



The Corporation of the Town of Milton

Report To: Council

From: Barbara Koopmans, Commissioner, Planning and Development

Date: June 24, 2019

Report No: PD-029-19

Subject: Technical Report: Official Plan Amendment and Zoning By-law Amendment Applications by Briarwood (Milton Towers) Ltd & Briarwood (Milton Greenfields) Ltd., applicable to lands known as Part of Lot 10, Concession 3, Milton (Town Files: LOPA 06/17 and Z-012/17)

Recommendation: THAT Planning and Development Report PD-029-19 outlining application for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of three apartment buildings with heights of 16, 20, and 25 stories connected by a podium, five three-story townhouse buildings and one three-story stacked townhouse building, BE APPROVED;

AND THAT staff be authorized to bring forward Official Plan Amendment No. 56 in accordance with the draft Official Plan Amendment attached as Appendix 1 to Report PD-029-19 for Council adoption;

AND THAT staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 2 to Report PD-029-19 for Council Adoption;

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

And FURTHER THAT the Town Clerk forward a copy of Report PD-029-19 and the decision to the Region of Halton for their information.

EXECUTIVE SUMMARY



The applicant is seeking an amendment to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of three apartment buildings with heights of 16, 20, and 25 stories connected by a podium, five three-story townhouse buildings and one stacked townhouse building. In total, the proposed development provides 643 residential units with a density of 283 units per hectare.

An Official Plan Amendment is required to permit an increase in maximum height to 25 stories and a maximum residential density of 283 units per hectare. The application proposes to rezone the subject lands from the existing Future Development (FD) zone to a site specific Residential High Density with a Holding Provision (RHD*261*H33) zone to accommodate the proposed development. The Holding Provision will remain in place until such time as technical issues including the availability of servicing allocation, the implementation of Travel Demand Measures (TDM), noise and wind mitigation measures and site plan matters are addressed to the satisfaction of the Town and the Region of Halton.

Conclusions and Recommendations

Staff recommends that the applications for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, BE APPROVED for the following reasons:

1. The proposal conforms to Provincial, Regional and Town planning policy.
2. The proposal meets all of the technical requirements of the affected Civic Departments and all other agencies.
3. The proposed residential buildings are compatible with both existing and future surrounding land uses and represent an appropriate form of residential intensification subject to the satisfaction of all of the conditions pursuant to the holding provision placed on the lands.
4. There are policies and provisions within the Town's current Official Plan and Zoning By-law that do not fully implement the direction and objectives of Provincial policies. As such, it is reasonable and appropriate to consider site-specific Official Plan and Zoning amendment applications for the subject lands.

REPORT

Background

Owner:

Briarwood (Milton Towers) Ltd. & Briarwood (Milton Greenfields) Ltd., 636 Edwards Avenue, Suite 14, Richmond Hill, ON. L4C 0V4



Applicant:

Korsiak Urban Planning, 277 Lakeshore Road East, Oakville, ON. L6J 1H9

Location/Description:

The subject lands are located at the southeast corner of Regional Road 25 and Derry Road within the Bristol Survey Secondary Plan. Surrounding land uses include commercial plazas to the north and northwest, a gas bar and associated car wash to the west and a tributary of Sixteen Mile Creek to the immediate south and east of the subject lands. Grade-related residential subdivisions exist to the west of the subject lands, to the north beyond the commercial uses, and to south and east beyond Sixteen Mile Creek.

Proposal:

The applicant is proposing to redevelop the subject lands to allow for the development of three apartment buildings, consisting of 585 units, five three-storey townhouse buildings, totaling 34 units, and a three-storey stacked townhouse building consisting of 24 units for a total of 643 residential units as shown on Figure 2. The approximate heights of the proposed apartment buildings are Building "A" - 20 storeys (approximately 60 metres in height), Building "B" - 25 storeys (approximately 75 metres in height) and Building "C" - 16 storeys (approximately 48 metres in height).

The three towers are proposed to be constructed on a mutual podium of three storeys. Access to the site is provided through a right-in-right-out driveway from Regional Road 25 and a signalized access from Derry Road. The development proposes a mix of surface and 2 levels of underground parking totaling 901 parking spaces. The development proposes to reduce the required parking from 1.5 parking spaces per unit (plus 0.25 visitor parking) to the following rates:

- Resident parking for 34 townhouse units provided at 2.0 spaces per unit: Total of 68 parking spaces contained within the garage and/or driveway of the unit.
- Resident parking for 255 one bedroom units, provided at 1.03 spaces per unit: Total of 263 parking spaces contained within the underground garage.
- Resident parking for 24 stacked apartment townhouse units and 330 apartment units, for a total of 354 units, provided at 1.15 spaces per unit: Total of 408 parking spaces contained within the underground garage.
- Residential visitor parking for the 34 townhouse units provided at 0.25 spaces per unit: 9 parking spaces required.
- Residential visitor parking for 24 stacked apartment townhouse units and 585 apartment units, for a total of 609 units, provided at 0.25 spaces per unit: 152 parking spaces required.

As per the approved recommended Travel Demand Management Measures, a minimum of one dedicated parking space will be provided for car sharing.

It should be noted that initially the applicant proposed an additional stacked townhouse block internal to the site consisting of 24 units. Based on comments received through the public process and agency review regarding density and amenity area, the applicants have removed this building and increased the “central park” area to 2,500 square metres from the original 1, 013 square metres in order to provide additional on-site outdoor amenity area.

From a conceptual standpoint, the proposed size breakdown for residential units is as follows, but subject to change depending on market conditions:

Total Residential Suite Mix					
Unit Type	Tower			Total	
	A	B	C	#	%
1 Bedroom	18	58	27	103	18
1 Bedroom + Den	44	27	81	152	26
2 Bedroom	44	145	51	240	41
2 Bedroom + Den	55	4	24	83	14
3 Bedroom + Den	7	0	0	7	1
Total Suites	168	234	183	585	100

Proposed Amendments

An Official Plan Amendment is required to permit an increase in maximum height to 25 stories and a maximum residential density of 283 units per hectare. The current Official Plan policies permit a maximum of 10 stories in height and a density of 85 to 150 units per net hectare.

The subject lands are currently zoned Future Development (FD) zone under the Town of Milton Zoning By-law 016-2014, as amended. As the FD zone only permits existing uses, a Zoning By-law Amendment is required to accommodate the proposed development. The applicant has proposed a site specific Residential High Density with a Holding Provision (RHD*261*H33) zone to accommodate the development. The site specific zone is seeking to add Apartment Building, Stacked Townhouses Dwellings and Townhouse Dwellings and home occupations as the only permitted uses on the subject lands as well as seeking an increase in maximum height, a reduced parking rate and other provisions to accommodate the development. The Holding Provision will remain until such time as technical issues such as the reservation of servicing allocation, the implementation of Travel Demand Measures (TDM), noise and wind mitigation measures and site plan matters are addressed to the satisfaction of the Town and the Region of Halton.

The following reports have been submitted in support of the applications:

- a) Planning Justification Report, dated October 2017, prepared by Korsiak Urban Planning
- b) Traffic Impact and Parking Study, dated September 21, 2017, revised May 2019, prepared by GHD.
- c) Scoped Environmental Impact Assessment, dated September 29, 2017, revised July 24, 2018, prepared by Kuntz Forestry Consulting Inc.
- d) Noise Feasibility Study, dated September 28, 2017, revised March 14, 2019 prepared by RWDI.
- e) Functional Servicing Report, dated October 5, 2017, revised July 24, 2018 prepared by Candevcon Limited.
- f) Pedestrian Wind Letter of Opinion, dated August 17, 2017, prepared by RWDI.
- g) Hydrogeological Investigation Report, dated August 30, 2017, prepared by Sirati & Partners Consultants Ltd.
- h) Phase One Environmental Site Assessment, dated August 31, 2016, prepared by Sirati & Partners Consultants Ltd.
- i) Phase Two Environmental Site Assessment, dated September 22, 2017, prepared by Sirati & Partners Consultants Ltd.
- j) Stage 1 and 2 Archaeological Assessment Report, dated August 29, 2017, prepared by ASI.
- k) Preliminary Geotechnical Investigation, dated July 19, 2016, prepared by Sirati & Partners Consultants Ltd.
- l) Additional Geotechnical Investigation Report, dated July 26, 2018, prepared by Sirati & Partners Consultants Ltd.
- m) Slope Stability Investigation, dated July 19, 2016, prepared by Sirati & Partners Consultants Ltd.

Planning Policy:

Provincial Policy Statement (PPS) (2014)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets out the policy foundation for guiding the development and use of land. Key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. Council's planning decisions are required to be consistent with the PPS. The PPS includes policies that encourage Ontario municipalities to build healthy, livable and safe communities through intensification and directing development to already settled and well-serviced areas. The following PPS policies are relevant to this application:

Section 1.1.1 - Healthy, Livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential, employment (including commercial and institutional uses), recreational and open space uses to meet long term needs;
- c) promoting cost-effective development standards to minimize land consumption;
- d) ensuring that necessary infrastructure and public service facilities are or will be available to meet the current and projected needs.

Section 1.1.3.1 states that Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
 - a. efficiently use land and resources;
 - b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
 - c. minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.

Section 1.1.3.3 states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.1.3.5 states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

Section 1.4.1 of the PPS promotes the development of a range of housing types and densities to meet the projected requirements of current and future residents through residential intensification and redevelopment.

Section 1.4.3 notes that Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1) All forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
 - 2) All forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3.
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed; and
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development, located within the Town of Milton Urban Area and partially within the Built Boundary represents residential intensification that will contribute to the diversification of the Town of Milton's housing stock and assist in ensuring the Town provides a full range of housing types and densities in order to meet a wide range of needs of current and future households. The proposed development will make use of existing public infrastructure and is well served by public transit, currently being serviced by two transit routes.

Section 1.6.3 of the PPS notes that the use of existing *infrastructure* and *public service facilities* should be optimized, wherever feasible, before consideration is given to developing new *infrastructure* and *public service facilities*. The proposed development utilizes the existing system, which has the capacity to support the proposed

development. The applicants will be required to participate in the Regional Servicing Allocation Program.

Accordingly, it is staff's opinion that the proposal achieves the objectives of and is consistent with the relevant Provincial policies.

Growth Plan for the Greater Golden Horseshoe

Places to Grow is the Ontario government's policy framework to manage growth and development in Ontario in a way that supports economic prosperity, protects the environment and helps communities achieve a high quality of life. A portion of the lands are located within the "Delineated Built Up Area" designation, which was a former motor vehicle dealership, and the remainder being "Designated Greenfield Area" on Schedule 2 - *Places to Grow Concept* of the Growth Plan.

Section 1.2.1 - Guiding Principles - state that the policies of the Growth Plan are based on the following relevant principles:

- a) Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout and entire lifetime.
- b) Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- c) Support a range of and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- d) Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

In June of 2018, Town Council adopted Official Plan Amendment No. 31 (OPA 31), being an amendment to bring the Town's Official Plan into conformity with the Growth Plan. OPA 31 has identified Derry Road and Regional Road 25 as "Intensification Area" and as within an "Intensification Corridor" as shown on Schedule K of the Plan, and accordingly the redevelopment of the subject lands will help the Town achieve its density targets while also providing a mix of housing types as mandated by the Growth Plan and reflected in the Region's Official Plan. With regard to protecting and enhancing the natural heritage system, through the development, the buffer lands associated with the Sixteen Mile Creek tributary to the rear of the lands will be transferred to the Town to ensure the long term protection of the feature. Additionally, transit services are provided along Regional Road 25 (Route 9) and Derry Road (Route 8) with transit stop locations being close in proximity to the development.

The north western portion of the subject lands fall within the "Delineated Built-up Area" and are subject to the following policies as outlined under Section 2.2.2 of the Plan:

1. By the time of the next municipal comprehensive review is approved and in effect, and for each year thereafter, a minimum of 50% of all residential development occurring annually in Halton will be within the delineated built-up area.
2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper-or-single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.
3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout the delineated built-up areas, which will:
 - a. identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
 - b. identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
 - c. encourage *intensification* generally throughout the *delineated built-up area*;
 - d. ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;
 - e. prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
 - f. be implemented through official plan policies and designations, updated zoning and other supporting documents.

The portion of the subject lands located within the Delineated Built Boundary will contain 234 dwelling units (i.e. Building “B”) and will contribute to achieving the minimum density targets as identified in the Growth Plan through intensification.

The remainder of the site located outside the built boundary falls within the “Designated Greenfield Area” of the Growth Plan. Section 2.2.7 states that

4. New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that:
 - a. supports the achievement of *complete communities*;
 - b. supports *active transportation*; and
 - c. encourages the integration and sustained viability of transit services.

The establishment of high density development will not only achieve appropriate intensification but will also contribute to providing a complete community by offering a range of housing options that can support convenient access to the necessities of daily living, including access to the existing local stores and services located in the mixed use neighbourhood. The development will offer both outdoor short term bicycle parking (weather protected) and indoor bicycle hangers including a bicycle service station. Additionally, as part of the Travel Demand Measures (TDM), subsidized transit passes

will be provided to all tenants and transit information will be made available in common areas.

It is staff's opinion that the proposal achieves the objectives of and is consistent with the Growth Plan for the Greater Golden Horseshoe.

Region of Halton Official Plan

The subject lands are designated as "Urban Area" and "Regional Natural Heritage System" within Regional Official Plan. The Regional Plan puts significant emphasis on achieving minimum densities, maximizing opportunities for intensification and the achievement of intensification targets. It is a key priority of the Region to consider intensification and the development of Intensification Areas as the highest priority of urban development within the Region. The proposal helps achieve these policies and will also reduce the need for long distance commuting as well as increase the modal share for transit and active transportation

The Urban Area policies of the ROP provide that the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. The type and mix of land uses being proposed are consistent with the uses permitted through the Town of Milton Official Plan and the Bristol Survey Secondary Plan.

For the lands designated Regional Natural Heritage System (NHS), Regional staff have reviewed the Environmental Impact Study submitted in accordance with the Regional OP guidelines and staff have worked with the applicant to ensure that the delineation of the NHS is in accordance with the Provincial and Regional policies. Regional staff are generally satisfied that the natural areas have been assessed properly.

Section 72 of the Regional Official Plan sets out some of the principal objectives of the Urban Area designation. These objectives are summarized as follows:

- Support a form of growth that is compact and transit supportive and reduces the dependence on the automobile;
- Encourage complete communities which afford maximum choices for residence, work and leisure;
- To ensure growth takes place commensurately both within and outside the Built Boundary; and,
- To promote the adaptive re-use of brownfield and greyfield sites
- Identify an urban structure that supports development of Intensification Areas and promotes intensification and increased densities.

Section 253.2 defines Intensification Areas as "lands identified by the *Region* or its Local Municipalities within the Urban Area that are to be the focus for accommodating

intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), Intensification Corridors, and Mixed Use Nodes”.

Relevant sections on Intensification Areas include:

Section 78 of the plan which states that the *objectives* of the *Intensification Areas* are:

1. To provide an urban form that is complementary to existing developed areas, uses space economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes *active transportation*, and is environmentally more sustainable.
2. To provide opportunities for more cost efficient and innovative urban design.
3. To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
4. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.
6. To cumulatively attract a significant portion of population and employment growth.
8. To support transit and *active transportation* for everyday activities.
9. To generally achieve higher densities than the surrounding areas.
11. For *Major Transit Station Areas* and *Intensification Corridors*:
 - a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit *infrastructure* and service.
 - b) To achieve a mix of residential, office, institutional and commercial *development*, where appropriate.
 - c) For *Major Transit Station Areas*, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.

Section 80(3) states that *Intensification Areas* are parts of the Urban Area and consist of *Intensification Corridors* as identified in Local Official Plans, which consist of areas along *Higher Order Transit Corridors* and selected *Arterial Roads* within Urban Areas, as shown on Map 3.

Section 81(1) of the Regional Plan states that it is the *policy* of the *Region* to direct *development* with higher densities and mixed uses to *Intensification Areas*.

Section 84 states that the *goal* for housing is to supply the people of *Halton* with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

Section 86(6)(a) states that It is the *policy* of this *Region* to adopt the following housing targets: That at least 50 per cent of new housing units produced annually in *Halton* be in the form of townhouses or multi-storey buildings.

Section 172 of the plan states that the objectives of the Region are to develop a balanced transportation system that:

- Reduces dependency on automobile use;
- Includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
- Promotes *active transportation*.
- To ensure *development* is designed to support *active transportation* and public transit.
- To integrate transportation planning, land use planning, and investment in infrastructure.
- To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and *active transportation*.

The Regional Official Plan requires that the development industry absorb its share of the cost of the provision of infrastructure and that any financial impact of new development or redevelopment on existing residents be based on a financing plan communicated to the taxpayers and subsequently approved by Council. The lands are also partly located within the Built Boundary and a portion is located within the Designated Greenfield Area. The Region has indicated that the owner has not secured servicing allocation for the proposed development. Until such time as the owner secures the required allocation to support this development as proposed, the Region has requested that a holding provision be placed on the lands within the Designated Greenfield Area. The holding provision will be lifted by the Town of Milton once the Region has confirmed to the Town that sufficient regional servicing allocation has been secured for the development.

It is staff's opinion that the proposal conforms with the Regional Official Plan as it meets all of the relevant policies and objectives as outlined above which includes encouraging and facilitating intensification and compact and transit supportive development that contributes to the creation of complete communities.

Town of Milton Official Plan as amended by Official Plan Amendment 31

Official Plan Amendment No. 31, an exercise to bring the Town's Official Plan into conformity with the Provinces Growth Plan for the Greater Golden Horseshoe and the



Sustainable Halton Plan, was recently approved with modifications. While there are a number of appeals, the only appeals applicable to the urban area relate specifically to drive through service facilities within the Urban Growth Centre. The Town has sought a legal opinion from our solicitor who has reviewed the OPA 31 appeals and none of the policies/schedules references in the OPA for the subject lands are under appeal. As such, Section 17(38) of the Planning Act provides that the decision of the approval authority with respect to any part of an OPA not under appeal is final. This means, (a) all policies of OPA 31 that are not under appeal are in effect; and (b) the parent OP is amended by these policies.

