemented through a Planning Act process~~ without amendment to this Plan. Endorsement of one Comprehensive Development Plan does not preclude alternatives or future modifications from being endorsed by Council and does not preclude consideration of interim development proposals in accordance with the policies of this Plan.”

It is acknowledged that large-scale redevelopment of the major ‘Development Blocks’ will occur in a phased manner over time. In the interim and until redevelopment is realized, Staff accept that interim development policies be incorporated into Subsection 3.5.3.30, which would recognize existing uses and permit limited development that is in accordance with the existing policy framework. Accordingly, Staff recommend that the draft Section 3.5.3.30 be amended as follows:

“*Development* proposals which may prejudice or inhibit the achievement of the gross *development density* target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan or the minimum block level densities required by 2.1.4.8 as shown on Schedule C.7. C.CBD on a site shall be prohibited unless it is part of a *municipal comprehensive* review or the review of the Secondary Plan for the Central Business District. Interim development

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proposals in the form of small-scale building additions or stand alone buildings in connection with an existing use, which result in development below the minimum prescribed block-level densities, may be permitted provided that:

- a) The proposed building or addition has a gross floor area of less than 500 square metres;
- b) the development does not prejudice or inhibit the long-term re-development of the site as envisioned by this Plan;
- c) the development is consistent with the achievement of a compact, pedestrian-oriented and transit-supportive urban form;
- d) the development does not include residential uses.

The draft proposed Schedule C.7.A.1.CBD showed the subject lands owned by CP REIT as a maximum permitted heights of 23 and 15 storeys and a maximum permitted density of 5.0 FSI. Whereas the Mobility Hub Study were identified the lands as being appropriate for a maximum FSI of up to 6.0. Staff accept that the subject lands are well positioned to accommodate additional height, given their location away from existing established neighbourhoods, their proximity to the station and relatively central location. Accordingly, Staff recommend modifying Schedule C.7.A.1.CBD to identify the subject lands as maximum density 6.0 FSI and 5.0 FSI, with maximum heights of 27 and 23 respectively.

Staff agree that the draft proposed maximum Front Yard setbacks for the south side of Main Street East, the east side of Ontario Street South and the west side of Thompson Road should be increased from 7.5m to 9.0m in Table 7C-1 of the draft ZBLA. Also, Staff recommend that the draft proposed maximum Exterior Side Yard setback for the south side of Main Street East should be increased from 7.5m to 9.0m. This change will afford greater flexibility to required setbacks in order to accommodate site specific context, including grades

Staff recommend modifying Schedule D1 of the draft ZBLA to match the modified heights and densities for the subject lands as described above.

Conclusion:

For the reasons outlined in Appendix 7, the recommended OPA has regard for matters of Provincial interest, is consistent with the Provincial Policy Statement, 2020 and conforms or does not conflict with the Growth Plan, 2019 as amended and the Region of Halton Official Plan. Staff are also of the opinion that the recommended OPA represents good planning and is in the public interest.

On the basis of the information and analysis provided in this report, Staff recommend that the OPA be adopted by Council. Following Council adoption, the OPA will be forwarded to the Region of Halton for approval. Under Section 17(36.1.4) of the Planning Act, there is no appeal of the Region's decision in respect of polices that identify the authorized uses of land, and of buildings or structures on lands in a protected major transit station area; and that identify the minimum densities and maximum densities that are authorized with



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respect to buildings and structures on lands in the area; and that identify the minimum or maximum heights that are authorized with respect to buildings and structures on lands in the area. Following Regional approval the OPA and associated ZBLA will be brought forward to Council for approval.

Financial Impact

Consideration of the financial implications of development is essential in the management of growth to ensure Milton's long-term financial sustainability. As noted in report [DS-026-21](#), further financial analyses of the Mobility Hub area will be undertaken through the medium-term planning processes described above as additional details are expected to be available in the secondary planning process. Development of this area has also been incorporated into the updated Fiscal Impact Study for the Town.

Respectfully submitted,

Jill Hogan, MCIP, RPP
Acting Commissioner, Development Services

For questions, please contact: David Twigg, Acting Director, Phone: Ext.
Planning Policy & Urban Design

Attachments

- Appendix 1: Figure 1 - Location Map
- Appendix 2: Recommended Official Plan Amendment
- Appendix 3: Official Plan Text Tracked Changes
- Appendix 4: Recommended Zoning By-Law Amendment
- Appendix 5: External Agency Comments
- Appendix 6: Written Submissions
- Appendix 7: Planning Policy Analysis

CAO Approval
Andrew M. Siltala
Chief Administrative Officer



The Corporation of the Town of Milton

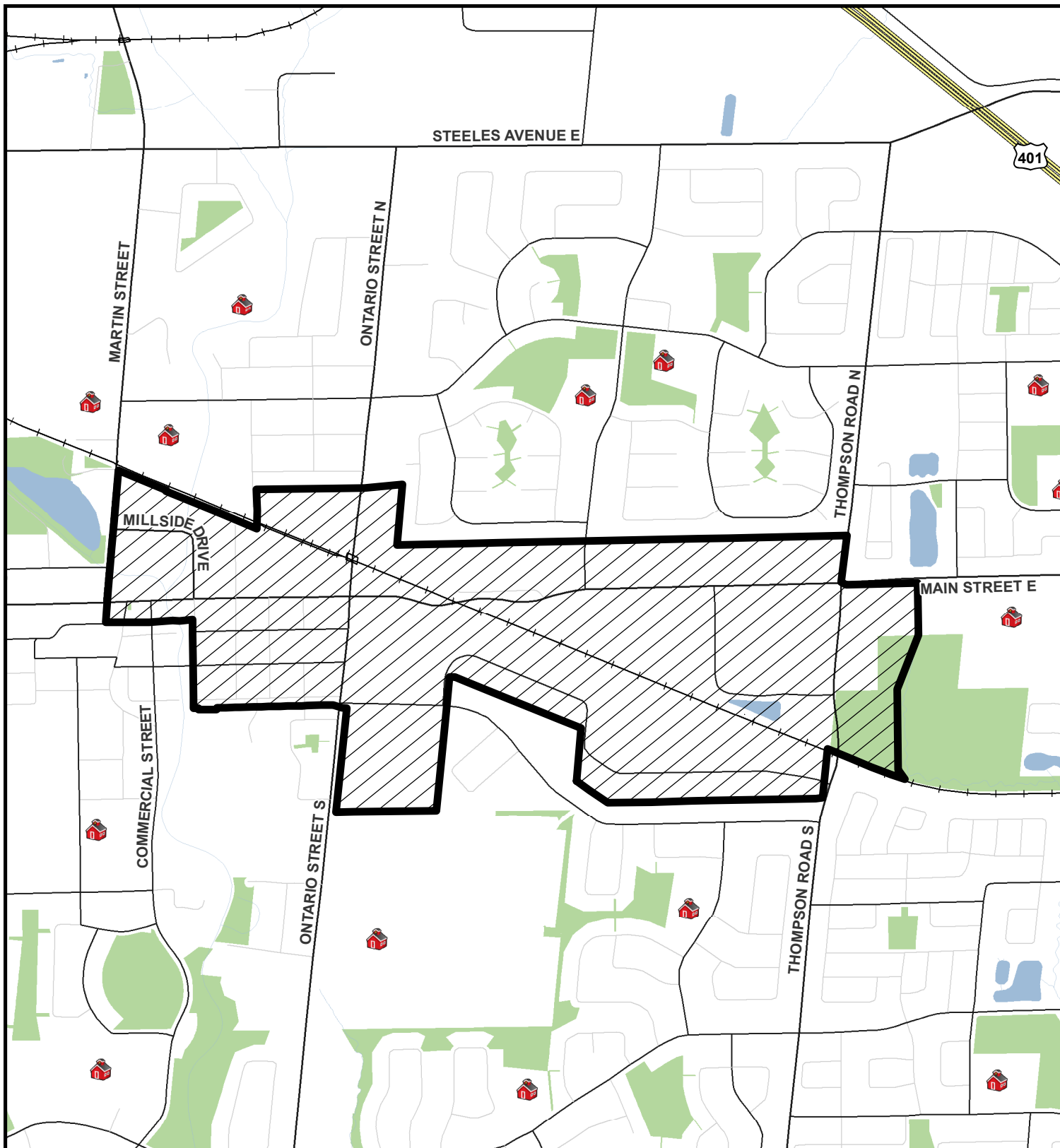
Report #:
DS-010-22
UPDATE
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Recognition of Traditional Lands

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



FIGURE 1 LOCATION MAP



| | | | |
|-----------------------|------------------|--------|---------------------------------|
| Council Meeting Date: | Scale: 1: 15,000 | Files: | Development Services Department |
|-----------------------|------------------|--------|---------------------------------|



Subject Area

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 009-2022

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 16, 17 AND 21 OF THE *PLANNING ACT*, AS AMENDED, TO ADOPT AMENDMENT NO. 70 MILTON MOBILITY HUB TO THE APPROVED OFFICIAL PLAN (LOPA-07/21)

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Sections 16, 17 and 21 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, hereby enacts as follows:

1. THAT Amendment No. 70 to the Official Plan of the Corporation of the Town of Milton, attached hereto, is hereby adopted
2. THAT pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, this Official Plan Amendment comes into effect upon approval of the Official Amendment by the Region of Halton. Pursuant to subsection 17 (36.1.4) of the *Planning Act*, there is no right of appeal with respect to policies that are described in sub-clause 16 (16) (b) (i) or (ii) of the *Planning Act* in a lower tiers official plan with respect to a protected major transit station area or that address the maximum densities, or minimum or maximum, heights that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (16) of the *Planning Act*.
3. THAT in the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 70 to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON FEBRUARY 28, 2022

Gordon A. Krantz Mayor

Meaghan Reid Town Clerk

**AMENDMENT NUMBER 70
TO THE OFFICIAL PLAN
OF THE TOWN OF MILTON**

Subject: Milton Mobility Hub (Milton GO Major Transit Station Area)

**The following text and schedules constitute
Amendment No. 70 to the Official Plan
Of the Town of Milton**

February 2022

**AMENDMENT NUMBER 70
TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

PART I- THE PREAMBLE, does not constitute part of this Amendment

PART II- THE AMENDMENT, consisting of the following text constitutes Amendment No. 70 to the Official Plan of the Town of Milton

PART I: THE PREAMBLE

THE TITLE

This amendment, being an amendment to the Official Plan to the Town of Milton shall be known as:

Amendment No. 70 to the Official Plan of the Town of Milton

PURPOSE OF THIS AMENDMENT

The purpose of the amendment is to incorporate revisions to various sections of the Town's Official Plan, related to the Central Business District, Downtown Milton Urban Growth Centre (UGC) and Milton GO Major Transit Station Area (MTSA). The revisions are necessary to align the Town's planning policy framework with the recommendations from the Milton Mobility Hub Study conducted by a team of consultants led by R.E. Millward & Associates Ltd.

LOCATION OF THE AMENDMENT

This amendment pertains to the lands as identified in Attachment 1. It includes the eastern portion of the Central Business District. Being lands designated as Downtown Milton UGC and identified as the Milton GO MTSA. Defined generally as lands within a 10 minutes walk, or 500 to 800m radius, measured from the Milton GO Station

EFFECT OF THE AMENDMENT

The effect of the amendment will be to update certain policies and schedules of the Official Plan to:

1. Identify the Milton GO protected MTSA as a Strategic Growth Area with detailed boundaries.
2. Prescribe minimum development densities for the subject lands.
3. Modify certain matters relating to the consideration of building density and heights, including revised maximum building heights.
4. Update the land use provisions, including matters relating to land use compatibility and employment lands.
5. Modify the proposed open space, linkages and nodes within the MTSA.
6. Revise the urban design and built form criteria, consistent with the Town's urban design guidelines.
7. Update the policy direction for reduced parking standards and parking design.
8. Update key defined terms.

Part II: THE AMENDMENT

The policies and schedules of the Town of Milton Official Plan are amended as referenced below.

Schedule Changes:

- 1) Schedule B – ‘Urban Area Land Use Plan’ is amended by adding a ‘Milton GO MTSA/Downtown Milton UGC’ boundary, as shown on Schedule 1 attached hereto.
- 2) Schedule C – ‘Central Business District Land Use Plan’ is amended by:
 - a. adding a ‘Milton GO MTSA/Downtown Milton UGC’ boundary;
 - b. within the boundary added by 2) a. above, replacing the ‘Downtown Supportive Area’ with ‘Urban Growth Centre Mixed Use Sub-Area’;
 - c. outside the boundary added by 2) a. above, replacing the ‘Urban Growth Centre Mixed Use Sub-Area’ with ‘Downtown Supportive Area’;
 - d. removing ‘Specific Policy Area 24’, as shown on Schedule 2 attached hereto.
- 3) Schedule C.7.A.CBD – ‘Central Business District Height Limits’ is amended by:
 - a. removing the Major Transit Station Area radius notation;
 - b. adding a ‘Milton GO MTSA/Downtown Milton UGC’ boundary;
 - c. within the boundary added by 3) b. above, deferring to new Schedule C.7.A.1.CBD.
- 4) New Schedule C.7.A.1.CBD – ‘Central Business District – Milton GO MTSA/Downtown Milton UGC Height and Density Limits’ is added as shown on Schedule 4 attached hereto.
- 5) Schedule C.7.B.CBD – ‘Central Business District Open Space Linkages and Nodes’ is amended by:
 - a. adding a ‘Milton GO MTSA/Downtown Milton UGC’ boundary; and
 - b. within the boundary added by 4) a. above, revising the ‘Gateway’, ‘Focal Point’, ‘Urban Square’, ‘Major Linkage’ and ‘Minor Linkage’ locations, as shown on Schedule 5 attached hereto.
- 6) New Schedule C.7.C.CBD – ‘Minimum Block Level Densities’ is added, as shown on Schedule 6 attached hereto.
- 7) New Schedule C.7.D.CBD – ‘Development Blocks’ is added as shown on Schedule 7 attached hereto.
- 8) Schedule H – ‘Urban Area Structure Plan’ is amended by replacing the ‘Urban Growth Centre Boundary’ with ‘Urban Growth Centre/Major Transit Station Area Boundary’, as shown on Schedule 8 attached hereto.
- 9) Schedule K – ‘Intensification Areas’ is amended by:

- a. Re-titling and replacing 'Intensification Areas' as 'Strategic Growth Areas';
 - b. replacing the 'Urban Growth Centre Boundary' with a new 'Urban Growth Centre/Major Transit Station Area Boundary'; and
 - c. identifying the lands as 'Strategic Growth Area' within the new 'Urban Growth Centre/Major Transit Station Area Boundary', as shown on Schedule 9 attached hereto.
- 10) Schedule I1 is amended by removing Specific Policy Area 24, as shown on Schedule 10 attached hereto.

Text Changes:

- 1) Section 1.3 is amended by deleting the final paragraph.
- 2) Section 2.0, Section 3.0, Section 5 and Schedule K all references to '*Intensification Area(s)*' are replaced with reference to the new defined term '*Strategic Growth Area(s)*'.
- 3) Section 2.0 and 3.0 all references to "public realm" are italicized as a new defined term.
- 4) Section 2.0, Section 3.0 and Section C all references to "transit supportive" are italicized as a new defined term.
- 5) Subsection 2.1.4.7 is amended by deleting "as identified on Schedule H", by adding "*Major Transit Station Area*" after "Urban Growth Centre" and by adding: "Over the long-term, the *Town* shall plan to achieve the general target for an overall proportion of 80% residents and 20% jobs in the Urban Growth Centre/*Major Transit Station Area*."
- 6) Subsection 2.1.4.8 is amended as follows:
"The minimum *block level densities* required to achieve the gross *development density* target within the Urban Growth Centre/*Major Transit Station Area* are shown on Schedule C.7.C.CBD. Additional density beyond the minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule C.7.A.1.CBD."
- 7) Subsection 2.1.6.5 j) is amended by adding ", Community Planning Permit System, and Inclusionary Zoning in the Protected *Major Transit Station Area*" after "Community Improvement Plans".
- 8) Subsection 2.6.3.1 d) is replaced by the following: 'require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031'
- 9) Subsection 2.7.3.13 d) is amended by deleting the words "redevelopment, which includes" and removing the phrase "except in Employment Areas, the replacement of non-residential uses with compatible residential or mixed use developments with a residential component and which may also include

conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use.”

- 10) Subsection 2.7.3.13 e) [new] is added as follows:

“outside *Employment Areas*, the redevelopment of employment lands with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:

- i) a similar amount of commercial and/or employment floor area is provided in the new *development* that was previously on the site; or,
- ii) through a site specific Zoning By-Law amendment, a technical study is completed demonstrating to the satisfaction of the *Town* that space to accommodate a similar number of jobs as existing shall be made available prior to the commencement of, or concurrent with, the proposed development.”

- 11) Subsection 2.8.3.1 is amended by italicizing the new defined term ‘transit-supportive’.

- 12) Subsection 2.8.3.18 [1] [new] is added as follows:

“Tall building tower design and siting should maximize sunlight penetration and views between buildings, including views of the sky, and minimize shadows cast on private rear yards, the public realm, school yards and parks. Tower separation and orientation, as well as floorplate size control, should have regard to the Town’s Tall Building Design Guidelines.”

- 13) Subsection 3.5.1.1 is amended as follows:

“The Central Business District (CBD) as identified on Schedule B, is the focal point of the municipality. It is composed of the historic downtown area and the Downtown Milton Urban Growth Centre (UGC)/Milton GO Major Transit Station Area (MTSA). The UGC/MTSA, as identified on Schedule C, will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, cultural and entertainment uses.

The UGC/MTSA is the primary focus for intensification and therefore is subject to the policies for *Strategic Growth Areas* as set out in Section 2.1.6 of this Plan, as appropriate.”

- 14) Subsection 3.5.1.2 c) is amended by adding “/MTSA” after “UGC”.

- 15) Subsection 3.5.1.2 is amended by adding 3.5.1.2 d) [new] as follows:

“Achieve the general target for an overall proportion of 80% residents and 20% jobs in the UGC/MTSA, over the long term.”

- 16) Subsection 3.5.3.3 [new] is added as follows:

“As the UGC/MTSA develops, on-going monitoring of growth will assist in the assessment of future *community facility* and *infrastructure* needs. The *Town* shall work in collaboration with the *Region*, School Boards and other *public*

agencies to enable the timely delivery of *community facilities* and *infrastructure* as needs are identified”.

- 17) Subsection 3.5.3.7 is amended by italicizing the new defined terms 'transit-supportive' and 'public realm' and replacing the term 'active streetscapes' with the new defined term '*active frontages*' in italics.
- 18) Subsection 3.5.3.15 is amended by replacing “Building heights” with “The maximum permitted *building heights* and densities” and by adding “and Schedule C.7.A.1.CBD” at the end of the subsection.
- 19) Subsection 3.5.3.20 - '*Active Frontages*' – is amended by replacing 'along the south side of Main Street (between Brown Street and Sixteen Mile Creek) and the north side of Main Street (between James Street and Martin Street)' with 'in the Downtown Supportive Area and in the UGC/MTSA' and by replacing 'street edge' with 'minimum setback'.
- 20) Subsection 3.5.3.22 is amended by replacing 'CBD and' with 'UGC/MTSA. It'.
- 21) Subsection 3.5.3.24 a) is amended as follows:

“Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the *Linkages* shown on Schedule C.7.B.CBD;”
- 22) Subsection 3.5.3.24 b) is amended as follows:

“Pedestrian oriented activities, particularly retail commercial uses and restaurants at grade with upper floor residential and *office uses*, shall be encouraged, especially in the *Active Frontage* areas in accordance with 3.5.3.20 and at the *Gateways* and *Focal Points* shown on Schedule C.7.B.CBD;”
- 23) Subsection 3.5.3.24 e) is amended by adding the following:

“Where applicable, development proposals shall be subject to Section 2.10, Subsections 3.2.1.8 to 3.2.1.12 inclusive, and subsection 5.6.3 of the Official Plan.”
- 24) Subsection 3.5.3.24 f) is amended as follows:

“Generally, buildings shall be oriented towards the sidewalk and positioned to create a sense of enclosure along the street. All new buildings surrounding the Milton GO Station, and along internal local streets within the *Active Frontage Areas*, shall be located close to or at the street line to encourage retail activity. Along the south side of Main Street East, buildings will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate a double row of street trees, landscape elements and furnishing/marketing zones. Along Ontario Street and Thompson Road landscape setbacks will be required for additional tree planting and greening to the frontages of new developments. Generally, setbacks should be unencumbered with no below grade structures so that trees and other planting can grow to a mature size.”

- 25) Subsection 3.5.3.24 g) is amended as follows:
- “The tallest buildings shall be in *gateway* locations as shown on Schedule C.7.B.CBD, with the greatest *building height* peak at the Milton GO Station. The *tower* portion of *tall buildings* on the south side of Main Street shall be stepped back substantially from the front face of the *podium*. This tower *step back* will be required to maintain a predominantly *mid-rise* character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and shadow impacts on the pedestrian environment. The maximum prescribed *building heights* and densities may be exceeded within the *Major Transit Station Area* when the *development* or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which:
- i) a non-profit housing provider has an interest that is greater than 51 per cent, and
 - ii) a minimum of 51 per cent of the units are intended as *affordable* or *assisted* housing.”
- 26) Subsection 3.5.3.24 h) is amended by replacing “designed” with “*transit supportive*” and by replacing “walking and cycling” with “*active transportation*”.
- 27) Subsection 3.5.3.24 i) [new] is added as follows:
- “The installation of on-street and off-street electric vehicle charging stations shall be encouraged.”
- 28) Subsection 3.5.3.24 j) [new] is added as follows:
- “Planning proposals need to demonstrate how land use compatibility has been assessed and addressed in accordance with any applicable guidelines, with the use of mitigation as needed, including the following:
- i) The zoning is use-specific i.e. only the existing or proposed industrial or *sensitive land use* is permitted.
 - ii) Using holding by-laws and interim control by-laws. These can hold development until *compatibility studies* are completed and/or mitigation (as needed) is undertaken.
 - iii) Staging redevelopment to coincide with the phasing out of major industrial facilities.
 - iv) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of *sensitive land uses*.
 - v) Putting in place long-term monitoring and maintenance requirements for mitigation measures.
 - vi) Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.”
- 29) Subsection 3.5.3.24 k) [new] is added as follows:

- “New development within 75m of the railways right of way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada’s Guideline for New Development in Proximity to Railway Operations.”
- 30) Subsection 3.5.3.26 is amended as follows:
- “A network of Major and Minor Linkages as described in 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide *active transportation* connections from the Milton GO Station to the wider community and to improve linkages through the MTSA.”
- 31) Subsection 3.5.3.27 is amended by adding “*Major Transit Station Area*” after “Urban Growth Centre” and adding “, subject to “2.2.3.13 e)” after “shall be promoted”.
- 32) Subsection 3.5.3.28 is amended by replacing: “A new urban square, located along the Main Street frontage, shall be a prominent” with: “The GO Station *Gateway* should include new urban plazas with active grade related buildings at both entrances as a”.
- 33) Subsection 3.5.3.29 is amended by adding at the end of the subsection:
- “Schedule C.7.D.CBD identifies four ‘Development Blocks’. These lands represent opportunities for major development and intensification through comprehensively planned and phased redevelopment. The prescribed maximum building heights and development densities may be varied through a Comprehensive Development Plan for the entire ‘Development Block’. As part of development approval for lands in a Development Block, development or redevelopment will be based on a Comprehensive Development Plan, which is to be prepared by the development proponent in consultation with the Town and other relevant stakeholders. The Comprehensive Development Plan will be generally consistent with the policies in this Plan. It will be required to demonstrate:
- a) how the ultimate build-out of the ‘Development Block’ will achieve the required minimum block-level density measured across the site as a whole;
 - b) how the Development Plan responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and
 - c) how the development will address any community facility and infrastructure needs identified by the Town in accordance with sub-section 3.5.3.3.
- Upon completion, the Comprehensive Development Plan for a ‘Development Block’ shall be submitted to Council for endorsement without amendment to this Plan. Endorsement of one Comprehensive Development Plan does not preclude alternatives or future modifications from being endorsed by Council and does not preclude consideration of interim development proposals in accordance with the policies of this Plan.”
- 34) Subsection 3.5.3.30 is amended by replacing “would have the effect of reducing the” with “may prejudice or inhibit the achievement of the gross” and by inserting “target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan” after

“*development density*” and by replacing “height” with “block level densities required by 2.1.4.8” and by changing “C.7.A.CBD” to “C.7.C.CBD” and by adding the following:

Interim development proposals in the form of small-scale building additions or stand alone buildings in connection with an existing use, which result in development below the minimum prescribed block-level densities, may be permitted provided that:

- a) the proposed building or addition has a gross floor area of less than 500 square metres;
- b) the development does not prejudice or inhibit the long-term re-development of the site as envisioned by this Plan;
- c) the development is consistent with the achievement of a compact, pedestrian-oriented and transit-supportive urban form; and,
- d) the development does not include residential uses.

35) Subsection 3.5.3.31 is amended as follows:

“Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the *intensification* and mixed-use objectives of this Plan, including the minimum gross *development density* target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan, together with the minimum block level densities required by 2.1.4.8. A holding provision (H) may be implemented through the Zoning By-law amendment in order to place a hold on the proposed development until:

- a) *compatibility studies* and mitigation (as may be needed) are completed to assess and address, for example, air quality, traffic, noise and vibration;
- b) municipal services are adequate and available;
- c) a Comprehensive Development Plan is completed, where required in accordance with 3.5.3.29, including an Urban Design Brief; and,
- d) the *Town* is satisfied that the development:
 - i) is consistent with and conforms to all other relevant policies of the Province, the *Region* and the *Town*;
 - ii) is sensitive to the *character* of adjacent residential neighbourhoods with respect to sun shadowing, building height, massing and setbacks and provides for suitable transition; and,
 - iii) is appropriately integrated with surrounding land uses.”

36) Subsection 3.5.3.36 is amended by replacing “intersections” with “locations”, replacing “*Town*” with “*MTSA*” and by adding: “Public art is encouraged within each of the three Gateways.” after: “of this Plan”.

37) Subsection 3.5.3.39 is amended by replacing ““off street” trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than

- minor linkages” with “*active transportation* connections between popular destinations, the GO Station and the wider community” and by replacing “occur within existing streets or constrained areas and are identified by street signage and pavement markings” with “provide internal connections, facilitating walking and cycling within the area”. Further, the final sentence is amended by replacing “CBD” with “Town’s” and by adding “and Standards” after “Urban Design Guidelines”.
- 38) Subsection 3.5.3.40 is deleted and replaced as follows:
“Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a central focus for the *MTSA*. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment, street tree planting and *active frontages*. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.
- 39) Subsection 3.5.3.41 is deleted and replaced as follows:
“Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way. Notwithstanding the required setback, *infrastructure*, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.”
- 40) Subsection 3.5.3.44 is amended by replacing “CBD” with “Town’s” and adding “and standards” after “Guidelines”.
- 41) Subsection 3.5.3.46 is amended by adding: “In addition, all *development* within the *Major Transit Station Area* shall have regard to the Milton Mobility Hub Urban Design Guidelines.”
- 42) Subsection 3.5.3.48 is amended by replacing “work to provide such facilities through the following” with “and shall apply a strategic and holistic approach to parking provision as follows”.
- 43) Subsection 3.5.3.48 d) is amended as follows:
“parking standards will be sufficient to provide an appropriate supply of parking that meets the needs of users while incentivizing the use of *active transportation* and transit”.
- 44) Subsection 3.5.3.48 e) is amended by replacing “on all new local streets developed within the CBD” with “, especially within *Active Frontage Areas*,”.
- 45) Subsection 3.5.3.48 f) is amended by replacing “CBD” with “Town’s”.
- 46) Subsection 3.5.3.48 g) [new] is added as follows:
“*travel demand management*, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;”.
- 47) Subsection 3.5.3.48 h) [new] is added as follows:

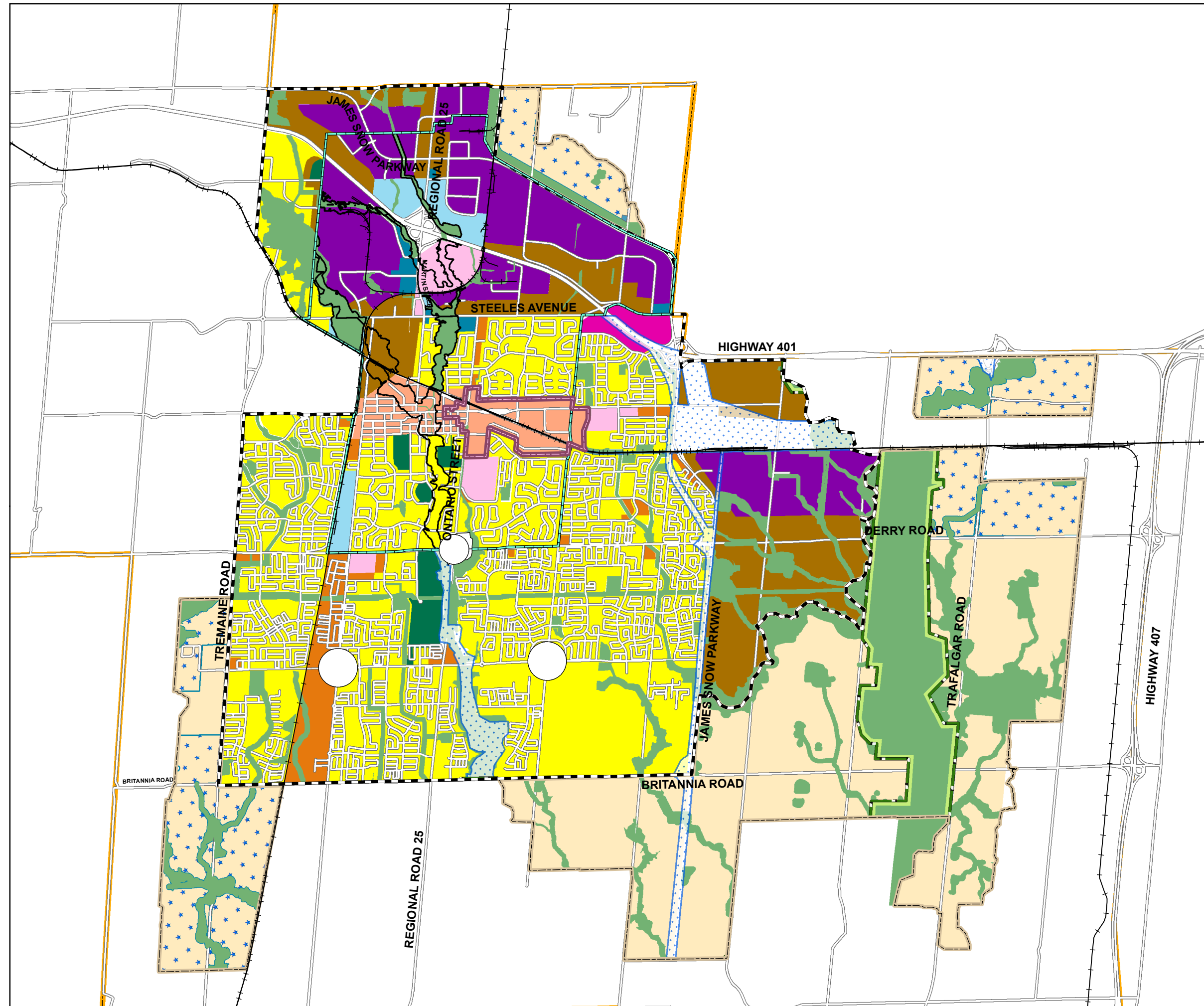
- “the provision of surface parking lots should be minimized and configured to transition to other uses over time;”
- 48) Subsection 3.5.3.48 i) [new] is added as follows:
“where appropriate, existing surface parking lots should be replaced with compact, mixed-use and *transit supportive* developments.”
- 49) Subsection 4.11.3.24 Specific Policy Area No. 24 is deleted.
- 50) Subsection 5.10.6 [new] a definition for “Active Frontages” is added as follows:
“**ACTIVE FRONTAGES** means an area that should contribute to the interest, life and vibrancy of the *public realm*. This is achieved by providing a pedestrian oriented façade and uses at street level.”
- 51) Subsection 5.10.6 [new] a definition for “Block-Level Densities” is added as follows:
“**BLOCK-LEVEL DENSITIES** means the densities, represented by *floor space index (FSI)*, which are typically achieved by various forms of building type on a block. The *block-level densities* are an average of the *FSI* values achieved on individual *lots* or land parcels within each block. Individual *lots* or land parcels may have higher or lower *FSIs* depending on their unique conditions and development potential.”
- 52) Subsection 5.10.6 [new] a definition for “Building Height” is added as follows:
“**BUILDING HEIGHT** means the vertical distance measured from the established grade of a building or structure to: a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater; b) in the case of a mansard roof, the decline of the roof; c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornamentation, masts, flues, tanks, mechanical rooms, plant or equipment.”
- 53) Subsection 5.10.6 [new] a definition for “Compatibility Study(ies)” is added as follows:
“**COMPATIBILITY STUDY(IES)** means a study that assesses potential *adverse effects* and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.”
- 54) Subsection 5.10.6 the definition for “Floor Space Index (FSI)” is amended by italicizing “gross floor area” as a new defined term and by changing “a building or structure” to “all above grade buildings and structures, including parking structures,” and by adding: “*Community facilities* and *infrastructure* are excluded from the calculation of *FSI*.”
- 55) Subsection 5.10.6 [new] a definition for “Gross Floor Area” is added as follows:
“**GROSS FLOOR AREA** means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of

- each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.”
- 56) Subsection 5.10.6 the definition for “Intensification Areas” is removed.
- 57) Subsection 5.10.6 the definition for “Major Transit Station Area” is amended by inserting “to 800m” after “500m”.
- 58) 5.10.6 [new] a definition for “Podium” is added as follows:
“**PODIUM** means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the *tower* portion of a *tall building* by being set forward or articulated architecturally.”
- 59) 5.10.6 [new] a definition for “Public Realm” is added as follows:
“**PUBLIC REALM** means all spaces to which the public has unrestricted access, such as streets, parks, and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the *public realm*.”
- 60) 5.10.6 [new] a definition for “Step Back” is added as follows:
“**STEP BACK** means the horizontal distance from the front face of the *podium* to the uppermost floors of a mid-rise building or the *tower* portion of a *tall building*, projecting balconies excepted. The *step back* is in addition to a required setback.”
- 61) 5.10.6 [new] a definition for “Strategic Growth Areas” is added as follows:
“**STRATEGIC GROWTH AREAS** means 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. *Strategic Growth Areas* include Urban Growth Centres, *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes.”
- 62) 5.10.6 [new] a definition for “Tall Building” is added as follows:
“**TALL BUILDING** means generally a high rise building having a height greater than 8 storeys, or which appears tall in relation to its surrounding context and will be a prominent feature on the skyline.”
- 63) 5.10.6 [new] a definition for “Tower” is added as follows:
“**TOWER** means the portion of a *tall building* above the *podium* including the tower top or crown.”
- 64) 5.10.6 [new] a definition for “Transit Supportive” is added as follows:
“**TRANSIT-SUPPORTIVE:** means *development* that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. *Transit-supportive* development will be consistent with Ontario’s Transit Supportive Guidelines.”

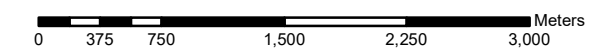
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TOWN OF MILTON OFFICIAL PLAN

Schedule B Urban Area Land Use Plan



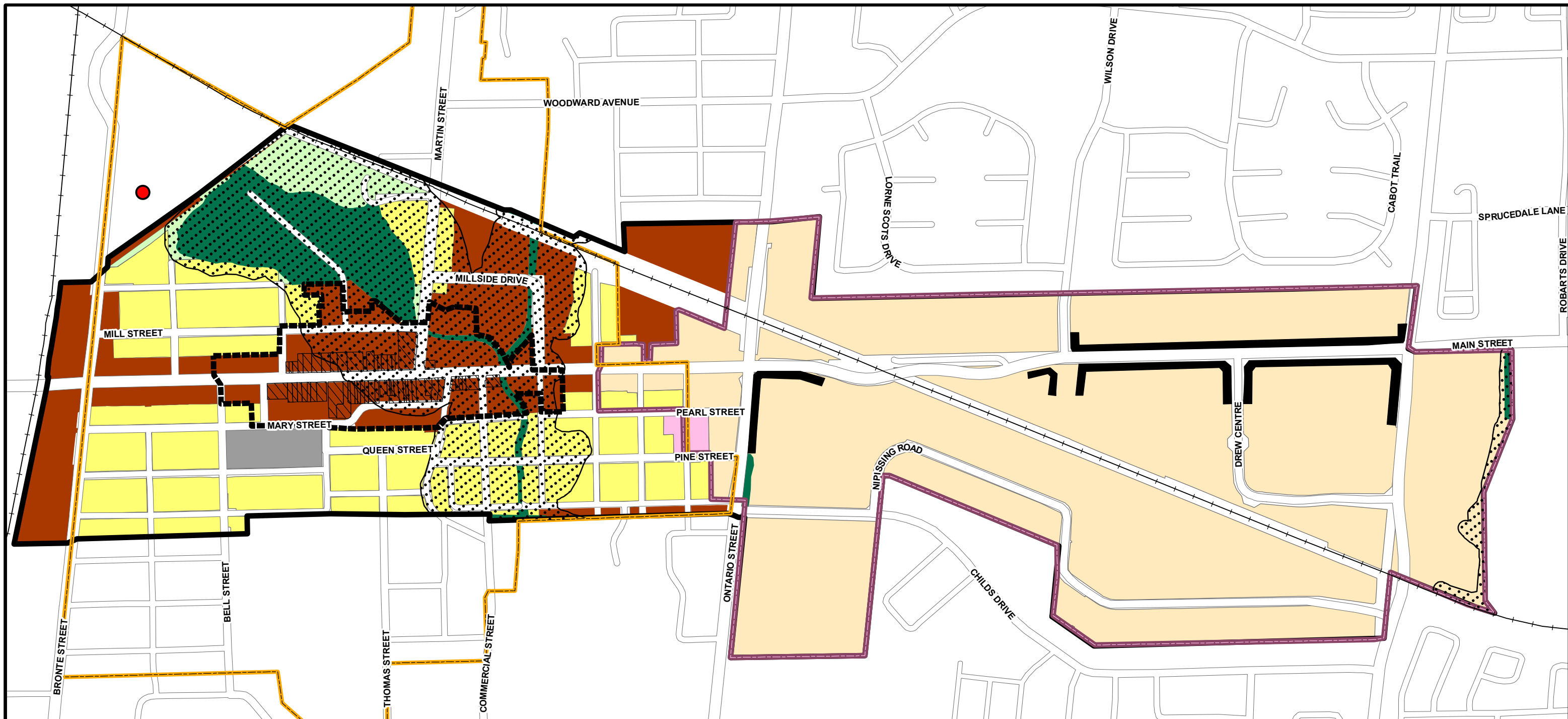
- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node
- Natural Heritage System
- Milton GO MTSA/Downtown Milton UGC
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Regulatory Flood Plain
(Within Established Urban Area)
- SHP Urban Area Boundary
- Established Urban Area Boundary
- HUSP Urban Area Boundary
- Milton Boundary














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


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November, 2021

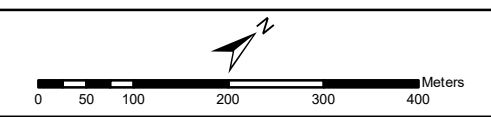


-  Central Business District Boundary
-  Business Improvement Area Boundary
-  Downtown Character Area Boundary
-  Milton GO MTSA/Downtown Milton UGC
-  Character Building
-  Rail

-  Urban Growth Centre Mixed Use Sub-Area
-  Downtown Supportive Area
-  Institutional Sub-Area
-  Civil Precinct
-  Community Park Sub-Area

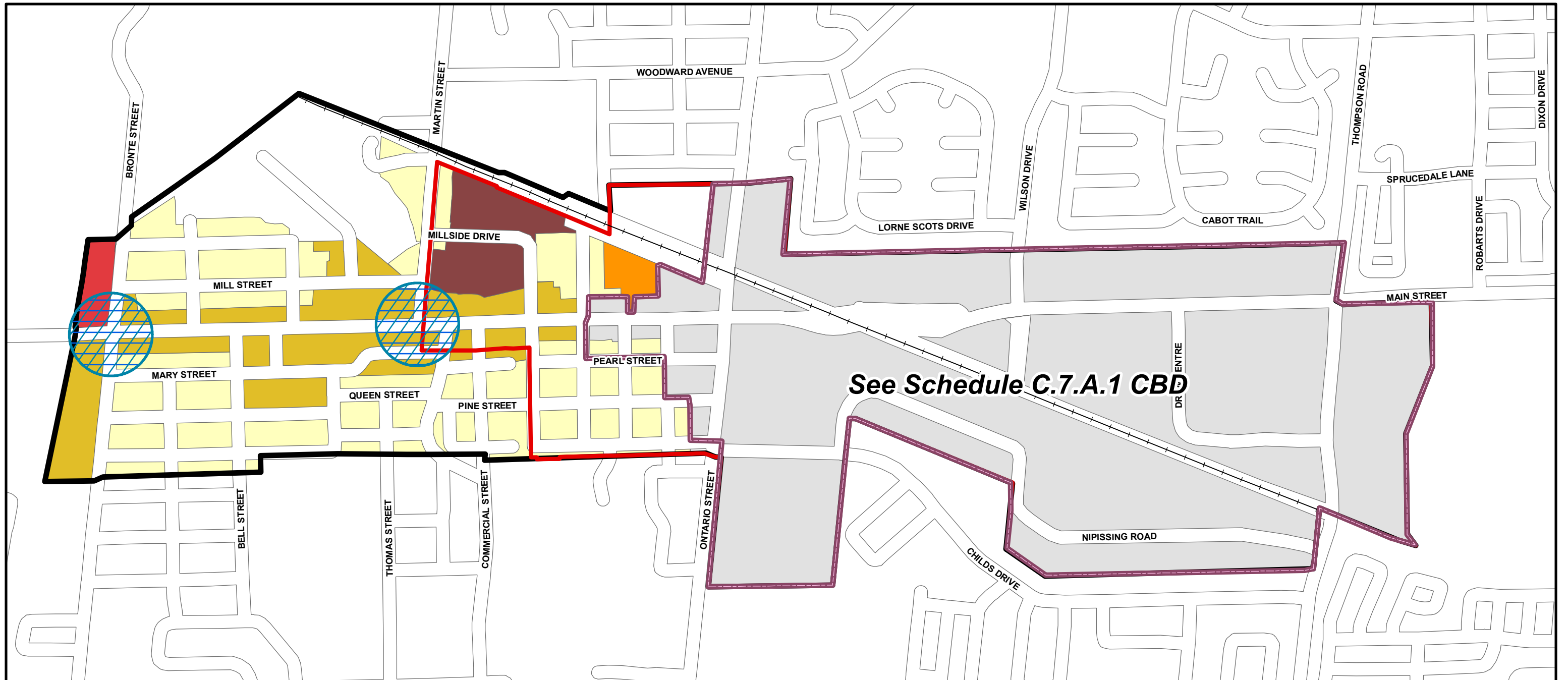
-  Low Density Residential Sub-Area
-  Natural Heritage System
-  Regulatory Flood Plain
- Active Frontages**
-  

**TOWN OF MILTON
OFFICIAL PLAN**
Schedule C
**Central Business District
Land Use Plan**



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January, 2022



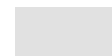
 Urban Growth Centre Boundary
(Revised by ROPA 48)

 Central Business District Boundary


 Milton GO MTSA/Downtown Milton UGC


 Transition Areas


 Gateways


 See Schedule C.7.A.1 CBD

Maximum Heights

 1-2 Storeys

 3-4 Storeys

 6-8 Storeys

 10-14 Storeys

 18 Storeys **Subject to appeal*

**TOWN OF MILTON
OFFICIAL PLAN**

**CENTRAL BUSINESS DISTRICT
SECONDARY PLAN**

Schedule C.7.A.CBD

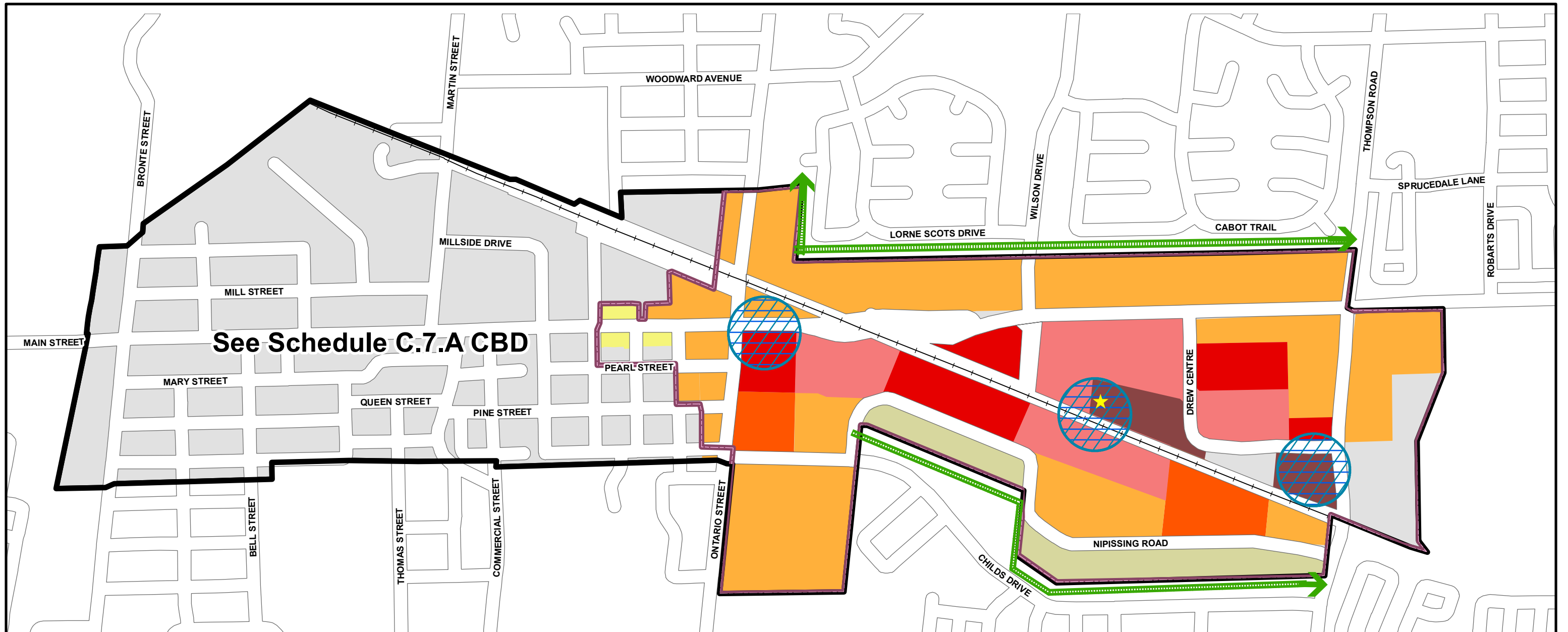
Central Business District
Height Limits
















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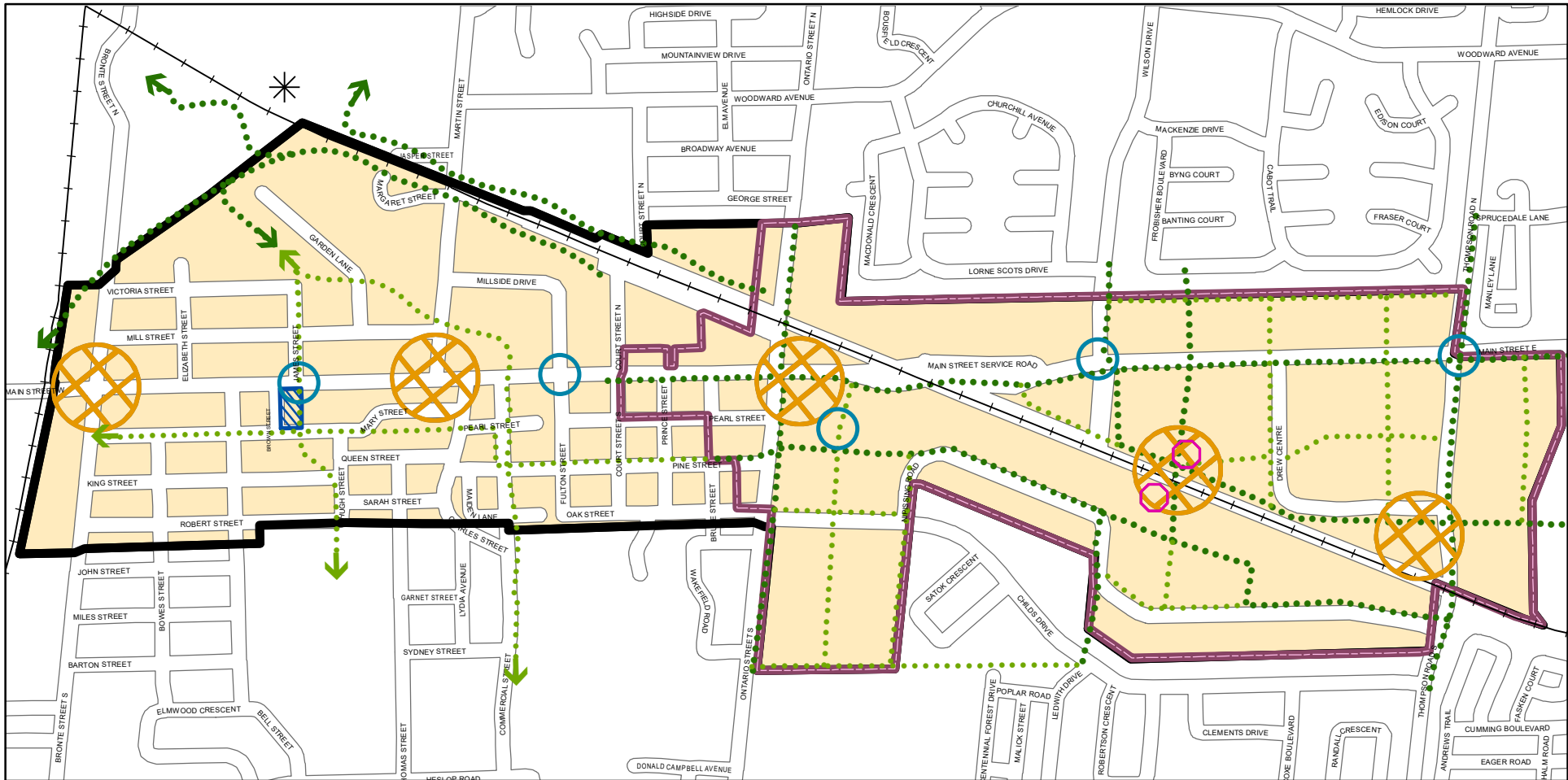


-  Central Business District Boundary
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule C.7.A CBD
-  Transition Areas
-  Gateways

| Maximum Heights | | Maximum Density |
|---|------------|-----------------|
|  | 4 Storeys | 2.0 FSI |
|  | 6 Storeys | 3.0 FSI |
|  | 8 Storeys | 4.0 FSI |
|  | 15 Storeys | 5.0 FSI |
|  | 23 Storeys | 5.0 FSI |
|  | 27 Storeys | 6.0 FSI |
|  | 31 Storeys | 6.0 FSI |
|  | 33 Storeys | 6.0 FSI |



TOWN OF MILTON
OFFICIAL PLAN
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.A.1 CBD
 Central Business District
 Milton GO MTSA/Downtown Milton UGC
 Height & Density Limits



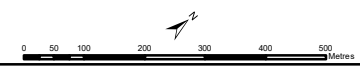


-  Major Linkage
-  Minor Linkage
-  Future Crossing
-  Urban Square

-  Focal Point
-  Gateway
-  Station Plaza

-  Central Business District Boundary
-  Milton GO MTSA/Downtown Milton UGC

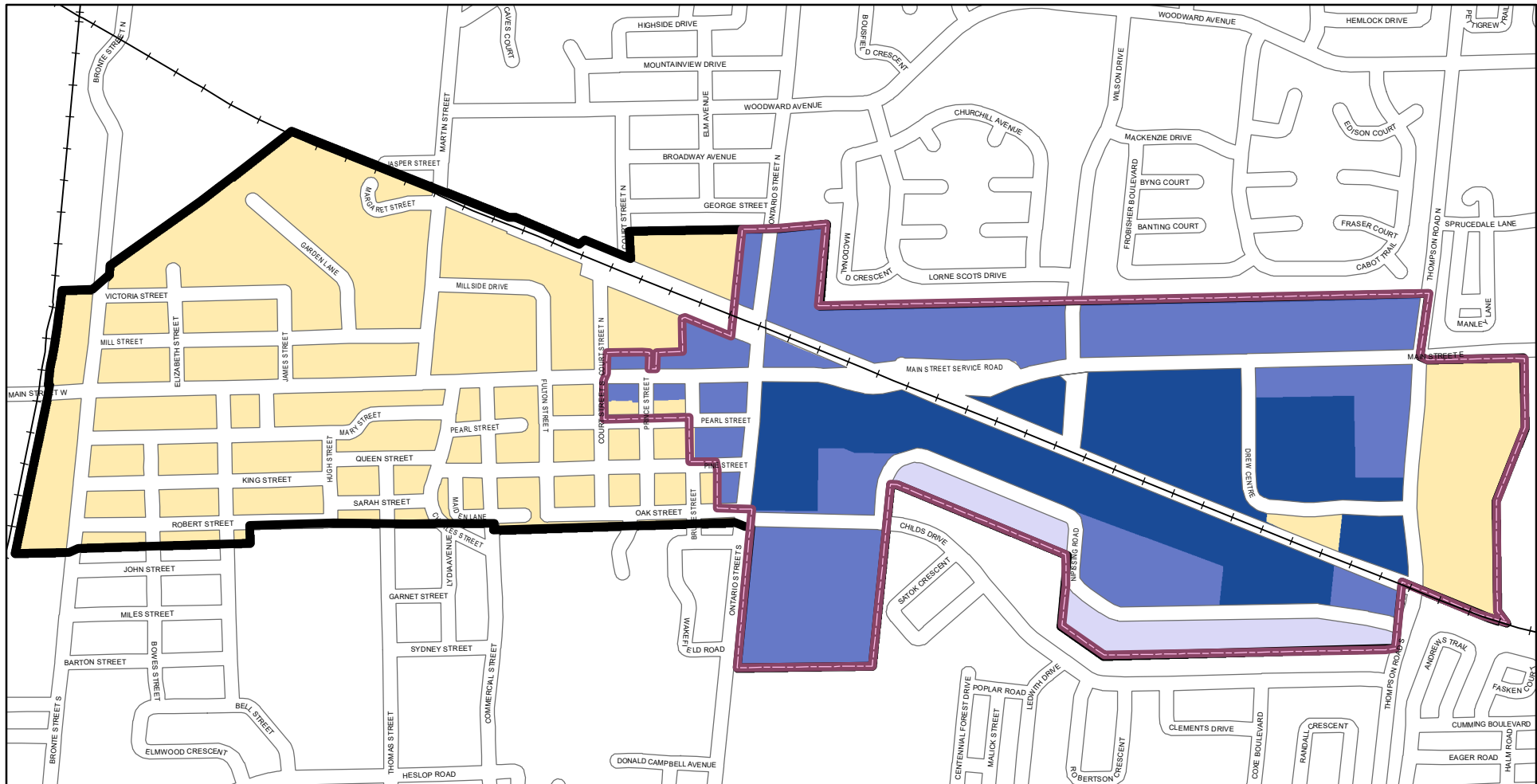
**TOWN OF MILTON
OFFICIAL PLAN
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.B.CBD**
Open Space, Linkages and Nodes





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-  Milton GO MTSA/Downtown Milton UGC
-  Central Business District Boundary

Minimum Density

-  FSI 1.0
-  FSI 2.0
-  FSI 3.0

**TOWN OF MILTON
OFFICIAL PLAN
Schedule C.7.C.CBD**

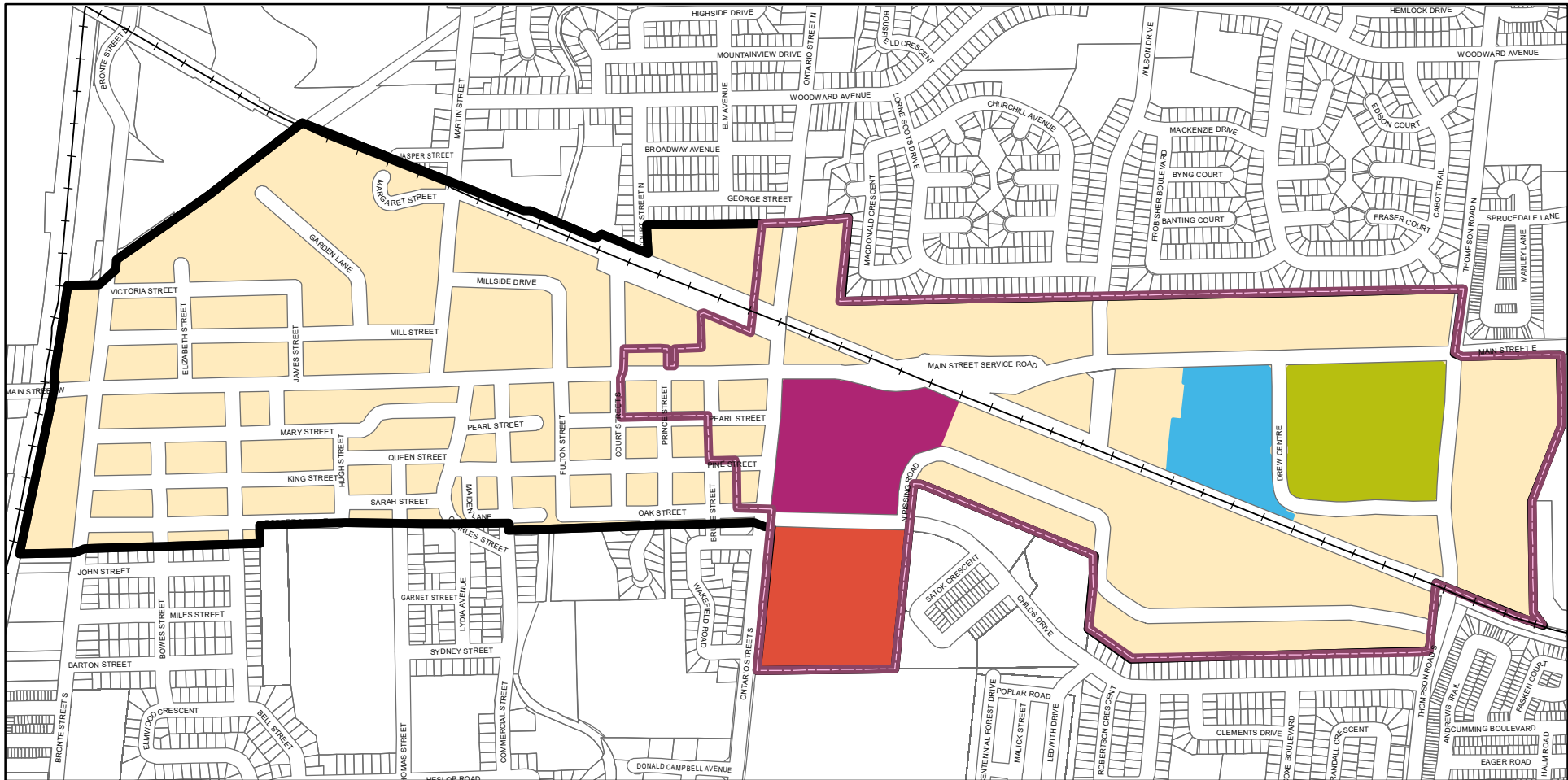
Central Business District
Minimum Block Level Densities



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 Milton GO MTSA/Downtown Milton UGC

 Central Business District Boundary

Development Blocks

 A - Region of Halton Allendale Campus

 B - Milton Mall

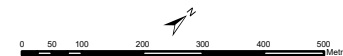
 C - Metrolinx

 D - Milton Commons

**TOWN OF MILTON
OFFICIAL PLAN**

**CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.D.CBD**

Development Blocks



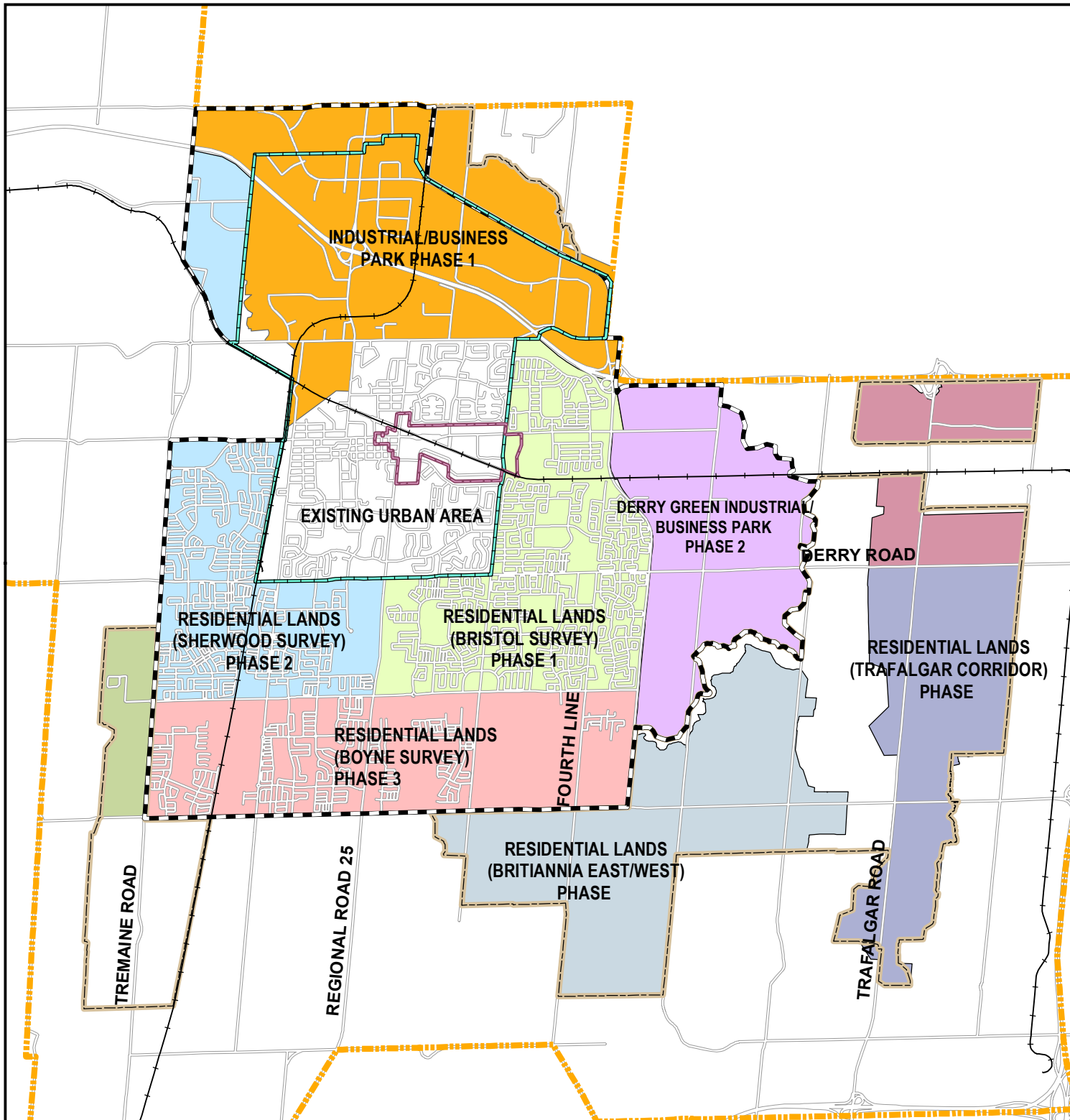
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


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TOWN OF MILTON OFFICIAL PLAN

Schedule H Phasing of Urban Expansion



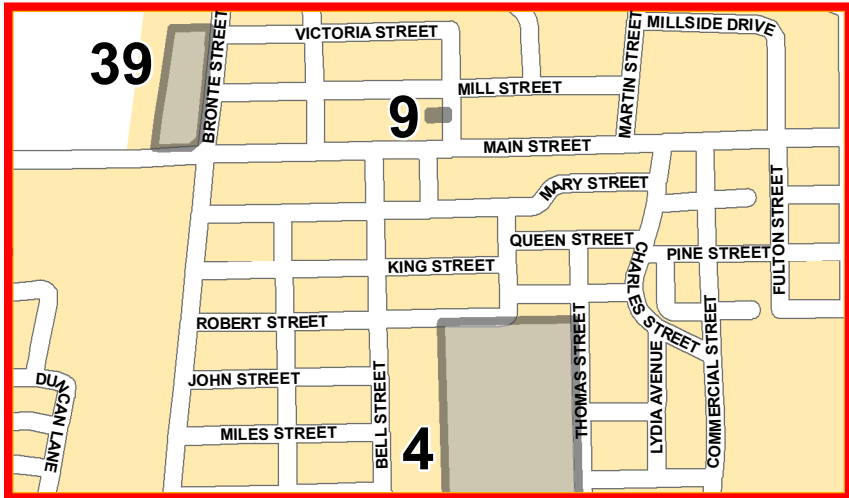
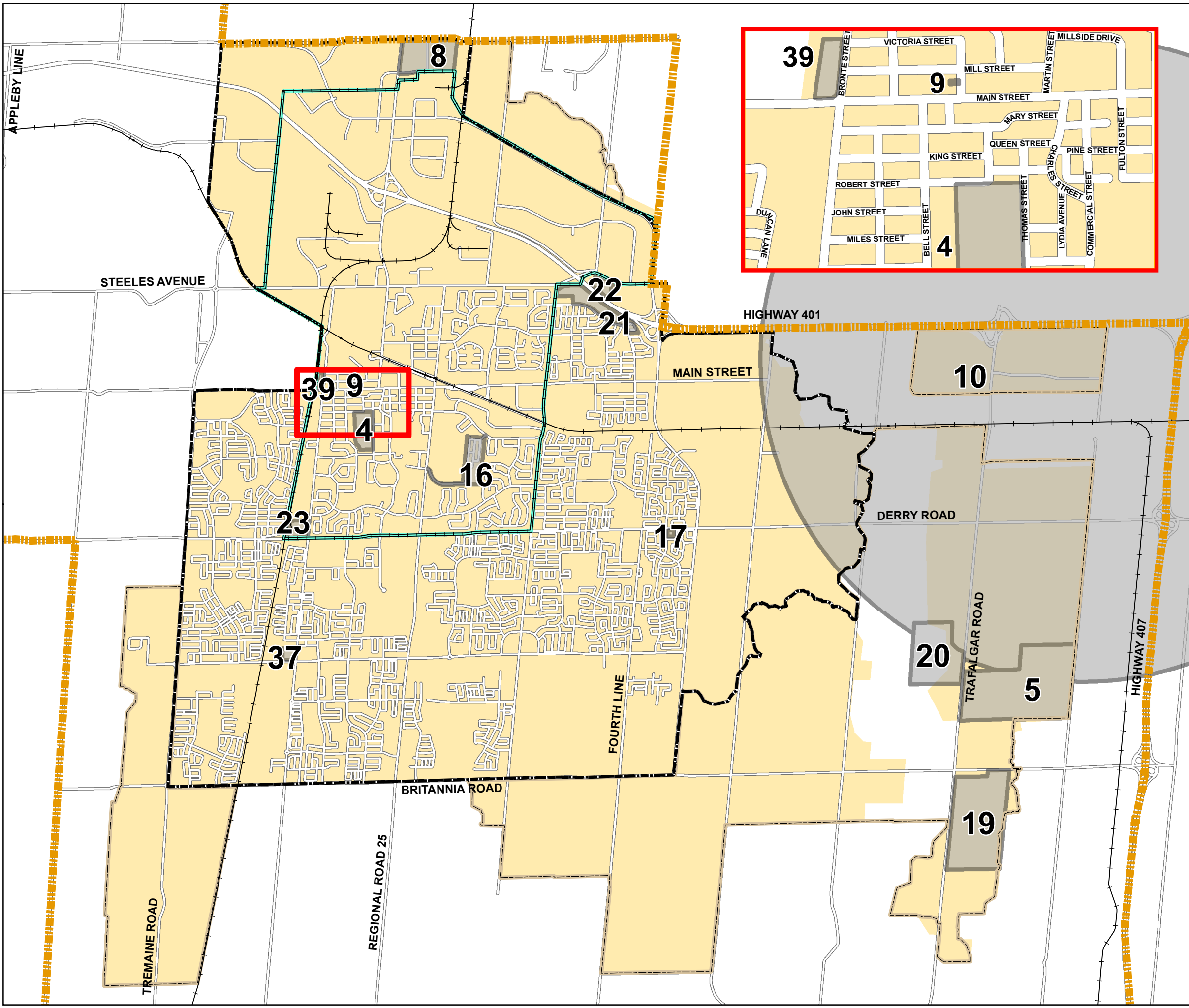
-  URBAN GROWTH CENTRE/MAJOR TRANSIT STATION AREA BOUNDARY
-  ESTABLISHED URBAN AREA
-  FUTURE GROWTH AREA
-  HUSP AREA
-  NON-RESIDENTIAL PHASE 1
-  NON-RESIDENTIAL PHASE II
-  RESIDENTIAL PHASE I
-  RESIDENTIAL PHASE II
-  RESIDENTIAL PHASE III
-  AGERTON
-  BRITANNIA EAST/WEST
-  MILTON EDUCATION VILLAGE
-  TRAFALGAR CORRIDOR
-  TOWN OF MILTON BOUNDARY
-  RAILWAY