OPA 31 sets out goals, objectives and policies that take into consideration higher density development and intensification; however, based upon more recent Provincial policy updates, a full review and update of the Town's Official Plan is now warranted.

The subject lands are designated Secondary Mixed Use Node as shown on Schedule B - Urban Area Land Use Plan within The Town's Official Plan. Additionally, Schedule K -Intensification Areas of the Town's Official Plan has identified Derry Road and Regional Road 25 as "Intensification Corridors" and the subject land as "Intensification Area". The main permitted uses within the Secondary Mixed Use Node designation shall be a group of commercial uses the total size of which ranges from 9,300 to 13,395 square metres, including a food store, grocery store and supermarket. In addition, office, institutional and a full range of high density residential uses which are integrated with the commercial uses will also be permitted.

As indicated previously, application for an amendment to the Official Plan has been made to request permission to accommodate an increase in maximum height (25 stories) and overall density (293 units per hectare).

Section 2.1.3.2 states while higher density mixed use development is generally directed towards to the Urban Growth Centre, additional mixed use development at higher densities is planned to occur within secondary mixed use nodes, located at significant intersections, and along *intensification corridors*. The Official Plan defines "intensification corridors" as: "intensification areas identified along major roads, arterials or *higher order transit corridors* that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels". The subject lands are located within a designated Secondary Mixed Use Node Area and within an identified *intensification area* along an identified *intensification corridor* at Regional Road 25 and Derry Road. The Official Plan defines "*intensification area*" as "lands identified within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas, *Intensification Corridors* and Mixed Use Nodes.

Section 2.1.6.1 states that the *Town* shall promote *intensification* in order to support the *development* of compact, efficient, vibrant, complete and healthy communities that:

- a) Support a strong and competitive economy;
- b) Protect, conserve, enhance and wisely use land, air and water;
- c) Optimize the use of existing and new *infrastructure*;
- d) Manage growth in a manner that reflects Milton's vision, goals and strategic objective; and
- e) Support achievement of the *intensification* and density targets of this Plan.

Section 2.1.6.2 states that *Intensification Areas* are located within the *Urban Area* and consist of the Urban Growth Centre, *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes along with specific sites. These areas along with the *Built Boundary* as delineated by the Province have been identified on Schedule K. The specific sites shown on Schedule "K" that are within an Employment Area designation are identified for the purposes of employment *intensification*.

Section 2.1.6.3 states that the *Intensification* and the development of *Intensification Areas* shall be promoted to achieve the following objectives:

- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes *active transportation*, and is environmentally more sustainable;
- b) To provide opportunities for more cost-efficient and innovative urban design;
- c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- d) To provide a diverse and *compatible* mix of land uses, including residential and employment uses, to support neighbourhoods;
- e) To create a vibrant, diverse and pedestrian-oriented urban *environment*;
- f) To cumulatively attract a significant portion of population and employment growth;
- g) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- h) To support transit and *active transportation* for everyday activities;
- i) To generally achieve higher densities than the surrounding areas;
- j) To achieve an appropriate transition of *built* form to adjacent areas;
- k) For *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes:
 - a. to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit *infrastructure* and service; and,
 - b. to achieve a mix of residential, *office*, *institutional* and commercial development, where appropriate; and

It is the opinion of staff that the proposed development conforms to the above intensification objectives. The development fosters social interaction through the large amenity areas located on site which will provide residents opportunity for the enjoyment of passive recreation within their development. Through the implementation of the Travel Demand Measures, including car sharing, bicycle use and utilization of local transit through subsidized passes, the demand by private automobile is reduced, local transit is supported and active transportation is promoted. The intensification of the lands and the variety of housing forms offered will achieve higher densities than the surrounding areas, which are predominantly low and medium density residential developments outside of the secondary mixed use node while also complimenting the existing area. It is the opinion of staff that the proposal will be well integrated into the community as it affords access to nearby community facilities such as the Milton Sports Centre, is well served by Milton Transit, and will support the existing retail uses in the immediate area.

Furthermore, Section 2.1.6.5 states that it is the policy of the Town to: b) provide opportunities for further intensification within Intensification Corridors and Secondary Mixed Use Nodes in accordance with the policies of the Plan; d) direct development with higher densities, including mixed uses and transit supportive land uses to Intensification Areas; f) ensure the proper integration of Intensification Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design; h) promote development densities that will support existing and planned transit; i) consider intensification and development of Intensification Areas as the highest priority of urban development with the Town and consider programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification; j) adopt parking standards for Intensification Areas that promote the use of active transportation and public transit; s) promote the use of rehabilitated brownfield and greyfield sites for residential intensification.

Section 2.6.3.14 states that as an incentive to encourage travel demand management, the Town may permit reduced parking standards for developments which demonstrate through their travel demand management plan and implementation strategy that a reduction in the parking standards is appropriate. A reduction in parking standards may also be considered in locations where mixed use development is permitted, where there is a significant density of development and good accessibility to transit in accordance with the policies of Section 3.5 of this Plan.

Section 2.7 states that with regard to housing, it is the Town's goal to meet current and future housing needs by ensuring that an appropriate range and mix of housing by density, type and affordability are permitted within the Town to meet a wide range of needs of current and future households

Section 2.7.3.1 states that at least 50% of new housing units produced annually be in the form of townhouses or multi-storey buildings.

Section 2.7.3.15 states that infill development and redevelopment of sites and buildings through intensification will be considered based on conformity with all of the following criteria:

- a) the proposed development meets the location criteria in the Official Plan;
- b) the existing hard infrastructure, including wastewater and water services can support the additional development;
- c) the required parking can be accommodated;
- d) the local road network can accommodate any additional traffic;
- e) compliance with the zoning by-law;
- f) compatibility with the existing development standards and physical character of the adjacent properties and surrounding neighbourhood; and
- g) recognition of the flood susceptibility in the urban core.

Section 3.6.2.1 states that Secondary Mixed Use Nodes will generally include between 9,300 and 13,935 square metres of commercial uses. Secondary Mixed Use Nodes may also include *office* employment uses, a full range of medium II and high density residential development, and Civic, recreational, *cultural*, *entertainment* and *institutional uses*, including secondary schools. Park uses will also be permitted.

Section 3.6.3.4 provides specific policies related to the subject lands and “recognizes that the Secondary Mixed Use Node located at Highway 25 and Derry Road is already in large measure constructed and that those lands which are vacant have existing zoning or a reasonable opportunity for future development, this particular node shall be developed in accordance with the following:

- a) The total commercial floor space allowed within the particular node shall be 16,725 square metres and shall be in accordance with the existing or future zoning and with the approval of a site plan in accordance with Section 41 of the Planning Act;
- b) Unless the total commercial floor space exceeds 16,725 square metres, the submission of an overall development plan or Secondary Plan and market impact study shall not be required for this particular node; and
- c) The southeast corner of this node shall be developed primarily for high density residential uses at a density of 85 to 150 dwelling units per net hectare. Accessory commercial and/or office uses may also be permitted within a multi-storey building. The maximum building height shall not exceed 10 storeys unless specifically permitted by other policies of this Plan.

It should be noted that while the policies in OPA 31 increase the density and maximum height permissions, OPA 31 was an exercise to bring the Town’s Official Plan into conformity with the 2006 version of the Growth Plan for the Greater Golden Horseshoe. There have since been three further updates made to the Growth Plan which

subsequently further increased the density targets for the municipality. Furthermore, subject lands were identified in the Town's Council endorsed 2010 Intensification Study as an intensification area with a suggested high rise residential development at a height of 12 stories with the potential for additional height through a site specific application. Additionally, the lands have been designated Secondary Mixed Use Node since the approval of the 1997 Official Plan, and further refined through subsequent consolidations and the Bristol Survey Secondary Plan., where taller buildings and greater residential densities have been directed.

Section 3.3.3.5 states that applications for development of high density uses shall be evaluated based on conformity with the all the following criteria:

- a) Site: The area of the site is sufficient to provide on-site recreation amenities, adequate parking facilities and landscaping
- b) Mixed Use Development: The residential use may form part of a mixed use building or be located in a purpose designed building.
- c) Height - i) the height of the buildings does not exceed seven stories except in accordance with the policies of subsection 5.5.3.8 of this plan and, ii) the height or bulk of the proposal will not unduly overshadow any adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criteria.
- d) Services: On-site recreation amenities and adequate parking facilities can be provided.

The development proposes a total of approximately 3, 910 square metres of amenity area, and the majority in the form of outdoor amenity area (3,739 square metres). The Urban Design Guidelines submitted in support of the application outline the proposed amenity areas. The Central amenity area is the largest outdoor space and includes a large open lawn, a sloped lawn for outdoor seating at outdoor events, a plaza, shade trees and seating, a shade structure, raised planting beds and another seating area shaded with trees. Secondary amenity spaces are provided to provide passive recreation activities and include a playground focused area with a small shade structure, seating and play equipment. As indicated previously, as the availability of commercial floor area is largely used by the existing commercial uses to the north, the proposal is for purpose designed residential buildings. With regard to height, the applications propose three apartment buildings, being 16, 20, and 25 stories in height, connected by a three-storey podium, five three-storey townhouses buildings at the rear of the lands and a three-storey stacked townhouse building fronting on Derry Road. As the proposal exceeds the maximum height permitted under the Official Plan, an Official Plan amendment has been requested to accommodate the increase in height and overall density. In support of the proposal, a shadow impact analysis was completed and indicated no shadow impact on adjacent existing buildings and green spaces. Building height is discussed further in the Issues section of this report.



It is the opinion of staff that the proposed Official Plan Amendment is in conformity with the above policies and direction of the Town of Milton Official Plan. The proposed development introduces height and density, albeit more than originally planned, in a location that conforms to and respects the original node structure.

Zoning By-law 016-2014, as amended

The subject lands are currently zoned Future Development (FD) zone under Zoning By-law 016-2014, as amended. As the FD zone only permits existing uses, a Zoning By-law Amendment is required to accommodate the proposed development.

The current application is seeking to rezone the lands to a site specific Residential High Density with a Holding Provision (RHD*261*H33) zone to permit the proposed development. The proposed site specific zoning addresses maximum height, parking provisions, setbacks and other provisions required to accommodate the proposal. The Holding Provision will remain until such time as technical issues such as the provision of servicing allocation, the implementation of Travel Demand Measures (TDM), noise and wind mitigation measures and site plan matters are addressed to the satisfaction of the Town and the Region of Halton.

Attached to this report as Appendix 2 is the draft site specific Zoning By-law.

Tall Building Guidelines

On May 7, 2018, Town Council endorsed the Milton Mid Rise and Tall Building Guidelines prepared by Planning and Development Staff. The Town has proactively developed these design guidelines to aid the integration of these types of developments into communities. They are recognition of the Province's emphasis on urban intensification and increasing developer interest in pursuing mid-rise and tall buildings in Milton.

By clarifying the Town's expectations for the design of tall buildings, it is intended that the guidelines will assist with the interpretation of Official Plan policies and provide a clear design direction for development proposals. They will provide urban design solutions to ensure that mid and high density projects will be well integrated with the existing neighbourhood context. In addition, they will provide design techniques to reduce potential impacts on the surrounding neighbourhood. Developers are encouraged to have regard to the guidelines and Planning staff will use them to evaluate development proposals.

An Urban Design Brief has been submitted to the satisfaction of staff demonstrating conformity with the Tall Building Guidelines. Urban Design and the proposal's conformity to the Tall Building Guidelines are discussed further in the Issues section of this report.

Site Plan Approval

Site Plan approval is required prior to the issuance of a building permit for any new development on the site. Detailed site plan drawings addressing such matters as building elevations, lot grading and drainage, site design, lighting and landscaping will be required to be submitted for review and approval. The applicant will also be required to enter into a site plan agreement with the Town and provide securities to guarantee the completion of works in accordance with the approved drawings. Staff has also included a holding provision that requires the Owner to provide site plan drawings and an agreement which ensures that the Town is satisfied that an enhanced level of urban design is achieved on the site.

Discussion

Public Consultation

Notice for the public meeting was provided pursuant to the requirements of the Planning Act on February 27, 2018.

The applicant held a Public Centre Session (PIC) on January 10, 2018 at the Milton Sports Centre. The purpose of the PIC was to provide the public with an informal opportunity to not only view the drawings and concepts illustrating the proposal, but also to ask questions of the applicant and technical consultants and learn about the application process. Staff were present at the PIC as well.

All materials, technical studies and reports prepared in support of the applications were made available to the public via the Town's website.

Staff will address the concerns raised through the public process under the Issues section of this report.

Public comments are attached as Appendix 4.

Agency Circulation

The initial application was circulated to internal/external agencies on October 13, 2017, with subsequent revisions circulated August 3, 2018, January 9, 2019 and May 2019. Agency comments are attached as Appendix 5.

Region of Halton



Region of Halton staff have considered the applications in the context of the Provincial Policy Statement (2014) and Places to Grow Plan and in their opinion, the applications are generally consistent with the PPS and P2G requirements.

As indicated previously, the Region of Halton has indicated that the owner has not yet secured servicing allocation for the proposed development. Until such time as allocation becomes available and the owner secures the required allocation to support this development as proposed, the Region has requested that a holding zone be placed on the subject lands. The holding zone will be lifted by the Town of Milton once the Region has confirmed to the Town that sufficient regional servicing allocation has been secured for the development.

The Region has also noted that pursuant to Policy 147(17) of the Regional Official Plan, prior to the Region of Local Municipality considering any development proposals, the proponent must identify whether there is any potential for soils on the site to be contaminated. The Phase 2 Environmental Site Assessment submitted in support of the application has concluded that a Record of Site Condition (RSC) is required to ensure that no potentially contaminating activity will remain on site. In addition, given there is a change to a more sensitive land use, a mandatory RSC is triggered. As such, a holding provision will be added to the zoning requiring the submission of a Record of Site Condition (RSC) to the satisfaction of the Region of Halton.

The Region has also indicated that with regard to the proposed setback of the underground parking structure to the Regional right of way, there are concerns with potential conflicts with future infrastructure projects. To this end, at the detailed site plan approvals stage the following must be considered by the applicant:

- The applicant will be required to demonstrate through their submission that the parking structure will not limit the construction of future infrastructure within the Regional right of way.
- The applicant will be required to demonstrate that construction of the underground structure will not impact or encroach upon the Regional right of way. Temporary or permanent infrastructure including structural tiebacks will not be permitted within the ultimate right of way.

Town of Milton Engineering Services

The Town's Development Engineering staff have reviewed the applications and offer no objections to the approval of the Official Plan Amendment and Zoning By-law Amendments. As part of the Site Plan Approval or through a separate process to the Town's satisfaction, the Owner will be required to transfer the Natural Heritage System buffer block to the Town of Milton, free and clear of any and all encumbrances. Additionally, the Owner will be required to secure a Maintenance Easement over the Town owned lands for the purposes of maintaining the storm sewer outfall.



Development Engineering also notes a number of technical matters which are to be more appropriately addressed through the detailed design Site Plan Approval process.

The Town's Transportation staff have reviewed the submitted Traffic Impact and Parking Study and offer no objections. It should be noted that the subject lands are located at the intersection of two Regional Roads and ultimately under the jurisdiction of Regional approval. However, staff has reviewed the studies in the local context and concur with the findings of the reports. With regard to the requested reduction in on-site parking, staff is satisfied that the reduction can be supported through the implementation of the outlined Transportation Demand Management (TDM) measures outlined in the reports. To this end, a Holding "H" provision will be placed on the zoning of the subject lands until such time as the Owner can demonstrate that the required measures have been adequately implemented through the site plan approval process. The required TDM measures are outlined in the holding provision section of the draft By-law attached as Appendix 2 of this report.

Conservation Halton

Conservation Halton staff has reviewed the applications and have no concerns with the approval of the Official Plan and Zoning By-law Amendment. Conservation Halton have provided significant comments relating to the stormwater design and potential ground impacts that are to be more appropriately addressed through the future site plan approval process.

Halton Catholic District School Board

Halton Catholic District School Board staff has reviewed the applications and offers no objection. In terms of school accommodation, HCDSB indicates that if the development were to proceed, elementary school students generated from the proposal would be accommodated at Our Lady of Fatima Catholic Elementary School located at 709 Bolingbroke Drive. Secondary School students would be directed to Jean Vanier Catholic School located at 1145 Bronte Street South.

Should a future Plan of Condominium application be made, HCDSB have requested that standard conditions be applied to any approval.

It is also noted that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the time of Building Permit issuance.

Halton District School Board

Halton District School Board staff have no objections to the proposed applications. HDSB staff note that students from this area are currently within a yet to be determined

elementary catchment zone and Craig Kielberger Secondary School catchment. According to the Board's projections, the high school is projected to be over building capacity. As a result, students generated from this development are expected to be accommodated with the addition of portables. The elementary school catchment will be determined upon a future boundary study.

HDSB staff note that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the time of Building Permit issuance.

Fire Department

The Town's Fire Department has reviewed the proposal and has offered no objection to the approval of the application. The Fire Department has requested that consideration be given to having an in-building radio repeater system installed to ensure the Town's emergency radio system has minimum coverage levels provided inside the buildings for public safety. From an emergency response perspective, the Fire Department has indicated that due to the fire and life safety requirements of the Ontario Building Code, they rarely have comments or concerns. The proposed buildings are made with non-combustible materials and are very compartmentalized and should there be a fire, fire alarm systems are designed as early warning for the occupants and sprinkler systems are designed to contain fire and HVAC/ventilation systems are to assist fire department staff with removal of smoke and gases. The Milton Fire Department currently has apparatus and equipment to deal with apartment/high rise fires, most of which need to be attacked and suppressed by entering the building and fighting the fire on the floor of origin.