NAD 1983 - UTM Zone 17N
 0 0.7 1.4 2.1 2.8 Kilometres

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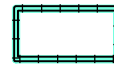



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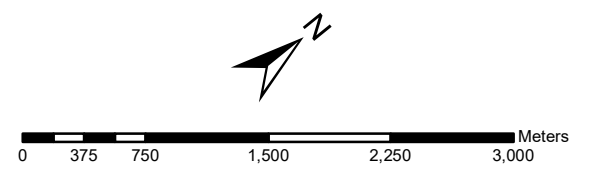


TOWN OF MILTON OFFICIAL PLAN

Schedule I1

Urban Area Specific Policy Areas (Refer to section 4.11)

-  MILTON BOUNDARY
-  ESTABLISHED URBAN AREA BOUNDARY
-  HUSP URBAN AREA BOUNDARY
-  URBAN AREA
-  SPECIFIC POLICY AREA & NUMBER



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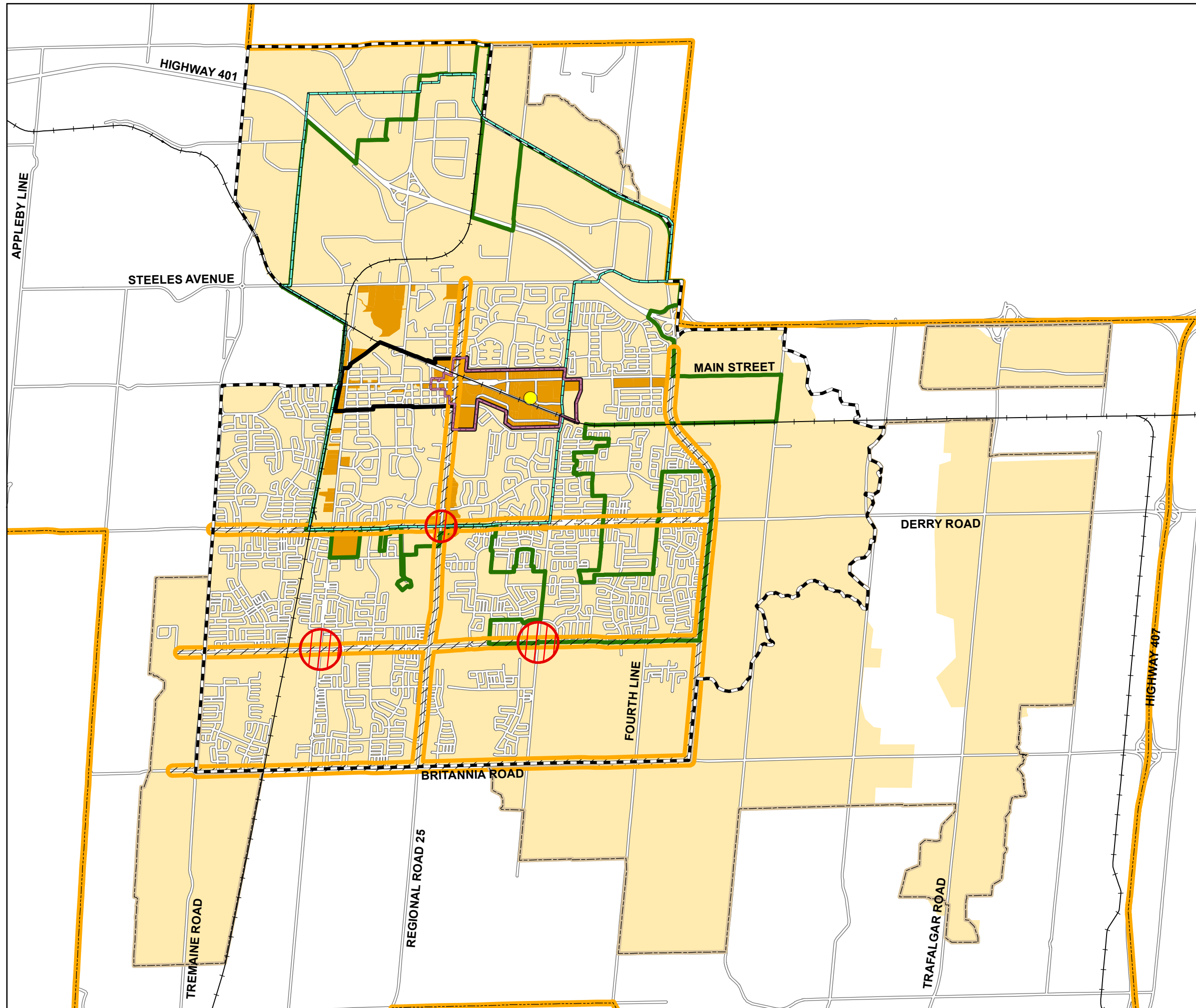
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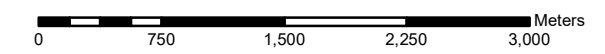
TOWN OF MILTON OFFICIAL PLAN

Schedule K

Intensification Areas



-  Intensification Corridor
-  Strategic Growth Areas
-  Built Boundary
-  Central Business District
-  Established Urban Area
-  HUSP Urban Area
-  Urban Growth Centre/Major Transit Station Area Boundary
-  SHP Urban Area Boundary
-  Urban Area
-  Town of Milton Boundary
-  Rail
-  Major Transit Station Area
-  Secondary Mixed Use Node



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November, 2021

Track Changes to the Town’s Official Plan

The table below identifies changes to the text of the Town’s Official Plan and reasons for the proposed change. The proposed changes are shown as **additions** and **deletions**. Where the changes are modified in response to comments received they are shown as **red underlined text**.

| Ref. # | Section | Proposed Change | Reason for Change |
|--------|---------|---|---|
| 1 | 1.3 | [...]Notwithstanding the foregoing, the policies of this Plan, as amended by Official Plan Amendment 31, shall apply to that area of Bristol Survey identified as Specific Policy Area No. 24 and designated Urban Growth Centre Mixed Use Sub Area. | Specific Policy Area No.24 is redundant. |
| 2 | 2.1.4.7 | Within the Urban Growth Centre as identified on Schedule H/ <i>Major Transit Station Area</i> , a minimum <i>development density</i> of 200 persons and jobs combined per gross hectare is to be achieved by 2031 or earlier subject to the availability of appropriate <i>infrastructure</i> . <i>Over the long-term, the Town shall plan to achieve the general target for an overall proportion of 80% residents and 20% jobs in the Urban Growth Centre/Major Transit Station Area.</i> | To remove an erroneous reference to Schedule H and add reference to the Major Transit Station Area and the general target for an overall proportion of residents to jobs, in conformity with the Regional Official Plan (ROPA 48). |
| 3 | 2.1.4.8 | The minimum <i>block-level densities</i> required to achieve the gross <i>development density target</i> within the Urban Growth Centre/Major Transit Station Area are shown on Schedule C.7.C.CBD. <i>Additional height and density beyond the target for the Urban Growth Centre minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule C.7.A.CBD.</i> | To prescribe minimum development densities for lands within the UGC/MTSA in conformity with the Regional Official Plan policy 79.3(7)b (ROPA 48), subject to maximum building heights and densities identified in accordance with the Planning Act. |
| 4 | 2.1.6.2 | <i>Intensification Strategic Growth Areas</i> <i>Strategic Growth Areas</i> are located within the <i>Urban Area</i> and consist of the <i>Urban Growth Centre, Major Transit Station Areas, Intensification Corridors</i> and <i>Secondary Mixed</i> | To align the defined term with the Regional Official Plan (ROPA 48). |

| | | | |
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| | | Use Nodes along with specific sites. [...] | |
| 5 | 2.1.6.3 | <i>Intensification</i> and the development of <i>Intensification</i> <i>Strategic Growth Areas</i> shall be promoted to achieve the following objectives: [...] | To align the defined term with the Regional Official Plan (ROPA 48). |
| 6 | 2.1.6.4 | In addition to the specific <i>Intensification</i> <i>Strategic Growth Areas</i> identified in Section 2.1.6.2, <i>intensification</i> may also occur within Major Nodes and Minor-Sub Nodes. Major Nodes are integrated concentrations of mixed uses and higher residential densities located at key intersections within <i>Intensification Corridors</i> . [...] | To align the defined term with the Regional Official Plan (ROPA 48). |
| 7 | 2.1.6.5 d) | Direct <i>development</i> with higher densities, including mixed uses and <i>transit supportive</i> land uses to <i>Intensification</i> <i>Strategic Growth Areas</i> ; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 8 | 2.1.6.5 e) | Encourage alternative design standards for Arterial Roads through <i>Intensification</i> <i>Strategic Growth Areas</i> to promote <i>active transportation</i> , pedestrian-oriented <i>development</i> and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 9 | 2.1.6.5 f) | Ensure the proper integration of <i>Intensification</i> <i>Strategic Growth Areas</i> with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical <i>character</i> of these neighbourhoods through urban design; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 10 | 2.1.6.5 h) | Prohibit site-specific Official Plan or Zoning By-law amendments to reduce <i>development density</i> within an <i>Intensification</i> <i>Strategic Growth Area</i> except through a <i>municipal</i> | To align the defined term with the Regional Official Plan (ROPA 48). |

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| | | <i>comprehensive review</i> or a review of the Area-Specific Plan for the <i>Intensification</i> <i>Strategic Growth Area</i> ; | |
| 11 | 2.1.6.5 j) | Consider <i>intensification</i> and <i>development</i> of <i>Intensification</i> <i>Strategic Growth Areas</i> as the highest priority of urban <i>development</i> within the <i>Town</i> and consider programs and incentives, including Community Improvement Plans, <i>Community Planning Permit System</i> , and <i>Inclusionary Zoning in the Protected Major Transit Station Area</i> under the Planning Act, to promote and support intensification; | To align the defined term with the Regional Official Plan (ROPA 48) and add a reference to Community Planning Permit System and Inclusionary Zoning in conformity with the Regional Official Plan (ROPA 48). |
| 12 | 2.1.6.5 k) | Pre-zone <i>intensification</i> <i>Strategic Growth Areas</i> or sites that are suitable for intensification, where locations were established through a secondary planning exercise or other public process; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 13 | 2.1.6.5 l) | Adopt parking standards for <i>Intensification</i> <i>Strategic Growth Areas</i> that promote the use of <i>active transportation</i> and public transit; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 14 | 2.1.6.5 m) | Consider incentives to promote the <i>development</i> of <i>Intensification</i> <i>Strategic Growth Areas</i> ; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 15 | 2.1.6.5 n) | Direct Regional, local and other <i>public agency</i> services and facilities, appropriate in an urban setting, to <i>Intensification</i> <i>Strategic Growth Areas</i> ; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 16 | 2.1.6.5 p) | Monitor, in conjunction with the <i>Region</i> , the performance of the <i>Intensification</i> <i>Strategic Growth Areas</i> in achieving the goals and objectives and implementing the policies and targets of this Plan; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 17 | 2.1.6.5 q) | The introduction of a new <i>Intensification</i> <i>Strategic Growth Area</i> or the redevelopment of an existing <i>Intensification</i> <i>Strategic</i> | To align the defined term with the Regional Official Plan (ROPA 48). |

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| | | <p><i>Growth Area</i> shall require the preparation of detailed official plan policies or an <i>Area-Specific Plan</i> in accordance with Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of this Plan, and incorporating the following:</p> <ul style="list-style-type: none"> i) a transportation network designed to integrate <i>active transportation</i>, local transit services and inter-municipal/inter-regional <i>higher order transit</i> services; ii) urban design guidelines to promote <i>active transportation</i> and transit supportive land uses; iii) a demonstration of the regard for the Regional Healthy Community Guidelines; and, iv) a network of <i>active transportation</i> facilities that serves a transportation function and provides convenient access to Intensification <i>Strategic Growth Areas</i> and transit routes. | |
| 18 | 2.1.6.5 u) | <p>Encourage the early introduction of transit service in Intensification <i>Strategic Growth Areas</i> and support Intensification <i>Strategic Growth Areas</i> by extending transit services to Intensification <i>Strategic Growth Areas</i> and areas where transit supportive densities will be achieved.</p> | To align the defined term with the Regional Official Plan (ROPA 48). |
| 19 | 2.6.3.1 d) | <p>include the provision of a public transit system which targets a high level of public transit usage in the Urban Area of approximately 20 percent of all trips by 2016 require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031;</p> | To update and align the policy with the Halton Region Transportation Master Plan (TMP) and the Town of Milton TMP. |
| 20 | 2.6.3.1 g) | <p>include the early introduction of public transit service to new <i>development</i> and redevelopment</p> | To align the defined term with the Regional Official Plan (ROPA 48). |

| | | | |
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| | | areas and in <i>Intensification Strategic Growth Areas</i> wherever economically feasible; | |
| 21 | TABLE 2 - FUNCTION OF TRANSPORTATION FACILITIES | Complements <i>Intensification Strategic Growth Areas</i> | To align the defined term with the Regional Official Plan (ROPA 48). |
| 22 | 2.7.1 k) | <ul style="list-style-type: none"> encouraging and promoting assisted and <i>affordable housing</i> in <i>intensification</i> <i>Strategic Growth Areas</i> where public transit, retail, and other facilities are readily accessible. | To align the defined term with the Regional Official Plan (ROPA 48). |
| 23 | 2.7.3.13 d) | redevelopment, which includes the replacement of existing residential uses with compatible new residential developments at a higher density; or, except in Employment Areas, the replacement of non-residential uses with compatible residential or mixed use developments with a residential component and which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use. | To move the policy for redevelopment of non-residential uses outside Employment Areas to a new policy 2.7.3.13 e) in conformity with Regional Official Plan policy 77(22) (ROPA 48). |
| 24 | 2.7.3.13 e) [new] | <p><i>outside Employment Areas, the redevelopment of employment lands with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:</i></p> <p>i) <u><i>a similar amount of commercial and/or employment floor area is provided in the new development that was previously on the site; or,</i></u></p> <p>ii) <u><i>through a site specific Zoning By-Law amendment, a technical study is completed demonstrating to the satisfaction of the Town that</i></u></p> | To add a new policy for the redevelopment of employment lands outside Employment Areas in conformity with Regional Official Plan policy 77(22) (ROPA 48). |

| | | | |
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| | | <u>space to accommodate a similar number of jobs as existing shall be made available prior to the commencement of, or concurrent with, the proposed development.</u> | |
| 25 | 2.8.3.1 | The Town shall encourage the preparation of urban design and site planning guidelines and <i>transit-supportive</i> design criteria [...] | The term ‘transit-supportive’ is italicized as a new defined term. |
| 26 | 2.8.3.18 [1] [new] | <i>Tall building tower design and siting should maximize sunlight penetration and views between buildings, including views of the sky, and minimize shadows cast on private rear yards, the public realm, school yards and parks. Tower separation and orientation, as well as floorplate size control, should have regard to the Town’s Tall Building Design Guidelines.</i> | To add a new policy for tall building tower design in keeping with the Milton Mobility Hub Urban Design Guidelines. |
| 27 | 2.11.2.14 | To identify intensification <i>Strategic Growth Areas</i> as the highest priority of Urban development. | To align the defined term with the Regional Official Plan (ROPA 48). |
| 28 | 2.11.3.6 m) | promote <i>intensification</i> and development of intensification <i>Strategic Growth Areas</i> as the highest priority of urban development and implement programs and incentives to promote and support intensification. | To align the defined term with the Regional Official Plan (ROPA 48). |
| 29 | 3.2.1.2 | <i>Intensification</i> within the “Residential Area” designation is encouraged within the <i>built-up</i> area and is generally directed to the intensification-a <i>Strategic Growth Areas</i> and to nodes and corridors as identified on Schedule “K” and in Section 2.1.6 of this Plan. [...] | To align the defined term with the Regional Official Plan (ROPA 48). |
| 30 | 3.2.1.3 | Residential <i>intensification</i> outside of intensification <i>Strategic Growth Areas</i> will generally occur through infilling that is compatible with | To align the defined term with the Regional Official Plan (ROPA 48). |

| | | | |
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| | | and respectful of the existing <i>character</i> of the residential neighbourhood areas. | |
| 31 | 3.5.1.1 | <p>The “Central Business District” (CBD) as identified on Schedule “B”, composed of the historic downtown area and the Urban Growth Centre (UGC), is the focal point of the municipality. It is composed of the historic downtown area and the Downtown Milton Urban Growth Centre (UGC)/Milton GO Major Transit Station Area (MTSA). The UGC/MTSA, as identified on Schedule “C”, will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, cultural and entertainment uses.</p> <p>The UGC/MTSA is the primary focus for intensification and therefore is subject to the policies for Intensification Strategic Growth Areas as set out in Section 2.1.6 of this Plan, as appropriate.</p> | To recognize the MTSA as delineated through ROPA 48 and the realignment of the UGC to coincide with the MTSA boundary. |
| 32 | 3.5.1.2 c) | Accommodate a significant share of population and employment growth, and within the UGC/ MTSA , achieve a minimum <i>development density</i> of 200 residents and jobs per gross hectare by 2031 or earlier, subject to the availability of appropriate infrastructure. | To add reference to the MTSA designation in conformity with the Regional Official Plan (ROPA 48). |
| 33 | 3.5.1.2 d) [new] | Achieve the general target for an overall proportion of 80% residents and 20% jobs in the UGC/MTSA, over the long term. | To add a reference to the target proportion of residents to jobs in conformity with the Regional Official Plan. |
| 34 | 3.5.1.3 [new] | <u>Progress toward achieving the general target proportion of residents and jobs shall be monitored at intervals not less frequently than at the time of the next comprehensive Official Plan Review. If there are significant</u> | To be in conformity with the Regional Official Plan (ROPA 48). |

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| | | <u>deficits or deviations from these targets, a strategy may be developed to redress them in conjunction with the Region.</u> | |
| 35 | 3.5.3.3 [new] | <u>As the UGC/MTSA develops, ongoing monitoring of growth will assist in the assessment of future community facility and infrastructure needs. The Town shall work in collaboration with the Region, School Boards and other public agencies to enable the timely delivery of community facilities and infrastructure as needs are identified.</u> | To address comments made by the Halton Catholic District School Board. |
| 36 | 3.5.3.7 | <i>Transit-supportive</i> densities and pedestrian oriented, <i>streetscapes active frontages</i> and improvements to the <i>public realm</i> that revitalize and enhance the character of the Central Business District are required. | To reference the new defined terms. |
| 37 | 3.5.3.15 | Building heights The maximum permitted building heights and densities shall be in accordance with the ranges provided on Schedule C.7.A.CBD <u>and Schedule C.7.A.1.CBD.</u> | To reference the maximum building heights and densities identified on new Schedule C.7.A.1.CBD. |
| 38 | 3.5.3.20 | ACTIVE FRONTAGES Active Frontages have been identified in Schedule C along the south side of Main Street (between Brown Street and Sixteen Mile Creek) and the north side of Main Street (between James Street and Martin Street) in the Downtown Supportive Area and in the UGC/MTSA to reinforce the character of these frontages as lively, pedestrian oriented, and interactive street fronts. Generally, buildings along <i>Active Frontages</i> will be located at the street edge minimum setback to help frame and animate the street. Development at street level in the <i>Active Frontages</i> shall be required to: | To add a reference to the new 'Active Frontage' areas in the UGC/MTSA; and to recognize that buildings along some Active Frontages in the UGC/MTSA are to be located at a recommended setback, which may not always be at the street edge; and to acknowledge that the building height limit of four storeys only applies to Active Frontages within the Downtown Supportive Area. |

| | | | |
|----|-------------|---|---|
| | | <p>[a) to c)]</p> <p>All buildings shall be designed to reflect the Downtown Main Street context and should have detailed and well-articulated street level façades with high quality materials. Blank walls facing a street, lane or public open space shall be avoided. At ‘gateway’ locations the street level façade treatment should wrap around the street corner. In the Downtown Supportive Area, buildings greater than four-storeys in height will not be permitted in <i>Active Frontages</i> in order to protect the pedestrian scale and character of Downtown Main Street.</p> | |
| 39 | 3.5.3.22 | <p>The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the CBD and UGC/MTSA. It is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the <i>Town’s</i> population and employment growth supported by Regional scale public services and major transit <i>infrastructure</i>.</p> | <p>To identify the Urban Growth Centre Mixed Use Sub-Area as the major land use designation in the UGC/MTSA.</p> |
| 40 | 3.5.3.24 a) | <p>Land assembly to create larger viable holdings and facilitate comprehensive redevelopment Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the <i>Open Space Linkages</i> shown on Schedule C.7.B.CBD;</p> | <p>To clarify the general intent and purpose of the policy in keeping with the direction of the Milton Mobility Hub Study.</p> |
| 41 | 3.5.3.24 b) | <p>Pedestrian traffic generating oriented activities, particularly retail commercial uses and restaurants, shall be located at grade level, with upper floor residential and <i>office uses</i> in upper storey locations, except within</p> | <p>To clarify the general intent and purpose of the policy in keeping with the direction of the Milton Mobility Hub Study and to add reference to the <i>Active Frontage</i> areas.</p> |

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| | | purpose designed buildings shall be encouraged, especially in the Active Frontage areas in accordance with 3.5.3.20 and at the Gateways and Focal Points shown on Schedule C.7.B.CBD; | |
| 42 | 3.5.3.2.4 e) | Buildings abutting established residential neighbourhoods shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms. <u>Where applicable, development proposals shall be subject to Section 2.10, Subsections 3.2.1.8 to 3.2.1.12 inclusive, and subsection 5.6.3 of this Plan ;</u> | To acknowledge and be consistent with the results of the Town's Mature Neighbourhoods Study, where the two Study areas interface and overlap. |
| 43 | 3.5.3.24 f) | Generally, buildings shall be oriented towards the street and positioned to create a sense of enclosure along the street. All new buildings surrounding the Milton GO Station, and along internal local streets within the Active Frontage Areas, shall be located close to or at the street line to encourage retail activity. Along the south side of Main Street East, buildings will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate a double row of street trees, landscape elements and furnishing/marketing zones. Along Ontario Street and Thompson Road landscape setbacks will be required for additional tree planting and greening to the frontages of new developments. Generally, setbacks should be unencumbered with no below grade structures so that trees and other planting can grow to a mature size. | To reflect the built form recommendations of the Milton Mobility Hub Study and Urban Design Guidelines. |
| 44 | 3.5.3.24 g) | Building heights may be increased within the Major Transit Station | To reflect the built form recommendations of the Milton |

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| | | <p>Area as shown on Schedule C and The tallest buildings shall be in gateway locations as shown on Schedule C.7.A B.CBD, with the greatest building height peak at the Milton GO Station. The tower portion of tall buildings on the south side of Main Street shall be stepped back substantially from the front face of the podium. This tower step back will be required to maintain a predominantly mid-rise character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and shadow impacts on the pedestrian environment. The maximum prescribed building heights and densities may be exceeded within the Major Transit Station Area when the development or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which: <u>i) a non-profit housing provider has an interest that is greater than 51 per cent, and</u> <u>ii) a minimum of 51 per cent of the units are intended as affordable or assisted housing.</u> in accordance with the applicable bonus policies of this Plan; and,</p> | <p>Mobility Hub Study and Urban Design Guidelines.</p> |
| 45 | 3.5.3.24 h) | <p>Development shall be designed transit supportive to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage walking and cycling active transportation.</p> | <p>To acknowledge and apply defined terms consistent and in conformity with Provincial and Regional policy.</p> |
| 46 | 3.5.3.24 i) [new] | <p>The installation of on-street and off-street electric vehicle charging stations shall be encouraged.</p> | <p>To be in accordance with the Town's Climate Change work plan.</p> |
| 47 | 3.5.3.24 j) [new] | <p>Planning proposals need to demonstrate how land use compatibility has been assessed and addressed in accordance with</p> | <p>To be consistent with Provincial policy and in conformity with the Regional Official Plan (ROPA) 48 in</p> |

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| | | <p>any applicable guidelines, with the use of mitigation as needed, including the following:</p> <ul style="list-style-type: none"> i) The zoning is use-specific i.e. only the existing or proposed industrial or <i>sensitive land use</i> is permitted. ii) Using holding by-laws and interim control by-laws. These can hold development until <i>compatibility studies</i> are completed and/or mitigation (as needed) is undertaken. iii) Staging redevelopment to coincide with the phasing out of major industrial facilities. iv) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of <i>sensitive land uses</i>. v) Putting in place long-term monitoring and maintenance requirements for mitigation measures. <p>Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.</p> | <p>accordance with applicable guidelines.</p> |
| 48 | 3.5.3.24 k) [new] | <p>vi) New development within 75m of the railways right of way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations.</p> | <p>To be consistent with Provincial policy and applicable guidelines.</p> |
| 49 | 3.5.3.26 | <p>A new trail system shall be developed along each side of the rail line from Thompson Road to Ontario Street. A network of Major and Minor Linkages as described in 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide <i>active transportation</i> connections from the Milton GO Station to the</p> | <p>To identify Major and Minor Linkages and clarify their general intent and purpose.</p> |

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| | | wider community and to improve linkages through the MTSA. | |
| 50 | 3.5.3.27 | The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre/ <i>Major Transit Station Area</i> and replacement with intensive, high density residential, <i>office</i> and <i>institutional uses</i> shall be promoted, subject to 2.7.3.13 e). | To identify the MTSA designation and add a reference to 2.7.3.13 in relation to the redevelopment of employment uses and buildings. |
| 51 | 3.5.3.28 | Redevelopment of large surface parking areas, particularly the GO Station parking area fronting on Main Street, is encouraged. A new urban square, located along the Main Street frontage, shall be a prominent The GO Station Gateway should include new urban plazas with active grade related buildings at both entrances as a feature of any redevelopment proposal for the GO Station site. | To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines. |
| 52 | 3.5.3.29 | A Comprehensive <i>Development Plan</i> shall be required in support of any major redevelopment proposal. A major redevelopment proposal consists of either multiple purpose designed buildings or a single building having a gross floor area exceeding 10,000 square metres. The Comprehensive <i>Development Plan</i> shall include: a) a detailed overall concept plan, identifying the location and use(s) of all of the proposed buildings and structures; b) a detailed phasing strategy, if applicable, that describes the sequencing of <i>development</i> and the timing of any <i>infrastructure</i> improvements; c) the location of any lands and/or facilities to be dedicated to the <i>Town</i> as a condition of approval; | |

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| | | <p>d) conceptual building elevation drawings and/or a computer generated three dimensional model illustrating the proposed <i>character</i>, massing, scale and design of the <i>development</i> including architectural detailing;</p> <p>e) the location of appropriate access points onto the abutting road network;</p> <p>f) the location and layout of access and parking areas and pedestrian and vehicular circulation routes, including access to service areas, in the context of an overall parking management strategy;</p> <p>g) urban design guidelines, landscaping plans and proposed streetscape treatments and sustainable design elements including street <i>trees</i>, plant materials, paving treatments, street furniture, waste and recycling containers and bicycle parking facilities; and,</p> <p>h) a detailed Functional Servicing Report identifying the location of stormwater management facilities/controls.</p> <p><u>Schedule C.7.D.CBD identifies four 'Development Blocks'. These lands represent opportunities for major development and intensification through comprehensively planned and phased redevelopment. The prescribed maximum building heights and development densities may be varied through a Comprehensive Development Plan for the entire 'Development Block'. As part of development approval for lands in a Development Block, development or redevelopment will be based on a Comprehensive Development Plan, which is to be prepared by the development proponent in consultation with the Town and</u></p> | |
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| | | <p><u>other relevant stakeholders. The Comprehensive Development Plan will be generally consistent with the policies in this Plan. It will be required to demonstrate:</u></p> <p><u>a) how the ultimate build-out of the ‘Development Block’ will achieve the required minimum block-level density measured across the site as a whole;</u></p> <p><u>b) how the Development Plan responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and</u></p> <p><u>c) how the development will address any community facility and infrastructure needs identified by the Town in accordance with sub-section 3.5.3.3.</u></p> <p><u>Upon completion, the Comprehensive Development Plan for a ‘Development Block’ shall be submitted to Council for endorsement without amendment to this Plan. Endorsement of one Comprehensive Development Plan does not preclude alternatives or future modifications from being endorsed by Council and does not preclude consideration of interim development proposals in accordance with the policies of this Plan.</u></p> | |
| 53 | 3.5.3.30 | <p><i>Development proposals which would have the effect of reducing the may prejudice or inhibit the achievement of the gross development density target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan or the minimum height block level densities required by 2.1.4.8 as shown on Schedule C.7.AC.CBD on a site shall be prohibited unless it is part of a municipal comprehensive review or the review of the Secondary</i></p> | <p>To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48) and to allow flexibility for consideration of interim development proposals. .</p> |

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| | | <p>Plan for the Central Business District. <u>Interim development proposals in the form of small-scale building additions or stand alone buildings in connection with an existing use, which result in short-term development below the minimum prescribed block-level densities, may be permitted provided that:</u></p> <ul style="list-style-type: none"> a) <u>The proposed building or addition has a gross floor area of less than 500 square metres;</u> b) <u>the development does not prejudice or inhibit the long-term re-development of the site as envisioned by this Plan;</u> c) <u>the development is consistent with the achievement of a compact, pedestrian-oriented and transit-supportive urban form;</u> d) <u>the development does not include residential uses.</u> | |
| 54 | 3.5.3.31 | <p>Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the <i>intensification</i> and mixed-use objectives of this Plan, including the <i>intensification</i> target set out in Section 2.1.4.3 and the minimum gross development density target set out in Section 3.5.3.3 2.1.4.7 and 3.5.1.2 c) of this Plan, together with the minimum block level densities required by 2.1.4.8. A holding provision (H) may be implemented through the Zoning By-law amendment in order to ensure that place a hold on the proposed development until:</p> | To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48) |

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| | | <p>a) <i>Compatibility studies and mitigation (as may be needed) are completed to assess and address, for example, air quality, traffic, noise and vibration;</i></p> <p>b) <i>municipal services are adequate and available;</i></p> <p>c) <i>a Comprehensive Development Plan is completed, where required in accordance with 3.5.3.29, including an Urban Design Brief; and,</i></p> <p>d) <i>the Town is satisfied that the development:</i></p> <p style="padding-left: 20px;">a) <i>i) is consistent with and conforms to all other relevant policies of this Plan the Province, the Region and the Town;</i></p> <p style="padding-left: 20px;">b) <i>ii) is sensitive to the character of adjacent residential neighbourhoods with respect to sun shadowing, building height, massing and setbacks and provides for suitable transition; and,</i></p> <p style="padding-left: 20px;">c) <i>iii) is appropriately integrated with surrounding land uses;</i></p> <p>d) <i>municipal services are adequate and available.</i></p> | |
| 55 | 3.5.3.36 | <p>Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). <i>Development on lands designated as Gateway will have regard for the importance of these intersections locations as major entry points into the Town MTSA and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan. Public art is encouraged within each of the three Gateways.</i></p> | <p>To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.</p> |