Community Services

Staff noted that cash-in-lieu of parkland dedication is not applicable in this instance as the lands are subject to the provisions of the Bristol Phase 1B Financial Agreement, which includes residential development. Should the applicant introduce any non-residential component, the area in question will be subject to a fee based on 2% of the land value, payable just prior to issuance of the first building permit for the project.

Issues

Shadow Impacts

Staff had expressed concern regarding the proposed tower buildings and the potential for shadowing the adjacent properties. To demonstrate that the height of the proposed building will not cause any negative impacts on surrounding residential uses or the public realm, the application provided a Shadow Impact Study prepared by Kirkor Architects & Planners, dated July 24, 2018 and included within the submitted Urban Design Guidelines. As the Town of Milton does not currently have Shadow Analysis



guidelines, staff requested that the Town of Oakville Shadow Analysis Guidelines be used as they are of similar solar latitude and longitude coordinates and are applicable. One of the requirements of the Shadow Analysis is to demonstrate that shadow impacts from the proposed development upon residential amenity spaces do not exceed two afternoon consecutive hour test times on April 21, June 21 and September 21. The study adequately demonstrates that shadow impacts do not negatively impact residential amenity areas for periods exceeding two hours in the afternoon.

Additionally, the shadow analysis demonstrates that public sidewalks and trails, public plazas, public parks and the public realm receive at least 5 hours of continuous sunlight per day on April 21, June 21, and September 21.

Furthermore, the shadow impact analysis demonstrates that the proposed development allows adequate sunlight on adjacent building faces and roofs for the possibility if using solar energy with shadow impact not exceeding two consecutive hours at any time of the day.

Anticipated School Enrollment

As indicated in the Agency Circulation section, both the Halton Catholic District School Board and the Halton District School Board offered no objections to the proposed applications subject to standard conditions and warning clauses be applied at the time of a future Plan of Condominium application. At the Public Meeting concern was expressed regarding the number of school children the proposed development would accommodate and the impact to the local school system. Planning staff contacted representatives at both the Halton Catholic District School Board and the Halton District School Board for student enrollment projections.

The Halton Catholic District School Board updated their student yields in 2019 and uses a 15 year projection for new development whereas Halton District School Board reviews its pupil yields every two years, with the last review occurring in 2018, and uses a 10 year projection. The projected pupils based on the proposed development and the rates provided directly by the respective School Boards are shown in the table below:

Halton District School Board			
	Pupil Yield	No. of Units	Projected Pupils
JK-12 - High Density	0.0396	585	23
JK-12 - Medium Density	0.3992	58	23
Total			46



The Corporation of the Town of Milton

Halton Catholic District School Board			
	Pupil Yield	No. of Units	Projected Pupils
JK-12 - High Density	0.0245	585	14
JK-12 - Medium Density	0.2803	58	16
Total			30
GRAND TOTAL			76

Based on the projections provided directly by the respective School Boards, the development is not anticipated to produce a significant number of students.

Estimated Population of Development

The development proposes a total unit count of 648 residential units at a residential density of 283 units per hectare. Utilizing Milton's 2015 Development Charge By-law calculation for Persons Per Unit (P.P.U) the proposed development will accommodate a population of 1035 people.

Traffic Impacts

Concern was expressed regarding the impact of the proposed development on Derry Road and the local road network. The applicant's submitted a Traffic Impact Study prepared by GHD, dated September 21, 2017 with subsequent revisions in July 2018, December 2018, March 2019 and May 2019. The executive summary of the report states the following:

The site includes two proposed site accesses, consisting of an unsignalized right-in/right-out access on Regional Road 25 south of Derry Road West, and a signalized full moves access on Derry Road West east of the Regional Road 25 opposite an existing commercial access.

The proposed development consists of 585 apartment units and 58 townhouse units. Based on these assumptions and the proposed land use, it is estimated that the subject development will generate approximately 202 new two-way vehicle trips during the a.m. peak hour consisting of 48 inbound and 154 outbound trips. During the p.m. peak hour it is expected to generate 237 new two-way vehicle trips consisting of 145 inbound and 92 outbound trips.

Under future 2022, 2027, and 2031 conditions, the incremental impact of the site generated traffic is expected to be nominal, with no recommended geometric improvements to the study area intersections in response to the subject development.



While geometric intersections improvements have been identified and several intersections and specific movements are expected to operate with reduced capacity and some operational concerns, these issues are a result of background corridor growth and background development traffic and not solely triggered by the subject development.

Derry Road is expected to operate above its four lane capacity under the 2027 future background conditions without the subject development. As a result, the study area would benefit from advancing the widening of Derry Road prior to 2027 in order to alleviate these constraints.

Under 2031 future total traffic conditions, the intersection of Regional Road 25 and Derry Road may operate over capacity under the planned intersection configuration which includes the widening of Derry Road and Regional Road 25 south of Derry Road. In particular, the westbound left turn lane movement is expected to exhibit v/c ratios over 1.0 and high delays. Implementing a dual left turn lane for the westbound left turn on Derry Road at Regional Road 25 would alleviate the capacity issues identified under the 2031 horizon year bringing the overall intersection v/c ratio below 1.0 during the a.m. and p.m. peak hours. The analysis also shows that the future planned widening of Derry Road in 2031 is justified, and that local area traffic would benefit if these works were accelerated as additional capacity is needed to address both background development and corridor growth.

Queuing impacts have been assessed at the intersection of Regional Road 25 and Derry Road. The queues are a result of the future capacity constraints due to the adopted corridor growth to the 2031 horizon year. The addition of site trips from the subject development to the road network is expected to have a nominal impact, and is generally not expected to be identifiable from a driver's perspective.

Both Derry Road and Regional Road 25 have been identified as future transit priority corridors within the Town of Milton. In addition, the site is within close walking distance to many nearby amenities surrounding the site; as ranked on Walk Score, the site has a reported Walk Score of 74. This is considered to be a "Very Walkable" score, with most errands being able to be accomplished on foot. This, along with the TDM plan for the subject development that proposes a mix of hard and soft measures will help reduce vehicular demand and encourage passenger, transit, cycling, and walking.

With respect to inbound traffic into the site access on Derry Road, the reported 95th percentile queue for westbound left-turning vehicles is less than one vehicle per the Synchro analysis, and approximately up to 3 vehicles per the SimTraffic analysis. Therefore a left-turn lane (3.0 metres wide lane) with a minimal storage (15-20 metres) should be sufficient. The existing raised median will require modification to accommodate the needed taper for the proposed auxiliary left-turn lane into the site.

With an assumed design speed of 70 km/h, a taper length of 120 metres is recommended.

As the subject lands are located along two Regional Roads, the Region of Halton has jurisdiction for the review of the application as it relates to traffic impact, although the Town's Transportation section reviews it as well for impacts to the local road network and to provide assistance to the Region. The Region of Halton has reviewed the submitted Transportation Impact Study and found the analysis to be satisfactory to consider the proposed amendments. The Region has noted there are some text revisions to the study that will be required to be revised through the detailed site plan review process. It should be noted that the Region also had the final Transportation Impact Study peer reviewed by a third party, who concurred with the Region's conclusions.

Through the future site plan approvals process, the applicant will be required to transfer to the Region of Halton any lands within 23.5 metres of the centerline of the original 20.1 metre right of way of Derry Road and Regional Road 25 for the purpose of road right of way widening and future road improvements.

Proposed Parking Rates

In support of the proposed parking rates, the applicant has submitted a Parking Justification Study, prepared by GHD as part of the TIS to the satisfaction of staff. The following parking supply is proposed for the 585 apartment units and 58 townhouse units:

- Resident parking for 34 townhouse units provided at 2.0 spaces per unit: Total of 68 parking spaces contained within the garage and/or driveway of the unit.
- Resident parking for 255 one bedroom units, provided at 1.03 spaces per unit: Total of 263 parking spaces contained within the underground garage.
- Resident parking for 24 stacked apartment townhouse units and 330 apartment units, for a total of 354 units, provided at 1.15 spaces per unit: Total of 408 parking spaces contained within the underground garage.
- Residential visitor parking for the 34 townhouse units provided at 0.25 spaces per unit: 9 parking spaces required.
- Residential visitor parking for 24 stacked apartment townhouse units and 585 apartment units, for a total of 609 units, provided at 0.25 spaces per unit: 152 parking spaces required.
- 1 car share space provided.

To support the proposed reduction in resident parking supply, GHD has undertaken proxy surveys at multiple existing multi-unit residential developments in the Greater Toronto Area (GTA) for the purpose of collecting parking demand data for both residents and visitors. The study utilized two proxy sites, one in Oakville (297 Queens Avenue)

and the other in Burlington (2051-2067 Prospect Street) which both demonstrated a tenant parking rate of under 1 space per unit and visitor parking at an average rate of 0.12 space per unit. The Study also examined parking rates in the Town of Oakville, the rates recommended through the Institute of Transportation Engineer's (ITE) Parking Generation Manual and recommended Travel Demand Management (TDM) measures to reduce single occupancy vehicle use. The Following TDM measures were recommended to be applied:

- Sidewalk connectivity
- 23 Short Term Bicycle Parking Spaces (Outdoor Weather Protected) and 363 Long Term Bicycle Parking Spaces (Bike Hangers)
- Bicycle Self Service Station
- Information Distribution and Community Board
- Unbundled Parking
- Subsidized transit passes for all occupants
- 1 Car Share Vehicles with Dedicated Parking

The Town's Transportation Department has reviewed the Parking Justification Study and supports the proposed parking rates and recommended TDM measures.

Planning staff have applied a Holding Zone Provision to the zoning to ensure that the appropriate TDM measures are implemented through the related Site Plan Approval process to the satisfaction of staff.

Servicing

The portion of the subject lands located outside of the "Built Boundary" is subject to the Regional Allocation Program. The Region has indicated that the owner has not secured any servicing allocation for the proposed development. Until such time as servicing allocation becomes available and the owner secures the required allocation to support this development as proposed, the Region has requested that a holding zone be placed on the subject lands. The holding zone will be lifted by the Town of Milton once the Region has confirmed to the Town that sufficient regional servicing allocation has been secured for the development.

Provision of On-site Commercial/Retail

Concern was expressed that the proposal did not provide ground floor commercial/retail component. The Secondary Mixed Use Node policies of the Town's Official Plan recognize that the existing commercial plaza's to the north and northwest have largely utilized the available commercial floor area allocated to the overall node and allow for purpose designed high density residential development on the subject lands as the existing commercial/retail needs are met. Should the adjacent commercial centres be

subject to development applications in the future, staff will ensure that the commercial component is maintained as part of any future development of those respective centres.

Noise Impacts

A Noise Feasibility Study was prepared by RWDI Inc. in support of the application. The study was completed to assess the noise impact potential of noise sources affecting the proposed development. Road traffic noise from Derry Road and Regional Road 25 and applicable stationary noise sources on the commercial development to the northwest of the development site were identified as sources of sound that can affect the proposed development. The sound emissions were assessed at the proposed development using the applicable Ministry guidelines. Road traffic noise was predicted to exceed the guideline limits at most modelled receptors. Mitigation measures are summarized as follows:

- The implementation of central air conditioning;
- Warning clauses provided in purchase or rental agreements;
- Selection of windows and building components to meet the appropriate indoor levels; and
- Inclusion of podium and ground level barriers.

For sound due to surrounding stationary sources, it is anticipated that the proposed development will meet the NPC-300 limits following a 1-hour background sound modelling assessment to be completed during the detailed design Site Plan Approval process. When data becomes available, noise impact associated with the proposed development's mechanical equipment on the development itself and on the surrounding environment is to be assessed.

A detailed assessment is required prior to the construction of the building, when additional building details become available, to ensure appropriate noise control measures have been incorporated into the final design. To this end, a Holding "H" provision will be placed on the zoning of the subject lands until such time as the Owner can demonstrate that the required measures have been adequately implemented through the site plan approval process. Please refer to the holding provision section of the draft By-law attached as Appendix 2 of this report.

Wind Impact

A Pedestrian Wind - Letter of Opinion prepared by RWDI Inc. in support of the application. The assessment concluded that the proposed development consists of several positive design features for wind control including the setback of the towers from the neighbouring sidewalks, the placement of the main entrances, the three-storey podium, and separate three-storey housing units that nearly totally wrap the perimeter of the site.

The proposed towers are, however, significantly taller than their surroundings, and increased wind speeds are predicted at corners of the towers and on the podium level. Uncomfortable wind conditions are predicted at the elevated amenity areas. During the winter, the wind conditions could even become unsafe. Conceptual wind control measures are described in the report to improve the wind conditions in the noted spaces. Wind tunnel tests will be conducted in support of the Site Plan Approval process in the design to quantify these wind conditions and to develop wind control solutions.

In order to ensure that these measures are undertaken and any wind impacts are adequately mitigated, staff will be placing a Holding “H” provision on the zoning until such times as these items have been satisfactorily addressed through the Site Plan process. Please refer to the holding provision section of the draft By-law attached as Appendix 2 of this report.

Urban Design/Height

The Town of Milton Tall Buildings Guidelines (the Guidelines) and the Mid-Rise Buildings companion document were endorsed by Council at its meeting on May 7, 2018 (PD-022-18). The Guidelines are intended to assist with policy interpretation and provide a clear design direction. The application has been reviewed by the Town’s Urban Design Section having regard to the Town of Milton’s Tall Building Guidelines.

The key design principles underpinning the Guidelines have been referenced throughout the pre-application and formal application process. The Urban Design Brief prepared by Kirkor Inc., has been prepared and submitted in accordance with the Town’s Development Application Guidelines for Urban Design Briefs. Additionally, the applicant has provided Building Impact Analysis drawings, attached as Appendix 5 to this report, illustrating the visual impacts of the proposed buildings at various key locations in the surrounding area.

The Guidelines acknowledge the preferred locations for siting tall buildings in accordance with planning policy. The site is located within the Major Node at the intersection of two arterial roads (Regional Road 25 and Derry Road), which are transit oriented Intensification Corridors. The location is well situated for services and infrastructure, with shopping, community, sports and recreation facilities all close by.

Building A (25 storey proposed), Building B (20 storey proposed) and Building C (16 storey proposed) are considered to be tall buildings in relation to the site context.

The proposed development reflects the three-part built form recommended by the Guidelines (i.e. podium or base, tower or middle and building top).

The height of the podium is consistent with the 3 storey stacked townhouses, which support an appropriate height transition to the surrounding residential neighbourhood

and contribute to street edge continuity and enclosure. The podium will have a human scale that is well related and proportional to the surrounding public realm.

The ground floor level has a minimum 4.5m floor to floor height. This allows for use flexibility and adaptation. In this mixed use node, active uses would preferably be accommodated in the base of Building A (25 storey) at the 'gateway' corner location near the main intersection. A high proportion of transparent windows and main building entries will contribute to an active streetscape at this 'gateway' location.

Mid-block breezeways through the podium permit transit supportive pedestrian connections.

Above the podium, Buildings A, B and C are expressed as three point towers with compact floorplates (less than 1000sq.m for floors 8 to 15 and less than 750sq.m above the 15th floor). The towers are separated and offset to create a substantial amenity terraces on the podium roof and to permit views and sunlight to permeate through the development. The proposed variation in building height of 25, 20 and 16 storeys respectively will contribute to a visually interesting skyline. Articulation of the towers, a contrast of lighter and heavier materials and stepbacks from the podium will help to reduce the perceived mass and maintain a human scale at street level.

The 'gateway' Building A (25 storey) is crafted as a distinctively shaped and slender signature tower. Building C (16 storey) is modelled so that the building heights gradually step down towards the three storey stacked buildings, the NHS and the low-rise neighbourhood beyond.

Refinement of the building top design incorporating stepbacks, overhangs, articulation and lighter materials will help to differentiate the uppermost floors from the tower below and create a distinctive crowning features.

Underground parking and loading for the development are located at the rear of the buildings and screened from side streets. The majority of all the parking is located below ground with minimal surface parking proposed. Surface parking areas are located behind the buildings and screened from public view. Loading, garbage and recycling areas are provided within the developments and screened from the street.

The public realm will be enhanced through sidewalk and boulevard improvements. 'Gateway' features including decorative paving, street furniture, public art and planting will define a focal point and meeting place at the main intersection.

Enclosed private patios for ground floor units along the Derry and RR-25 frontages are not preferred, as invariably this will conflict with the public realm and result in a segregated zone with the visual clutter of domestic paraphernalia. It is preferred that street oriented ground floor suites have independent entries to the sidewalk in order to



animate the street and support transit/active transportation. A suitable privacy buffer can be achieved through grade changes and landscape treatment.

The proposed amenity terraces on the podium roof will help to humanize the scale and appearance of the development while the provision of substantial deck planting will serve to soften and diminish the apparent mass of the development.

The proposed central park creates a social gathering space within the development and a series of smaller amenity areas provide opportunities for play and quiet reflection.

It is the opinion of staff that the proposal is in conformity with the direction of the Town's Tall Building Guidelines and represents good urban design.

Conclusion

It is the opinion of Planning that the proposed amendments to the Town's Official Plan and Zoning By-law conform to Provincial and Regional planning policy, meet the intent of the Town's Official Plan and achieves acceptable engineering and urban design standards. The proposed use, height and density are compatible with adjacent land uses, resulting in appropriate development of the subject lands. It is the opinion of staff that the proposed development will not only achieve appropriate intensification in a planned location but will also contribute to providing a complete community by offering a range of housing options that can support convenient access to the necessities of daily living, including access to the existing local stores and services located in the mixed use neighbourhood.

Staff recommends that the draft Local Official Plan amendment and draft Zoning By-law amendment, attached as Appendix 1 and 2, be brought forward for Council adoption subject to the required holding provisions.