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| 56 | 3.5.3.39 | <p>Major linkages refer to "off street" trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than minor linkages <i>active transportation connections between popular destinations, the GO Station and the wider community.</i> Minor linkages occur within existing streets or constrained areas and are identified by street signage and pavement markings <i>provide internal connections, facilitating walking and cycling within the area.</i> The design of both major and minor linkages shall have regard for the <i>CBD Town's Urban Design Guidelines and Standards.</i></p> | To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48). |
| 57 | 3.5.3.40 | <p>The major open space linkages adjacent to the CPR corridor will eventually serve as a major east-west connection through the centre of the Town, providing access to points of community interest via a system of minor trail connections. This linkage will also serve to protect the CPR corridor from noise and vibration sensitive developments.</p> <p><i>Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a central focus for the MTSA. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment, street tree planting and active frontages. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.</i></p> | To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines. |

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| 58 | 3.5.3.41 | <p>A corridor width of 5 to 20 metres will be achieved on both sides of the CPR right-of-way.</p> <p>Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way.</p> <p>Notwithstanding the required setback, <i>infrastructure</i>, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.</p> | To be consistent with Provincial policy and applicable guidelines. |
| 59 | 3.5.3.44 | <p><i>Development</i> or redevelopment applications that contemplate open space or streetscape improvements will be accompanied by plans that are consistent with the provisions of subsection 2.8.3.50 of this Plan (Landscape Design) and shall have regard for the CBD <i>Town's</i> Urban Design Guidelines and standards.</p> | To reference all applicable guidelines and standards of the Town. |
| 60 | 3.5.3.46 | <p>All <i>development</i> within the Central Business District shall have regard for the general design objectives contained in Section 2.8 of this Plan and the CBD Urban Design Guidelines. <i>In addition, all development within the Major Transit Station Area shall have regard to the Milton Mobility Hub Urban Design Guidelines.</i></p> | To reference the Milton Mobility Hub Urban Design Guidelines. |
| 61 | 3.5.3.48 | <p>The <i>Town</i> supports the <i>development</i> of common parking areas in the CBD and shall work to provide such facilities through the following and shall apply a strategic and holistic approach to parking provision as follows: [...]</p> | To reflect the recommendations of the Milton Mobility Hub Study. |
| 62 | 3.5.3.48 d) | <p>minimum and maximum parking standards will be employed to ensure that only that amount of parking necessary to meet weekly peak periods of traffic is required</p> | To reflect the recommendations of the Milton Mobility Hub Study. |

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| | | sufficient to provide an appropriate supply of parking that meets the needs of users while promoting the use of <i>active transportation and transit</i> . Lands not required for parking should be landscaped and reserved for future development; | |
| 63 | 3.5.3.48 e) | on street parking should be encouraged on all new local streets developed within the CBD, especially within <i>Active Frontage Areas</i> , as a means of providing additional parking but also to help animate street activity; and, | To reference the new defined term. |
| 64 | 3.5.3.48 f) | all proposed developments should illustrate through their site plans how parking areas will be developed having regard for the CBD <i>Town's</i> Urban Design Guidelines. | To reference all applicable guidelines of the Town. |
| 65 | 3.5.3.48 g) [new] | <i>travel demand management, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;</i> | To reflect the recommendations of the Milton Mobility Hub Study. |
| 66 | 3.5.3.48 h) [new] | <i>the provision of surface parking lots should be minimized and configured to transition to other uses over time;</i> | To reflect the recommendations of the Milton Mobility Hub Study. |
| 67 | 3.5.3.48 i) [new] | <i>where appropriate, existing surface parking lots should be replaced with compact, mixed-use and transit supportive developments.</i> | To reflect the recommendations of the Milton Mobility Hub Study. |
| 68 | 4.11.3.24 | The area identified as Specific Policy Area 24 on Schedule 11 of this Plan applies to the lands on the south side of Main Street, east of Thompson Road which were originally developed as part of the Bristol Survey Secondary Plan area and are now included within the Urban Growth Centre and the Central Business District. Future permitted uses, development and re-development within this | To remove an out of date and redundant policy. |

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| | | designation shall be subject to and in accordance with the general Central Business District policies and the Urban Growth Centre Mixed Use Sub-area policies found in Section 3.5 of this Plan. | |
| 69 | 5.2.1.2 | Within the Urban Area, <i>development</i> phasing strategies will give priority to achieving the targets for population, employment, density and intensification contained in Sections 2.1.4 and 2.1.5 of this Plan, and the development of Intensification Strategic Growth Areas , employment lands, infilling and <i>completion</i> of existing neighbourhoods and communities, in accordance with provisions of the Regional Plan. Each development phase shall support the creation of healthy communities. | To align the defined term with the Regional Official Plan (ROPA 48). |
| 70 | 5.2.2.1 a) | to give priority to <i>development</i> of Intensification Strategic Growth Areas , employment lands, infilling and <i>completion</i> of existing neighbourhoods and communities and ensure that a full range and mix of housing types can be provided in each phase, in accordance with Figure 2 in Section 2.1.5 of this Plan; | To align the defined term with the Regional Official Plan (ROPA 48). |
| 71 | 5.10.6 [new] | ACTIVE FRONTAGES means an area that should contribute to the interest, life and vibrancy of the <i>public realm</i> . This is achieved by providing a pedestrian oriented façade and uses at street level. | To clarify a key defined term for ease of understanding. |
| 72 | 5.10.6 [new] | BLOCK-LEVEL DENSITIES means the densities, represented by <i>floor space index (FSI)</i> , which are typically achieved by various forms of building type on a block. The <i>block-level densities</i> are an average of the <i>FSI</i> values achieved on individual <i>lots</i> or land parcels within each block. Individual <i>lots</i> | To clarify a key defined term for ease of understanding. |

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| | | or land parcels may have higher or lower <i>FSIs</i> depending on their unique conditions and development potential. | |
| 73 | 5.10.6 [new] | BUILDING HEIGHT means the vertical distance measured from the established grade of a building or structure to: a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater; b) in the case of a mansard roof, the decline of the roof; c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornamentation, masts, flues, tanks, mechanical rooms, plant or equipment. | To clarify a key defined term for ease of understanding. |
| 74 | 5.10.6 [new] | COMPATIBILITY STUDY(IES): a study that assesses potential <i>adverse effects</i> and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses. | To clarify a key defined term for ease of understanding. |
| 75 | 5.10.6 | FLOOR SPACE INDEX (FSI) means the ratio of the <i>gross floor area</i> of a all buildings or structures to <i>lot</i> area. <u><i>Community facilities and infrastructure are excluded from the calculation of FSI.</i></u> | To align the meaning with the Town's Zoning By Law and to address comments made by HCDSB. |
| 76 | 5.10.6 [new] | GROSS FLOOR AREA means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle. | To clarify a key defined term for ease of understanding. |
| 77 | 5.10.6 | INTENSIFICATION AREAS means lands identified within the <i>Urban Area</i> that are to be the focus for accommodating <i>intensification</i>. <i>Intensification Areas</i> include <i>Urban Growth Centres, Major Transit Station Areas</i> (including <i>Metrolinx</i> | No longer in use as a defined term. |

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| | | designated <i>Mobility Hubs</i>), <i>Intensification Corridors</i> and <i>Mixed Use Nodes</i>. | |
| 78 | 5.10.6 | INTENSIFICATION CORRIDORS means <i>Intensification</i> Strategic Growth Areas identified along major roads, arterials or <i>higher order transit</i> corridors that have the potential to provide a focus for higher density mixed use <i>development</i> consistent with planned transit service levels. | To align the defined term with the Regional Official Plan (ROPA 48). |
| 79 | 5.10.6 | MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station within the <i>Urban Area</i> ; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk. | To update the defined term in conformity with Provincial policy and the Regional Official Plan (ROPA 48) |
| 80 | 5.10.6 [new] | PODIUM means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the <i>tower</i> portion of a <i>tall building</i> by being set forward or articulated architecturally. | To clarify a key defined term for ease of understanding. |
| 81 | 5.10.6 [new] | PUBLIC REALM means all spaces to which the public has unrestricted access, such as streets, parks, and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the <i>public realm</i> . | To clarify a key defined term for ease of understanding. |
| 82 | 5.10.6 [new] | STEP BACK means the horizontal distance from the front face of the <i>podium</i> to the uppermost floors of a mid-rise building or the <i>tower</i> portion of a <i>tall building</i> , projecting balconies excepted. The <i>step back</i> is in addition to a required setback. | To clarify a key defined term for ease of understanding. |

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| 83 | 5.10.6 [new] | STRATEGIC GROWTH AREAS means lands identified within the <i>Urban Area</i> that are to be the focus for accommodating population and employment <i>intensification</i> and higher-density mixed uses in a more compact built form. <i>Strategic Growth Areas</i> include Urban Growth Centres, <i>Major Transit Station Areas</i> , <i>Intensification Corridors</i> and <i>Secondary Mixed Use Nodes</i> . | To clarify a key defined term for ease of understanding. |
| 84 | 5.10.6 [new] | TALL BUILDING means generally a high rise building having a height greater than 8 storeys, or which appears tall in relation to its surrounding context and will be a prominent feature on the skyline. | To clarify a key defined term for ease of understanding. |
| 85 | 5.10.6 [new] | TOWER means the portion of a <i>tall building</i> above the <i>podium</i> including the tower top or crown. | To clarify a key defined term for ease of understanding. |
| 86 | 5.10.6 [new] | TRANSIT-SUPPORTIVE: means <i>development</i> that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. <i>Transit-supportive</i> development will be consistent with Ontario's Transit Supportive Guidelines. | To clarify a key defined term for ease of understanding. |
| 87 | C.2.5.12 | The "Special Study Area" designation for the area bound by Steeles Avenue, Martin Street, the CP Rail line and the CN Rail line on Schedule C.2.B" is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage Area and the <i>Residential Area</i> along Martin Street, have been identified as an <i>Intensification Strategic Growth Area</i> on Schedule K to this Plan. | To align the defined term with the Regional Official Plan (ROPA 48). |

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-2022

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE *PLANNING ACT* IN RESPECT OF ALL LANDS WITHIN THE TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (TOWN FILE: Z-18/21)

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

AND WHEREAS the Town of Milton Official Plan will provide for the lands affected by this by-law to be zoned as set forth in this By-law upon the approval of Official Plan Amendment No. 70;

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

1. **THAT** Schedule 'A' to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing parts of the existing Central Business District Secondary Commercial *Zone* (CBD-B) symbol to the Urban Growth Centre - Mixed Use *Zone* (UGC-MU) symbol; parts of the existing Urban Growth Centre - Mixed Use *Zone* (UGC-MU) symbol to the Central Business District Secondary Commercial *Zone* (CBD-B) symbol; the existing Residential High Density *Zone* (RHD) symbol to the Urban Growth Centre - Mixed Use *Zone* (UGC-MU) symbol; and by modifying the the Urban Growth Centre - Mixed Use 2 *Zone* (UGC-MU-2); and by adding a (H) symbol to the Urban Growth Centre - Mixed Use *Zone* (UGC-MU) symbol and the Urban Growth Centre - Mixed Use 2 *Zone* (UGC-MU-2) symbol on the lands shown on Schedule A attached hereto.
2. **THAT** Schedule 'B1' - 'Milton GO MTSA - Cash-In-Lieu Parking Policy Area', attached hereto as Schedule B to this by-law, is added to Comprehensive Zoning By-law 016-2014, as amended.
3. **THAT** Schedule 'D' to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by replacing it with a new Schedule 'D' and Schedule 'D1' attached hereto as Schedules C and C1 to this by-law.
4. **THAT** Schedule 'E1' - 'Milton GO MTSA - Active Frontage Areas' attached hereto as Schedule D to this by-law, is added to Comprehensive Zoning By-law 016-2014, as amended.

5. **THAT** Schedule 'G' - 'Milton GO MTSA - Minimum Block Level Densities' attached hereto as Schedule E to this by-law, is added to Comprehensive Zoning By-law 016-2014, as amended.
6. **THAT** Section 1.11.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by replacing Subsection 1.11.2 i) with the following:
 - i) Nothing in this By-law shall prevent the erection or *use* of a *building* or *structure* for a development for which a complete application for site plan approval and/or *building* permit was filed on or prior to the date of passage of By-law NO. 081-2020 or XXX-2022, whichever by-law applies to the subject property, if the development in question complies or the *building* permit application for the development is amended to comply, with the provisions of Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. 081-2020 or XXX-2022, as applicable.
7. **THAT** Section 1.11.3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by replacing Subsections 1.11.3 i) and ii) with the following:
 - i) Nothing in this By-law shall prevent the issuance of a *building* permit or site plan approval in accordance with both Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. 081-2020 or XXX-2022, whichever by-law applies to the subject property, and a related minor variance that was granted approval by the Town of Milton Committee of Adjustment or the Ontario Land Tribunal, under Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. 081-2020 or XXX-2022, as applicable, so long as the complete application for the *building* permit has been filed by the date of compliance with the conditions pursuant to the decision of the Town of Milton Committee of Adjustment or the decision of the Ontario Land Tribunal.
 - ii) Notwithstanding the provisions of Section 1.11.2 i), an application for minor variance associated with a complete application for site plan approval and/or *building* permit that was filed prior to the date of the passage of By-law NO. 081-2020 or XXX-2022, whichever by-law applies to the subject property, can still be made under the provisions of Comprehensive Zoning By-law 16-2014, as amended, as it read on the date of passage of By-law NO. 081-2020 or XXX-2022, as applicable.
8. **THAT** Section 1.11.5 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by replacing Section 1.11.5 i) with the following:
 - i) Sections 1.11.2 i), 1.11.3 i), and 1.11.3 ii) are repealed two years from the date of enactment of By-law NO. 081-2020 or XXX-2022, whichever by-law applies to the subject property.
9. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Ancillary Residential Uses* as follows:

ANCILLARY RESIDENTIAL USES

Means those uses which are supplementary to an *Apartment Building*, a *Dwelling*, *Retirement* or a *Mixed Use Building* including the common indoor areas located within a *building* which are intended primarily for access, dining, or recreational purposes for the occupants of a *building* and includes stairs, lobbies, elevators, mail room, mechanical facilities, storage, and facilities for a concierge.

10. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Angular Plane* as follows:

ANGULAR PLANE

Means an imaginary inclined plane projecting over a *lot* at a specified angle from the horizontal and measured from a defined point.

11. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Compatibility Study(ies)* as follows:

COMPATIBILITY STUDY(IES)

Means a study that assesses potential adverse effects and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.

12. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Electric Vehicle Charging Station* as follows:

ELECTRIC VEHICLE CHARGING STATION

Means the minimum of a level two charging outlet for electric vehicles, as defined by SAE International J1772 or an equivalent standard.

13. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Electric Vehicle Charging Station, Roughed-In* as follows:

ELECTRIC VEHICLE CHARGING STATION, ROUGHED-IN

Means the installation of electric vehicle charging infrastructure during building construction to allow for the later installation of an *electric vehicle charging station*.

14. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Floor Plate Area* as follows:

FLOOR PLATE AREA

Means the horizontal *floor area* of a single floor measured from all the exterior walls of a *building* or *structure*, excluding *balconies*.

15. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying the defined term *Floor Space Index* as follows:

FLOOR SPACE INDEX

Means the ratio of the *gross floor area* of all above grade *buildings* or *structures*, including *parking structures*, to *lot area*. *Premises* or open space areas owned, operated or maintained in whole or in part by a *public authority* for a *public use* are excluded from the calculation of *floor space index*.

16. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Guest Suite or Unit* as follows:

GUEST SUITE OR UNIT, APARTMENT

Means a room within an *apartment building* or a *mixed use building* that is not connected to an *apartment dwelling* that can be used temporarily by visitors to the *building* as overnight accommodation, which may include a bedroom and bathroom, but shall not include kitchen facilities. A *Guest Suite or Unit* does not constitute an *apartment dwelling* and shall not require a *parking space*.

17. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying the defined term *Mixed Use Building* as follows:

MIXED USE BUILDING

Means a *building* which contains both residential *dwelling units* and non-residential (i.e. commercial, retail, office) *uses*; and where the residential *uses* are separated horizontally and/or vertically from the non-residential *uses*. An *apartment building*, a *dwelling*, *live-work unit*, and a *building* with only *dwelling units* are not *mixed use buildings*.

18. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Parking Space, Bicycle (Long-Term)* as follows:

PARKING SPACE, BICYCLE (LONG-TERM)

Means a *bicycle parking space* located within a *building* for use by occupants or tenants of a *building*.

19. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Parking Space, Bicycle (Short-Term)* as follows:

PARKING SPACE, BICYCLE (SHORT-TERM)

Means a *bicycle parking space* for use by visitors to a *building*.

20. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Podium* as follows:

PODIUM

Means the base of a *building* that is distinguished from the uppermost floors of a mid-rise *building* or the *tower* portion of a tall building by being set forward or articulated architecturally.

21. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Step Back* as follows:

STEP BACK

Means the horizontal distance from a *main wall* on the lower floors of a *building* to a *main wall* on the uppermost floors of a mid-rise *building* or the *tower* portion of a tall *building*, projecting *balconies* excepted.

22. **THAT** Section 3 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a definition for *Tower* as follows:

TOWER

Means the portion of a tall *building* above the *podium* including the *tower* top or crown.

23. **THAT** Section 4.5 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding *mixed use buildings* to clause ii) as follows:

ii) Notwithstanding the above, *balconies* are permitted in all *yards* for *apartment buildings* and *mixed use buildings* only, and;

24. **THAT** Section 4.16 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a new subsection ii) as follows and renumbering the remaining subsections accordingly:

ii) Notwithstanding i) above, *outdoor retail display* is permitted in a required *front* or *exterior side yard* in the UGC-MU *Zone*;

25. **THAT** Section 4.18 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a new subsection vi) as follows and renumbering the remaining subsections accordingly:

vi) Notwithstanding v) above, a *restaurant patio* is permitted 0.0m from any *street line* in the UGC-MU *Zone*;

26. **THAT** Section 5.5 iii) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding 'Schedule B1' as follows:

iii) Notwithstanding i) and ii) above, any *building* containing a permitted principal non-residential *use(s)* within the 'Cash-in-lieu Parking Policy Area' as shown on Schedule B or Schedule B1 to this By-law may provide payment to the satisfaction of the Town for cash-in-lieu of required *parking* for the non-residential *use(s)* only;

27. THAT Section 5.5 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding ‘Section 5.5.1 Parking in the Central Business District UGC-MU and UGC-MU2 Zones’ as follows:

5.5.1 Parking in the Central Business District UGC-MU and UGC-MU2 Zones

- i) A surface *parking area* at grade is not permitted to occupy more than 20% of the *lot area*;
- ii) Visitor *parking* associated with a residential *use*, and client *parking* associated with a permitted non-residential *use*, may be provided in any combination of a *parking structure* and a *parking area* and may be used for any combination of residential and permitted non-residential *uses*;
- iii) No part of a *parking area* or *parking structure* is permitted within a *front yard* or an *exterior side yard*;
- iv) Notwithstanding Section 5.1 iv), a *parking stacker system* shall be permitted in a *parking structure* and required *parking* may be provided by means of a *parking stacker system*. When *parking* is provided by means of a *parking stacker system*, the minimum *parking* stall size shall be 2.75 metres in width and 5.8 metres in length (mechanisms and equipment associated with the *parking stacker* are permitted within the minimum *parking* stall dimensions), except that the lower *parking* stall and the elevated platform above such *parking space* may have dimensions of not less than 2.4 metres by 5.0 metres unobstructed;
- v) Notwithstanding Section 5.1 ix), *loading spaces* and/or areas may be provided inside of a *building*;
- vi) Notwithstanding Section 5.14, a *parking structure* that projects above *established grade* is not permitted within the first 9.0 metres of the depth of the *building* measured horizontally from the *main wall* facing a *street*, and the first 4.5 metres of *height* of the *building* measured vertically from the top of the floor of the *first storey* to the top of the floor of the second *storey* within that depth.

28. THAT Section 5.8.1 i) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying Table 5D as follows:

TABLE D

| TYPE | REQUIRED DIMENSIONS | | |
|-------------------------------|---------------------|---------------|-------------------|
| | MINIMUM DEPTH | MINIMUM WIDTH | MINIMUM CLEARANCE |
| Angle - Parking Space | 6.5m | 2.75m | N/A |
| Parallel - Parking Space | 6.5m | 2.75m | N/A |
| Perpendicular - Parking Space | 5.8m | 2.75m | N/A |

| T | RE DIMENSION | | |
|---|--------------|-------|-------|
| | M | M | M |
| Accessible- <i>Parking Space</i> | | | |
| Type A | 5.8m | 3.4m | N/A |
| Type B | 5.8m | 2.75m | |
| <i>Loading Space</i> | 12.0m | 3.5m | 4.2m |
| <i>Loading Area</i> | 6.0m | 3.5m | 3.0m |
| <i>Queuing Space</i> | 6.0 m | 3.0 | N/A |
| <i>Bicycle - Parking Space (Horizontal)</i> | 1.8m | 0.6m | 1.9 m |

Footnote(s) to TABLE 5D

(*1) An accessible aisle must be provided adjacent to an *accessible parking space* with a minimum width of 1.5m and length of 5.8m. Adjacent *accessible parking spaces* may share one access aisle.

(*2) If a *long term bicycle parking space* is placed in a vertical position on a wall, structure or mechanical device, the minimum length is 1.2 m.

29. THAT Section 5.8.1 i) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying Table 5E as follows:

TABLE 5E

| Type or Nature of Use | Minimum Off-Street Parking Requirements |
|---|--|
| <i>Dwellings with individual driveway access from a public street</i> | <ul style="list-style-type: none"> 2 parking spaces per dwelling unit |
| <i>Apartment Buildings</i> | <ul style="list-style-type: none"> 1.5 parking spaces per unit PLUS 0.25 parking spaces for visitor parking in a designated visitor parking area |
| UGC-MU <i>Apartment Buildings (*1)</i> | <ul style="list-style-type: none"> 1 parking space per dwelling unit PLUS 0.20 parking spaces per dwelling unit for visitor parking in a designated visitor parking area |
| <i>Upper-Floor Dwelling Units</i> | <ul style="list-style-type: none"> 1 parking space per dwelling unit |
| <i>Accessory Dwelling Units</i> | <ul style="list-style-type: none"> 1 parking space per accessory dwelling unit |
| <i>All other dwellings units</i> | <ul style="list-style-type: none"> 2 parking spaces per dwelling unit PLUS 0.25 parking spaces per unit for visitors on a lot with four or more dwelling units |

| Type or Nature of Use | Minimum Off-Street Parking Requirements |
|---|--|
| <i>Bed and Breakfast Establishments</i> | <ul style="list-style-type: none"> 1 <i>parking space</i> for each room or suite used for the purposes of lodging for the traveling public, in addition to the required parking for the <i>dwelling unit</i> |
| <i>Shared Housing</i> | <ul style="list-style-type: none"> 1 <i>parking space</i> for each staff member per working shift in addition to the required parking for the <i>dwelling unit type</i> |
| <i>Home occupation</i> | <ul style="list-style-type: none"> Home occupations that have customers, clients or patients attending the dwelling, shall provide one (1) parking space in addition to the required parking for the residential use. |
| <i>Cottage Industry / Home Industry</i> | <ul style="list-style-type: none"> 1 <i>parking space</i> for each employee in addition to the parking requirements for the residential or other principal use. |
| <i>Private Home Daycare</i> | <ul style="list-style-type: none"> No requirement |
| <i>Long-Term Care Facility</i> | <ul style="list-style-type: none"> 0.33 <i>parking spaces</i> per bed |
| <i>Dwelling, Retirement</i> | <ul style="list-style-type: none"> 0.5 <i>parking spaces</i> per bed |

30. THAT Section 5.8.1 i) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a footnote for Table 5E as follows:

(*1) For lands within the UGC-MU designation shown to contain a star symbol followed by a number, on schedules to this By-law, the special *parking* provisions in Section 13.1.1 of this By-Law shall only apply where the required *parking* rate is less than the *parking* requirements in Table 5E.

31. THAT Section 5.8.2 i) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying Table 5F as follows:

TABLE 5F

| Zones | Minimum Off-Street Parking Requirements |
|----------------|--|
| C2, C3, C6, MC | <ul style="list-style-type: none"> 1 <i>parking space</i> per 20m² of gross floor area |

TABLE 11

| Type or Nature of Use | Minimum Bicycle Parking Spaces |
|---|---|
| Apartment Building and Mixed Use Building | 0.5 long term bicycle parking space/ unit (*1) PLUS 0.05 short term bicycle parking space/unit (*2) |
| UGC-MU Apartment Building and Mixed Use Building | 1 long term bicycle parking space/ unit (*1) PLUS 0.05 short term bicycle parking space/unit (*2) |
| Dwelling, Retirement | 0.1 spaces/ unit |
| Elementary and Secondary Schools | 5% of the required parking spaces for the use or lot |
| All other Commercial, Employment and Institutional Uses | 3% of the required parking spaces for the use or lot |

Footnotes to Table 51:

(*1) Long-term bicycle parking spaces must be provided in a bicycle rack located in an enclosed, secure area with controlled access or within individual, secure, bicycle enclosures/lockers for use by the occupants of a building.

(*2) Short-term bicycle parking spaces must be provided in a bicycle rack located in an easily accessible location and available for visitors to a lot or building.

34. THAT Section 5.10 vi) of Comprehensive Zoning By-law 016-2014, as amended is hereby further amended by replacing 'Central Business District' with 'Parking Policy Area shown on Schedule C' as follows:

vi) Notwithstanding Section 5.10 i) to v) the following exceptions apply:

Any property located within the Parking Policy Area shown on Schedule C shall not be subject to provide *bicycle parking spaces*, and;

35. THAT Section 5 of Comprehensive Zoning By-law 016-2014, as amended is hereby further amended by adding Section 5.19 'Requirements for Electric Vehicle Charging Stations in the UGC-MU and UGC-MU2 Zones' as follows:

TABLE 12

| Type or Nature of Use | Minimum EV Charging Station Requirement |
|-----------------------|--|
| UGC-MU | Where the required number of parking spaces is 100 spaces or more, a minimum of 25% of the required parking spaces shall |

| Type or Nature of Use | Minimum EV Charging Station Requirement |
|--|---|
| <i>Apartment Buildings, Mixed Use Buildings and Stacked Townhouses with a common parking structure</i> | have a <i>roughed-in electric vehicle charging station</i> |
| UGC-MU and UGC-MU2 Permitted non-residential uses | Where the required number of <i>parking spaces</i> is 100 spaces or more, a minimum of 20% of the required <i>parking spaces</i> shall have a <i>roughed-in electric vehicle charging station</i> ; and, a minimum of 1% of all the required <i>parking spaces</i> shall have an <i>electric vehicle charging station</i> installed |

36. THAT Section 7.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying Table 7A as follows:

RHD *Uses* is removed and replaced by *Apartment Building* in the list of Residential *Uses* under the Permitted *Uses* column.

Dwelling, Back-To-Back Townhouse; Dwelling, Live-Work Unit; Dwelling, Multiple; Dwelling, Stacked Townhouse; and Guest Suite or Unit are added to the list of Residential *Uses* under the Permitted *Uses* column

A ‘•’ symbol followed by (*1) and (*8) is added to the table under the column ‘UGC-MU’ in the rows containing *Apartment Building; Dwelling, Back-To-Back Townhouse; Dwelling, Live-Work Unit; Dwelling, Multiple; Dwelling Retirement; Dwelling, Stacked Townhouse; Guest Suite; and Shared Housing*.

A number (*9) is added to the table under the column ‘UGC-MU’ in the rows containing *Apartment Building; Dwelling, Retirement; Dwelling, Multiple; and Mixed Use Building*.

A number (*10) is added to the table under column ‘UGC-MU’ in the rows containing *Dwelling, Back-To-Back Townhouse; Dwelling, Multiple; and Dwelling, Stacked Townhouse*.

A number (*11) is added to the table under column ‘UGC-MU’ in the rows containing *Apartment Building and Mixed Use Building*.

Home Day Care; Home Occupation; Hospital, Public or Private; Long-Term Care Facility; Mixed Use Building; School, Post-Secondary; School, Secondary; and Specialty Food Store is added to the list of Non-Residential *Uses* under the Permitted *Uses* column.

A ‘•’ symbol is added to the table under the column ‘UGC-MU’ in the rows containing *Funeral Home; Home Day Care; Home Occupation; Hospital, Public*

or *Private; Long-Term Care Facility; Mixed Use Building; Place of Assembly; School, Post-Secondary; School, Secondary; and Specialty Food Store.*

A ‘•’ symbol followed by (*12) is added to the table under the column ‘UGC-MU’ in the rows containing *Bank; Convenience Store; Department Store; Dry Cleaning Depot; Food Store; Personal Service Shop; Restaurant; Restaurant Take-Out; Retail Store 1; Retail Store 2; and Specialty Food Store.*

A ‘•’ symbol followed by (*13) is added to the table under the column ‘UGC-MU’ in the rows containing *Mixed Use Building.*

37. **THAT** Section 7.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying the footnotes for Table 7A as follows:

(*1) Not permitted on the *first storey* of a *building* where identified as *Active Frontage* in accordance with Schedule E and not permitted to occupy more than 40% of the *building front wall* on the *main floor* of a *building* where identified as *Active Frontage* in accordance with Schedule E1.

Footnote (*8) is added as follows:

(*8) Not permitted to replace an existing non-residential *use* or *building* as a stand alone residential building.

Footnote (*9) is added as follows:

(*9) A minimum of 4 square metres per *dwelling unit* of outdoor communal *amenity area* shall be provided at *grade* and/or as a rooftop *amenity area* on the *podium* and shall be maintained and operated by a common entity (such as a condominium corporation). This outdoor communal *amenity area* shall be aggregated into areas of not less than 50 square metres and have a minimum width of 6.0 metres.

Footnote (*10) is added as follows:

(*10) A minimum density of 100 units per net hectare and a common underground *parking structure* containing a minimum of 80% of the required parking is required

Footnote (*11) is added as follows:

(*11) Where residential and/or non-residential *uses* are located on the *first storey* of an *apartment building* or *mixed use building*, a minimum of one principal *building* entrance to each *dwelling unit* and *use* shall be directly accessible from, and oriented towards, a *public street*.

Footnote (*12) is added as follows:

(*12) Only permitted on the *first storey* of a multi-storey *Mixed-use Building* with at least one principal entrance accessible from a *public street*, or in a stand-alone *building* with a maximum *gross floor area* of 500 square metres.

Footnote (*13) is added as follows:

(*13) Where a *mixed use building* will replace an existing non-residential *use* or *building* on the same *lot*, the replacement *building* must contain one or more permitted non-residential *use(s)* with the same or greater *gross floor area* as the existing non-residential *use*.

38. THAT Section 7.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by deleting the columns UGC-MU, Urban Growth Centre - Mixed Use and UGC-MU-2, Urban Growth Centre - Mixed Use 2 in Table 7C.

39. THAT Section 7.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by removing the UGC-MU and UGC-MU-2 columns from Table 7C and by adding Table 7C-1 as follows:

TABLE 7C-1

| Comprehensive Zoning By-law 016-2014, as amended | | |
|--|---------------------------------|-----------------------------------|
| Regulation | Zone | |
| | UGC-MU | UGC-MU-2 |
| | Urban Growth Centre - Mixed Use | Urban Growth Centre - Mixed Use 2 |
| Lot Frontage (Minimum) | 50.0m | 50.0m |
| Lot Area (Minimum) | 3500m ² | 3500m ² |
| Lot Coverage (Maximum) | 70% | 70% |
| Floor Space Index | | |
| Minimum | See Density Schedule | See Density Schedule |
| Maximum | See Building Heights Schedule | See Building Heights Schedule |
| Setbacks | | |
| Front Yard | | |
| South side of Main Street East | | |
| Minimum | 6.0m 1 | N/A |
| Maximum | 9.0m 1 | N/A |
| East side of Ontario Street South and west side of Thompson Road North | | |
| Minimum | 6.0m 2 | N/A |
| Maximum | 9.0m 2 | N/A |
| Other streets in <i>Active Frontage Areas</i> | | |

| C...r... D...r... - r... r... C...r... M...r Tr... Ar... | | | |
|---|--|---|---------|
| R... | Zone | | |
| | C...M... | C...M...2 | |
| | Urban Growth Centre - Mixed Use | Urban Growth Centre - Mixed Use 2 | |
| All other streets | Minimum | 0.0m 3 | 0.0m 3 |
| | Maximum | 3.0m 3 | 3.0m 3 |
| Interior Side Yard | Minimum | 2.0m 3 | 2.0m 3 |
| | Maximum | 5.0m 3 | 5.0m 3 |
| Exterior Side Yard | Minimum | 1.8m | 3.0m |
| | | Floors 9 and above: 12.5m | |
| South side of Main Street East | Minimum | 6.0m 1 | N/A |
| | Maximum | 9.0m 1 | N/A |
| All other streets | Minimum | 3.0m 2 | 3.0m |
| | Maximum | 5.5m 2 | 5.5m |
| Rear Yard Setback | Minimum | 7.5m 4 | 12.0m 4 |
| | | Floors 1 to 3: 7.5m Floor 4: 10.5m Floor 5: 13.5m Floor 6: 16.5m | |
| North side of Main Street East between Ontario Street North and Thompson Road North | Minimum | 20.0m 4 | N/A |
| | | Floors 1 to 6: 20.0m Floor 7: 23.0m Floor 8: 26.0m | |
| Building Height | See Height Schedule | See Height Schedule | |
| Tower Separation | Each tower must be separated a minimum of 25.0 metres from any other tower located on the same lot, measured horizontally from the main wall of one tower to the other, projecting balconies excepted. | | |

| Comprehensive Zoning By-law 016-2014, as amended | | |
|---|---|-----------------------------------|
| Regulation | Zone | |
| | CM | CM2 |
| | Urban Growth Centre - Mixed Use | Urban Growth Centre - Mixed Use 2 |
| Tower Floor Plate Area | <p>Any tower portion of a building between a height of 9 storeys and 15 storeys inclusive must not exceed a floor plate area of 1,000 square metres on the lot.</p> <p>Any tower portion of a building above a height of 15 storeys must not exceed a floor plate area of 750 square metres or 40 linear metres measured diagonally on the lot.</p> | |
| Landscaped Open Space % of Lot Area (Minimum) | 15% | 15% |
| Landscape Buffer (Minimum) | | |
| Abutting a street line | 0.0m | 0.0m |
| Abutting a Residential Zone | 4.5m | 4.5m |

40. THAT Section 7.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding footnotes for Table 7C-1 as follows:

(*1) A minimum *step back* of 10 metres is required above a *height* of 19.5 metres or 6 storeys.