Financial Impact

None arising from this report.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO
Commissioner, Planning and Development

For questions, please contact: Aaron Raymond, MCIP, RPP, Phone: Ext. 2313
Senior Planner



The Corporation of the Town of Milton

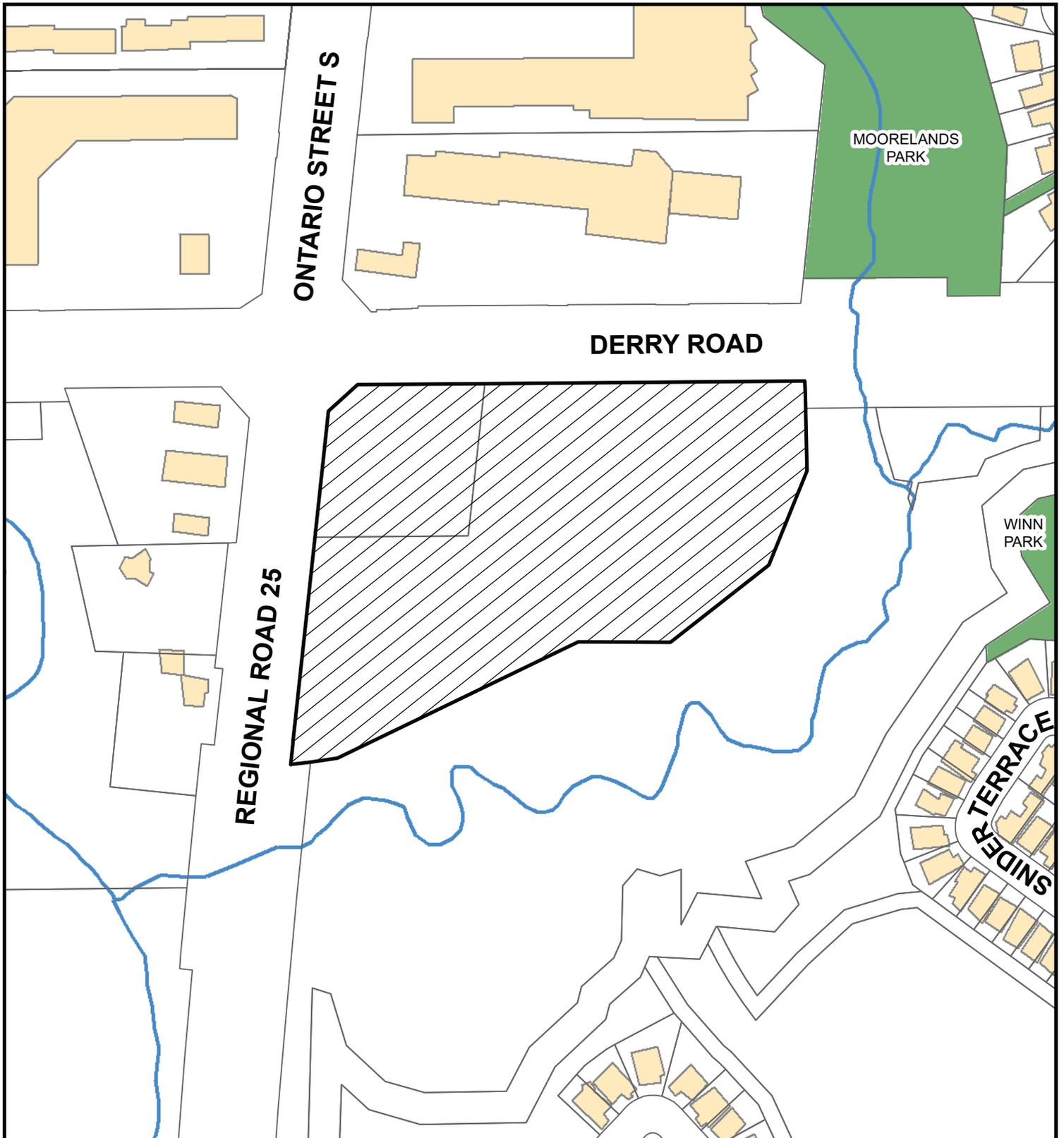
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Attachments

Figure 1 – Location Map
Figure 2 – Concept Plan
Figure 3 – Renderings
Appendix 1 – Official Plan Amendment No. 56
Appendix 2 – Zoning By-law Amendment and Schedules
Appendix 3 – Public Comments
Appendix 4 – Agency Comments
Appendix 5 – Building Impact Analysis

CAO Approval
Andrew M. Siltala
Acting Chief Administrative Officer

FIGURE 1 LOCATION MAP



Council Meeting Date:
June 24, 2019

Scale: 1: 2,500

File: Z-12/17
LOPA-06/17

Planning & Development Department



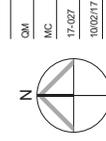
Subject Property



6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST
MILTON, ONTARIO

PROPOSED RESIDENTIAL DEVELOPMENT
BRIARWOOD (MILTON TOWERS) LTD.
BRIARWOOD (MILTON GREENFIELDS) LTD.

FIGURE 3A
PD-029-19



RZ

Drawing Title
Cover Sheet

Project:
Briarwood & Gilbach
6791 Regional Road 25 &
2230-2252 Derry Road
West, Milton ON

03	LOPK & ZIA Rev. Submission Dec 19, 2018	Date:
02	LOPK & ZIA Rev. Submission J.J. 24, 2018	Date:
01	LOPK & ZIA Submission	Oct 02, 2017

KIRKOR ARCHITECTS + PLANNERS
20 De Bross Dr. # 400 Toronto ON M3J 0H1
Tel: 416 665 6060 kirkorarchitects.com



Consent to Publish and Acknowledgement of Dimensions Co., The Job
On: New York, The City
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THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX.2019

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS LEGALLY DESCRIBED AS PART OF LOT 10, CONCESSION 3, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR), TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA 06/17)

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

1. Amendment No. 56 to the Official Plan of the Town of Milton, to amend Policy 4.11 and Schedules C.7.A.CBD and I1 of the Town of Milton Official Plan to provide for permission for the development of three high-rise residential buildings with heights of 25, 20 and 16 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 283 units per net hectare at lands legally described as Part of Lot 10, Concession 3 (NS Trafalgar), Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. 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 the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Local Planning Appeal Tribunal.
3. 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 56 to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON JUNE 24, 2019

Gordon Krantz Mayor

William Roberts Acting Town Clerk

AMENDMENT NUMBER 56
TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

Part of Lot 10, Concession 3 (NS Trafalgar)
Town of Milton
(Town File: LOPA-06/17)

AMENDMENT NUMBER 56

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

PART 1 THE PREAMBLE, does not constitute part of this Amendment

PART 2 THE AMENDMENT, consisting of the following text constitutes
Amendment No. 56 to the Official Plan of the Town of Milton

PART I: THE PREAMBLE

THE TITLE

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

Amendment No. 56
To the Official Plan of the Town of Milton

Part of Lot 10, Concession 3 (NS Trafalgar)
(Town of Milton)
(LOPA 06/17)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add a Specific Policy Area to the lands legally described as Part of Lot 10, Concession 3 (NS Trafalgar).

LOCATION OF THE AMENDMENT

The subject lands are located on the southeastern quadrant of Derry Road West and Regional Road 25. The lands are legally described as Part of Lot 10, Concession 3 (NS Trafalgar), Town of Milton. The location of the property is illustrated in Figure 1.

BASIS OF THE AMENDMENT

The proposed amendment would permit the development of three apartment buildings, one multiple dwelling building and five townhouse buildings totaling 643 residential units. The development proposes a maximum height of 25 storeys with a net residential density of up to 283 units per hectare.

- a) The subject application proposes intensification that is consistent with the Provincial Policy Statement and Provincial Growth Plan. The Provincial policies contained in the PPS and the Growth Plan actively promote and encourage compact urban form, intensification, optimization of the use of existing land base and infrastructure, and development which will take better advantage of existing public transit.
- b) The proposal contributes in building a complete community that is compact and creates a mixed-use, transit supportive and pedestrian-friendly area where residents could live, work and shop.

- c) The proposal represents intensification that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Regional and Provincial planning policy.
- d) The proposed development is compatible with surrounding land uses and an appropriate form of residential intensification subject to the satisfaction of all of the conditions pursuant to the holding provision placed on the lands.

PART II: THE AMENDMENT

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment no. 56 to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment No. 56 pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

1.0 Map Change

- 1.1 Amending Schedule I1 - “Urban Area Specific Policy Areas” by adding Special Policy Area No. 36 to the lands known legally as Part of Lot 10, Concession 3 (NS Trafalgar).

2.0 Text Change

- 2.1 Adding the following text to Section 4.11 “Specific Policy Area”:

4.11.3.36 Notwithstanding Section 3.6 (Secondary Mixed Use Nodes) and C.6.5.5 (Bristol Survey Secondary Plan Secondary Mixed Use Node), the lands identified as Specific Policy Area No. 36 on Schedule I1 of this Plan, being the lands - legally known as Part of Lot 10, Concession 3 (NS Trafalgar) may be developed to provide three high-rise residential buildings with heights of 25, 20 and 16 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 283 units per hectare.

TOWN OF MILTON OFFICIAL PLAN

Schedule I1

URBAN AREA
SPECIFIC POLICY AREAS
(Refer to sections 4.11 & 3.8.3.2)

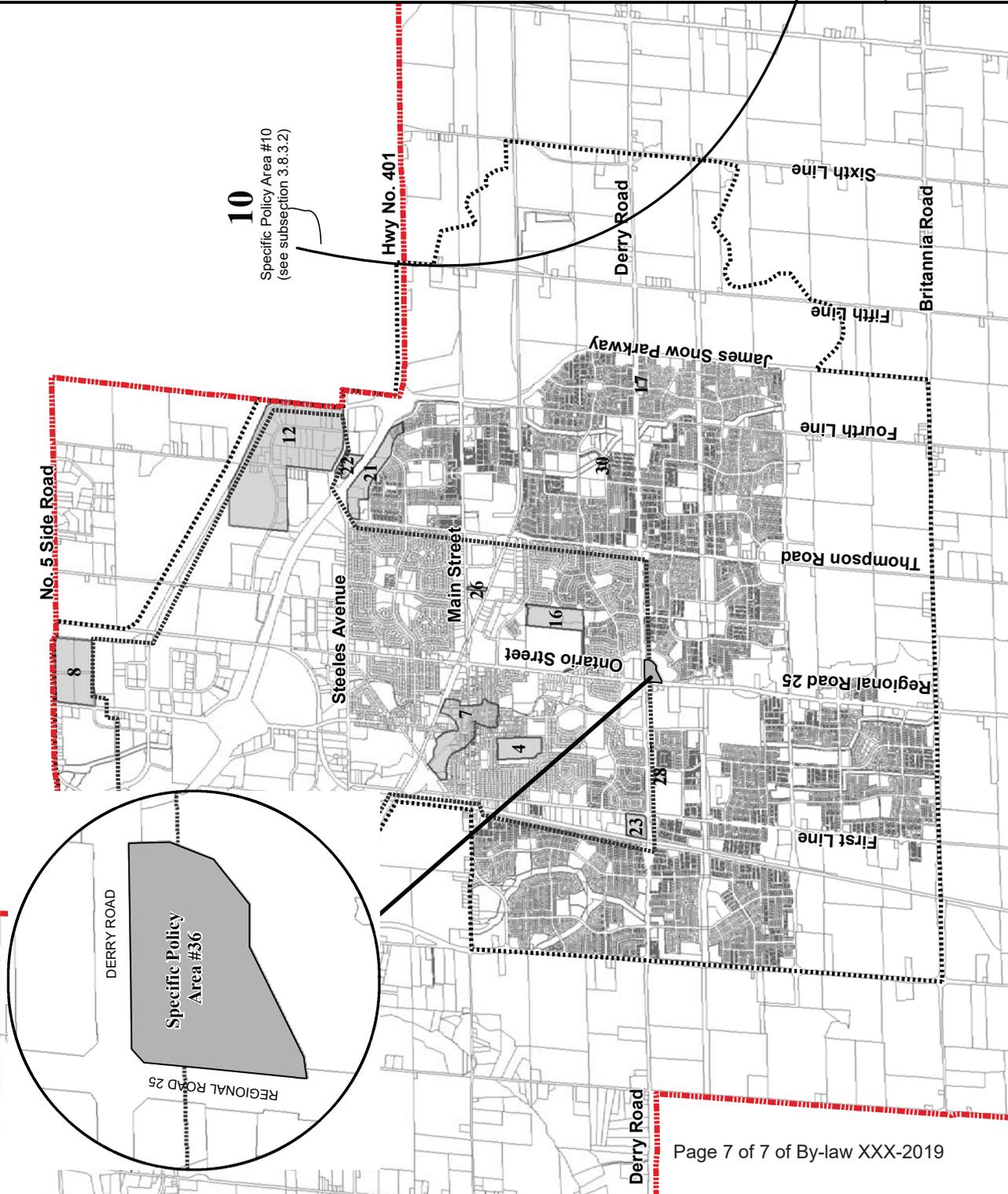
-  TOWN OF MILTON BOUNDARY
-  URBAN EXPANSION AREA BOUNDARY
-  EXISTING URBAN AREA BOUNDARY
-  RAILWAY
-  SPECIFIC POLICY AREA
- 5 SPECIFIC POLICY NUMBER



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

Copyright 2019, Town of Milton, Teramet, Inc.

Consolidated August 2008, Edited June, 2019



THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX.2019

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 THE LANDS DESCRIBED AS PART OF LOT 10, CONCESSION 3, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON - BRIARWOOD (MILTON TOWERS) LTD. & BRIARWOOD (MILTON GREENFIELDS) LTD. (TOWN FILE: Z-12/17)

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 Number 56;

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 is hereby further amended by changing the existing Future Development (FD) Zone symbol to a site -specific Residential High Density with a Holding Provision (RHD*261*H33) and Open Space (OS) Zone symbol shown on Schedule A attached hereto.
2. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:
 - i) Only Permitted Uses:
 - a) Apartment Buildings
 - b) Stacked Townhouse Dwellings
 - c) Townhouse Dwellings
 - d) Home Occupations
 - ii) Special Site Provisions:

Notwithstanding any provisions of the by-law to the contrary, the following provisions shall apply:

- a) For the purpose of administering the zoning by-law, the lands identified as RHD*261*H33 on Schedule A shall be considered to be one lot.
- b) For the purpose of this By-law, *floor plate area* means:

The gross horizontal floor area of a single floor measured from all the exterior walls of a building or structure excluding balconies.

- c) A minimum of 4 square metres of outdoor communal amenity space per apartment dwelling unit and stacked townhouse dwelling unit 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).
- d) The separation distance between a Stacked Townhouse Dwelling and an Apartment Building shall be a minimum of 5 metres from building face to building face.
- e) Notwithstanding any provisions to the contrary, the maximum lot coverage for the overall site shall be 40%.
- f) Transformer and telecommunications vaults and pads shall not project towards a public street beyond the main wall of a building.
- g) Despite any provisions to the contrary, more than one residential building is permitted on the lot.

iii) Special Zone Standards - Apartment Buildings

1. Apartment Buildings

Notwithstanding any provisions of the by-law to the contrary, the following provisions shall apply to an apartment building:

- a) Site development plans shall comply with Schedule B attached hereto.
- b) GUEST UNIT means a room within an apartment building that is not connected to any individual apartment dwelling, but which includes bedroom and bathroom space that can be used by visitors to the apartment building as overnight temporary accommodation and it shall not include a kitchen. A Guest Unit does not constitute an apartment dwelling and shall not require a separate parking provision.
- c) Maximum height is 25 stories and 77 metres
- d) A mechanical penthouse is exempt from the maximum height requirements regardless of its setback from the exterior walls of the floor beneath it

- e) Maximum number of residential units is 590 units.
- f) Where there is more than one apartment building, the minimum separation between towers shall be 25 metres measured from the face of the building, excluding balconies.
- g) The podium of Buildings “A”, “B” and “C” as shown on Schedule “B” to this By-law shall have a minimum height of three storeys.
- h) Any portion of a building between a height of 9 storeys and 15 storeys must not exceed a floor plate area of 1,000 square metres on the development site.
- i) Any portion of the 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 development site. Notwithstanding the foregoing, the 16th Floor (top floor) of Building “C” as shown on Schedule “B” to this By-law may have a maximum floor plate of 870 square metres or 51 linear metres measured diagonally.
- j) Notwithstanding the provisions of Section 4.19.4, Exceptions to Height Requirements, the calculation of Building Height shall be exclusive of mechanical penthouses, rooftop equipment, elevator tower, stair tower and/or architectural features such as parapets and screen walls

2. Stacked Townhouse Dwellings

Notwithstanding any provision of the by-law to the contrary, the following provisions shall apply to a Stacked Townhouse Dwelling:

- a) Site development plans shall comply with Schedule “B” attached hereto.
- b) The minimum separation distance between an apartment building and a stacked townhouse dwelling is 5 metres;
- c) HVAC units are not permitted in any yard facing a public street.

3. Townhouse Dwellings - Street Access

Notwithstanding any provision of the by-law to the contrary, the following provisions shall apply to a Townhouse Dwelling:

- a) A “unit” within a plan of condominium, on which a townhouse dwelling unit is situated, shall be considered a lot for the purpose of administering the zoning by-law.
- b) Unless specified otherwise, a “unit” within a plan of condominium shall comply with the zoning requirements for the RMD2 zone.
- c) The minimum lot frontage is 5.8 metres for all types of townhouse units;
- d) The minimum lot depth is 20 metres;
- e) The minimum front yard setback is 3.5 metres.
- f) The minimum interior side yard setback for end units abutting a common element area shall be 0 metres on both sides
- g) The minimum rear yard setback is 7.0 metres save and except for units shown on Schedule C attached hereto; and
- h) Support walls or columns may project out a maximum of 1.5 metres from the garage face and encroach into the minimum required driveway width provided the encroachment does not exceed a width of 0.5 metres and a minimum clear driveway width of 3.0 metres is maintained in the area of the encroachment.
- i) Sections 6.3.1.3 iv), v) and vi) of the zoning by-law shall not apply.
- j) The platform of a deck may be higher than the floor of the first storey.
- k) Balconies may encroach a maximum of 2 metres into a required rear yard.
- l) On lots having a frontage of less than or equal to 6.5m the maximum residential driveway width shall be 3.3 metres.

iv) Special Parking Provisions

- a) Notwithstanding Section 5.8.1, Table 5E, the minimum off-street parking requirements for an apartment building shall be:
 - a. 1.03 spaces per 1 bedroom dwelling unit;
 - b. 1.15 spaces per dwelling unit for all other bedroom units; and
 - c. 0.25 visitor parking spaces per dwelling unit.