(*2) A minimum *step back* of 3 metres is required above a *height* of 19.5 metres or 6 storeys.

(*3) A minimum *step back* of 1.5 metres is required above a *height* of 13.5 metres or 4 storeys.

(*4) Where *abutting* a residential zone, a sun shadow analysis shall be provided.

(*5) Minimum height of a non-residential *first storey* (measured from top-of-slab to top-of-slab) of a *mixed used building* is 4.5 metres.

(*6) Multiple *towers* on the same *lot* shall have a *height* difference of at least 4 *storeys* and 12.0 metres.

(*7) A pedestrian impacts wind study shall be provided for *buildings* greater than 8 storeys or 25.5 metres in *height*.

(*8) "For *Dwelling, Back to Back Townhouse; Dwelling, Multiple; and Dwelling Stacked Townhouse* the minimum density shall be 100 units per net hectare".

41. THAT Section 13.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a new Subsection 13.1.1.268 iii. h), as follows:

| 13.1.1.268 | 079-2019 | C2 | *268 |
|---|----------|----|------|
| 1050 BRONTE STREET SOUTH, LEGALLY DESCRIBED AS PART OF LOT 8, CONCESSION 1, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (MANAMAN CENTRE INC) - FILE Z-04/17 | | | |
| <p>i. Additional Permitted Uses: Notwithstanding Section 7.1, Table 7B to the contrary, the following uses shall also be permitted:</p> <ul style="list-style-type: none"> a. mixed use buildings b. apartment buildings <p>ii. Notwithstanding the Zone regulations of Section 7.2, Table 7D to the contrary, the following Zone Regulations shall apply:</p> <ul style="list-style-type: none"> a) Maximum lot coverage – 35% b) Minimum front yard setback for a building oriented along Bronte Street South – 3 metres c) Maximum front yard setback for a building oriented along Bronte Street South– 10 metres d) Minimum exterior side yard setback for a building oriented along Louis Saint Laurent Avenue – 3 metres e) Maximum exterior side yard setback for a building oriented along Louis Saint Laurent Avenue – 10 metres f) Notwithstanding the Gross Floor Area requirements of Table 7D, the following regulations shall apply: <ul style="list-style-type: none"> i) Maximum Permitted Non-residential Gross Floor Area– 7,917 m² g) Maximum building height – 6 storeys to a maximum of 25 metres h) Maximum residential density – 185 units per hectare i) Minimum landscaped open space – 10% j) A landscape buffer abutting a public or private street line shall not be required k) Minimum landscape buffer abutting a residential zone – 1.25 metres <p>iii. Special Zone Provisions</p> <ul style="list-style-type: none"> a) Non-residential uses shall only be permitted on the first storey of a multi-storey mixed-use building. b) Maximum length of a main wall shall not exceed 115 metres. c) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 1.5 metres of a street line or lot line. d) Notwithstanding Section 5.8.1, Table 5E to the contrary, the parking requirement for an apartment building shall be a minimum of: <ul style="list-style-type: none"> 1.0 spaces per 1 bedroom dwelling unit 1.0 spaces per 1 bedroom plus den dwelling unit 1.25 spaces per 2 bedroom dwelling unit 1.25 spaces per 2 bedroom plus den dwelling unit plus 0.25 visitor parking spaces per dwelling unit. e) Notwithstanding Section 5.8.1, Table 5E to the contrary, the parking requirement for a mixed use building shall be a minimum of: <ul style="list-style-type: none"> 1.0 spaces per 1 bedroom dwelling unit 1.0 spaces per 1 bedroom plus den dwelling unit 1.25 spaces per 2 bedroom dwelling unit 1.25 spaces per 2 bedroom plus den dwelling unit PLUS the Greater of 0.25 parking spaces per residential dwelling unit for visitor parking OR 1 parking space per 25 m² of GFA for the non-residential component in a mixed use | | | |

- building.
- f) Shared parking provision – Visitor parking associated with a residential use, and client parking associated with a permitted non-residential use, may be provided in any combination of a parking structure and a surface parking area and may be used for any combination of residential and permitted non-residential uses.
 - g) Notwithstanding Section 5.1 ix), loading spaces and loading areas may be provided inside of a building;
 - h) Section 4.18 iv, v & vii shall not apply.
 - i) At grade patios are permitted for retail and restaurant uses facing an arterial road or a driveway.
 - j) Notwithstanding Section 4.5, to the contrary, balconies are permitted in all yards.
 - k) Notwithstanding Section 4.19.5 (i) (Table 4 H), mixed use buildings shall have the same encroachment permissions as apartment buildings.
 - l) Notwithstanding Section 5.12 (Table 5L), the parking area may be setback 0.0 metres for the shared driveway on the west side of the subject lands that provides access to/from Louis St. Laurent.
 - m) Minimum first storey height of a Mixed Use Building, measured from floor to floor shall be 4.0 metres.
 - n) Notwithstanding Section 5.10, Table 5I to the contrary, the minimum Bicycle Parking Space requirement for residential dwelling units shall be:
 - 0.7 spaces per unit of Long Term Parking
 - 0.06 spaces per unit of Short Term Parking
 - o) Notwithstanding Section 5.10, Table 5I to the contrary, the minimum Bicycle Parking Space requirement for non-residential uses shall be 3% of retail vehicle parking requirement.
 - p) Notwithstanding Section 5.10, to the contrary, the terms “longterm” bicycle parking space and “short-term” bicycle parking space have the following meaning:
 - a. “long term” bicycle parking spaces are bicycle parking spaces for use by the occupants or tenants of a building and shall be located within a building or structure, a secure area such as a supervised parking lot or enclosure with a secure entrance, or bicycle lockers; and,
 - b. “short-term” bicycle parking spaces are bicycle parking spaces for use by visitors to the building, and shall be located within accessible and highly visible locations near the entrance of a building.
 - q) Notwithstanding Section 5.10, Long Term Bicycle parking spaces shall:
 - a. Be located in an area dedicated to bicycle parking only; and
 - b. Not be located within a *dwelling unit*, on a *balcony* or in a general storage locker.

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

“HXA” - Shall not be removed until a site plan application has been approved by the Town of Milton including a Sun-Shadow Analysis, a Pedestrian Impacts Wind Study, and an Urban Design Brief, where required.

“HXB” - Shall not be removed until a Noise and Vibration Study associated with a site plan application for development on lands abutting the CP rail line has been conducted and any pre-construction mitigation measures that are required are completed.

“HXC” - Shall not be removed until a Land Use Compatibility Study associated with a site plan application for development of a sensitive land use within the area of influence of a major facility has been conducted and any pre-construction mitigation measures that are required are completed.

43. THAT Section 13.2.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following:

| | | | | |
|---|--------------------|----------|---|-----------|
| 13.2.1.1 | UGC-MU UGC-MU-2 | XXX-2022 | H1; H2; H4; H31; HXA; HXB; HXC; HxD | Date 2022 |
| Lands identified as Milton GO MTSA/Downtown Milton UGC on Schedule A of this By-Law | | | | |
| For lands zoned UGC-MU or UGC-MU-2 and subject to one or more of the holding zones listed above, the only uses permitted prior to the lifting of the Holding provisions are as follows: a) legally established existing uses; b) uses permitted in the UGC-MU-2 zone. | | | | |

41. THAT the Owner be permitted to apply for Minor Variance(s) to the Town of Milton Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the subject lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.

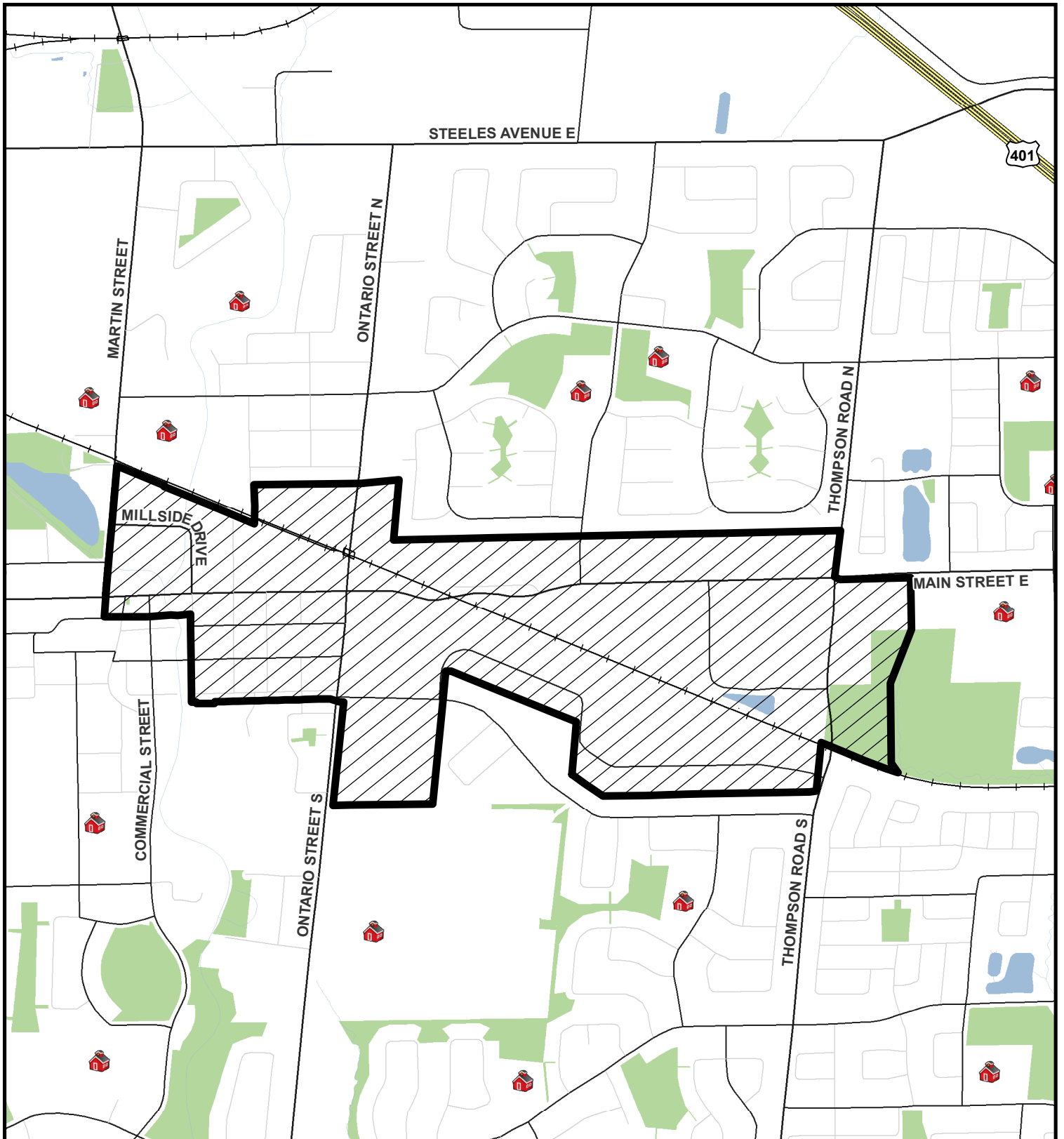
42. THAT pursuant to Section 34(21) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, this by-law comes into effect the day after the last day for filing a notice of appeal, following enactment of Official Plan Amendment 70 and, if no appeal is filed pursuant to Subsection 34(19) of the *Planning Act*, as amended. Where one or more appeals have been filed under Subsection 34(19) of the said Act, as amended, this Zoning By-law Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.

PASSED IN OPEN COUNCIL ON....., 2022

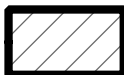
Mayor
Gordon A. Krantz

Deputy Clerk
Meaghan Reid

FIGURE 1 LOCATION MAP



| | | | |
|-----------------------|------------------|--------|---------------------------------|
| Council Meeting Date: | Scale: 1: 15,000 | Files: | Development Services Department |
|-----------------------|------------------|--------|---------------------------------|

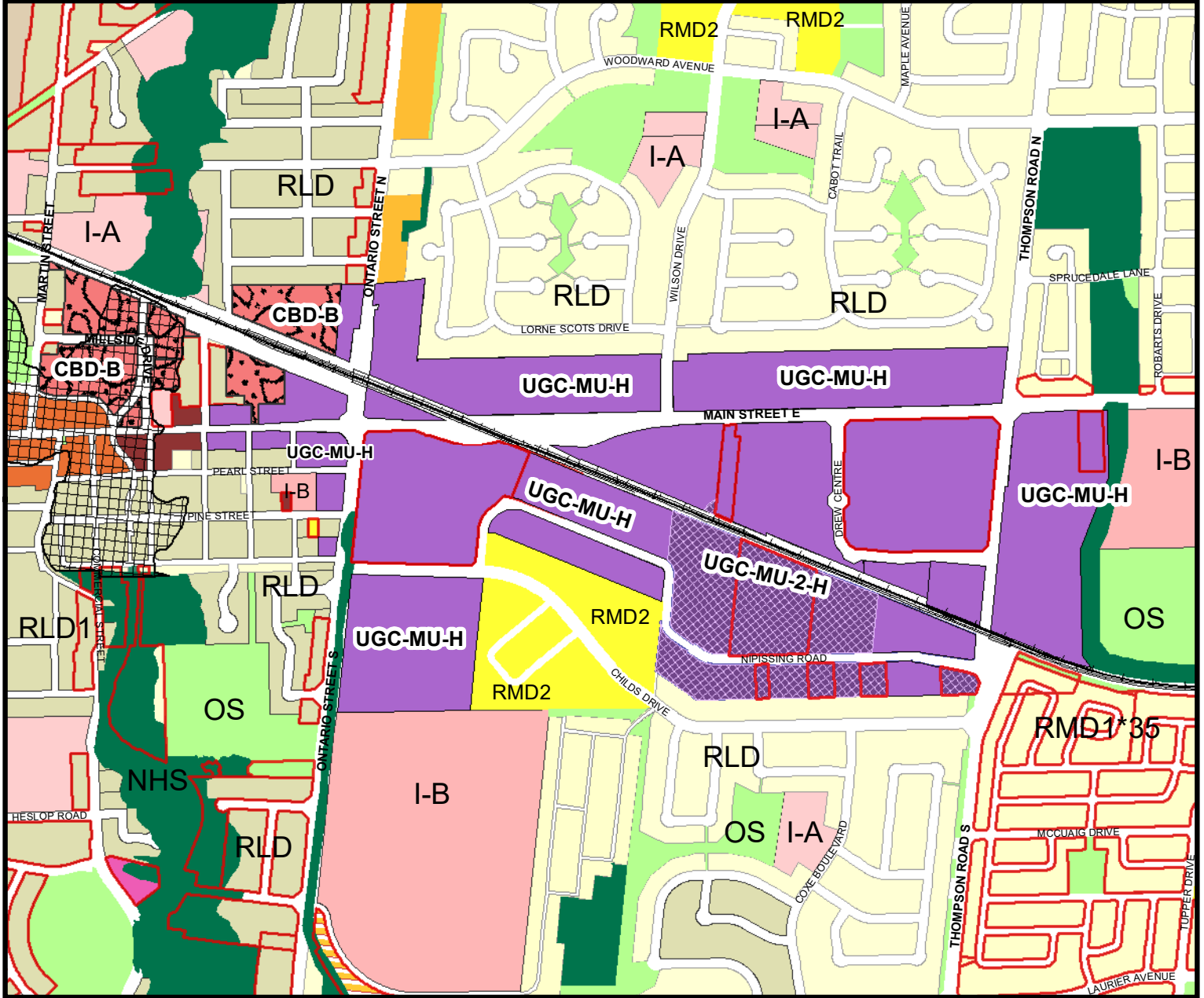

Subject Area

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SCHEDULE A TO BY-LAW No. -2022 TOWN OF MILTON

Milton GO MTSA/Downtown Milton UGC Lands

Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS ___ DAY OF _____, 2022.

MAYOR - Gordon A. Krantz

CLERK- Meaghan Reid



CBD-B - Central Business District Secondary Commercial Zone



UGC-MU-H - Urban Growth Centre Mixed Use Zone with Holding Provision

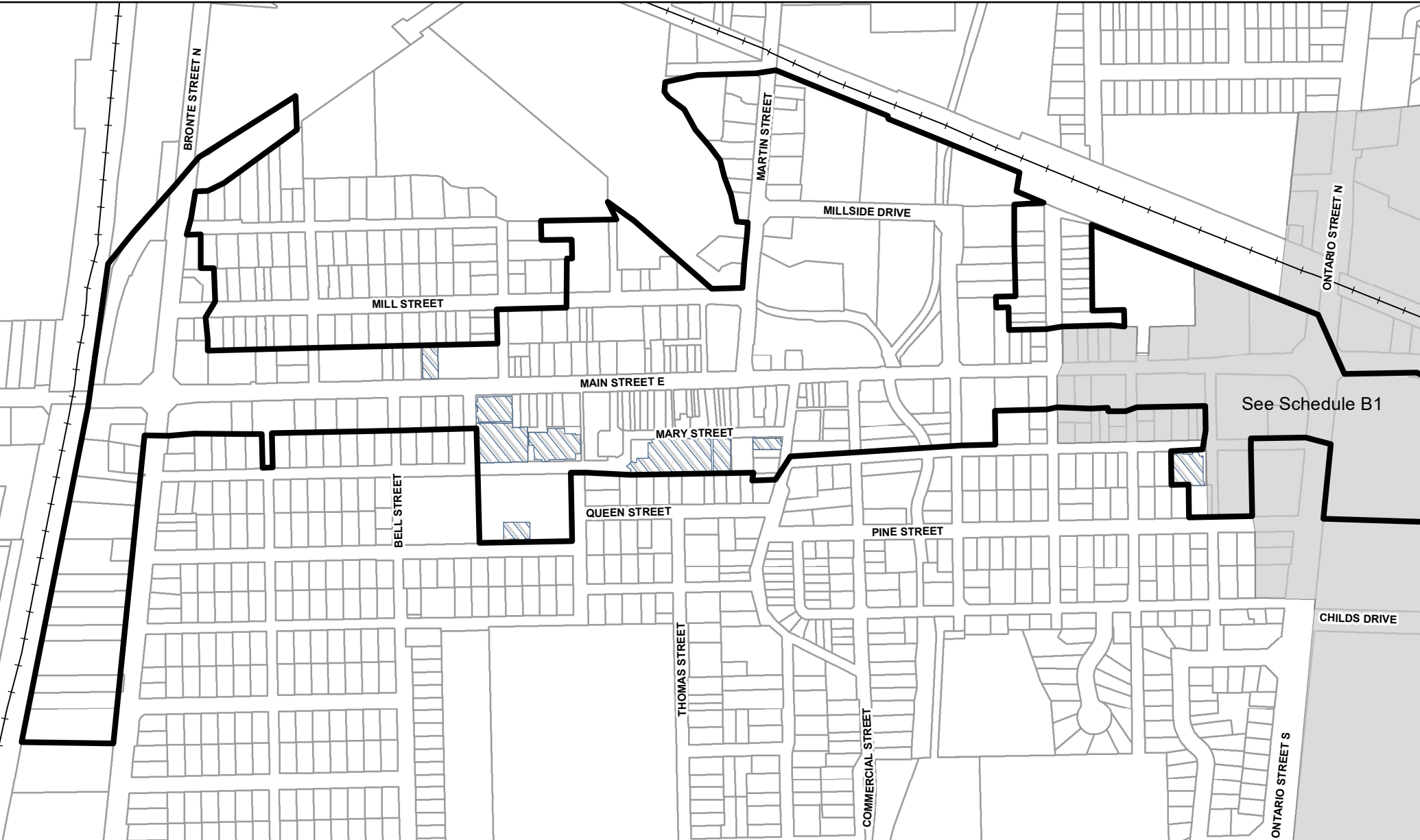


UGC-MU-2-H - Urban Growth Centre Mixed Use 2 Zone with Holding Provision



Milton GO MTSA/Downtown Milton UGC








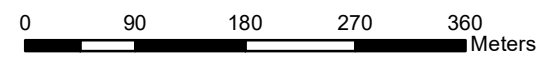
Town of Milton
 Zoning By-law 016-2014
 (HUSP Urban Area)

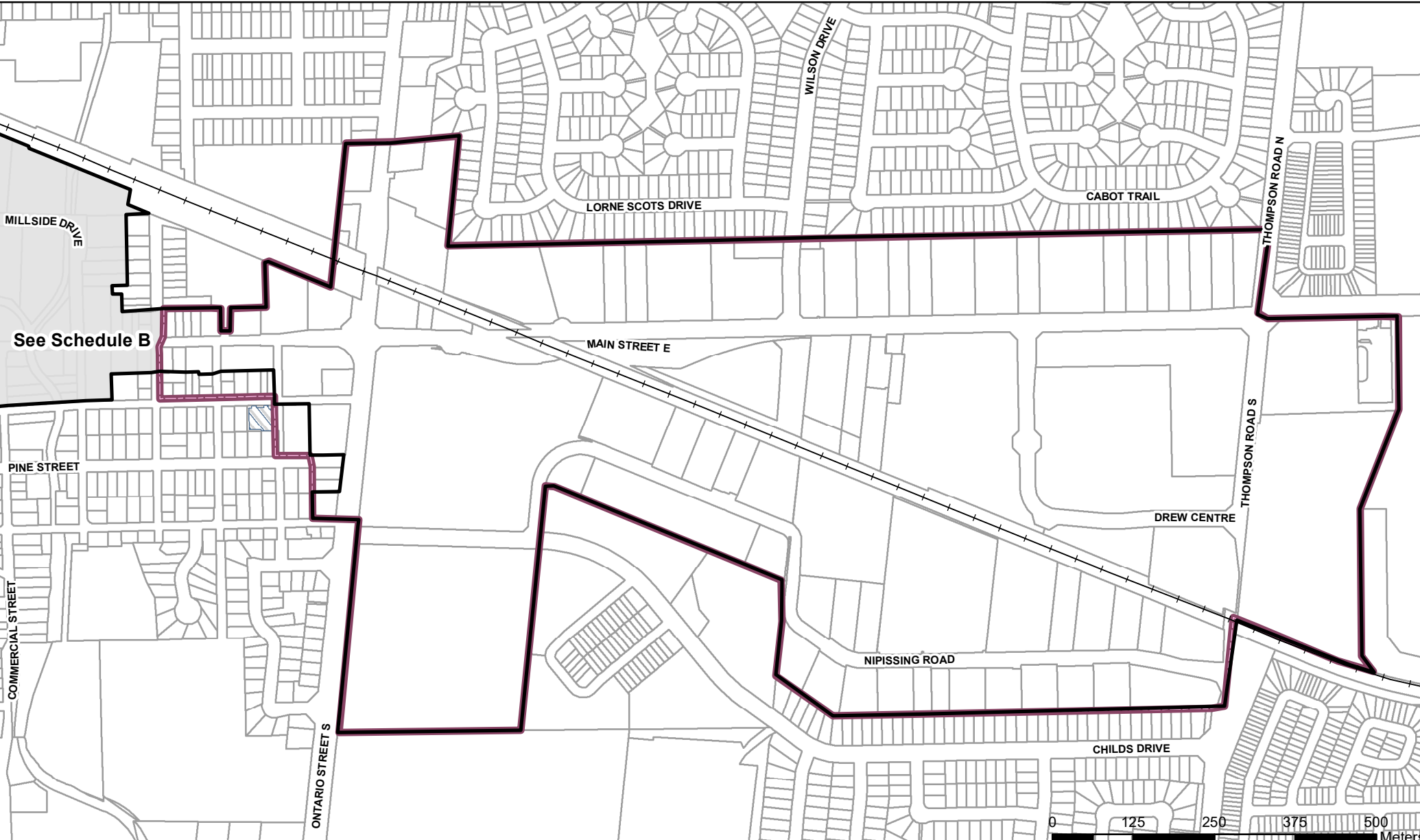
Date: 8/31/2021

Schedule B

Cash-in-Lieu Parking Policy Area

-  Cash-In-Lieu Parking Policy Area
-  Municipal Parking
-  See Schedule B1









MILTON
 Town of Milton
 Zoning By-law 016-2014
 (HUSP Urban Area)

Date: 11/17/2021

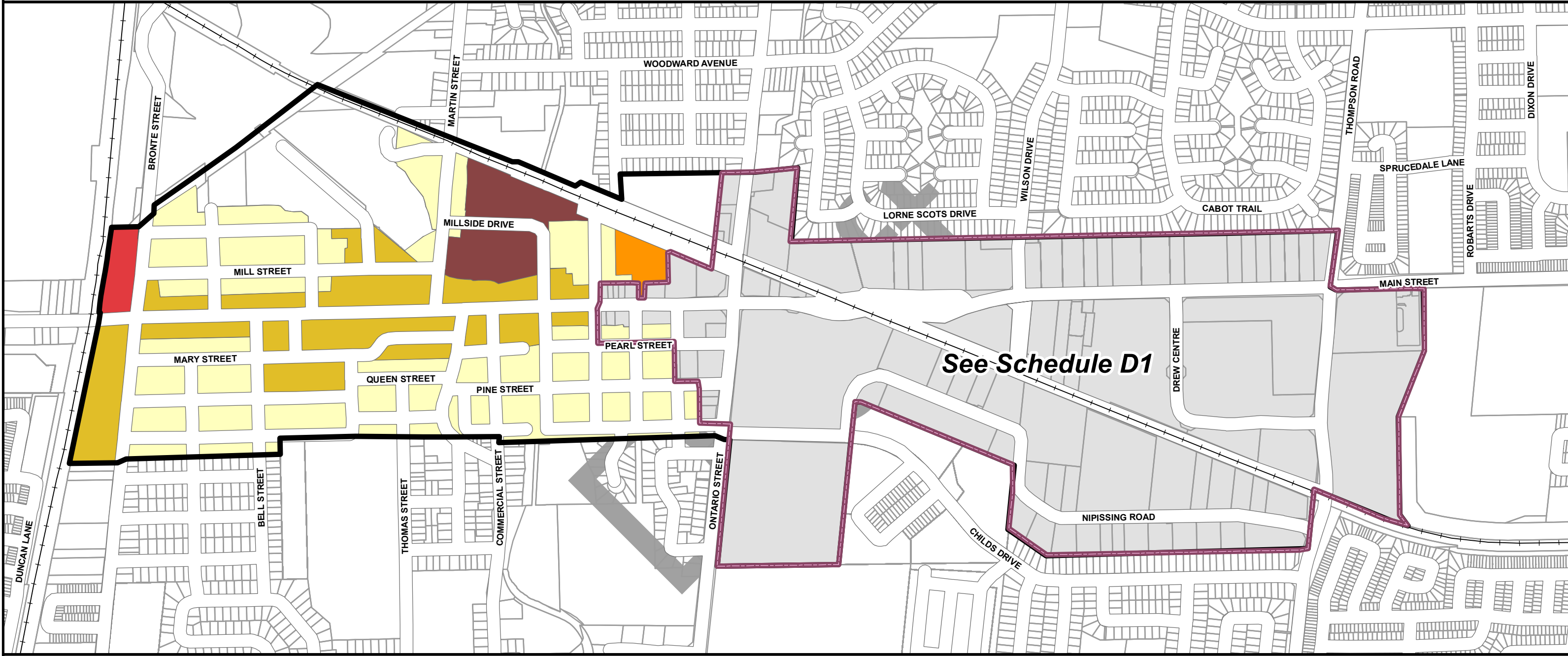
Schedule B1

Cash-in-Lieu Parking Policy Area Milton GO MTSA/Downtown Milton UGC



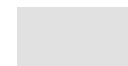
-  Cash-In-Lieu Parking Policy Area
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule B
-  Municipal Parking

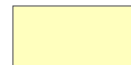

SCHEDULE D




Central Business District - Building Heights



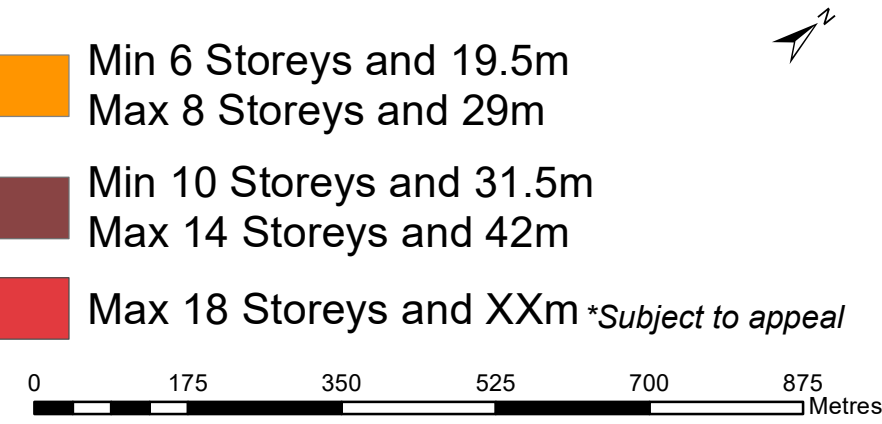
Town of Milton
Zoning By-law 016-2014
(HUSP Urban Area)

-  Central Business District
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule D1

-  Max 2 Storeys; height in accordance with the provisions of Table 6B
-  Min 3 Storeys and 10.5m
Max 4 Storeys and 16.5m

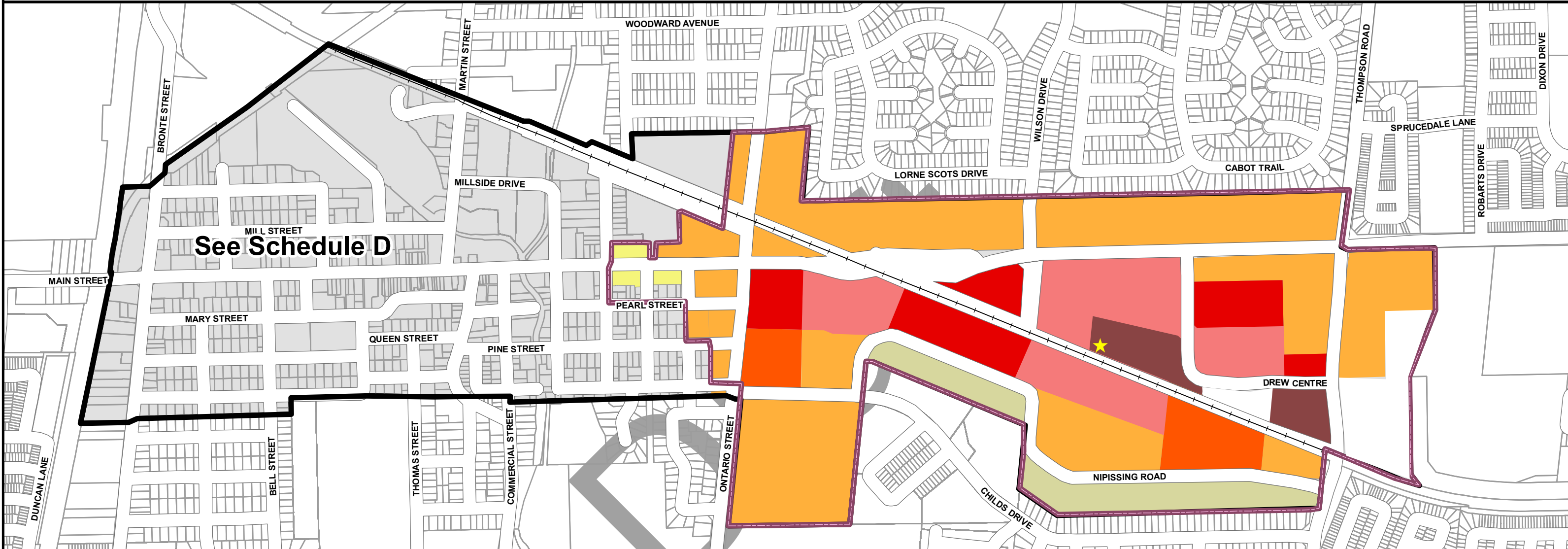
-  Min 6 Storeys and 19.5m
Max 8 Storeys and 29m
-  Min 10 Storeys and 31.5m
Max 14 Storeys and 42m
-  Max 18 Storeys and XXm **Subject to appeal*

Date: 11/23/2021
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SCHEDULE D1

Central Business District - Building Heights



See Schedule D




DREW CENTRE

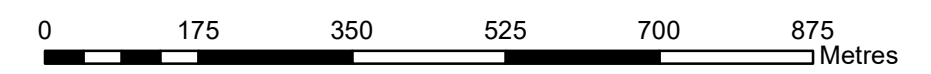
NIPISSING ROAD

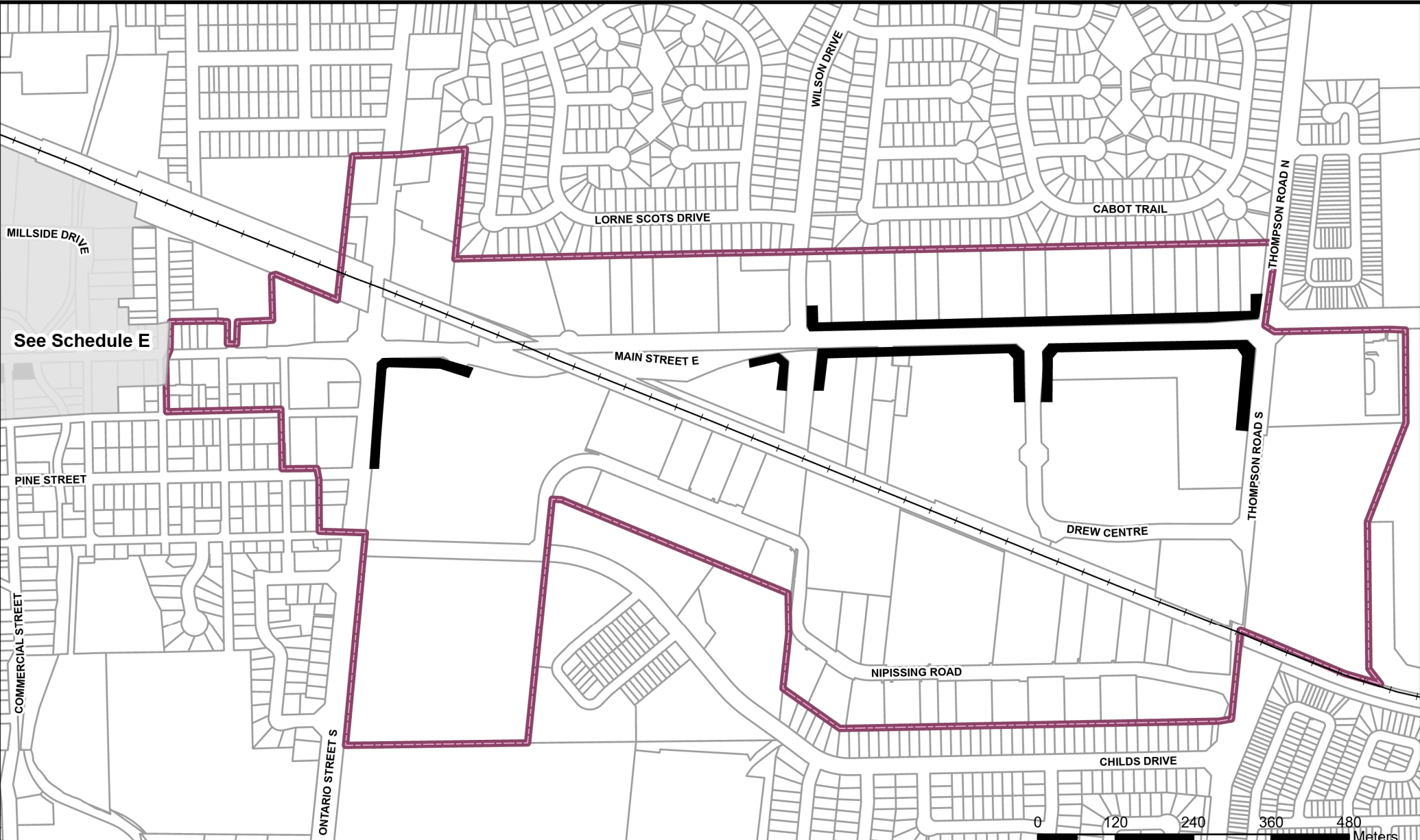
Town of Milton Zoning By-law 016-2014 (HUSP Urban Area)

Date: 2/15/2022
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| Maximum Heights | | Maximum Density |
|--|---------------------|-----------------|
|  | 4 Storeys and 14m | 2.0 FSI |
|  | 6 Storeys and 20m | 3.0 FSI |
|  | 8 Storeys and 26m | 4.0 FSI |
|  | 15 Storeys and 47m | 5.0 FSI |
|  | 23 Storeys and 72m | 5.0 FSI |
|  | 27 Storeys and 84m | 6.0 FSI |
|  | 31 Storeys and 95m | 6.0 FSI |
|  | 33 Storeys and 101m | 6.0 FSI |

-  Central Business District
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule D






MILTON
 Town of Milton
 Zoning By-law 016-2014
 (HUSP Urban Area)

Schedule E1

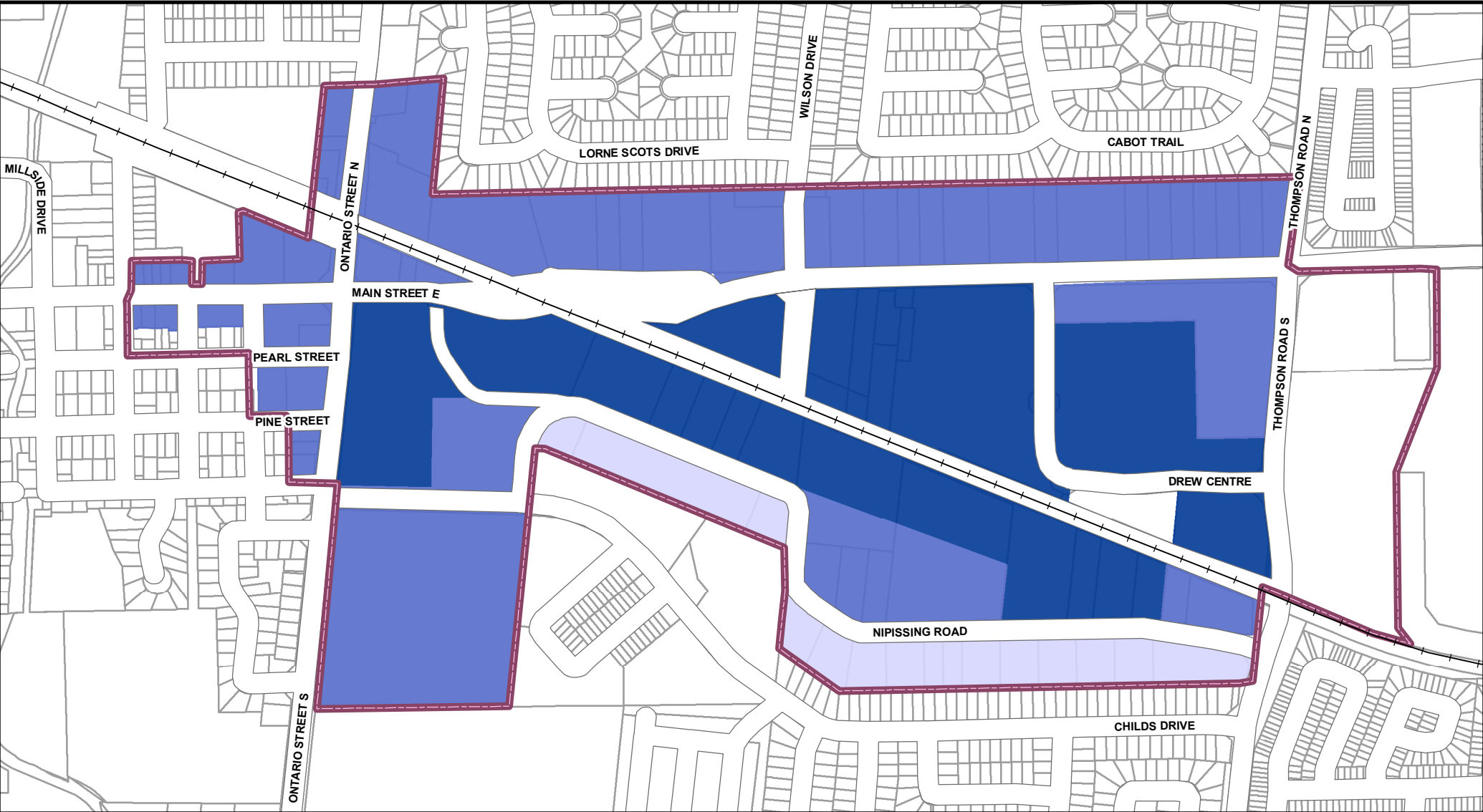
Milton GO MTSA

Active Frontage Areas

-  Active Frontages
-  See Schedule E
-  Milton GO MTSA/Downtown Milton UGC

Date: 1/11/2022

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MILTON
 Town of Milton
 Zoning By-law 016-2014
 (HUSP Urban Area)
 Date: 8/31/2021

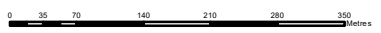
Schedule G

Milton GO MTSA

Minimum Block Level Densities'

Minimum Density

-  FSI 1.0
-  FSI 2.0
-  FSI 3.0
-  Milton GO MTSA/Downtown Milton UGC





September 15, 2021

Legislative & Planning
Services Department
Planning Services
1151 Bronte Road
Oakville ON L6M 3L1

David Twigg
Senior Planner, Planning Policy & Urban Design
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

BY E-MAIL

Dear David Twigg:

RE: Milton GO MTSA –
Draft Official Plan Amendment

Regional staff have received the Draft Official Plan Amendment (OPA) for the Milton GO MTSA dated August 30, 2021. The Draft OPA is intended to update the Town's Official Plan to implement the findings of the Milton Mobility Hub Study in conformity with Regional Official Plan Amendment No. 48 (ROPA 48), and related Provincial Plans and policies. As noted in Town report DS-026-21 ("Mobility Hub Directions Report") the Draft OPA advances short-term implementation measures in support of an anticipated future area-specific planning process to be introduced in 2022.

The Draft OPA incorporates a number of amendments to achieve partial conformity to ROPA 48. While ROPA 48 has not been approved by the Minister of Municipal Affairs and Housing, staff support the Town in its efforts for bringing forward specific changes at this time.

It is recommended the following comments be addressed prior to adoption, including some related to implementation of ROPA 48, as described in further detail below.

Growth Plan Conformity

1. The Draft OPA does not conform to the Section 2.2.3 of the Growth Plan.

Regional staff note that draft policies 2.1.4.7 and 3.5.1.2c) identify "availability of appropriate infrastructure" as a conditional criterion for the achievement of the Province's required development density for Urban Growth Centres. The current wording does not appear to conform to Section 2.2.3 of the Growth Plan, which requires that the Downtown Milton Urban Growth Centre be planned to achieve a combined density of 200 persons and jobs per hectare by the year 2031 without qualification tied to servicing capacity. Regional staff suggest that this criterion be removed and constraints related to required infrastructure be addressed in a separate policy.

Development Criteria and Monitoring for Overall Proportion of Residents and Jobs

2. The Draft OPA Does Not Identify How Table 2b Targets Will Be Monitored and Achieved

Under Table 2b, adopted ROPA 48 sets out specific targets for development density and general targets for the overall proportion of residents and jobs to be planned for and achieved over the long-term in certain Strategic Growth Areas (SGAs), including the Milton GO UGC/MTSA. The OPA acknowledges the general target of ~80% residents and ~20% jobs for the Milton GO UGC/MTSA. There are, however few policies or development criteria that support achieving this general proportion over the long-term.

The Town Plan should also reflect the requirement in adopted ROPA 48 that progress toward achieving the targets in Table 2b be monitored on a regular basis in conjunction with the Region, for example, as part of a review of the Town's Plan or a review of the Milton GO UGC/MTSA Area-Specific Plan. The Town's preference may be to address these conformity concerns related to development criteria and monitoring through Area Specific Plans and we look forward to working with Town staff on these matters.

Inclusionary Zoning

3. The Draft OPA Does Not Comprehensively Address Inclusionary Zoning

ROP 81.2(4), as adopted by ROPA 48, builds upon existing requirements made under ROP 77(5) to support Local Municipal planning within Strategic Growth Areas to advance Regional, Provincial, and Local objectives, including the creation of affordable housing through inclusionary zoning as part of Area Specific Plans. The Draft OPA identifies the possible application of inclusionary zoning in protected MTSA's, however it appears that inclusionary zoning has been identified as a program or incentive for supporting intensification. The Town Plan should also identify the requirement that an assessment report be completed in accordance with the *Planning Act*. Regional staff suggest that inclusionary zoning and the requirement to complete an assessment report be addressed in an additional policy.

Regional staff note that Town report DS-026-21 identifies a broad work plan in which the Area Specific Plan work would be introduced in 2022 and inclusionary zoning in 2023. This work plan sequence appears to be inconsistent with ROP 81.2(4)i), as adopted by ROPA 48, which requires an assessment report to be completed as part of Area Specific Plans for MTSA's in order to determine potential inclusionary zoning policies. This sequencing would preclude the opportunity for Town officials to evaluate the potential implementation of inclusionary zoning prior to the initiation of redevelopment within the MTSA. Regional staff request clarification on the Town's work plan for completion of the assessment report and look forward to further opportunities to collaborate on plans, which advance the supply of affordable housing units in the Town of Milton.

Allendale Campus

4. Proposed Height Restrictions May Compromise Delivery of New Affordable Housing Opportunities for the Allendale Campus

In order to increase the supply of affordable housing units, and in recognition of the strategic location of the site in the Milton UGC, Regional Council has an approved Master Plan that supports further growth and intensification for the Allendale Campus. The Master Plan

benefitted from collaborative support from Town staff and envisions the development of a series of mixed use buildings up to 12 storeys.

The Draft OPA appears to limit height for development on the Allendale campus to six to eight storeys. This is significantly less than what was envisioned through the master plan and will ultimately have a financial impact on the Region in its efforts to maximize opportunities for growth and delivery of new affordable units. While the OPA appears to permit some additional height when a significant proportion of assisted or affordable housing is proposed, the OPA does not provide clarity on what circumstances may justify additional height. In this regard, it is requested that the Draft OPA be updated to either reflect the heights identified in the Master Plan, or specify favourable criteria that will enable outcomes that support an expedited delivery of required affordable housing units to support local residents in need of shelter and achieve broader planning objectives shared by both the Town and Region.

Through future planning applications for this site, Halton Region will demonstrate that criteria under draft policy 3.5.3.21, such as sun shadowing, transition, setbacks etc., have been addressed prior to redevelopment. Regional staff believe it would be consistent with the Town's established principles to permit greater height at the Allendale Campus and look forward to continuing to implement the Master Plan in partnership with Town staff.

I trust that this information is of assistance. Regional staff remain committed to supporting the Town in advancing the OPA for this important growth area. If you have any questions regarding the comments above, please do not hesitate to contact me.

Sincerely,



Matt McCallum
Intermediate Planner, Planning Policy
matt.mccallum@halton.ca

cc (e-mail): Andy Scott, Director Strategic Initiatives & Business Development, Town of Milton
Curt Benson, Director of Planning Services and Chief Planning Official, Halton Region
Dan Tovey, Manager Planning Policy, Halton Region
Sarah Phillips, Acting Manager Housing Action Team, Halton Region
Steve Burke, Senior Planner, Halton Region



Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

T 905-878-7252
www.milton.ca

Appendix 5: Attachment 2

October 15, 2021

Matt McCallum, Intermediate Planner, Planning Policy
Legislative & Planning Services Department
Planning Services
1151 Bronte Road
Oakville ON L6M 3L1
matt.mccallum@halton.ca

Dear Matt,

Milton Mobility Hub: Central Business District, Milton GO Major Transit Station Area & Downtown Milton Urban Growth Centre

Thank you for your letter dated September 15, 2021, providing Regional staff comments on the Draft Official Plan Amendment (Town File #: LOPA 17/21), in connection with the above. We look forward to working with Regional staff to address the comments raised prior to adoption of the Official Plan Amendment.

The purpose of this letter is to provide an initial response to the conformity issues raised in your letter and to confirm the Town staff position in relation to the Allendale campus, as discussed at our meeting on October 4, 2021.

Growth Plan Conformity - Section 2.3.3 of the Growth Plan

The reference to “the availability of appropriate *infrastructure*” is not an amendment. The current wording forms part of OPA 31 (The Town of Milton Growth Plan conformity exercise), as approved and modified by the Region. The provision of appropriate infrastructure will be addressed in the medium-term initiative as part of an Area Specific Plan.

Development Criteria and Monitoring for Overall Proportion of Residents and Jobs - Table 2b Targets

The MTSA/UGC has an overall target population of approximately 22,000 people. Applying an 80/20 split between residents and jobs presents a target of 4,400 jobs. It is estimated that there are approximately 5,800 jobs existing in the area. The draft OPA includes policies that seek to ensure that a similar number of jobs as existing are retained through redevelopment.

Town staff look forward to working with Regional staff to address conformity concerns related to development criteria and monitoring through an Area Specific Plan.

Inclusionary Zoning

Further clarification of the conformity issue is required. The draft OPA reflects the wording of Section 79.3 (7.2), as adopted by ROPA 48. The completion of an assessment report is a statutory requirement of the Act and a mandatory requirement of the Regional Official Plan. The Town would complete an initial assessment report before the adoption of policies authorizing the inclusion of affordable housing units within buildings or projects containing other residential

units; and providing for the affordable housing units to be maintained as affordable housing units over time.

Town Staff acknowledge that an Area Specific Plan will need to establish Affordable Housing targets and inclusionary zoning policies in accordance with the applicable policies of the Regional Official Plan, as modified by ROPA 48.

Allendale Campus

Town staff are committed to working with the Region's staff to facilitate the delivery of affordable housing as part of phased redevelopment of the Allendale Campus.

The Region's Ontario Street Property Master Plan preceded the Town's Milton Mobility Hub Study. The consultant study team were instructed to take the Master Plan into account.

Regional staff were closely involved throughout all aspects of the study. Regional staff were actively engaged as members of the Technical Advisory Committee and staff from various services provided valued inputs to the Study, especially the Community Facilities Study.

The Study area was divided into Primary, Secondary and Tertiary zones. The Allendale Campus is located within the Secondary Zone. The Secondary Zone offers significant opportunities for transit oriented development at a mid-rise scale (5 to 8 storeys) and the development of direct and safe walking and cycling connections to the GO Station. This zone provides a transition between the higher density Primary and lower density Tertiary Zones. The Primary Zone is bounded by Main Street East, Ontario Street, Childs Drive, Nipissing Road and Thompson Road. It offers the greatest opportunities for intensification, mix of uses and improved pedestrian and multimodal connectivity. The tallest buildings (greater than 8 storeys) and greatest mix of uses will be located within this zone.

Built form testing conducted through the Study concluded that the policy context, Guiding Principles, and direction received from the public engagement activities can be best satisfied if street related mid-rise or podium buildings are the primary form of intensification with tall buildings reserved for key locations around the station and along the rail corridor.

The following three basic principles have been consistently communicated to Council and the public and have received widespread support:

1. A predominantly mid-rise character and appearance along the arterial roads;
2. Taller buildings focussed around the station and alongside the rail corridor; and,
3. Lower rise buildings transitioning down to surrounding neighbourhoods.

In addition to the Allendale site, three other properties have sought to have the draft proposed height limits increased from 8 stories to permit taller buildings. Increasing the draft as of right height limits from 8 stories, contrary to the three basic principle outlined above, would compromise the integrity of the Milton Mobility Hub Study and undermine public confidence in its findings.

However, Town staff consider that additional height and density would be justified in the public interest if it is strictly tied to the delivery of affordable housing. Town staff look forward to working with Regional staff to further develop the criteria for a height exceptions policy. As discussed, the height and density exception policy in the draft OPA may be read in conjunction with the bonussing provisions in the current OP and implemented through Section 37 of the Planning Act prior to September, 2022.

Please let us know how you would like to proceed and if you have any further information you are able to share.

Best Regards

David Twigg, MRTPI, MCIP, RPP
Senior Planner, Planning Policy and Urban Design

cc.(e-mail) Andy Scott, Director Strategic Initiatives & Business Development, Town of Milton
 Curt Benson, Director of Planning Services and Chief Planning Official, Halton Region
 Dan Tovey, Manager Planning Policy, Halton Region
 Sarah Phillips, Acting Manager Housing Action Team, Halton Region
 Steve Burke, Senior Planner, Halton Region
 Jill Hogan, Director of Planning Policy and Urban Design, Town of Milton
 Barb Koopmans, Commissioner Development Services, Town of Milton

November 5, 2021

David Twigg
Senior Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear David:

**RE: Amendment to the Town of Milton Official Plan and Zoning By-law 016-2014
Milton Mobility Hub – Central Business District, Milton GO Major Transit Station Area and
Downtown Milton Urban Growth Centre
Your File No.: Z-18/21 & LOPA-07/21**

Thank you for the opportunity to provide comments on the Town-initiated Official Plan and Zoning By-law Amendments to the Town's Official Plan and the Town's Zoning By-law 016-2014.

It is understood that the purpose of these amendments is to incorporate revisions to various sections of the Town's Official Plan to ensure the Town's planning policy framework with respect to the Central Business District, Milton GO Major Transit Station Area (MTSA) and Downtown Milton Urban Growth Centre are aligned with Provincial and Regional policies and legislation; and, implement the recommendations from the Milton Mobility Hub Study for land use, building heights and densities, parking and built form performance standards.

As indicated by the Board in its comments to the Town during the Milton Major Transit Station Area & Mobility Hub Study, and mentioned in the Final Report, May 2020, The Board has requested one 527-pupil place elementary school as a strata development within the MTSA. However, as housing trends change, so do school accommodation requirements. The Board continually reviews student projections and school accommodation needs against frequently changing trends to better assess the community's needs. As such, the Board is happy to discuss all forms of school accommodation requirements for the Milton GO Major Transit Station Area.

Draft Official Plan Amendment

It is understood that the effect of the Official Plan Amendment will be to update certain policies and schedules of the Official Plan to:

1. Identify the Milton GO protected MTSA as a Strategic Growth Area with detailed boundaries;
2. Prescribe minimum development densities for the subject lands;
3. Modify certain matters relating to the consideration of building densities and heights, including revised maximum building heights;
4. Update the land use provisions, including matters relating to land use compatibility and employment lands;
5. Modify the proposed open space, linkages and nodes within the MTSA;
6. Revise the urban design and built form criteria, consistent with the Town's urban design guidelines.
7. Update the policy direction for reduced parking standards and parking design; and,
8. Update key defined terms.

Based on the review of this amendment, the following comments are provided.

Text change #7 states that the "Community Planning Permit System" will be added to subsection 2.1.6.5 j). It is understood that this amendment is in conformity with the Regional Official Plan (ROPA 48). The Board would like clarification from the Town regarding this permit system and its applicability to the Milton Major Transit Station Area.

Text change #8 states that "Subsection 2.6.3.1 d) is replaced by the following: 'require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031;". The Board would like to ensure that policy is introduced as part of this amendment that also prioritizes projects with a school component. This will ensure that the Board can work with the Town, Metrolinx, developers, and the Ministry of Education to secure funding and deliver a school in the community when the need for a school arises without significant delay.

Text change #12 states that "Tall building tower design and siting should maximize sunlight penetration and views between buildings, includes views of the sky, and minimize shadows cast on private rear yards, the public realm and parks." School sites also provide open space through hard and soft play areas, which children use during the school day, and passive community uses after hours, where feasible. The Board would like to ensure that the policy specific to shadowing includes school buildings, school open spaces and play areas. Shadowing from tall buildings and siting is to be minimized wherever possible.

Text change #20 states that "Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the *Open Space Linkages* shown on Schedule C.7.B.CBD;". The Board is supportive of policy language that promotes the exploration of opportunities for partnerships and shared uses with the Town and other public agencies to ensure efficiencies are achieved.

Text change #28 states that "A network of Major and Minor Linkages as described in 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide *active transportation* connections from the Milton GO Station to the wider community and to improve linkages through the MTSA." The Board is supportive of this initiative and encourages all forms of active transportation within the community.

Text change #32 states that "A holding provision (H) may be implemented through the Zoning By-law amendment in order to place a hold on the proposed development until: ...b) municipal services are adequate and available;". The Board like to ensure that the holding provision also places a hold on proposed development until school accommodation needs are adequate and available to the satisfaction of the school boards. This provision will enable HCDSB to work with the Town, Metrolinx, developers, and the Ministry of Education to ensure that school accommodation needs are adequately provided in a timely manner for students in the new community, without placing significant accommodation pressures in surrounding existing schools.

Text changes 48 and 51 relate to block densities and the Floor Space Index (FSI). The Board requests that school sites be exempt from counting towards block densities and FSI requirements.

Draft Zoning By-law Amendment

Based on the review of the amendment to the Town of Milton's Comprehensive Zoning By-law 016-2014, as amended, the following comments are provided.

The proposed definition of Block Level Density(ies) states, "Means the densities, represented by floor space index (FSI), which are typically achieved by various forms of building type on a block. The block-level densities are an average of the FSI values on individual lots or land parcels within each block." The Board requests that school sites be exempt from block-level density calculations.

The proposed definition of Floor Space Index (FSI) "Means the ratio of the gross floor area of all above grade buildings or structures, including parking structures, to lot area." The Board requests that school sites be exempt from Floor Space Index (FSI) requirements.

The definition for Mixed-Use Building in Section 3 of the zoning by-law is proposed to be amended to state, "...a building which contains both residential dwelling units and non-residential (i.e. commercial, retail, office) uses; and where the uses are separated horizontally and vertically. An apartment building, a dwelling, live-work unit, and a building with only dwelling units are not mixed-use buildings." The Board would like to ensure that the definition includes institutional uses such as schools to support the creation of an elementary school as part of a mixed-use building if and when required by the Board.

Table 5F (Minimal Off-Street Parking Requirements) under Section 5.8.2 i) "Non-Residential Parking Requirements," is proposed to be amended by requiring UGC-MU Zones to provide 0.8 parking spaces per dwelling unit PLUS, the greater of 0.2 parking spaces per residential dwelling unit for visitor parking or one parking space per 30 m² of gross floor area for permitted non-residential uses in a mixed-use building. The Board would like to ensure that where there is a school provided in a mixed-use zone (i.e. UGC-MU) in the Milton GO MTSA, that the Town's proposed parking requirements for school uses allows for proper school operations with dedicated school parking during normal school hours, while also allowing for community parking use outside normal school hours.

Based on the current Zoning By-law, Table 7A under Section 7.1, the following school-related uses are permitted in the UGC-MU zone:

- Day Care Centre
- Elementary School
- School, Adult Education

The proposed Zoning By-law Amendment also seeks to add "School, Secondary" to the list of Non-Residential Uses under the Permitted Uses column for the UGC-MU zone. The Board supports the inclusion of all school instructional panels in the mixed-use zone within the Milton GO MTSA.

General Comments

In addition to the specific comments provided in the previous section concerning specific text changes in the official plan and zoning by-law, the following general comments are provided.

- Housing affordability in the Greater Toronto Hamilton Area and market preferences may impact student enrolment. The Board will continue to monitor trends and student yields to determine accommodation requirements.
- While the Board has requested that a 527-pupil place elementary school is required as a strata development, the Board would like to ensure that in the event that a standalone school building is required, the Board has the option to pursue a school site of 6-acres in size based on current [Board Policy IV-06 School Sites and Facilities Criteria](#), or a reasonable reduction in site size where there are

opportunities for efficiencies and synergies, such as but not limited to, co-location with parks, child care facilities, and other municipal or publicly owned facilities. The Board is willing to work with the Town, Metrolinx, and the development community to ensure that the Board's school accommodation needs are adequately provided in the Milton GO MTSA lands to support the creation of a complete community with a walkable neighbourhood school.

- The Board is very supportive in reviewing joint-use opportunities with the Town of Milton and would be amenable to any co-building opportunities or shared use opportunities.
 - The Board advocates having school sites adjacent to parkland to create school-park campuses that develop facility partnerships to improve educational opportunities for youths.
 - The Board supports the creation of Community Use hubs and would like to participate in any future discussions to explore possible cooperative and collaborative partnerships to share facilities to benefit school boards, students, and the community.
- The Board generally supports policies that promote active transportation in communities to support healthy and active lifestyles from a young age. This includes public realm improvements that create a safe and accessible route for children to travel to/from school.

Additional comments will be provided in future planning processes (e.g. tertiary planning) for the Milton GO Major Transit Station Area. We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,



Dhilan Gunasekara
Planning Officer

cc: A. Lofts, Superintendent of Business Services and Treasurer of the Board
R. Merrick, Superintendent of Facility Management Services
B. Vidovic, Senior Manager of Planning Services, Planning Services
K. Panzer, Planning Officer, Planning Services
M. D'Aguiar, Halton District School Board
D. Stojc, Conseil scolaire Viamonde

October 1, 2021

VIA EMAIL

Town of Milton
Planning & Development Department
150 Mary Street
Milton, ON L9T 6Z5

Attention: David Twigg, MCIP, RPP
Senior Planner, Policy and Urban Design

Re: Comment Letter
Milton Mobility Hub Public Meeting: Proposed Official Plan and Zoning By-law Amendment
BHB Developments
821 Main Street East

Dear Mr. Twigg,

On behalf of BHB Developments, we are pleased provide comments on the proposed Official Plan and Zoning By-law Amendments to implement the recommendations of the Milton Mobility Hub Study. First, we would like to commend staff for the work done to date and are generally writing in support of the proposed Official Plan and Zoning By-law Amendment in relation to BHB Developments' property at 821 Main Street East (*Attachment 1- Aerial Photo*).

We agree with the 8-storey building height and setbacks proposed for the 821 Main Street East as it will allow for a mid-rise built form that provides an appropriate transition to the neighbouring low density residential properties to the north through the creation of a 45 degree angular plan. The alternative parking rates proposed are appropriate for an Urban Growth Centre and will promote the use of alternative modes of transportation, given the number of services and amenities located within walking distance. One item we recommend staff revisit is the maximum density proposed for the 8-storey built form. Currently a maximum FSI of 3.0 is proposed for 821 Main Street East, which in our opinion does not correlate with the maximum 8-storey building height (*Attachment 2 – Proposed Official Plan Amendment Heights and Density Schedule*).

As shown on *Attachment 3- Concept Plan*, we have prepared a concept plan which applies the applicable regulations of the proposed Milton Mobility Hub Zoning By-law and urban design guidelines save for the maximum density. Utilizing these regulations and principles, we are able to achieve an FSI of 3.8 for an 8-

storey building at 821 Main Street East. Therefore, given that the applicable design regulations pertaining to lot coverage, height, setbacks and setbacks can be met, we are requesting that the maximum density in the proposed Milton Mobility Hub Official Plan Amendment and Zoning By-law Amendment for 821 Main Street East be increased to 4.0 FSI. This is consistent with the maximum height and densities proposed for Palermo Village in the Livable Oakville Plan (*Attachment 4- Livable Oakville Excerpt*).

We understand that the provision of a public road along the property line of the properties on the north side of Main Street East (including 821 Main Street East) will be introduced through a Secondary Plan in 2022. While we understand that the proposed Official Plan and Zoning By-law Amendment do not address future public roads at this stage, we would like to raise our concerns at this time. Our main concerns relate to timing and the land dedication process for this future public road. Will each landowner be required to apply for a Draft Plan of Subdivision to dedicate the land for road to the Town? If that's the case, what happens if landowners chose not to redevelop their property and the road is provided in a piecemeal fashion, providing limited connectivity? Will those dedicated right-of-ways remain vacant with the Town needing to access the properties to maintain them? We agree that shared rear access should be provided to these properties, however, are of the opinion that it should be done via a private road with an easement for mutual access. This will allow landowners to provide the infrastructure necessary to create the private road with dead ends to properties that have not yet redeveloped. This provides future residents with the ability to utilize this road network in advance of all the properties redeveloping. Property owners will benefit from a private road as it allows them to extend their underground parking facilities beneath the road which is not permitted with a public road. Further, developing a private access road will minimize the noise and traffic concerns relating to the creation of a public road.

Thank you for the opportunity to provide comments. Please feel free to contact us should you have any questions or require any further information.

Sincerely yours,

KORSIAK URBAN PLANNING

Terry Korsiak, MA, RPP



Alison Bucking, BES, RPP

Encl.

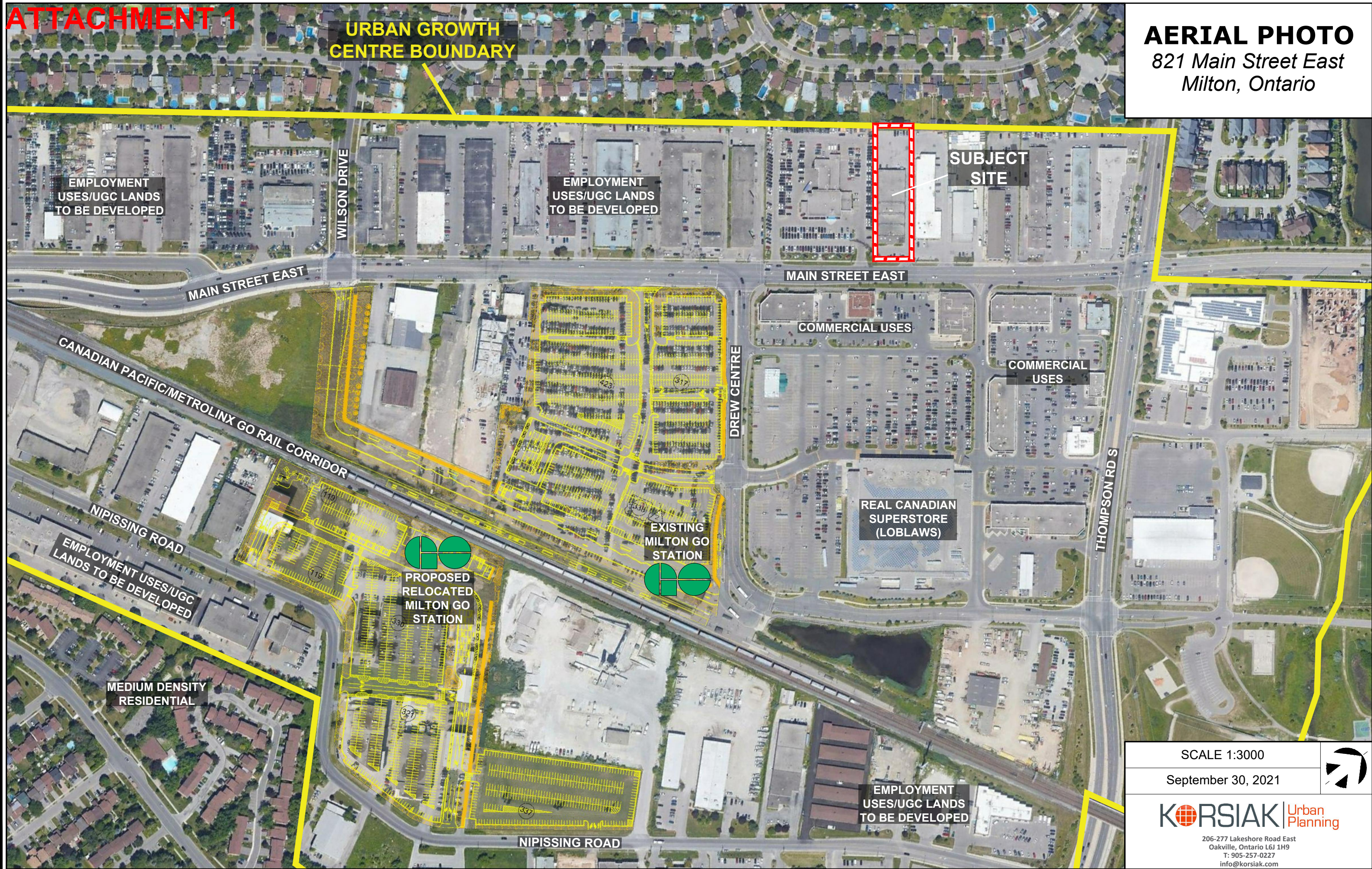
Copy: Jill Hogan, Director - Planning Policy and Urban Design

Harry Hashemi, BHB Developments

Payam Bijari, BHB Developments.