- b) Notwithstanding Section 5.8.1, Table 5E, the minimum off-street parking requirements for a stacked townhouse dwelling shall be:
 - a. 1.15 spaces per dwelling unit
 - b. 0.25 visitor parking spaces per dwelling unit.
 - c) Notwithstanding Section 5.8.1, Table 5E, the minimum off-street parking requirements for a townhouse dwelling shall be:
 - a. 2.0 spaces per dwelling unit
 - b. 0.25 visitor parking spaces per dwelling unit.
 - d) A minimum of 23 short-term (outdoor) and 363 long-term (indoor) bicycle parking spaces shall be provided for the apartment building.
 - e) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 0.7 metres of a street line or lot line.
 - f) Notwithstanding Section 5.12 Table 5L to the contrary, a parking area may be located within 0 metres of a private street line.
3. **THAT** Section 13.2 of By-law 016-2014, as amended, is hereby further amended by adding Section 13.2.1.67 to read as follows:

For lands with Holding Provision H33, the H33 Holding Provision shall apply and shall not be removed until:

- a) Regional Servicing Allocation has been secured to the satisfaction of the Region of Halton. This holding provision does not apply to lands located within the Delineated Built Boundary and described as Part 2, on Plan 20R-2396.
- b) The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the Proposed Residential Development - Derry Road at Regional Road 25 Traffic Impact and Parking Study dated May 2019 by GHD, including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:
 - The provision of a minimum of 363 long-term secure bicycle parking spaces plus 23 at-grade short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle parking facilities must comply with the City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including details of the lockers/racks;

- The provision of a minimum of one (1) car share vehicle and dedicated car share parking space (above resident/visitor parking requirements) in a priority location that is accessible to residents. Proof of how the car share program will be facilitated will be required. It must also be noted in the purchase/rental agreement which must be provided to the Town for review.
 - The Owner agrees to provide all occupants subsidized Milton Transit passes at a rate of one (1) annual bus pass (or equivalent) per unit for a period of two (2) years. Each bus pass shall be provided upon occupancy of a unit and the rental agreement between the tenant and property owner must note the availability of the subsidized transit passes. The Owner agrees that, prior to the release of the required letter of credit or other securities held by the Town in accordance with this agreement, they are to enter into a contractual agreement with Milton Transit.
 - The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space.
 - The Owner agrees to provide active uses at-grade along street frontages via sidewalk connectivity.
 - The provision of a bicycle service station equipped with tools for repair and maintenance on site. This must be shown on the plans including a detail of the proposed service station.
- c) The Owner submits an updated noise mitigation report and implements any recommendations to the satisfaction of the Town of Milton and that the owner provide confirmation by a qualified acoustical engineer that the required noise mitigation measures have been constructed to address the stationary noise sources and meet Class 1 under NPC-300.
- d) The Owner has made site plan application, including detailed design drawings and has entered into a site plan agreement to the satisfaction of the Town of Milton.
- e) The Owner provides an updated Pedestrian Wind Study as part of the site plan application to the satisfaction of the Town of Milton.
- f) The Owner has submitted, to the satisfaction of the Region of Halton, a Ministry of the Environment, Conservation and Parks acknowledged Record of Site Condition for the subject lands, which demonstrate that the lands are free and clear for their intended use.

4. **THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

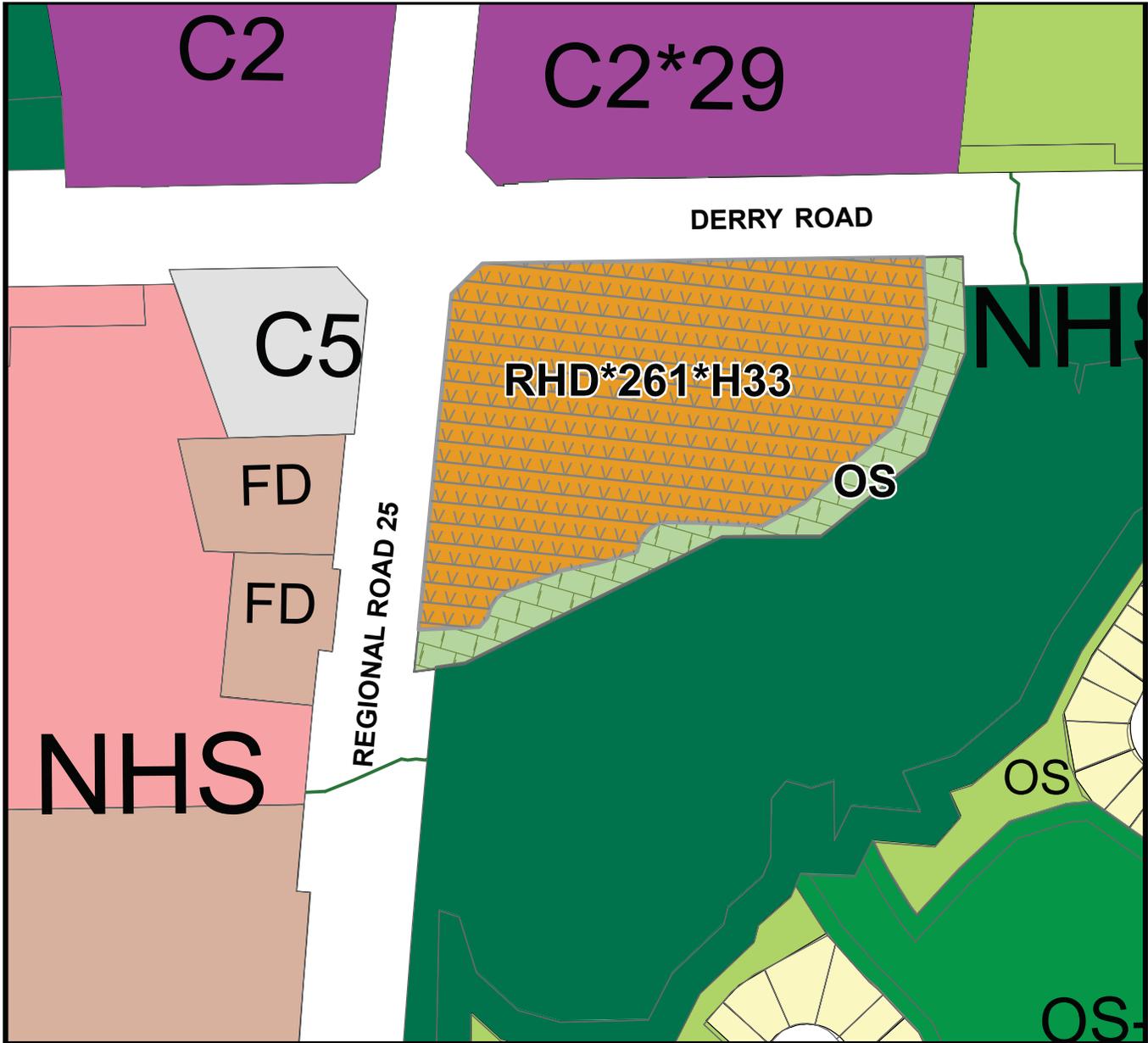
PASSED IN OPEN COUNCIL ON JUNE 24, 2019.

_____ Mayor
Gordon Krantz

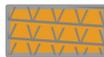
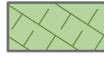
_____ Acting Town Clerk
William Roberts

SCHEDULE A
 TO BY-LAW No. -2019
 TOWN OF MILTON

PART OF LOT 10, CONCESSIONS 3 NS
 Town of Milton



THIS IS SCHEDULE A
 TO BY-LAW NO. -2019 PASSED
 THIS ___ DAY OF _____, 2019.

-  RHD*261*H33 - Residential High Density Zone Special
-  OS - Open Space Zone



 MAYOR - Gordon A. Krantz

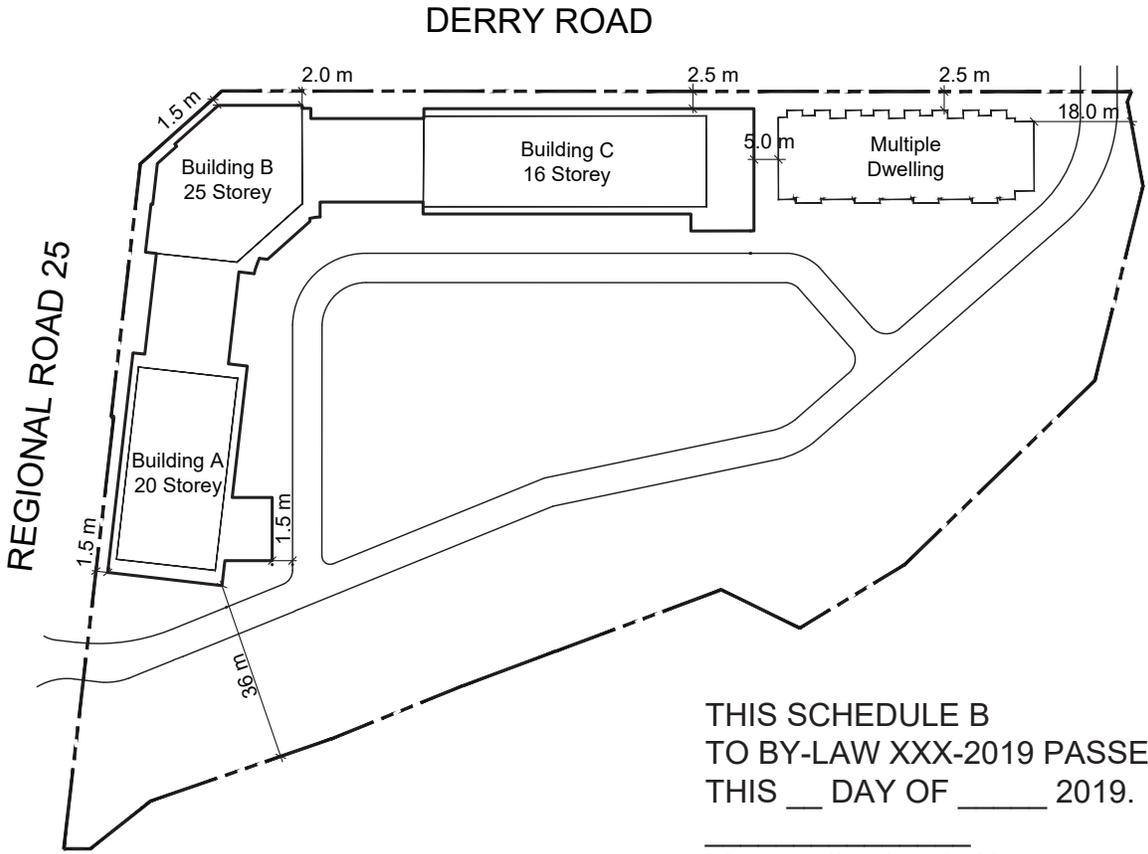
 ACTING TOWN CLERK - William Roberts

Z-12/17
 LOPA-06/17

SCHEDULE B
TO BY-LAW XXX-2019

TOWN OF MILTON

PART OF LOT 10
CONCESSION 3, NEW SURVEY (TRAFALGAR)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



THIS SCHEDULE B
TO BY-LAW XXX-2019 PASSED
THIS __ DAY OF ____ 2019.

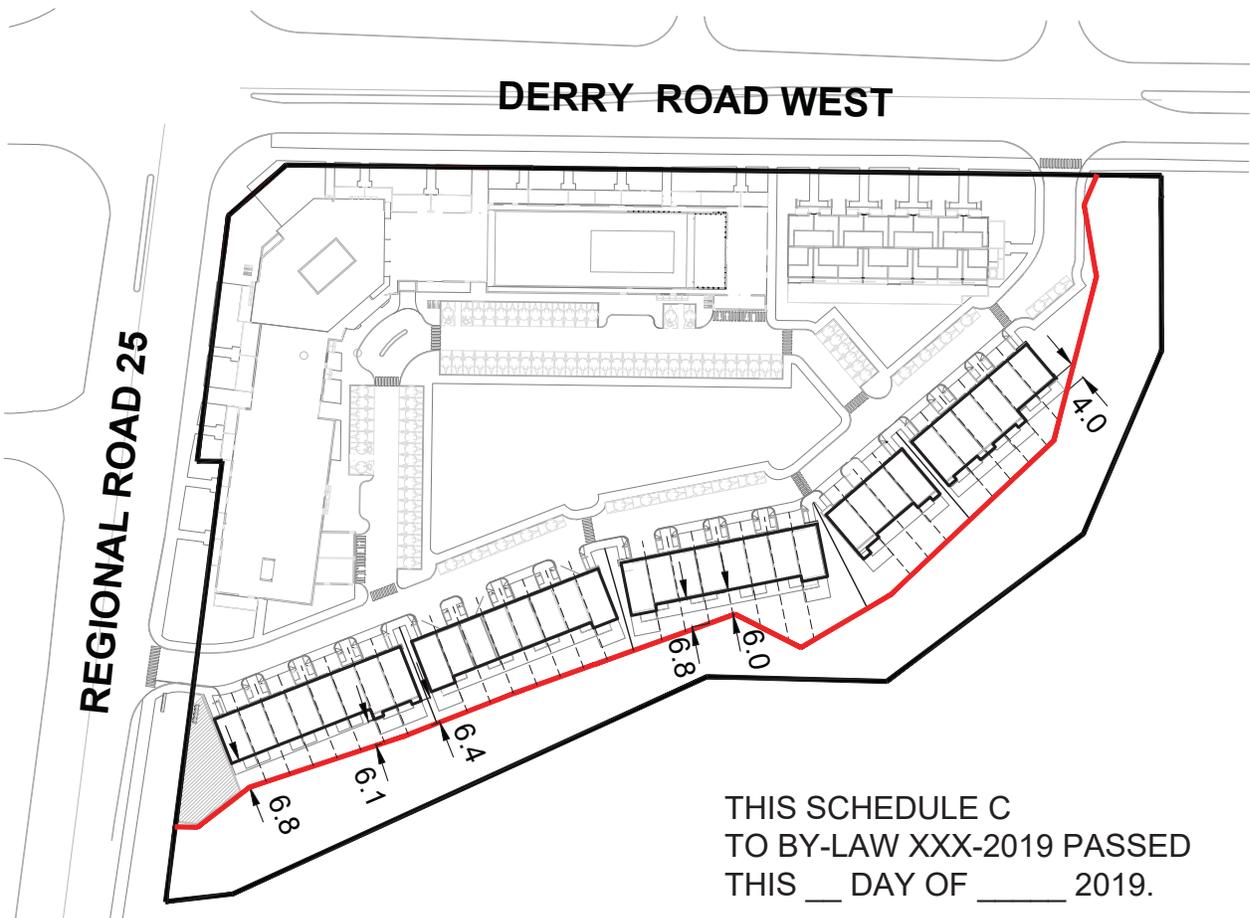
Mayor - Gordon A. Krantz

Acting Town Clerk - William Roberts

Note: All measurements are in metres and are minimums unless otherwise noted.

SCHEDULE C
TO BY-LAW No. *-2019**
TOWN OF MILTON

PART OF LOT 10
CONCESSION 3, NEW SURVEY (TRAFALGAR)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



THIS SCHEDULE C
TO BY-LAW XXX-2019 PASSED
THIS __ DAY OF ____ 2019.

Mayor - Gordon A. Krantz

Acting Town Clerk - William Roberts

— Property Line

Subject: FW: Briarwood Development Proposal at Derry & Ontario.

-----Original Message-----

From: info@esolutionsgroup.ca [mailto:info@esolutionsgroup.ca] On Behalf Of [Jim Ferguson]

Sent: Tuesday, March 06, 2018 1:04 AM

To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>

Subject: Briarwood Development Proposal at Derry & Ontario.

Home Phone Number:

Business Phone Number:

Address:

Town/City: Milton

This is a massive project that does not fit the character of Milton. The 25 story building will be the tallest in town and will set a precedent for other development sure to follow down the Hwy 25 corridor. Do city planners really want to duplicate what happened in downtown Mississauga. Who thinks a 25 story monstrosity in such close proximity to the escarpment is suitable.

Such high densities will also put additional congestion along the Hwy 25/Ontario and Derry road corridors, not to mention additional stress on public transit (Milton bus lines and Go transit - where it is already next to impossible to find a parking spot). Suitable infrastructure needs to be planned and put in place before population increases occur.

I see the need to increase densities, but I feel buildings 16 stories or less (similar to those in the downtown area) would be more fitting/suitable.

Origin: <https://www.milton.ca/en/Build/DMCoates.asp>

This email was sent to you by [] through <https://www.milton.ca/>.

Subject:

FW: 6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST

From: Aalia Shabbar []**Sent:** Monday, March 19, 2018 12:22 AM**To:** Aaron Raymond <Aaron.Raymond@milton.ca>**Subject:** RE: 6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST

Dear Mr. Aaron Raymond,

We are one of the closest neighbors for this development, residing at XXXXXXXXX, and we are writing to oppose the final zoning which is proposed by the developer, however, if some key changes are made to the proposal then this development will have our full support. We commend the developer for the increased density and ask the Town of Milton to ensure specific provisions are made, and committed to by the developer, to address the following:

Landmark and Escarpment

There are very major lost opportunities as this intersection could serve as the perfect location for a landmark development located along two major corridors whilst framing the magnificent Niagara Escarpment. To address this the application must include very specific urban design details which ensure the development serves as a landmark and exemplifies the quality of development which is expected in Milton from our future High Rise and Mid-Rise developments in Milton.

Connectivity

This area was identified as a mixed-use node in the official plan and the proposed zoning does not meet that criteria. Commercial ground floor must be incorporated into the approved Urban Design Brief in order to support the commercial needs of the increased population whilst creating jobs for the same. The ground floor commercial will also enhance the pedestrian experience at street level by increasing interaction. Increased pedestrian traffic could also pave the way to higher quality developments in the currently under utilized commercial plazas on the north east and north west corners.