ATTACHMENT 1

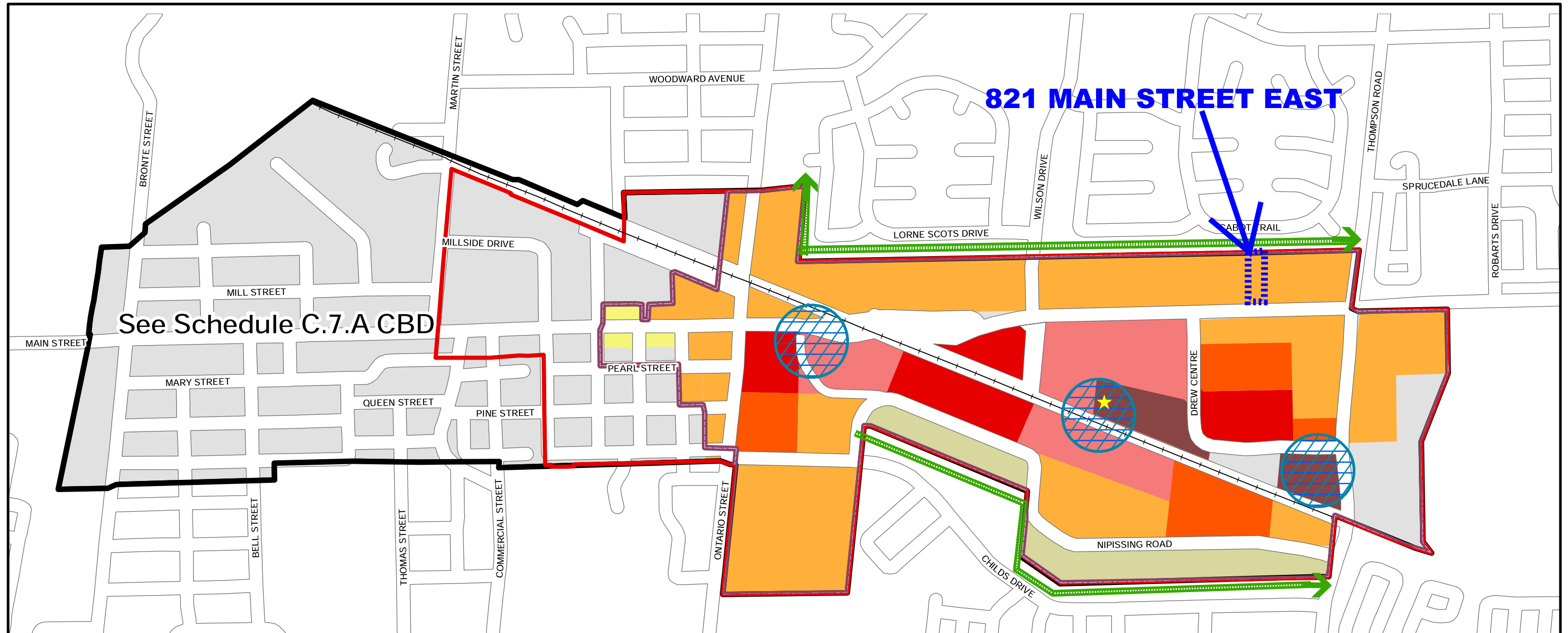
AERIAL PHOTO 821 Main Street East Milton, Ontario








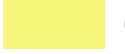








SCALE 1:3000
September 30, 2021



206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-257-0227
info@korsiak.com



| | Maximum Heights | Maximum Density |
|---|---|-----------------|
|  | Urban Growth Centre Boundary (Revised by ROPA 48) | |
|  | Central Business District Boundary | |
|  | Milton GO MTSA/Downtown Milton UGC | |
|  | See Schedule C.7.A CBD | |
|  | Transition Areas | |
|  | Gateways | |
|  | 4 Storeys | 2.0 FSI |
|  | 6 Storeys | 3.0 FSI |
|  | 8 Storeys | 3.0 FSI |
|  | 15 Storeys | 5.0 FSI |
|  | 23 Storeys | 5.0 FSI |
|  | 27 Storeys | 6.0 FSI |
|  | 31 Storeys | 6.0 FSI |
|  | 33 Storeys | 6.0 FSI |

**TOWN OF MILTON
OFFICIAL PLAN**

CENTRAL BUSINESS DISTRICT
SECONDARY PLAN

Schedule C.7.A.1 CBD

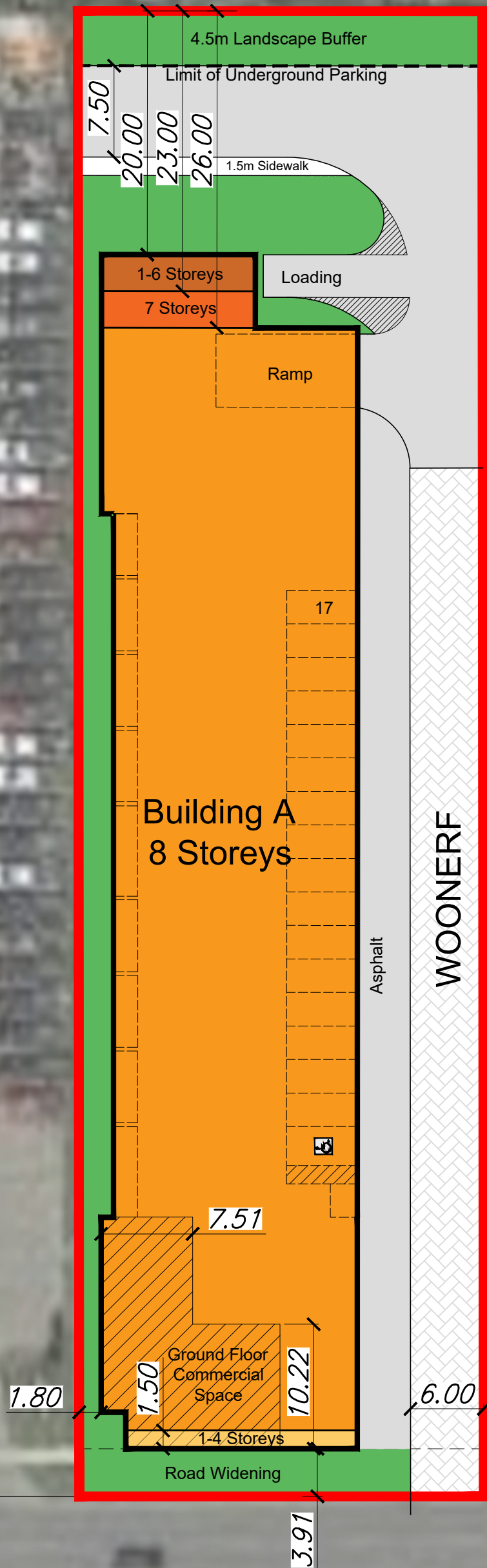
Central Business District
Milton GO MTSA/Downtown Milton UGC
Height & Density Limits




This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.
Copyright 2021: Town of Milton, Terenac Inc.

August, 2021

ATTACHMENT 3



MAIN STREET EAST

821 MAIN STREET

Concept 1

Site Area: ±3,916 m²

GFA: ±14,862 m²

FSI: 3.80

Lot Coverage: 50%

Ground Floor Commercial Space: ±206 m²

September 27, 2021 | Scale 1:4000
 S:\Korsiak & Company\821 Main Street\Concept\2021-09\821 Main Street - Concept 1 - Sept 27 21_ec.dwg

22.4.3 Growth Target

Palermo Village can accommodate approximately 5,200 residents and 3,800 jobs. This target includes existing population and employment, the *intensification* target of 800 new residential units and proposed *greenfield development*.

22.4.4 Stormwater Management

A stormwater management pond will be required in the southeast portion of Palermo Village, east of Grand Oak Trail. The exact size and location of this facility will be determined by the Town and Conservation Authority through the review of planning applications.

22.5 Land Use Policies

Land use designations are provided on Schedule N. In addition to the policies in Part D of this Plan, the following policies apply specifically to Palermo Village.

22.5.1 The lands designated Urban Centre are subject to the following additional policies:

- a) The minimum residential density shall be 100 units per *site hectare*.
- b) Mixed use and residential and office *developments* shall have a maximum *floor space index* of 4.0.
- c) The minimum building height shall be two storeys. The maximum building height shall be eight storeys, except on corner sites it shall be 10 storeys.
- d) Public parking facilities may also be permitted.
- e) South of Pine Glen Road, the following uses may be permitted:
 - i) *multiple-attached dwellings*;
 - ii) stand-alone apartment buildings;
 - iii) stand-alone office buildings; and,
 - iv) stand-alone retail and service commercial buildings, which shall not exceed a gross floor area of 6,000 square metres.

22.5.2 On lands designated Main Street 2:

- a) Street, block and stacked townhouses and stand-alone residential apartment buildings may also be permitted.
- b) The residential density shall be between 50 and 100 units per *site hectare*.

October 1, 2021

VIA EMAIL

Town of Milton
Planning & Development Department
150 Mary Street
Milton, ON L9T 6Z5

Attention: David Twigg, MCIP, RPP
Senior Planner, Policy and Urban Design

Re: Comment Letter
Milton Mobility Hub Public Meeting: Proposed Official Plan and Zoning By-law Amendment
Neatt Communities (Nipissing) Inc.
145-151 Nipissing Road

Dear Mr. Twigg,

On behalf of Neatt Communities (Nipissing) Inc. (Neatt Communities), we are writing to provide comments on the proposed Official Plan and Zoning By-law Amendments to implement the recommendations of the Milton Mobility Hub Study. First, we would like to commend staff for the work done to date and are generally writing in support of the proposed Official Plan and Zoning By-law Amendment as it relates to 145-151 Nipissing Road (*Attachment 1 – Aerial Photo*).

We agree with the heights, densities and setbacks proposed for 145-151 Nipissing Road through the Milton Mobility Hub Study. These proposed Official Plan policies and zoning regulations are in keeping with Neatt Communities Official Plan and Zoning By-law Amendment applications and will facilitate the development of a well-designed high rise residential development within the Milton Mobility Hub. One item we recommend staff revisit are the policies related to the redevelopment of an employment use, outside of an employment area, with a mixed use or stand alone residential use.

Currently the draft Official Plan Amendment reads:

“outside Employment Areas, the replacement of an employment use with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:

- i) In the case of a mixed use development, **a similar amount of commercial and/or employment floor area (our emphasis)** is provided in the new development that was previously on the site; or,*

*ii) in the case of a residential development, through a site specific Zoning By-Law amendment demonstrating to the satisfaction of the Town **that space to accommodate a similar number of jobs as existing shall be made available in the Major Transit Station Area (our emphasis)** prior to commencement of the proposed residential development.”*

We are supportive of the Town’s policies which allow the redevelopment of an employment use outside of an employment area with a standalone residential use so long as the space to accommodate these displaced jobs is provided for in the Major Transit Station Area (MTSA). This ensures that commercial/employment space is provided in viable areas and reduces the potential for vacant non-residential space. This is in keeping with our proposal to relocate the space to accommodate a similar number of jobs currently provided at 145-151 Nipissing Road to 560 Main Street East. However, we are not in agreement that the replacement value should be 1 for 1 for jobs or equal to the existing gross floor area.

There are different types of jobs provided within existing employment buildings which can range from seasonal, automotive, personal service and office and all occupy a different gross floor area. Therefore, when considering moving jobs from one site to another within the MTSA, consideration should be given to the quality and security of jobs that the existing jobs are replaced with. Seasonal jobs are not equivalent to full time office or commercial jobs and consideration should be given to these factors in the creation of the Town’s policy. Regarding the replacement of the existing non-residential gross floor area, different jobs require different amounts of floor space. An employment use that is predominantly employment in nature can have a greater gross floor area with fewer employees than an office space that provides a greater number of jobs and a smaller gross floor area. The proposed policy should address these factors.

Therefore, we propose that the policy be modified as follows:

“outside Employment Areas, the replacement of an employment use with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:

- i) In the case of a mixed use development, a technical study be completed to determine the non-residential floor area required to replace the jobs that were previously on the site; or,*
- ii) in the case of a residential development, through a site specific Zoning By-Law amendment demonstrating to the satisfaction of the Town, through a technical study, that an appropriate*

number of jobs be provided elsewhere in the Major Transit Area to replace the jobs that were previously provided on site. "

The proposed modified policy language is more flexible in nature and puts the onus on the technical study to determine the job replacement rate.

Thank you for the opportunity to provide comments. Please feel free to contact us should you have any questions or require any further information.

Sincerely yours,

KORSIAK URBAN PLANNING

Terry Korsiak, MA, RPP



Alison Bucking, BES, RPP

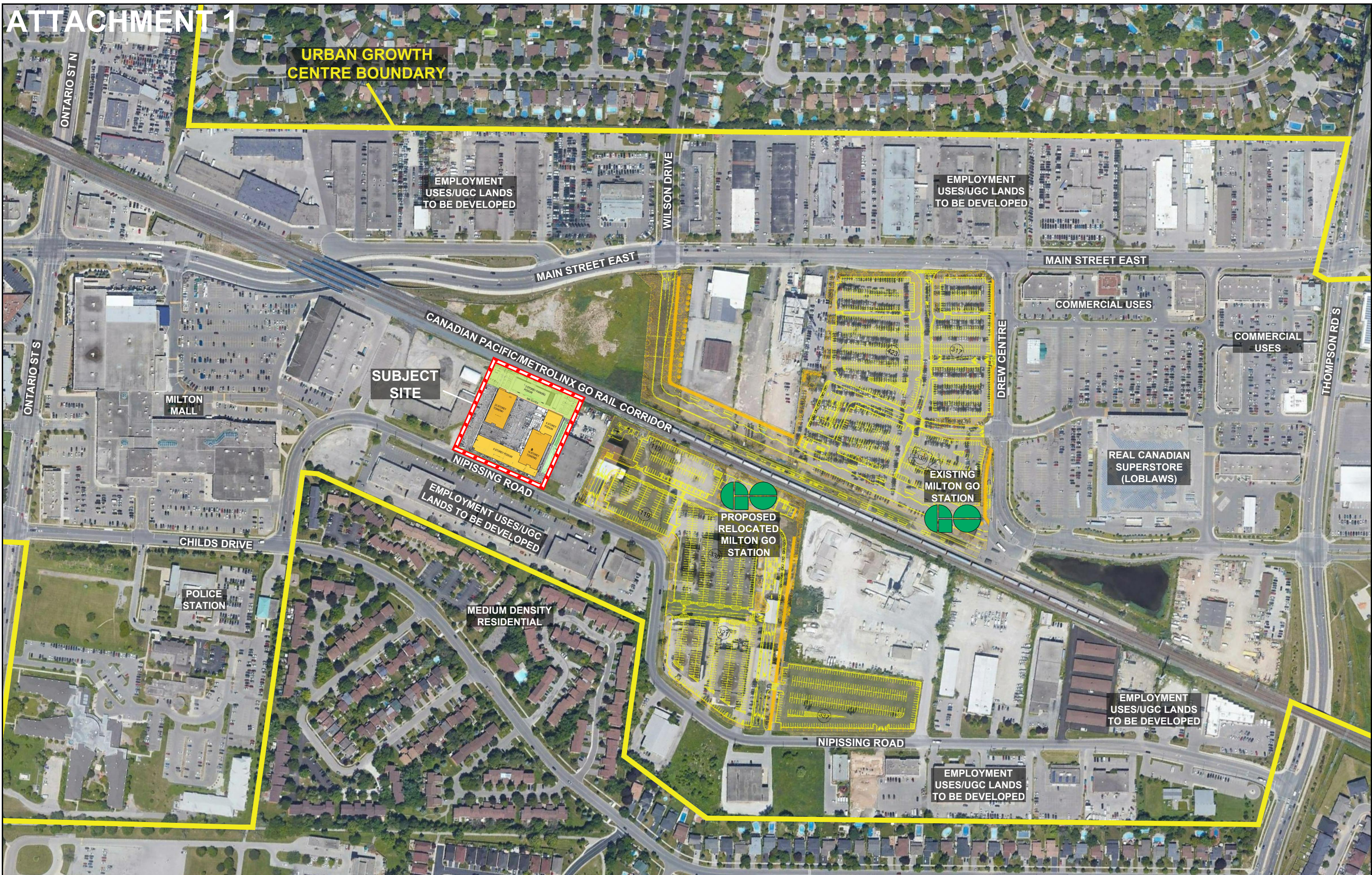
Encl.

Copy: Jill Hogan, Director - Planning Policy and Urban Design

Mike Vernooy, Neatt Communities

Colin Rauscher, Neatt Communities

ATTACHMENT 1



URBAN GROWTH CENTRE BOUNDARY

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

SUBJECT SITE

MILTON MALL

CHILDS DRIVE

POLICE STATION

MEDIUM DENSITY RESIDENTIAL

PROPOSED RELOCATED MILTON GO STATION

EXISTING MILTON GO STATION

REAL CANADIAN SUPERSTORE (LOBLAWS)

COMMERCIAL USES

COMMERCIAL USES

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

October 1, 2021

VIA EMAIL

Town of Milton
Planning & Development Department
150 Mary Street
Milton, ON L9T 6Z5

Attention: David Twigg, MCIP, RPP
Senior Planner, Policy and Urban Design

Re: Comment Letter
Milton Mobility Hub Public Meeting: Proposed Official Plan and Zoning By-law Amendment
560 Main Street East Milton Inc.
560 Main Street East

Dear Mr. Twigg,

On behalf of 560 Main Street East Milton Inc. (Neatt Communities), we are writing to provide comments on the proposed Official Plan and Zoning By-law Amendments to implement the recommendations of the Milton Mobility Hub Study. We would like to commend staff for the work done to date and are generally writing in support of the proposed Official Plan and Zoning By-law Amendment in relation to 560 Main Street East (*Attachment 1- Aerial Photo*)

We agree with the heights, densities and setbacks proposed for 560 Main Street East through the Milton Mobility Hub Study. These recommended Official Plan policies and zoning regulations are in keeping with Neatt Communities proposed Official Plan and Zoning By-law Amendment applications and will facilitate the development of a well-designed, identifiable skyline feature within the Milton Mobility Hub. One item we recommend staff revisit are the policies related to the redevelopment of an employment use, outside of an employment area, with a mixed use or stand alone residential use.

Currently the draft Official Plan Amendment reads:

“outside Employment Areas, the replacement of an employment use with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:

*i) In the case of a mixed use development, **a similar amount of commercial and/or employment floor area (our emphasis)** is provided in the new development that was previously on the site; or,*

*ii) in the case of a residential development, through a site specific Zoning By-Law amendment demonstrating to the satisfaction of the Town **that space to accommodate a similar number of jobs as existing shall be made available in the Major Transit Station Area (our emphasis)** prior to commencement of the proposed residential development.”*

We are supportive of the Town’s policies which allow the redevelopment of an employment use outside of an employment area with a standalone residential use so long as the space to accommodate these displaced jobs is provided for in the Major Transit Station Area (MTSA). This ensures that commercial/employment space is provided in viable areas and reduces the potential for vacant non-residential space. This is in keeping with our proposal to relocate the space to accommodate a similar number of jobs currently provided at 145-151 Nipissing Road to 560 Main Street East. However, we are not in agreement that the replacement value should be 1 for 1 for jobs or equal to the existing gross floor area.

There are different types of jobs provided within existing employment buildings which can range from seasonal, automotive, personal service and office and all occupy a different gross floor area. Therefore, when considering moving jobs from one site to another within the MTSA, consideration should be given to the quality and security of jobs that the existing jobs are replaced with. Seasonal jobs are not equivalent to full time office or commercial jobs and consideration should be given to these factors in the creation of the Town’s policy. Regarding the replacement of the existing non-residential gross floor area, different jobs require different amounts of floor space. An employment use that is predominantly employment in nature can have a greater gross floor area with fewer employees than an office space that provides a greater number of jobs and a smaller gross floor area. The proposed policy should address these factors.

Therefore, we propose that the policy be modified as follows:

“outside Employment Areas, the replacement of an employment use with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:

i) In the case of a mixed use development, a technical study be completed to determine the non-residential floor area required to replace the jobs that were previously on the site; or,

ii) in the case of a residential development, through a site specific Zoning By-Law amendment demonstrating to the satisfaction of the Town, through a technical study, that an appropriate number of jobs be provided elsewhere in the Major Transit Area to replace the jobs that were previously provided on site. “

The proposed modified policy language is more flexible in nature and puts the onus on the technical study to determine the job replacement rate.

Thank you for the opportunity to provide comments. Please feel free to contact us should you have any questions or require any further information.

Sincerely yours,

KORSIAK URBAN PLANNING



Terry Korsiak, MA, RPP



Alison Bucking, BES, RPP

Encl.

Copy: Jill Hogan, Director - Planning Policy and Urban Design
Mike Vernooy, Neatt Communities
Colin Rauscher, Neatt Communities

ATTACHMENT 1

ROPA 48 MILTON URBAN GROWTH CENTRE BOUNDARY



EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

SUBJECT SITE

MAIN STREET EAST

COMMERCIAL USES

COMMERCIAL USES

FUTURE HIGH DENSITY RESIDENTIAL

145-151 NIPISSING FUTURE NEATT COMMUNITIES HIGH DENSITY RESIDENTIAL

CANADIAN PACIFIC/METROLINX GO RAIL CORRIDOR

REAL CANADIAN SUPERSTORE (LOBLAWS)

PROPOSED RELOCATED MILTON GO STATION

EXISTING MILTON GO STATION

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

MILTON MALL

CHILDS DRIVE

POLICE STATION

MEDIUM DENSITY RESIDENTIAL

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

NIPISSING ROAD

EMPLOYMENT USES/UGC LANDS TO BE DEVELOPED

October 1, 2021

VIA EMAIL

Town of Milton
Planning & Development Department
150 Mary Street
Milton, ON L9T 6Z5

Attention: David Twigg, MCIP, RPP
Senior Planner, Policy and Urban Design

Re: Comment Letter
Milton Mobility Hub Public Meeting: Proposed Official Plan and Zoning By-law Amendment
425 Main Street Holdings Inc.
425-439 Main Street East

Dear Mr. Twigg,

On behalf of 425 Main Street Holdings Inc., the owner of the properties known as 425-439 Mains Street East, we are pleased provide comments on the proposed Official Plan (OPA) and Zoning By-law Amendments (ZBA) to implement the recommendations of the Milton Mobility Hub Study. First, we would like to commend staff for the work done to date. We agree with the general vision of the proposed OPA and ZBA, but we have concerns relating to the height, density and setbacks proposed for 425-439 Main Street East (the “site”).

Proposed Height and Density

425-439 Mains Street East is located on the northwest corner of Main Street East, and Ontario Street North (*Attachment 1 - Aerial Photo*). As shown on *Attachment 2- Central Business District Height Limits Schedule* from the current Town of Milton Official Plan, the 425-439 Mains Street East is identified for a maximum building height of 8-storeys and located at a gateway. The proposed Milton GO MTSA/Downtown Milton UGC Height & Density Limits Schedule (*Attachment 3*), identifies 425-439 Mains Street East for a maximum building height and density of 8-storeys and 3.0 FSI and relocates the gateway to the Main Street East entrance to the Milton Mall.

We are of the opinion that a 15-storey height and density of 5.0 FSI is more appropriate for 425-439 Main Street East for the following reasons:

1. **Location:**

425-439 Mains Street East is located at the intersection of 2 major roads: Main Street East and Ontario Street North. As per the *Attachment 4 - proposed Milton Mobility Hub OPA Schedule K Intensification Areas*, the site is identified within a Strategic Growth Area and is within an Intensification Corridor (Ontario Street North). Per Section 2.1.6.5 d) of the Town of Milton Official Plan it is the policy of the Town to direct “*Development with higher densities, including mixed use and transit supportive land uses to Intensification Areas*”. **Given that 425-439 Mains Street East is located within a Strategic Growth Area and Intensification Corridor, it is an appropriate location for higher density development.**

2. Surrounding and Planned Neighbourhood Context:

The requested 15-storey building height and FSI of 5.0 for 425-439 Mains Street East will have minimal impacts on the surrounding community. The CP rail line provides a 70 metre separation to the 9-storey apartment building and employment uses to the north. A commercial building (409 Main Street East) is located directly to the west of the site, and that property’s owner is also requesting an increased building height and density in the proposed Milton Mobility Hub OPA. This is followed by the 6-storey Greenlife apartment building and employment/commercial uses (identified for a maximum 6-storey building height in the proposed Mobility Hub OPA). To the east is Ontario Street, followed by the Milton Mall (identified for a maximum building height of 23 and 27-storeys in the proposed Mobility Hub OPA) and commercial/employment uses (identified for maximum building heights of 8-storeys in the proposed Mobility Hub OPA). To the south is Main Street East followed by commercial/employment uses (identified for maximum building heights of 8-storeys in the proposed Mobility Hub OPA). **Therefore, the increased building height will have no negative impacts on the surrounding community as is not abutting any low density residential buildings and is located outside of the historic downtown. Further it abuts a 70 metre wide rail corridor, an existing 6-storey apartment building and is adjacent to sites identified for increased maximum permitted building heights.**

3. Transition:

The proposed Milton Mobility Hub OPA and ZBA, provides a transition from 23-storeys at the Milton Mall to 8-storeys at 425-439 Mains Street East, both sites being kitty-corner at the intersection of Main Street East and Ontario Street North. **The requested 15-storey building height at the site provides an improved transition from the Urban Growth Centre to the historic**

downtown by transitioning from a 23-storey height at the Milton Mall, to 15-storeys at 425-439 and 409 Main Street East, to 6-storeys at the Greenlife apartment building to 4-storeys within the historic downtown.

4. Impact on Main Street View Corridor to the Niagara Escarpment:

As shown on *Attachment 5 – View Analysis at Main Street East and Milton Mall Entrance* and *Attachment 6 – View Analysis at Main Street East and Wilson Drive*, both a 15-storey and 8-storey building at 425-439 Mains Street East have been explored for their impacts on the Main Street View Corridor to the Niagara Escarpment. The view analysis figures confirm that **both options will have minimal impacts on the view corridor beyond what is already provided by the 6-storey Greenlife apartment building. Further, the 15-storey building option will have the same impact as the 8-storey building height on the Main Street East View Corridor to the Niagara Escarpment.**

5. Supportive of the Downtown Milton Business Improvement Area

The Downtown Milton Business Improvement Area will benefit from increased height and density in this location. The boundaries of the Downtown Milton Business Area are generally defined by Bell Street to the west, Fulton Street to the east, Mill Street to the north and Mary Street to the South. 425-439 Mains Street East is located within 350 metres of the Downtown Milton Business Improvement Area. Given that the majority of the historic downtown is located within a floodplain and Character Area, there is limited ability to develop sites with higher densities within the historic downtown. Therefore, **increased height and densities are required in proximity to the historic downtown and Downtown Milton Business Improvement Area to provide the residential density required to support local businesses and their continued success.**

Proposed Rear Yard Setbacks

Within Table 7C-1 of the proposed Milton Mobility Hub ZBA, the following rear yard setbacks are proposed for properties located on the north side of Main Street East (including 425-439 Mains Street East):

Floors 1 to 6: 20.0 metres

Floor 7: 23.0 metres

Floor 8: 26.0 metres

In our opinion these setbacks are too great for 425-439 Mains Street East, as it not abutting any low density residential uses and backs onto the CP rail line. The purpose of larger rear yard setbacks on the north side of Main Street East was to provide an appropriate transition to the low density residential uses to the north of the Milton Mobility Hub, east of Ontario Street North. We are proposing that the rear yard setbacks north of Main Street East, west of Ontario Street North be reduced to 0.0 metres. This allows properties abutting the CP railway to provide an above ground parking structure with a crashwall to reduce the 30.0 metre horizontal setback to the railway, pursuant to the Railway Association of Canada Guidelines. Further, the reduced setback allows a parking garage to extend to the property line and allows for the more efficient use of the site.

Gateway

The gateway was relocated from the intersection of Main Street East and Ontario Street North to the Milton Mall Main Street East entrance. It is our understanding that the gateway was relocated as the Milton Mall is being considered as the entrance to the Milton Mobility Hub and distinguishes it from the historic downtown. We are of the opinion that the Main Street East and Ontario Street North intersection plays an important gateway role from Ontario Street into the Milton Mobility Hub and into the historic downtown. Therefore, the intersection of Ontario Street North and Main Street East should have enhanced design and height permissions to allow it to function as a landmark into these important areas within the Town of Milton.

Thank you for the opportunity to provide comments. Please feel free to contact us should you have any questions or require any further information.

Sincerely yours,

KORSIAK URBAN PLANNING



Terry Korsiak, MA, RPP



Alison Bucking, BES, RPP

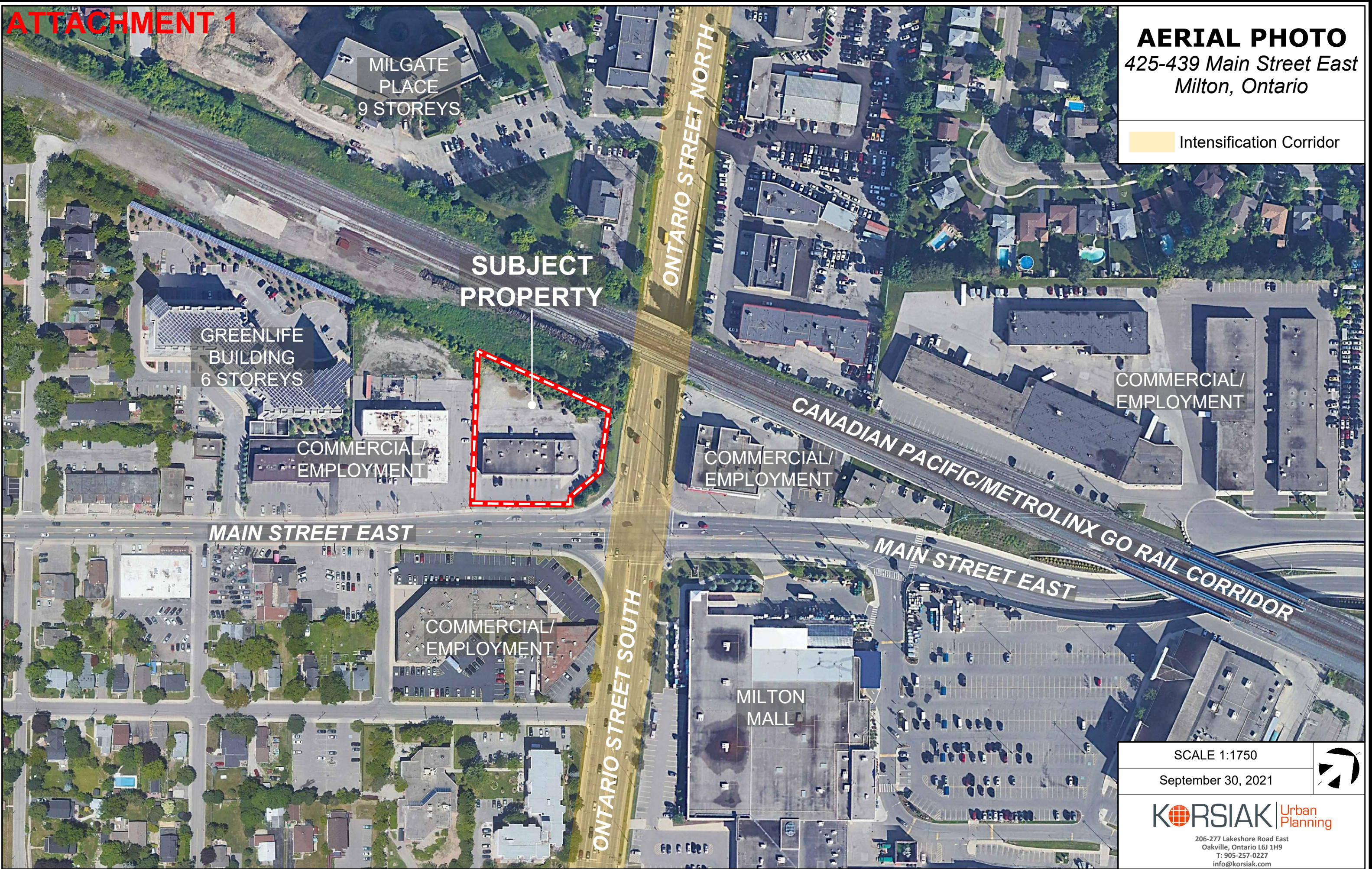
Encl.