Sustainable Community Areas and Trails System

The current proposal has missed opportunities to enhance the environmental friendliness of the site by connecting to trail systems and creating new community areas for Milton. The development could achieve this easily by building a more public and accessible green space behind the townhomes and by connecting to the surrounding neighborhood, via trails and proper linkages/path systems through the site, to the major commercial node. Currently there is a large private podium obstructing the connection between the road intersection and the internal parts of the site and little to no opportunity for residents and visitors to enjoy the green space which the development backs onto.

Parking

The parking space dimensions are typical of an exterior parking lot and not a parking structure. This could create problems for residents and visitors.

Pedestrian Environment and Podium Comfort

The proposed tower design increases wind speeds at the corners of the towers and on the podium level according to the wind report. The report itself states "uncomfortable wind conditions are predicted at the elevated amenity areas. During the winter, the wind conditions could even become unsafe". Specific design requirements must be added to the Urban Design Brief which will address these conditions in a well designed manner.

Please make this development an architectural landmark for Milton which enhances our connection with the natural beauty of our town.

Regards,

A.Shabbar and A.M.Khan

3.

Subject: FW: Town files LOPA 06/17; Z- 012/17 and 24 T- 17001/M
Attachments: Scan.pdf

From: B.Y. Hu []
Sent: Tuesday, March 20, 2018 6:02 PM
To: Aaron Raymond <Aaron.Raymond@milton.ca>; Rick DiLorenzo <Rick.DiLorenzo@milton.ca>;
Subject: Re: Town files LOPA 06/17; Z- 012/17 and 24 T- 17001/M

Good afternoon,

Please see the following letter as well as the attached letter with signatures, thanks.

March 20, 2018

Re: Town Files:

LOPA 06/17; Z- 012/17 and 24 T- 17001/M

To: Town of Milton/ whom it may concern,

We're among those residents who received the special letter as our property is within 120 meters of the proposed development. Most of our main concerns and questions were raised by other residents at tonight's public meeting. However we cannot stress enough on the following concerns:

1, traffic issues- well asked by other residents

2, School issues- well asked by other residents

3, Accountability of projections reports and reviews. For example, proposed plan has over 800 units, but projected school age children only at 50's which is way understated in common sense. When these so called developer sponsored reports/ projections are deviate from common sense Town council should take most conservative approach to evaluate these numbers and act accordingly.

4, Negative affecting our house value and view. We paid premium price to the lot with peace of mind that the old dealership could turn into a 7 to 10 storey building at worst case scenario.

In summary, the development is not in the appropriate location of Milton. Therefore we do object to the proposed development, Town should stick to the current zoning by law which is no more than 7 – 10 storeys.

Bingyi Hu & Kexin Ma

March 20, 2018

Re: Town Files:

LOPA 06/17; Z- 012/17 and 24 T- 17001/M

To: Town of Milton/ whom it may concern,

We're among those residents who received the special letter as our property is within 120 meters of the proposed development. Most of our main concerns and questions were raised by other residents at tonight's public meeting. However we cannot stress enough on the following concerns:

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In summary, the development is not in the appropriate location of Milton. Therefore we do object to the proposed development, Town should stick to the current zoning by law which is no more than 7 – 10 storeys.


Bingyi Hu & Kexin Ma



4.

Subject: FW: issues of concern

From: Simon Chen []
Sent: Thursday, March 22, 2018 12:21 PM
To: Aaron Raymond <Aaron.Raymond@milton.ca>
Subject: issues of concern

To: Town of Milton

Re: Town Files: 24T-17001/M, Z-12/17 & LOPA-06/17
Draft plan of Subdivision, Local Official Plan and Zoning By-Law Amendment

Dear Mr. Aaron Raymond,

My name is Xinmin Chen. My address is XXXXXXXXXXXXXXXXXXXXXXXXXXXX. I am the the owner of this house.

The issues of my concern are:

1, Traffic

There will be traffic problem. The traffic is very heavy now already. Traffic jam happened every morning at rush hour on Derry road.

2, Block View

These three high buildings will completely block the back view of my house. I paid extra price for the nice back view when purchased this house.

3, Noise

There is a trail just outside my backyard. So, after people move into these three high buildings, there will be so many people walk on the trail and too much noise. This will be hard for my family too.

Thank you.

Xinmin Chen

5.

Subject: FW: Regarding Demolition Underway - Thursday March 22, 2018 Canadian Champion

From: Ferguson < >

Sent: Friday, March 23, 2018 12:49 PM

To: mhennessy@miltoncanadianchampion.com; Debbie Johnson <Deborah.Johnson@milton.ca>

Subject: Regarding Demolition Underway - Thursday March 22, 2018 Canadian Champion

I find it a bit strange that the Champion contains numerous public meetings notices for various Park Redevelopments, Pearson Noise issues, Hydro Board Vacancies, School Board Issues, Road Issues, Sign By-Laws, etc., yet the Town of Milton did not post a notice in last Thursday's (March 15) edition for a March 19th public meeting on the High-rise development at the intersection of Derry Road and Ontario Street. If the Town truly wanted public input on this undertaking, they would have posted a notice in last week's Champion to inform citizens instead of just notifying residents within 120 metres of the site.

My personal view is that several tall apartment buildings (one a 25 story structure) providing 688 residential units in such a small area does not fit the character of Milton and will lead to increased traffic congestion. We shouldn't strive to replicate the development style and density of Toronto's Liberty Village area. While there is a mandate to increase population densities, I feel shorter apartment buildings are more suited to this area, and will have less of an impact on congestion (especially after the rail hub is up and running).

If this project goes through as planned, it will set a precedent for future construction and the "town" atmosphere of Milton will be lost. Hopefully citizens can still provide their input by visiting the town site <https://www.milton.ca/en/Build/DMCoates.asp/> or calling the planning department 905-878-7252.

J. Ferguson



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

June 5, 2019

Mr. Aaron Raymond
Town of Milton Planning Department
150 Mary Street
Milton, ON L9T 6Z5

Dear Mr. Raymond:

**RE: Proposed Amendment to the Town of Milton Official Plan and Zoning By-law
Briarwood/Milton Towers Ltd. 3rd submission
6791 RR25 & 2252 Derry Road
Town File: LOPA-06/17 and Z-12-17**

Regional Planning staff has reviewed the above noted Local Official Plan Amendment (LOPA) and Zoning By-law Amendment (ZBA) and offer the following comments on this 3rd re-submission, further to our letters dated October 23, 2018 and March 8, 2018:

The purpose of the LOPA and ZBA are to increase height and density to:

- Permit the development of three towers (16, 20 and 25 storeys) connected by a podium, five three storey townhouse buildings, and one stacked townhouse building totalling 643 residential units with a density of 271 units per hectare
- LOPA is required to permit an increase in maximum height to 25 storeys and a maximum residential density of 271 units per hectare
- The ZBA proposes to rezone the lands to a site specific Residential High Density Zone with a Holding Provision (RHD*261*H33). The Holding is required to address technical issues such as the securement of servicing allocation, environmental condition, implementation of Travel Demand Measures (TDM), noise and wind mitigation measures and site plan matters.

Matters of Provincial and Regional Interest:

Halton Region Planning staff has reviewed the proposal in the context of the Provincial Policy Statement, 2014 (PPS) and Places to Grow Plan, 2017 (PTG) and offer the following observations. One major theme in these planning documents is to build strong and diverse communities that will ensure the Province's long term prosperity, environmental health, and well-being of its residents through efficient land use and development patterns. In addition, the policies state that to sustain healthy, liveable and safe communities, an appropriate range and mix of uses must be accommodated to meet the long term needs of the community. Furthermore, uses on lands where infrastructure is planned or available shall be promoted.

Regional Municipality of Halton
HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866

Derry Road and Britannia Road are both identified as major arterial roads in the ROP. Among other matters the PPS requires coordination of servicing and land use throughout the planning process. Specifically, Part 1.6.8.3 of the PPS states:

'New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of the long term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities'.

Regional staff are of the opinion that the proposed development is supportive of the long term purpose of the Region's transportation facilities. At the site plan stage the Region will continue to assess any impacts of the proposed development on these major transportation facilities.

Based on the foregoing, Regional staff are of the opinion the proposed LOPA and Zoning By-law Amendment are consistent with the overall direction and general policy intent of the PPS and PTG.

The subject lands are designated as 'Urban Area' with areas of 'Regional Natural Heritage System' (RNHS) within the 2009 Halton Region Official Plan (ROP). The Urban Area policies of the ROP are in effect and provide that the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to all other relevant the policies of the Regional Plan. Urban Area policies further support residential intensification and the development of vibrant and healthy mixed use communities. Sections 77, 78 and 81 of the ROP supports opportunities for live/ work relationships, and achieving densities higher than the surrounding areas and as high as permissible under the Local Official Plan policies.

The revised proposal is in keeping with the general intent and objectives of the Urban Area policies of the ROP as it is transit supportive, provides increased density, and provides a greater mix/variety of residential built form in the area.

Servicing Allocation:

The ROP requires that the development industry absorb their share of the cost of the provision for infrastructure and that any financial impact of new development or redevelopment on existing residents be based on a financing plan communicated to the taxpayers and subsequently approved by Council. To this end, Halton Region has implemented a Water and Wastewater Allocation Program. The Allocation Program requires proponents of residential development applications to purchase servicing allocation from Halton Region through an Allocation Agreement. The majority of the subject lands are located within the 'Greenfield Area' and therefore is subject to the Regional Allocation program. **To date, the owner has not secured sufficient Regional Servicing Allocation to support the residential dwelling units being proposed. As such, it is recommended that the owner contact the Region's Senior Project Manager (John Huber) to initiate the process to obtain all of the required Single Detached Equivalents (SDEs) either through a transfer, within the provisions of the Region's 2012 Allocation Program, or alternatively through participation in the next allocation program.** It is important to note that a site plan application cannot be approved for this proposal until such time as the owner has secured Regional servicing allocation to the satisfaction of the Region.

The Region will require that a Holding Provision be placed on the subject lands until the Region has confirmed to the Town of Milton that sufficient Regional servicing allocation has been secured.

Archaeological Resources:

As an advisory, the Region's Master Plan of Archaeological Resources has identified that the subject lands fall within an area of archaeological potential. However, the Region acknowledges the area has been previously disturbed with development. The proponent is cautioned that should archaeological materials be found during development activities on the property, the Ontario Ministry of Tourism, Culture and Sport should be notified immediately (416-212-8886 or archaeology@ontario.ca). In the event that human remains are encountered during construction, the proponent should immediately contact the appropriate authorities (police or coroner) and all soil disturbances must stop immediately to allow the authorities to investigate and the Registrar of Cemeteries to be consulted.

Site Contamination:

Pursuant to Policy 147(17) of the ROP, prior to the Region or Local Municipality considering any development proposals, the proponent must identify whether there is any potential for soils on the site to be contaminated. As such, the Region's "Protocol for Reviewing Development Applications with Respect to Contaminated Sites" is applicable. The following documents were submitted for review:

- Environmental Site Screening Questionnaire;
- Phase 1 Environmental Site Assessment (ESA) dated August 31, 2016;
- Phase 2 Environmental Site Assessment dated Sept. 22, 2017; and
- Letter of reliance dated July 13, 2018.

The Phase 2 ESA concluded that a Record of Site Condition (RSC) is required to ensure that no potentially contaminating activity will remain on site. In addition, given there is a change to a more sensitive use proposed, a mandatory RSC is triggered. The Region will require that a Holding Provision be placed on the subject lands until the Region has confirmed to the Town of Milton that a Ministry of Environment, Conservation and Parks acknowledged RSC has been submitted, which demonstrates the lands are free and clear for their intended use.

Municipal Servicing:

Comments from the Region's March 8, 2018 letter remain applicable. From a water and wastewater servicing capacity perspective, there currently does not appear to be any impediments to providing Regional water and wastewater services to the site for the proposed uses. The site can be serviced with an existing 150mm watermain on Regional Road 25 (looped) and/or the existing 300mm watermain off Derry Road. Wastewater will drain northerly to a 250mm sanitary sewer trunk along Derry Road. Final confirmation of the ability to service and servicing capacity will be made by the Region at the site plan approval stage, once the details of the proposal and final unit counts are provided, and Regional Finance staff confirms terms of the required Allocation Agreement are satisfied.

Waste Management:

Please be advised that from a waste management perspective, the Region will provide final confirmation respecting the ability to provide on-site refuse and recycling collection at the site plan approval stage. At that time, a detailed waste management plan will be required for the Region's review and approval. It is recommended that the owner design the site in accordance with the Region's *Development Design Guidelines for Source Separation of Solid Waste* to ensure the development will be eligible for Regional collection service. If the subject site is deemed ineligible for Regional waste collection, at the site plan and condominium application stages, Regional staff will require that a warning clause be registered on title as part of the Site Plan Agreement, and subsequently inserted in offers of purchase and sale, stating that Regional waste collection will not be provided to this development.

Transportation:

**Proposed Amendment to Town of Milton Comprehensive Zoning By-law 016-2014,
Sec.5.14.1**

Transportation Planning acknowledges that while this development plan considers the Region's standard right of way dedication requirements, per the ROP/Transportation Master Plan of 47 m (i.e. 23.5 m from centerline), the applicant has requested an amendment to the Town of Milton Comprehensive Zoning By-Law 016-2014 section 5.14.1, which identifies a 3m property line setback to an underground parking structure from the right of way. The applicant has requested to amend this By-Law item from a 3.0m to a 0.7m property line setback.

From a transportation perspective, due to potential conflicts with future infrastructure projects, it would be preferred if the Town enforced the full 3.0m setback. However, it is understood that the Town plans to allow for this amendment. Based on this understanding, Regional staff has the following comments that must be considered by the applicant at the Site Plan stage:

- The applicant will be required to demonstrate through their submission that the parking structure will not limit the construction of future infrastructure within the Regional right-of-way.
- The applicant will be required to demonstrate that construction of the underground structure will not impact or encroach upon the Regional right of way. Temporary or permanent infrastructure including structural tiebacks will not be permitted within the ultimate Regional Right of Way.

Access to the Regional Road Requirements:**East Site Access to Derry Road**

- The Transportation Impact Study was completed to support the Zoning By-law amendment and has identified the need for a signalized access to Derry Road. The

proposed full movement access to Derry Road does not conform to Halton Region access spacing requirements of 300 m. Based on a review of access opportunities to the site, together with the information provided in the above noted report, the Region will accept in principle a full movement access in this location. However, the applicant through the Site Plan process, will be required to prepare a Design Deviation Memo to support the deviation from the 300m intersection spacing for the Region's review and approval. In addition, should the Region approve a signalized intersection at this location, the Traffic Signal is to be installed and coordinated with the existing Traffic Signal at Derry Road and Regional Road 25 at the applicant's cost. If approved, the Traffic Signal construction will need to accommodate the existing access to the commercial plaza on the north side of Derry Road and provide appropriate pedestrian crossing facilities. If approved, the Detailed Design of the Traffic Signal will be required by the applicant through the Site Plan process and will require a Servicing Agreement.

West Site Access to Regional Road 25

- A right-in right-out access to Regional Road 25 will be permitted. However, since the access cannot be fully restricted per the Regional Access Management Guidelines (i.e. a raised median extending 45m north and south of the access curb return) without impacting existing driveways on the west side of Regional Road 25, additional mitigation works (i.e. a directional Island) will be required. The Detailed Design of the access will be required by the applicant through the Site Plan process and will require a Servicing Agreement.

Transportation Impact Study Requirement

Regional staff reviewed the Transportation Impact Study (TIS) dated May 2019 and find the analysis satisfactory for the purposes of the proposed ZBA. However, revisions to the to the TIS will be required through the site plan process. The Region will provide detailed comments during this process, however, the following matters will be required to be considered at the site plan stage, including but not limited:

- Updated Trip Generation table that reflects the Site Plan
- Updated intersection count at the time of Site Plan
- Updated Queuing Information to confirm storage requirements
- Comprehensive Auto Turn submission for each access
- Detailed signal timing plans for the traffic signal
- An updated conclusions and recommendation section is required to provide more context to explain how the interim capacity deficiencies may be considered in advance of the ultimate widening scenario which may include a discussion of the broader transportation network.

Right of way Requirements to be conveyed at Site Plan Approval Stage

- A 15m by 15m daylight property was not identified on the most recent plan and will be required at the proposed East Site Access to Derry Road. This property requirement is in addition to the Region's Standard Property Requirements.
- Any lands within 23.5m of the centre line of the original 20.1m right-of-way of Derry Road (Regional Road 7) that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.
- Any lands within 23.5m of the centre line of the original 20.1m right-of-way of Regional Road 25 that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.
- A daylight triangle measuring 15m along Derry Road (Regional Road 7) and 15m along Regional Road 25 shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.
- All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his/her designate.

Noise Requirements

Regional staff reviewed the Noise Feasibility Study titled "Proposed Development at Derry Road and Highway 25" dated March 14, 2019 and has deemed it satisfactory for the purposes of evaluating the ZBA. An update will be required at the Site Plan stage to consider any amendments to the development plan.

Environmental and NHS

Regional staff's comments dated August 22, 2018 have been addressed. Therefore, we have no objections to the approval of the applications from an ecological perspective, subject to any outstanding concerns from Conservation Halton (CH) being addressed to their satisfaction prior to the approval of these applications. Per CH's comment letter dated February 1, 2019, it is the Region's understanding CH has no objection to the approval of the LOPA and ZBA, however, will require a number of technical matters to be addressed as part of the site plan process.

Finance:

NOTE:

The required payments and contributions will be payable in accordance with the terms and

conditions set out in the future allocation program agreement in which the single detached equivalents units (SDEs) will be required to be reserved by the Owner.