Copy: Jill Hogan, Director - Planning Policy and Urban Design
Denis Gubert, 425 Main Street Holdings Inc.

ATTACHMENT 1

AERIAL PHOTO
425-439 Main Street East
Milton, Ontario

 Intensification Corridor



SCALE 1:1750

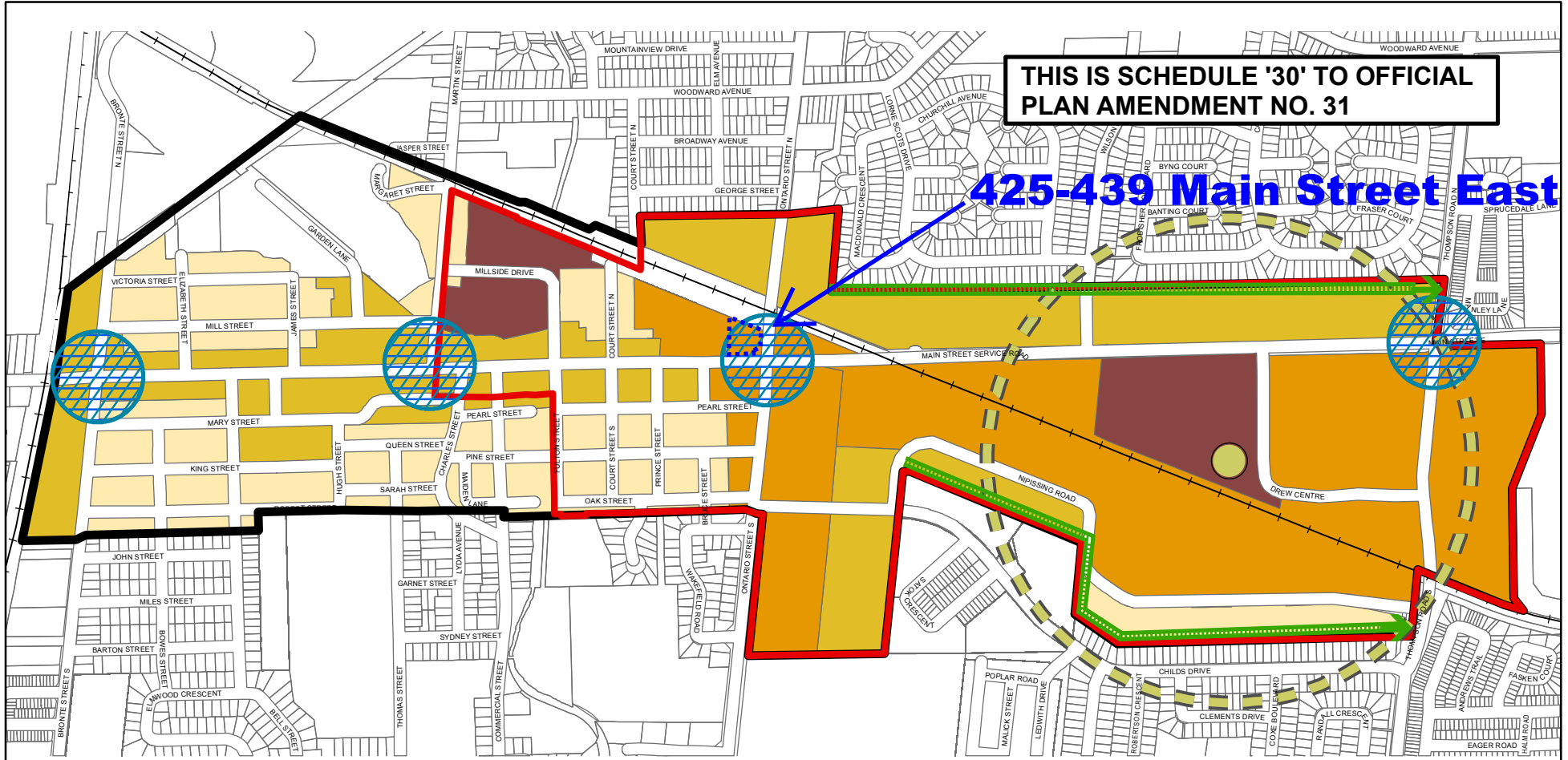
September 30, 2021



KORSIAK Urban Planning





206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-257-0227
info@korsiak.com



ATTACHMENT 2







THIS IS SCHEDULE '30' TO OFFICIAL PLAN AMENDMENT NO. 31

425-439 Main Street East

-  URBAN GROWTH CENTRE
-  CENTRAL BUSINESS DISTRICT
-  MAJOR TRANSIT STATION
-  MAJOR TRANSIT STATION AREA

-  GATEWAY
-  TRANSITION AREAS

MAXIMUM HEIGHTS

| | |
|---|---------------|
|  | 1-2 STOREYS |
|  | 3-4 STOREYS |
|  | 6-8 STOREYS |
|  | 10-14 STOREYS |

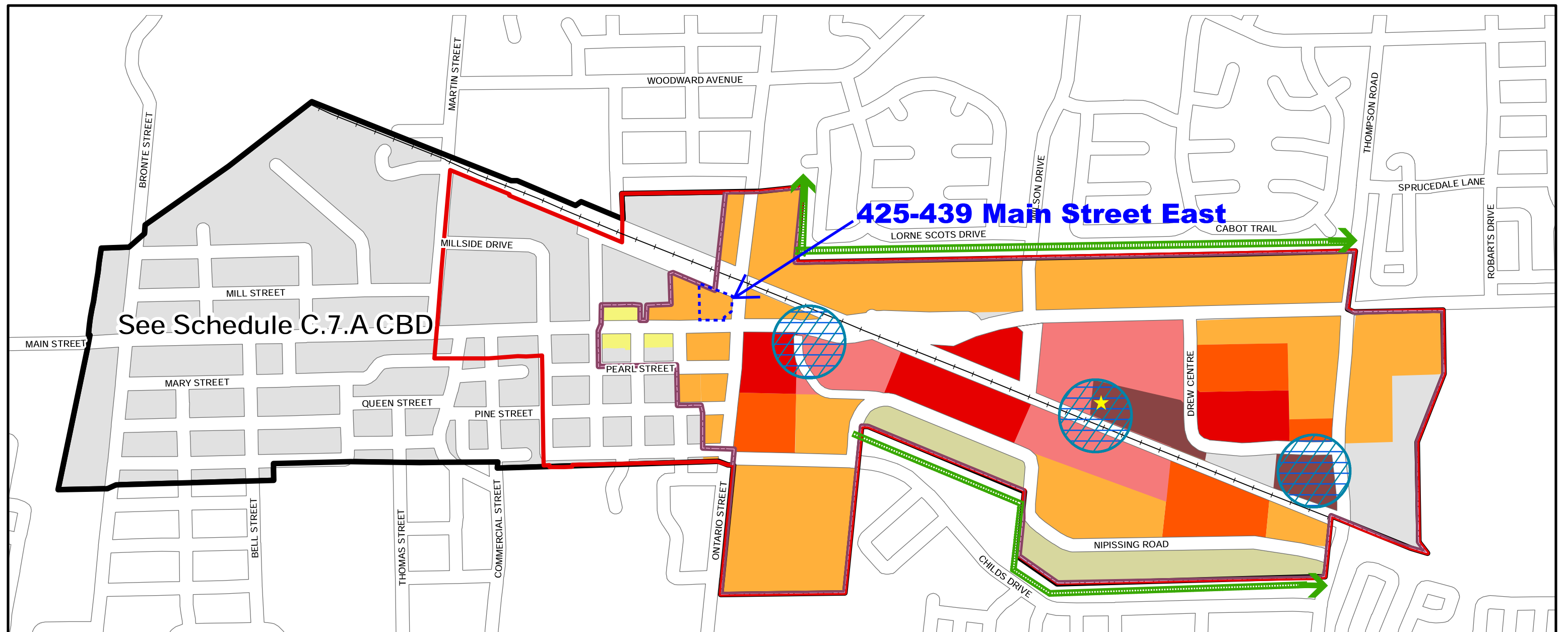
**TOWN OF MILTON
OFFICIAL PLAN
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.A.CBD
Central Business District
Height Limits**

















This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

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April, 2018



| | Maximum Heights | Maximum Density |
|---|--|-----------------|
|  | Urban Growth Centre Boundary (Revised by ROPA 48) | |
|  | Central Business District Boundary | |
|  | Milton GO MTSA/Downtown Milton UGC | |
|  | See Schedule C.7.A CBD | |
|  | Transition Areas | |
|  | Gateways | |
|  | 4 Storeys | 2.0 FSI |
|  | 6 Storeys | 3.0 FSI |
|  | 8 Storeys | 3.0 FSI |
|  | 15 Storeys | 5.0 FSI |
|  | 23 Storeys | 5.0 FSI |
|  | 27 Storeys | 6.0 FSI |
|  | 31 Storeys | 6.0 FSI |
|  | 33 Storeys | 6.0 FSI |

**TOWN OF MILTON
OFFICIAL PLAN**

CENTRAL BUSINESS DISTRICT
SECONDARY PLAN

Schedule C.7.A.1 CBD

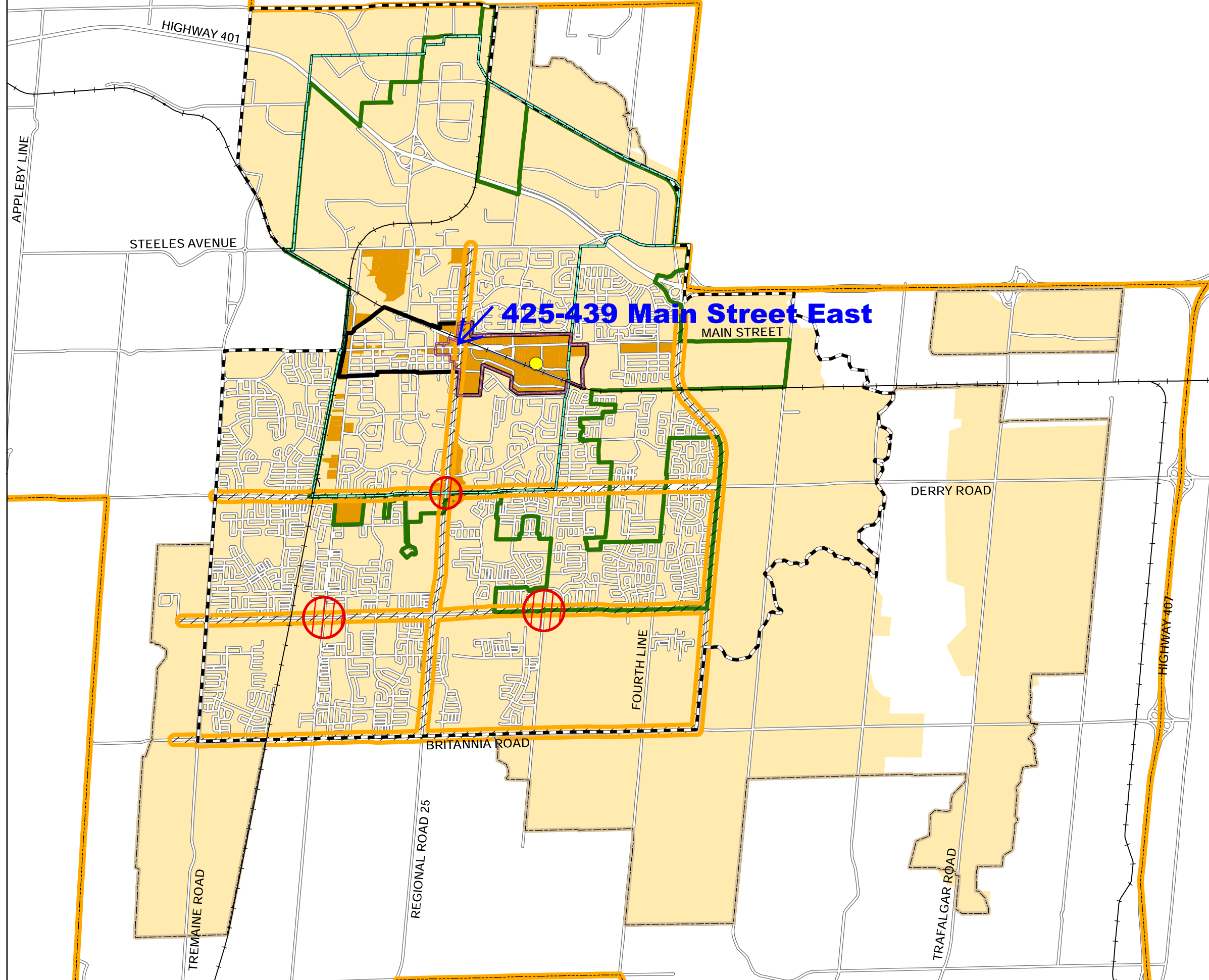
Central Business District
Milton GO MTSA/Downtown Milton UGC
Height & Density Limits




This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.
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August, 2021





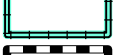








ATTACHMENT 4

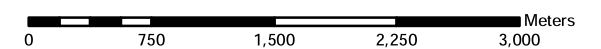


TOWN OF MILTON OFFICIAL PLAN

Schedule K

Intensification Areas

-  Intensification Corridor
-  Strategic Growth Areas
-  Built Boundary
-  Central Business District
-  Established Urban Area
-  HUSP Urban Area
-  Urban Growth Centre/Major Transit Station Area Boundary
-  SHP Urban Area Boundary
-  Urban Area
-  Town of Milton Boundary
-  Rail
-  Major Transit Station Area
-  Secondary Mixed Use Node



This schedule forms part of the Official Plan and should be read in conjunction with the text.

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August, 2021

ATTACHMENT 5



8 Storeys
26.3m Height

View Analysis From Main Street East and the Milton Mall
Option 1 - Proposed 8-Storey Building
425-439 Main Street East, Milton ON



KEY MAP



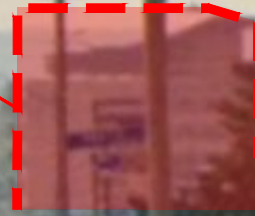
**15 Storeys
42.8m Height**

**View Analysis From Main Street East and the Milton Mall
Option 2 - Proposed 15-Storey Building
425-439 Main Street East, Milton ON**

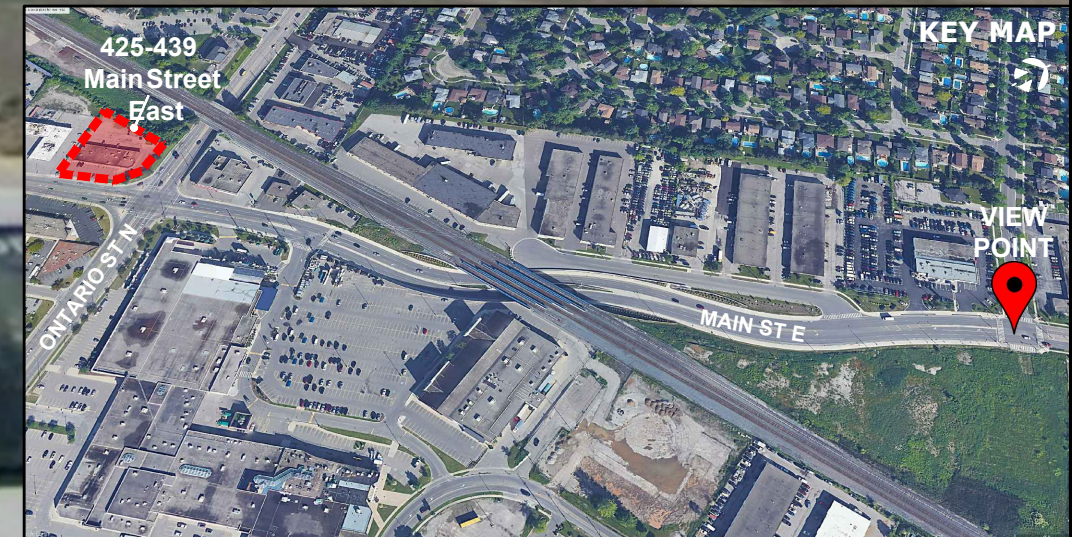


ATTACHMENT 6

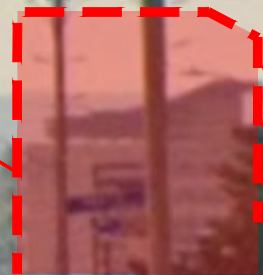
8 Storeys
26.3m Height



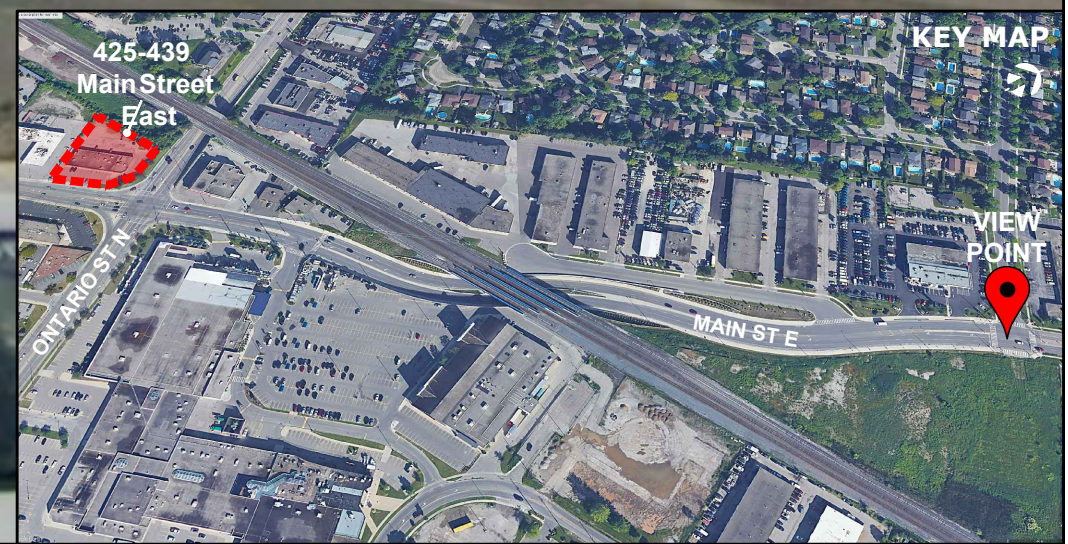
**View Analysis From Main Street East and Wilson Drive
Option 1 - Proposed 8-Storey Building**
425-439 Main Street East, Milton ON



**15 Storeys
42.8m Height**



**View Analysis From Main Street East and Wilson Drive
Option 2 - Proposed 15-Storey Building
425-439 Main Street East, Milton ON**



KEY MAP

VIEW POINT



VIA EMAIL

February 4, 2022

Clerk's Division
Corporate Services Department
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attention: Troy McHarg, Town Clerk

Dear Mr. McHarg:

R... 2022 C... M... d - R... D... 2022
M... H... Dr... A... A... 2021... A... 2021...
C... REIT...
2... M... E...
M...
... CH... M... 1... 1...

We are the planning consultants Choice Properties REIT (CP REIT) and Loblaw Companies Limited (Loblaw) for the Milton Mobility Hub Official Plan and Zoning By-law Review. CP REIT owns the lands known municipally as 820 and 900 Main Street East in the Town of Milton (the "subject lands"), and Loblaw is a tenant of the lands, which are developed for a Real Canadian Superstore and gas bar, as well as associated parking.

On behalf of CP REIT and Loblaw, we have been monitoring the Milton Major Transit Station Area and Mobility Hub Study process. CP REIT and Loblaw have been active participants in the consultation process, attending the various Landowner Advisory Group meetings hosted by the Town (July 16, 2018, November 19, 2018, and March 13, 2019). We offered prior comments regarding the Final Report for the Mobility Hub Study from May 2020. CP REIT and Loblaw's were only provided with the draft OPA and ZBA text as part of the Staff Report on February 1, 2022, only days prior to Council's February 7, 2022 meeting.

We have reviewed the Staff Report and draft OPA and ZBA in the context of the subject lands, and we have preliminary comments as outlined below. We will continue to review the draft OPA and ZBA in more detail and may provide further comments as required.

Based upon our review of the Milton Major Transit Station Area and Mobility Hub Study draft Official Plan Amendment:

- According to Schedule B: Urban Area Land Use Plan, the subject lands are proposed to be located within the "Milton GO MTSA/Downtown Milton UGC" boundary, and designated as "Central Business District";

- According to Schedule C: Central Business District Land Use Plan, the subject lands are proposed to be located within the “Urban Growth Centre Mixed Use Sub Area”;
- According to Schedule C.7.A.1 CBD: Milton GO MTSA/Downtown Milton UGC Height & Density Limits, the subject lands are identified with a maximum density of 5.0 FSI and a maximum height of 15 and 23 storeys;
- According to Schedule C.7.B CBD: Open Space, Linkages and Nodes, the subject lands are identified with “Minor Linkages” within the site;
- According to Schedule C.7.C CBD: Minimum Block Level Densities, the subject lands are identified with a minimum density of 3.0 FSI;
- According to Schedule C.7.D CBD: Development Blocks, the subject lands are located within and as part of development block “D – Milton Commons”, and that the boundaries of the development block extend beyond the boundary of the subject lands; and
- According to Schedule K: Intensification Areas, the subject lands are located within a “Strategic Growth Area”.

Further, we note that in our review, the references between the tracked changes OPA and the draft OPA may differ in some instances, and we suggest an update for clarity.

Based upon our review of the Milton Major Transit Station Area and Mobility Hub Study draft Zoning By-law Amendment:

- According to Schedule A the lands are proposed to be zoned “Urban Growth Centre Mixed Use Zone with Holding Provision (“UGC-MU-H);
- According to Schedule B1 Cash-in-Lieu Parking Policy Area, the subject lands are within an area subject to “Cash-in-Lieu Parking Policy Area;
- According to Schedule D1: Building Heights, the subject lands are identified with a maximum FSI of 5.0, and maximum heights of “15 storeys and 26m” and “23 storeys and 72m”; and
- According to Schedule G Minimum Block Level Densities, the subject lands are identified with a Minimum Density of 3.0 FSI.

Dr. Zelinka Priamo Ltd.

At this time our preliminary comments are as follows:

- As a general comment, the Draft OPA is silent with respect to interim development permissions. In our submission, it is essential that the Draft OPA add a policy to allow for interim development. The redevelopment of lands within the Major Transit Station Area will likely take years or decades to fully realize the contemplated vision and scale. In the interim and until redevelopment is realized, the viability of existing lands and buildings should be protected since there are policies, in particular, that require a comprehensive development plan prior to development and the minimum FSI requirements (Policies 2.1.4.8 and 3.5.3.30). We suggest that interim development policies be incorporated into the Draft OPA, which would recognize existing uses and permit expansion or infill development that is in accordance with the existing policy framework, and that does not necessarily realize the vision for comprehensive redevelopment;
- The subject lands are identified with a maximum FSI of 5.0, whereas throughout the Mobility Hub Study, the subject lands were identified as being appropriate for a maximum FSI of up to 6.0. We seek clarification on the decreased maximum FSI,

and suggest that, due to the proximity of the subject lands to the transit station and their separation from existing community lands, that they be considered up to an FSI of 6.0;

- The subject lands are identified with building height of up to 15 storeys and 23 storeys. Directly to the south, further from the transit station, are lands proposed to permit heights of 31 storeys. We are encouraged by draft policy that would allow for flexibility in height and density, however we seek clarification as to the basis for the differing maximum heights. In our submission the subject lands are appropriate to consider for greater heights, due to their proximity to the transit station and their separation from existing community lands;
- Draft Policy 3.5.3.24.j)i) states that planning proposals need to demonstrate that “compatibility is clearly factored into OP and zoning designations and policies”. We suggest removal of this draft policy. It is unclear given that the City’s OPA proposes a redesignation of lands, whether further redesignation and update to policy is anticipated prior to redevelopment. We suggest that the Official Plan should not require further amendment to implement matters of compatibility/mitigation;
- Draft Policy 3.5.3.24.ii) states “Resolving potential compatibility issues through an area-based approach to planning, such as secondary plans, instead of individual planning applications”. As noted above, it is unclear whether this policy would anticipate further amendments to the Official Plan in advance of redevelopment, which we suggest should be unnecessary. Further, in our experience typically compatibility measures are assessed in more detail, as specific details of development are considered (generally through site specific proposals). Given it would be anticipated that development be phased, and future phases may be modified over time to respond to a number of factors, that compatibility and mitigation measures be best implemented through detailed design as developments proceed;
- Draft Policy 3.5.3.26 requires the identified network of Major and Minor Linkages to be created. In our submission, the policy should be expanded to introduce flexibility and specify that the precise location of linkages is flexible and to be refined through future site specific applications when comprehensive development is contemplated, and further that linkages are not required for interim development taking place in advance of comprehensive redevelopment;
- Draft Policy 3.5.3.29 (or 3.5.3.31) provides direction for Comprehensive Development Plans for Development Blocks. In principle we agree with the proposed approach to a Comprehensive Planning exercise, however we seek clarification as to implementation. Firstly, the draft policy under “h)” states “Upon completion, the Comprehensive Development Plan for a ‘Development Block’ shall be submitted to Council for endorsement and may be implemented through a *Planning Act* process without amendment to this Plan”; we seek clarification as to how the Comprehensive Development Plan is to be implemented and what *Planning Act* process would be used to facilitate implementation. Can the Comprehensive Development Plan, once endorsed by Council, be modified, and if so what is the process to do so? Additional questions arise from the draft policy, for which we seek clarification including:
 - What process is the Comprehensive Development Plan initiated under? Is it a formal *Planning Act* application, and if so, what?
 - The policy refers to the potential for multiple landowners as having to prepare the Comprehensive Development Plan. We are concerned that not

all landowners may agree to a development timeline, which may preclude redevelopment indefinitely. Accordingly, we suggest that the policy be modified to allow, where appropriate, the boundaries of the Comprehensive Development Plan to be modified to allow for landowners to proceed independently to redevelopment. For example, the proposed linkages may define appropriate boundaries for a future Comprehensive Development Plan.

Our comments regarding the Comprehensive Development Plan Draft Ordinance are as follows:

- In our submission, the ZBA should propose a provision to allow for interim development permissions to recognize legally existing uses as a permitted use, and facilitate reasonable expansion, renovation, change in use, or infill development until comprehensive redevelopment is contemplated;
- Consistent with our comments regarding the Draft OPA, we suggest the subject lands are appropriate to consider for greater height and density considering their context and proximity to the transit station;
- The subject lands are subject to a proposed holding provision. We seek clarification as to the criteria required to lift the holding provision and suggest that criteria be clearly outlined in the Zoning By-law;
- Draft Provision 5.19 would require 25% of provided residential parking to be roughed in EV, when providing 100 spaces or more, and 20% for non-residential uses. In our submission, the required EV parking is overly onerous for development that would provide substantial amounts of surface, and suggest a possible cap to the number of EV parking spaces required under zoning;
- The Draft ZBA proposes modifications to Tables under sections 5.8.1 and 5.8.2 for the minimum parking rates. We note in the UGC-MU zone, the minimum parking rate for Apartment Buildings is 1 parking space per dwelling unit, plus 0.2 spaces per unit for visitor parking. This differs from the rate for mixed use buildings, which require a rate of 0.8 spaces per unit, plus the greater of 0.2 spaces per dwelling unit for visitor parking or 1 space per 30 m² GFA of non-residential use. We have comments as follows:
 - We are unclear as to the substantial discrepancy between standalone apartment buildings and mixed use apartment buildings that would warrant a difference in parking of 0.2 spaces per units. We suggest that standalone apartment buildings be required to provide parking at a rate consistent with that for a mixed use building; and
 - When parking is provided for a mixed use building, by distinguishing that the additional parking is either for visitor or related to the mixed use component, there may be misinterpretation that either visitor parking is provided, or parking for the non-residential use, but not both. It is appropriate to consider revised language to clarify that the additional parking is not for exclusive use of visitor or non-residential use;
- Section 7.1 requires an amenity space of a minimum of 4 m² per dwelling unit, built outdoors. In our submission, the size of amenity required for large developments may be difficult to provide exclusively outdoors, and suggest that the provision be updated to allow for both indoor and outdoor space to be counted towards the minimum amenity requirement, to promote year-round use of amenity for residents;

Planning Policy Analysis

The following information highlights how the direction provided by the Provincial and Regional plans and policies apply to the recommended Amendments for the Downtown Milton UGC/Milton GO MTSA. Specifically, the policy framework includes:

The Planning Act

The Provincial Policy Statement, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020).

Halton Region Official Plan (ROPA 48)

Growth Management and Intensification Policies

The PPS, and Growth Plan recognize the importance of managing and directing growth through integrated land use planning and transit supportive development that optimizes transit investment and promotes intensification and creates healthy, livable and safe communities. In Section 1.1.1e), the PPS promotes “the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.”

In Section 1.1.3.3, the PPS requires planning authorities to “identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.” More specific direction in this regard is provided in Section 2.2.1 c), of the Growth Plan which directs that “growth will be focused in

i) delineated built-up areas;

ii) *strategic growth areas*;

iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and

iv) areas with existing or planned public service facilities.”

Regional Official Plan Amendment 48 (ROPA 48) was approved by the Minister for Municipal Affairs and Housing on November 10, 2021. ROPA 48 establishes the hierarchy of *Strategic Growth Areas* including *Urban Growth Centres*, *Major Transit Station Areas*, and Regional Nodes in accordance with Provincial Plans.

The Growth Plan, through Section 2.2.3.1 requires that *Urban Growth Centres* are planned as focal areas for investment, can accommodate and support the transit network, serve as high-density major employment centres to attract significant employment uses and to accommodate significant population and employment growth.

Urban Growth Centres, through Section 2.2.3.2 of the Growth Plan, are to be planned to achieve, by 2031, a minimum density target of 200 residents and jobs combined per hectare for the Downtown Milton UGC.

ROPA 48 adjusts the boundary of the Downtown Milton *UGC*. Lands on the periphery of the *strategic growth area*, will not contribute to achieving the minimum density target of the *UGC* due to development constraints, are removed. A policy framework is also implemented through ROPA 48 that identifies the Milton GO MTSA as a Protected MTSA under section 16(15) of the *Planning Act*.

The Town initiated Official Plan Amendment delineates the Downtown Milton UGC/Milton GO MTSA boundaries as identified in ROPA 48. It also specifies the overall target proportion of residents and jobs in accordance with ROPA 48. Minimum development densities are prescribed for lands in the UGC/MTSA to achieve the gross development density target, in conformity with the Provincial and Regional Plans.

The defined term “Intensification Areas” in the Town’s Official Plan is generally replaced throughout with the defined term “Strategic Growth Areas” to reflect the Provincial and Regional definitions.

The *Planning Act*, through ROPA 48, enables the use of the inclusionary zoning tool to support the delivery of affordable housing in a protected major transit station area.

To support intensification and the delivery of affordable housing, reference is added in the OPA to consider the use of a Community Planning Permit system and Inclusionary Zoning by the Town under the *Planning Act*, in conformity with Provincial and Regional Plans.

In accordance with Provincial direction, a policy framework is introduced in ROPA 48 that directs certain types of employment growth to Strategic Growth Areas through mixed use intensification. Through this framework the Local Municipalities are required to plan for employment uses within Strategic Growth Areas in a manner that plans to achieve the population and employment targets, identifies a minimum employment target and minimum gross floor area for employment uses within the Strategic Growth Area, and establishes development criteria for the redevelopment of any employment lands that are outside the Regional Employment Area so that a similar number of jobs will be accommodated as existing on the site.

The MTSA/UGC has an overall target population of approximately 22,000 people. Applying an 80/20 split between residents and jobs presents a target of 4,400 jobs. It is estimated that there are approximately 5,800 jobs existing in the area. The Town’s OPA adds a new policy that seeks to ensure that a similar number of jobs as existing are retained through intensification. This is underpinned by a new policy commitment to continuously monitor progress towards achieving the target proportion of residents and jobs in conformity with ROPA 48.

Central Business District Policies

The Growth Plan, through Section 2.2.4.8 and 2.2.4.9 provides direction that “all *Major Transit Station Areas* will be planned and designed to be transit supportive and to achieve multi-modal access to stations and connections to nearby major trip generators”. Development is to be supported in all major transit station areas by planning for a diverse mix of transit supportive uses, including affordable housing, fostering public/private collaboration, providing alternative development standards and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Based on the principles and recommendations of the Milton Mobility Hub Study, the Town’s OPA advances a policy framework to support development of a transit supportive, complete community in a compact urban form.

The OPA identifies a network of active transportation connections between popular destinations, the GO Station and the wider community (major linkages), as well as other internal connections to facilitate walking and cycling in the area (minor linkages).

The OPA plans for a diverse mix of uses, including affordable housing. As noted above, the Town will consider the introduction of inclusionary zoning through future tertiary planning processes, following the completion of an assessment report as required by the *Planning Act*. To incentivize affordable housing by a not for profit housing provider that is exempt from the provisions of Inclusionary Zoning under the Act, the OPA introduces a height and density exceptions policy.

The Town’s OPA provides for the application of alternative development standards, including reduced parking standards. Development that may prejudice or inhibit the achievement of the gross development density target or the minimum development densities is expressly prohibited by the OPA.