The Owner will also be required to pay all other applicable Regional development charges and front-ending recovery payments prior to the issuance of any building permits, unless a subdivision (or other form of development) agreement is required in which case any requirement to pay water, wastewater and road DCs and Front-ending Recovery Payment of the Regional development charges are payable upon execution of the agreement. Please visit our website at www.halton.ca to obtain the most current Development Charge and Front-ending Recovery Payment information, which is subject to change.

Disclaimer: It is the Owner's responsibility to ensure that all applicable payments and development charges for the single detached equivalents units (SDEs) being requested are paid for as required by the terms and conditions of the applicable allocation program agreement.

Conclusion

Generally, Regional staff is of the opinion that the proposed LOPA and ZBA conform to and are consistent with both Provincial and Regional policy frameworks. The outstanding Regional servicing, waste, transportation, and noise matters are technical in nature. Regional staff are comfortable these matters do not affect the merits of the proposed LOPA and ZBA from a Regional perspective and can be adequately addressed during the site plan process. To address allocation and contamination concerns, a Holding Provision is required to the ZBA as follows:

Holding Provision:

The Holding Provision shall not be removed until the following conditions have been addressed, to the satisfaction of Halton Region:

1. The Owner secures sufficient Regional water and wastewater servicing allocation to the satisfaction of the Region of Halton.
2. The Owner has submitted, to the satisfaction of the Region of Halton, a Ministry of the Environment acknowledged Record of Site Condition for the subject lands, which demonstrate that the lands are free and clear for their intended use.

Site Plan Stage:

It should be noted that the following matters have been identified and will require attention at the site plan stage, including but not limited to:

1. **Municipal Servicing:**
Final confirmation of the ability to service and servicing capacity will be made by the Region at the site plan approval stage, once the details of the proposal and final unit counts are provided, and Regional Finance staff confirms terms of the required Allocation Agreement are satisfied.
2. **Waste Management:**
Eligibility for Regional waste collection service will be determined at the site plan stage.

3. Transportation:

- i. The applicant will be required to demonstrate through their submission that the parking structure will not limit the construction of future infrastructure within the Regional right-of-way.
- ii. The applicant will be required to demonstrate that construction of the underground structure will not impact or encroach upon the Regional right of way. Temporary or permanent infrastructure including structural tiebacks will not be permitted within the ultimate Regional Right of Way.
- iii. The applicant will be required to convey Regional road allowances as described in this correspondence.
- iv. An updated Transportation Impact study will be required, as described in this correspondence.
- v. Matters related to the detailed design and signalization of proposed site access to Derry Road and Regional Road 25 will take place as part of the site plan review stage.

4. Noise: An updated Noise Feasibility Study will be required for review.

These comments are based on the information submitted to date. Additional information may be required as a result of review of subsequent submissions.

Exemption of LOPA from Halton Region approval:

In accordance with Halton Region By-law 19-99 and the above noted review of the proposed official plan amendment application, this application may ultimately be exempt from Halton Region approval. Confirmation will be provided once Regional staff has had an opportunity to review the final draft LOPA and corresponding staff report. Please forward the draft report and proposed amendment with recommendations to Halton Region at least 12 days prior to the presentation of the report to Town Council. The Region hereby requests that a copy of the City's Decision on these applications be provided for records management purposes.

I trust these comments are of assistance to you. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,



Brian Hudson, MCIP, RPP
Senior Planner

Aaron Raymond

From: Michael Turco
Sent: Wednesday, June 05, 2019 10:34 AM
To: Aaron Raymond
Subject: Z 12-17 Briarwood Milton Towers (RR 25 & Derry Rd) - Transportation Comments

Hello Aaron,

Traffic has reviewed the above noted application and have no concerns with approval of the rezoning/LOPA application on the condition that a Holding provision be placed on the subject lands until such time that the following conditions are met:

The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the Proposed Residential Development – Derry Road at Regional Road 25 Traffic Impact and Parking Study dated May 2019 by GHD, including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:

- The provision of a minimum of 363 long-term secure bicycle parking spaces plus 23 at-grade short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle parking facilities must comply with the City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including details of the lockers/racks;
- The provision of a minimum of one (1) car share vehicle and dedicated car share parking space (above resident/visitor parking requirements) in a priority location that is accessible to residents. Proof of how the car share program will be facilitated will be required. It must also be noted in the purchase/rental agreement which must be provided to the Town for review;
- The Owner agrees to provide all occupants subsidized Milton Transit passes at a rate of one (1) annual bus pass (or equivalent) per unit for a period of two (2) years. Each bus pass shall be provided upon occupancy of a unit and the rental agreement between the tenant and property owner must note the availability of the subsidized transit passes. The Owner agrees that, prior to the release of the required letter of credit or other securities held by the Town in accordance with this agreement, they are to enter into a contractual agreement with Milton Transit;
- The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space;
- The Owner agrees to provide active uses at-grade along street frontages via sidewalk connectivity; and
- The provision of a bicycle service station equipped with tools for repair and maintenance on site. This must be shown on the plans including a detail of the proposed service station.

We also require that the final version of the Traffic Impact and Parking Study correct the typos in Section 10.2 (3rd bullet point incorrect number of units noted), Appendix C (BD 2 incorrectly referred to as Boyne Secondary School rather than Boyne Secondary Plan), & Table 5 – Existing 2017 LOS for PM peak (should be LOS C instead of LOS V).

Should you have any questions, please feel free to contact me.

Regards,



Michael Turco, C.E.T., MITE
Transportation Planning Technologist
150 Mary Street, Milton ON,
905-878-7252 x2363
www.milton.ca

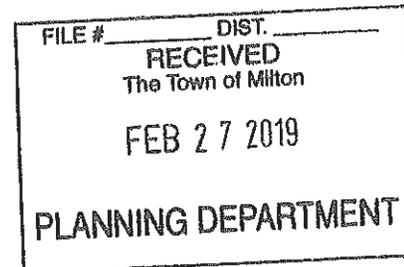


905.336.1158
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2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural
Environment from
Lake to Escarpment

February 21, 2019

Aaron Raymond
Senior Planner, Development Review
Planning and Development, Town of Milton
150 Mary Street
Milton, Ontario L9T 6Z5



BY MAIL & EMAIL

Re: Local Official Plan Amendment and Zoning By-law Amendment – 3rd Circulation
Applicable File Numbers: LOPA-06/17 and Z-12/17
File No Longer Applicable: 24T-17001/M
6791 Regional Road 25, Town of Milton
[Briarwood (Milton Towers) Ltd. & Briarwood (Milton Greenfields) Ltd.]

Conservation Halton received the third submission of the Local Official Plan Amendment and Zoning By-law Amendment for 6791 Regional Road 25, Town of Milton (Briarwood (Milton Towers) Ltd. & Briarwood (Milton Greenfields) Ltd.). As noted in Conservation Halton's letter dated October 11, 2018, the application is no longer being reviewed as a subdivision and a site plan application is anticipated.

Conservation Halton's **Key Comments** are provided below. A summary of comments from Conservation Halton's October 11, 2018 letter are provided within **Appendix A** and a complete list of materials reviewed can be found in **Appendix B**. A copy of Conservation Halton's October 11, 2018 letter is attached in **Appendix C** and contains additional comments that will need to be addressed as part of the future Site Plan application.

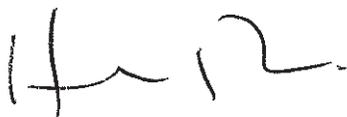
Key Comments

1. Conservation Halton's stormwater management comments on the previous submission have gone largely un-addressed. The submission has not demonstrated that the major system will be capable of conveying flows to the below ground storage tank. Conservation Halton staff also has concerns with the layout for the OGS/storage tank and notes that the sizing of the storage tanks may be subject to change pending resolution of total imperviousness and runoff volumes. Additionally the layout of an 'integral' OGS unit must be demonstrated; as the arrangement is not understood. Additional details have been provided in **Appendix A**. These comments will need to be addressed and can be done so as part of the future Site Plan application.
2. Additional comments may be warranted during the Site Plan application (including comments regarding plantings and near-creek works) above what was included in Appendix B of the October 11, 2018 letter (attached in **Appendix C** for information).
3. Conservation Halton has concerns relating to the groundwater analysis, which can be addressed as part of the future Site Plan application.

Recommendation

Conservation Halton staff have no concerns with the Town of Milton proceeding with the approval of the Official Plan and Zoning By-law Amendment. Conservation Halton has significant comments relating to the stormwater design and potential groundwater impacts that will need to be addressed as part of the future Site Plan applications. In this regard, Conservation Halton staff caution that the site design and layout may require modifications. Comments have been provided in **Appendix A** which will need to be addressed as part of the future Site Plan application as well as those in Conservation Halton's previous letter dated October 11, 2018 (attached in Appendix C). We hope the above is of assistance. Please do not hesitate to contact the undersigned at extension 2331 if you have any questions.

Yours truly,



Heather Dearlove, B.Sc.
Environmental Planner

Encl.: Appendix A – Detailed Comments
Appendix B – List of Materials Reviewed
Appendix C – Conservation Halton's previous letter dated October 11, 2018

Cc: Amanda McNeish, Region of Halton (By Email)



Town of Milton

Memo

To: Aaron Raymond
Senior Planner | Development Review

From: Jennifer Simpson
Development Engineering Technologist | Engineering Services

Date: February 21, 2019

Subject: Application for Amendment to Zoning By-Law 06-2014 (Z - 12/17) and Local Official Plan (LOPA - 06/17)
Korsiak & Company on behalf of Briarwood (Milton Towers) Limited and Briarwood (Milton Greenfields) Limited
SE Regional Road 25 and Derry Road (Part Lot 10, Conc. 3 NS (Trafalgar) - Milton ON

Please be advised Development Engineering has reviewed the above-mentioned application prepared by Korsiak & Company on behalf of Briarwood (Milton Towers) Ltd. and Briarwood (Milton Greenfields) Ltd. dated January 9, 2019, which included the following documentation and drawings:

- Consolidated Comment Response Letter prepared by Korsiak Urban Planning dated December 21, 2018;
- Site Plan (RZ 1.1) prepared by Kirkor Architects + Planners dated December 19, 2018;
- Preliminary Grading Plan (PS-1) prepared by Candevcon Ltd. dated December 21, 2018;
- Preliminary Site Servicing Plan (PS-2) prepared by Candevcon Ltd. dated December 21, 2018;
- Plan & Profile Outlet Sewer (PP-1) prepared by Candevcon Ltd. dated December 21, 2018;
- Functional Servicing Report prepared by Candevcon Ltd. dated December 21, 2018;
- Traffic Impact and Parking Study prepared by GHD dated December 20, 2018;
- Additional Geotechnical Investigation Report prepared by Sirati & Partners Consultants Ltd. (SPCL) dated November 30, 2018;
- Hydrogeological Investigation Report prepared by Sirati & Partners dated December 17, 2018;
- Scoped Environmental Impact Assessment prepared by Kuntz Forestry Consulting Inc. dated December 13, 2018;
- Noise Feasibility Study prepared by RWDI dated December 12, 2018.

Based upon Development Engineering's review of the above-mentioned documentation and drawings, we support the approval of the Zoning (Z - 12/17) and Local Official Plan (LOPA - 16/17) applications, subject to the following conditions:

1. The proposed residential development will not proceed through the Subdivision Process therefore; the Owner agrees the Natural Heritage System (NHS) Buffer Block will be deeded to the Town

through a separate Legal Agreement, prior to the Site Plan and Condominium Agreements. Within the same Legal Agreement the Owner will acquire a Maintenance Easement over Town-owned Lands for the purpose of maintaining the storm sewer outfall.

2. The Owner agrees the proposed residential development will proceed through the Site Plan Approval Process. Please refer to the following for new comments (based upon Development Engineering's review of this submission) which are to be addressed through the Site Plan Approval Process.

Development Engineering provides the following comments (based upon Development Engineering's review of this submission) to be addressed through the Site Plan Approval Process.

In addition to the following comments, the Owner is advised the Site Plan Application remains subject to any comments provided in the memos dated January 10, 2018 and October 17, 2018 which have not been addressed to date.

Be further advised, if revisions to the proposed development result from addressing any new or previous comments provided, the submitted documentation and drawings will require updating.

1. The Owner will be required to submit to the Town detailed engineering drawings and supporting documentation which adhere to the Town of Milton Engineering and Parks Standards Manual and the Town's Guidelines for Site Plan Approval. Please refer to the Site Plan Pre-consultation Memo dated January 17, 2019 for a list of all documentation and drawings required for Site Plan Application review.
2. Please note that any documentation submitted in support of the Zoning Application must be updated and re-submitted for review at the time of Site Plan Application submission.
3. Any documentation and drawings submitted in support of the Site Plan Application where details (i.e. site area, site plans, etc.) are duplicated; the details are to be consistent across all documentation and drawings.
4. The **Hydrogeological Investigation Report** is to be re-submitted for review. This report is to be updated to include all twelve months of groundwater monitoring details and is to address the comments provided in the memo dated January 10, 2018.
5. The **Slope Stability Investigation** prepared by Sirati & Partners Consultants Ltd. dated July 19, 2016 is to be re-submitted for review. The report is to be updated to include any relevant details from the Hydrogeological Investigation Report and is to address the comments provided in the memo dated January 10, 2018.
6. Development Engineering will require a detailed **Stormwater Management Report** for review. The Stormwater Management Report **must** be in conformance with the Area 2 and 7 Subwatershed Planning Study prepared by Phillips Planning and Engineering Ltd. dated January 2000.

The Owner is advised and agrees that the Town will have the **Stormwater Management Report (including subsequent revisions)** peer reviewed by an independent consultant of the Town's selection, at the sole expense of the Owner, to the Town's satisfaction. The Owner further agrees to remit payment in-full for peer review services prior to the issuance of Site Plan Approval and prior to issuance of any building permits.

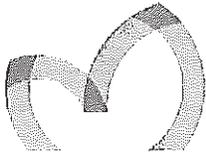
The red-lined documentation and drawings are enclosed for the Owner's information. The red-lines are intended to aid the Owner's Consultants in preparation of the documentation and drawings to be submitted in support of the Site Plan Application.

Thank you for your patience. If you have any questions or concerns, please do not hesitate to contact the undersigned at the number provided below.

Sincerely,

Jennifer Simpson, C.E.T.
Development Engineering Technologist

T. (905) 878-7252 ext. 2515 | E. Jennifer.Simpson@milton.ca



MILTON

Town of Milton
Memo

To: Aaron Raymond
From: David Twigg
Date: 1/18/2019
Subject: Z -12/17 & LOPA -06/17
Briarwood Ltd. 6791 RR-25 and 2230-2252 Derry Road West
Urban Design Comments

The above referenced application has been reviewed having regard to the Town of Milton's Tall Building Guidelines.

The Town of Milton Tall Buildings Guidelines (the Guidelines) and the Mid-Rise Buildings companion document were endorsed by Council at its meeting on May 7, 2018 (PD-022-18). The Guidelines are intended to assist with policy interpretation and provide a clear design direction.

The key design principles underpinning the Guidelines have been referenced throughout the pre-application and formal application process. The Urban Design Brief prepared by Kirkor Inc., has been prepared and submitted in accordance with the Town's Development Application Guidelines for Urban Design Briefs.

The Guidelines acknowledge the preferred locations for siting tall buildings in accordance with planning policy. The site is located within the Major Node at the intersection of two arterial roads (Regional Road 25 and Derry Road), which are transit oriented Intensification Corridors. The location is well situated for services and infrastructure, with shopping, community, sports and recreation facilities all close by.

Building A (25 storey proposed), Building B (20 storey proposed) and Building C (16 storey proposed) are considered to be tall buildings in relation to the site context.

The proposed development reflects the three-part built form recommended by the Guidelines (i.e. podium or base, tower or middle and building top).

The height of the podium is consistent with the 3 storey stacked townhouses, which support an appropriate height transition to the surrounding residential neighbourhood and contribute to street edge continuity and enclosure. The podium will have a human scale that is well related and proportional to the surrounding public realm.

The ground floor level has a minimum 4.5m floor to floor height. This allows for use flexibility and adaptation. In this mixed use node, active uses would preferably be accommodated in the base of Building A (25 storey) at the 'gateway' corner location near the main intersection. A high proportion of transparent windows and main building entries will contribute to an active streetscape at this 'gateway' location.

Mid-block breezeways through the podium permit transit supportive pedestrian connections.

Above the podium, Buildings A, B and C are expressed as three point towers with compact floorplates (less than 1000sq.m for floors 8 to 15 and less than 750sq.m above the 15th floor). The towers are separated and offset to create a substantial amenity terraces on the podium roof and to permit views and sunlight to permeate through the development. The proposed variation in building height of 25, 20 and 16 storeys respectively will contribute to a visually interesting skyline. Articulation of the towers, a contrast of lighter and heavier materials and stepbacks from the podium will help to reduce the perceived mass and maintain a human scale at street level.

The 'gateway' Building A (25 storey) is crafted as a distinctively shaped and slender signature tower. Building C (16 storey) is modelled so that the building heights gradually step down towards the three storey stacked buildings, the NHS and the low-rise neighbourhood beyond.

Refinement of the building top design incorporating stepbacks, overhangs, articulation and lighter materials will help to differentiate the uppermost floors from the tower below and create a distinctive crowning features.

Underground parking and loading for the development are located at the rear of the buildings and screened from side streets. The majority of all the parking is located below ground with minimal surface parking proposed. Surface parking areas are located behind the buildings and screened from public view. Loading, garbage and recycling areas are provided within the developments and screened from the street.

The public realm will be enhanced through sidewalk and boulevard improvements. 'Gateway' features including decorative paving, street furniture, public art and planting will define a focal point and meeting place at the main intersection.

Enclosed private patios for ground floor units along the Derry and RR-25 frontages are not preferred, as invariably this will conflict with the public realm and result in a

segregated zone with the visual clutter of domestic paraphernalia. It is preferred that street oriented ground floor suites have independent entries to the sidewalk in order to animate the street and support transit/active transportation. A suitable privacy buffer can be achieved through grade changes and landscape treatment.

The proposed amenity terraces on the podium roof will help to humanize the scale and appearance of the development while the provision of substantial deck planting will serve to soften and diminish the apparent mass of the development.

The proposed central park creates a social gathering space within the development and a series of smaller amenity areas provide opportunities for play and quiet reflection.

Thanks for providing the opportunity to comment on this latest set of proposals.

Very Best

David

Aaron Raymond

From: Mike Timbers
Sent: Monday, September 17, 2018 8:00 AM
To: Aaron Raymond
Cc: Debbie Johnson; Dave Pratt; Kevin Foster
Subject: FW: Briarwood (Milton Towers)
Attachments: KIRKOR - Architectural Plans (July 24 18) Page 3 - Site Planpdf.pdf

Good Morning Aaron...

I hope all is well.

Milton Fire comments regarding the Application for Amendment to the Town of Milton Official Plan and the Town of Milton Zoning Bylaw 016-2014, As Amended for Briarwood (Milton Towers) Limited and Briarwood (Milton Greenfields) Limited – 6791 Regional Road 25 (at Derry Road) dated August 3, 2018.

LOPA File: LOPA-06/17
Zoning File: Z-12/17

In addition to our comments below (RE: fire hydrant locations), we thought it might be appropriate with this being an Official Plan and Zoning review to request that consideration be given to having an in-building radio repeater system installed to ensure our 800MHz emergency radio system has minimum coverage levels provided inside the buildings for Public Safety.

All Halton based emergency services utilize the 800MHz emergency radio system, and multi-level underground parking areas are normally a challenge from a radio reception perspective.

We would recommend that the installation of an in-building radio repeater system becomes a standard requirement for all future developments with multi-level underground parking facilities.

With many thanks...

Michael Timbers
Support Services Coordinator
Milton Fire Department

From: Mike Timbers
Sent: Friday, September 07, 2018 3:52 PM
To: Aaron Raymond <Aaron.Raymond@milton.ca>
Subject: RE: Briarwood (Milton Towers)

Good Afternoon Aaron...

During our initial review of the Application for Amendment to the Town of Milton Official Plan and Zoning By-law for the Briarwood (Milton Towers) development at 6791 Regional Road 25 (at Derry Road) – we noticed that a number of the proposed fire hydrant locations are situated to create an obstruction (parking areas) between the fire hydrant and where our fire apparatus would need to be located to access the fire department (siamese) connection locations.

Normally fire hydrants are located in clear areas directly beside access fire routes, not in front of designated parking areas. It appears that the designers are using a direct path between the fire hydrant and the fire department connections on the building to measure the OBC distance requirements. Fire operations actually require an unobstructed path **from the fire hydrant to our fire apparatus**, and then **from our fire apparatus to the fire department connections on the building**.

We have outlined four (4) alternate fire hydrant locations in the PDF drawing attached.
We have also added one (1) additional fire hydrant location.

For the designers consideration.
With many thanks.

Have a great weekend.

Michael Timbers
Support Services Coordinator
Milton Fire Department

From: Aaron Raymond
Sent: Thursday, September 06, 2018 10:08 AM
To: Mike Timbers <mike.timbers@milton.ca>
Subject: RE: Briarwood (Milton Towers)

Thanks Mike,

As this is quite a large development on a relatively tight site (not so easy to relocate three highrise buildings ranging in 20 storeys to 16), anything you can provide at this time would be appreciated.

Aaron



Aaron Raymond, MCIP, RPP
Senior Planner, Development Review
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 x2313
www.milton.ca

From: Mike Timbers
Sent: Thursday, September 06, 2018 10:02 AM
To: Aaron Raymond <Aaron.Raymond@milton.ca>
Cc: Debbie Johnson <Deborah.Johnson@milton.ca>
Subject: Briarwood (Milton Towers)

Good Morning Aaron...

I hope all is well.

We are reviewing the Application for Amendment to the Town of Milton Official Plan and Zoning By-law for the Briarwood (Milton Towers) development at 6791 Regional Road 25 (at Derry Road).

I understand it may be somewhat premature at this point as we normally wait until the Site Plan review process to provide detailed comments, however...if we have any comments regarding items such as the fire hydrant placements, etc. – would you like them forwarded now ?

Thought it might be helpful for the designers to have any comments as early in the process as possible.

Have a great day.

Michael Timbers
Support Services Coordinator
Milton Fire Department

Aaron Raymond

From: Renata Tracey
Sent: Thursday, September 13, 2018 3:55 PM
To: Debbie Johnson
Cc: Roberta Sager; Aaron Raymond
Subject: LOPA-06/17 & Z-12/17: Briarwood (Derry Rd W/RR25) - August 3 Circ.

Re: **LOPA-06/17, Z-12/17** (related subdivision file no. 24T-17001/M)
Briarwood (Milton Towers) Ltd. & Briarwood (Milton Greenfields) Ltd. – **Proposed Official Plan/Zoning By-law Amendments, August 3, 2018 circulation**

Good afternoon –

Thank you for the opportunity to review the above referenced proposal. Please be advised the Community Services Department, Recreation and Facilities Division, has no concerns or comment re: the material circulated.

Parkland Dedication

Cash-in-lieu of parkland dedication is not applicable in this instance as the lands are subject to the provisions of the Bristol ph.1B Financial Agreement, which includes residential development. Should the Applicant introduce any non-residential component, the area in question will be subject to a fee based on 2% of the land value, payable just prior to issuance of the first building permit for the project.

By copy of this email, the Applicant is further advised that the Town is presently reviewing its cash-in-lieu of parkland dedication process. If a non-residential element is introduced with this project, a site-specific appraisal may be required moving forward to determine the value of the subject lands pre-construction. The applicable process will be that in effect just prior to issuance of the first building permit.

Submittals

Review and approval of the following drawings is deferred to other staff departments:

- Cover Sheet (RZ 0.0) prepared by Kirkor Architects + Planners, dated July 24, 2018
- Drawing List. Consultant List & Context Plans (RZ 1.0) prepared by Kirkor Architects + Planners, dated July 24, 2018
- Site Plan (RZ 1.1), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Project Statistics (RZ 1.2), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Level P2 Floor Plan (RZ 2.0), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Level P1 Floor Plan (RZ 2.1), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Enlarged Site Plan – Condominium Building A, B & C (RZ 2.2), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Condominium Buildings A, B & C – Ground Floor Level Plan (RZ 2.3), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Condominium Buildings A, B, & C – Floor Plans (RZ 2.4), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Condominium Buildings A, B, & C – Floor Plans (RZ 2.5), prepared by Kirkor Architects + Planners, dated July 24, 2018

- Enlarged Site Plan – Stacked Condominium Townhouses (RZ 2.6), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Building TH-3A Stacked Condominium Townhouses – Typical Plans (RZ 2.7), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Building TH-3B Stacked Condominium Townhouses – Typical Plans (RZ 2.8), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Enlarged Site Plan – 3 Storey Townhouse w/Garage (RZ 2.9), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Typical 3 Storey Townhouse w/Garage – Plans 8 Unit Module (RZ 2.10), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Building Sections (RZ 5.1), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Longitudinal Section Through Building A & B (RZ 5.2), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Longitudinal Section Through Building A & C (RZ 5.3), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Building Sections – Stacked Townhouse & Townhouse w/Garage (RZ 5.4), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Perspective Views – Condominium Buildings (RZ 6.1), prepared by Kirkor Architects + Planners, dated July 24, 2018
- Perspective Views – Condo Buildings, Stacked Townhouse, Townhouse w/Garage (RZ 6.2), prepared by Kirkor Architects + Planners, dated July 24, 2018

Review and approval of the following reports is deferred to other staff departments:

- Additional Geotechnical Investigation Report prepared by Sirati & Partners, dated July 26, 2018
- Functional Servicing Report prepared by CDC Ltd., dated October 5, 2017
- Noise Feasibility Study prepared by RWDI, dated July 23, 2018
- Scoped Environmental Impact Assessment prepared by Kuntz Forestry Consulting, revised July 24, 2018

Feel free to contact me re: any aspect of this email.

Aaron: We don't need to retain copies of the reports cited above. Would you like them back for your file?



Renata Tracey, MCIP, RPP
 Parks Planner
 150 Mary Street, Milton Ontario, L9T 6Z5
 905-878-7252 x2538
www.milton.ca



Renata Tracey, MCIP, RPP
 Parks Planner
 150 Mary Street, Milton ON, L9T 6Z5
 905-878-7252 x2538
www.milton.ca

Aaron Raymond

From: Cathie Boyle
Sent: Wednesday, August 29, 2018 7:14 AM
To: Aaron Raymond
Subject: Z-12-17 and LOPA-06-17 Briarwood (Milton Towers) Ltd and Briarwood (Milton Greenfields) Ltd

Hi Aaron,

Please accept the following comments on the joint Z-12/17 7 LOPA-06/17 files:

- The Owner must pay development charges on all future development in accordance with Town, Region and School Boards by-laws. All development charge inquiries should be forwarded to Cathie Boyle at extension 2402.
- No taxes are in arrears as of August 28, 2018.
- Landowner must sign onto PH 1B Financial Agreement. Please contact Dee Dee Fitzpatrick at 905-878-7252 x-2175 or by e-mail at deedee.fitzpatrick@milton.ca.
- Clearance from both the Bristol PH 1A and Bristol PH 1B Trustees is required.

INTERNAL COMMENTS:

Please note that there is no Regional allocation available at this time (i.e.) servicing capacity.



Cathie Boyle
Development Administrator
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 x2402
www.milton.ca



802 Drury Lane
Burlington, ON
L7R 2Y2
(905) 632-6300
www.hcdsb.org

August 28, 2018

Aaron Raymond
Senior Planner, Development Review
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Aaron:

**RE: Application for Official Plan Amendment and Zoning By-law Amendment
Briarwood (Milton Towers) Ltd. & Briarwood (Milton Greenfields) Ltd.
6791 Regional Road 25, 2230-2252 Derry Road West
Your File No.: Z-12/17 & LOPA-06/17 (Associated File: 24T-17001/M)**

In response to the above noted revised application to permit the development of 34 standard townhouse units, 48 stacked townhouses and 613 residential apartment units for a total of 695 residential dwelling units, the Halton Catholic District School Board ("HCDSB") has no objection.

Conditions and notes provided on November 29, 2017 for 24T-17001/M, Z-12/17 and LOPA-06/17 still apply for this development.

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

Yours truly,

A handwritten signature in black ink, appearing to read "F. Thibeault", written over a horizontal line.

Frederick Thibeault, M. Pl.
Senior Manager of Planning Services

cc: R. Negoj, Superintendent of Business Services and Treasurer of the Board
D. Gunasekara, Planning Officer, Planning Services
E. Emery Planning Clerk, Planning Services



August 13, 2018

Planning and Building Department
City of Burlington
426 Brant St., PO Box 5013
Burlington ON L7R 3Z6

Dear Mr. A. Raymond

Subject: **Milton Towers, Milton Greenfields**
Application for amend the Official Plan & Zoning By-law
HDSB File No.: Z-12/17/M, LOPA-06/17/B
Milton File No.: Z-12/17, LOPA-06/17

Thank you for the opportunity to review the proposed zoning application. Students from this area are currently within a **To Be Determined Zone** and **Craig Kielberger HS** catchment. According to the Board's projections at the high schools are projected to be over building capacity. As a result students generated from this development are expected to be accommodated in the with the addition of portables. The elementary school catchment will be determined upon a boundary study.

Please be advised that the Halton District School Board has no objection to the proposed application as submitted. All comments have been noted in the *Application for Local Official Plan Amendment & Zoning By-Law Amendment consolidated comment responses, dated July 27, 2018.*

In addition the following note should be included in the conditions:

Educational Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits which are additional to the maximum unit yield which is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.

Should you have any questions regarding our comments, please contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michelle D'Aguiar', written over a horizontal line.

Michelle D'Aguiar
Senior Planner
905-335-3663 ext 3395
daguiarm@hdsb.ca

Street Address: J.W. Singleton Education Centre • 2050 Guelph Line, Burlington, Ontario L7P 5A8
Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2

Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802

www.hdsb.ca

Aaron Raymond

From: circulations@wsp.com
Sent: Wednesday, November 08, 2017 6:52 AM
To: Aaron Raymond
Subject: OPA, ZBLA, Draft Plan of Subdivision - Part Lot 10, Concession 2 NS (Trafalgar) Regional Rd. 25 & Derry Rd. W., Milton - Your File No. LOPA-06/17, Z-12/17 & 24T-17001/M

2017-11-08

Aaron Raymond

Milton

, ,

Attention: Aaron Raymond

Re: OPA, ZBLA, Draft Plan of Subdivision - Part Lot 10, Concession 2 NS (Trafalgar) Regional Rd. 25 & Derry Rd. W., Milton - Your File No. LOPA-06/17, Z-12/17 & 24T-17001/M; Your File No. LOPA-06/17, Z-12/17, 24T-17001/M

Our File No. 80348

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

MMM (a WSP company) operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from MMM.** MMM is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk
Manager, Municipal Relations
Access Network Provisioning, Ontario
Phone: 905-540-7254
Mobile: 289-527-3953
Email: Meaghan.Palynchuk@bell.ca

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Debbie Johnson

From: Mary Jane Patrick <MPatrick@uniongas.com>
Sent: Friday, October 27, 2017 9:59 AM
To: Debbie Johnson
Subject: 24T-17001/M

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Union Gas Limited's ("Union") request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Union.

Should you require any further information, please contact the undersigned.

Mary Jane Patrick
Analyst, Land Services
Union Gas Limited | An Enbridge Company
50 Keil Drive North | Chatham, ON N7M 5M1
Tel: 519.436.4600 ext 5004578
email: mpatrick@uniongas.com
uniongas.com | [Canada's Top 100](#)
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POSTESCANADA.CA

October 23, 2017

Town of Milton - Planning Department

To: Deborah Johnson

Re: **Application No:** 24T-17001/M
Regional Road 25 and Derry Road West
25 storeys residential building & Townhouse units

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

In order to provide mail service to the residential building(s) for this development, Canada Post requests that the owner/developer be notified of and comply with the following conditions:

➤ With respect to the **Townhouse units**:

- ❖ The owner/developer must consult with Canada Post to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- ❖ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Milton.
- ❖ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
- ❖ The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.
- ❖ The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:
 1. A Community Mailbox concrete base pad per Canada Post specifications.
 2. Any required walkway across the boulevard, as per municipal standards
 3. Any required curb depressions for wheelchair access

➤ In order to service the residential building(s) Canada Post requires:

- ❖ The owner/developer to provide a **rear-loaded** lock-box assembly which will be owned and maintained by the owner/developer and must be erected in a centralized location. As per our revised National Policy, **no retail units will receive delivery to the door. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.**
- ❖ The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.



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POSTESCANADA.CA

As the project nears completion, it is requested that the Developer contact me directly to communicate the first occupancy date at which time Postal Coding will be provided. Existing postal coding will not apply.

*** It is requested that the developer notify all new homebuyers of the process to initiate Mail Delivery;

Once the homeowner has closed their home sale, the new homeowner can go to the local Post office and show their warranty documentation as well as a license for identification to begin the process of requesting mail delivery. Of note, any mail which has been sent to this homeowner in the interim – to this new address - will also be available for pickup at this local Post Office - this is where mail will be held until mail delivery begins.

The complete guide to Canada Post's Delivery Standards can be found at:

https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Sincerely,

Michael Wojciak
Delivery Services Officer – GTA
905-206-1247 X 2026
michal.wojciak@canadapost.ca

Aaron Raymond

From: Jeff Mills <jeffmills@miltonhydro.com>
Sent: Tuesday, June 04, 2019 3:43 PM
To: Jacob Kaven; Aaron Raymond
Cc: Stephen Erickson; Cordelia Rustenburg
Subject: RE: Z-12/17 & LOPA 06/17 - Briarwood - 6791 Regional Road 25
Attachments: 17027 - Site Plan with Hydro Poles - June 4, 2019.dwg; 17027 - Site Plan with Hydro Poles - June 4, 2019.pdf

Hi Jacob,

Thanks for sending me the attached site plan drawings.

Milton Hydro's comment:

It is the customer's responsibility to ensure that any equipment used to construct or maintain the building shall not be closer than 6.0m from the centreline of our poles.

Regards,

Jeff Mills

Engineering Technologist
Engineering Department
Milton Hydro

jeffmills@miltonhydro.com

200 Chisholm Dr.

Milton, Ontario

L9T 3G9

Phone: 905-876-4611 (Ext. 263)

Fax: 905-876-2044

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From: Jacob Kaven <jacob@korsiak.com>

Sent: June 4, 2019 12:01 PM

To: Aaron.Raymond@milton.ca; Jeff Mills <jeffmills@miltonhydro.com>

Cc: Stephen Erickson <stephen@korsiak.com>; Cordelia Rustenburg <CordeliaRustenburg@miltonhydro.com>

Subject: RE: Z-12/17 & LOPA 06/17 - Briarwood - 6791 Regional Road 25

Hi Jeff,

Please see attached the December 2018 site plan with the Hydro poles/cables (as shown on the survey) clearly visible. Please advise if you require anything further.

Regards,

Jacob.

Aaron Raymond

From: Michael Turco
Sent: Wednesday, June 05, 2019 10:34 AM
To: Aaron Raymond
Subject: Z 12-17 Briarwood Milton Towers (RR 25 & Derry Rd) - Transportation Comments

Hello Aaron,

Traffic has reviewed the above noted application and have no concerns with approval of the rezoning/LOPA application on the condition that a Holding provision be placed on the subject lands until such time that the following conditions are met:

The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the Proposed Residential Development – Derry Road at Regional Road 25 Traffic Impact and Parking Study dated May 2019 by GHD, including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:

- The provision of a minimum of 363 long-term secure bicycle parking spaces plus 23 at-grade short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle parking facilities must comply with the City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including details of the lockers/racks;
- The provision of a minimum of one (1) car share vehicle and dedicated car share parking space (above resident/visitor parking requirements) in a priority location that is accessible to residents. Proof of how the car share program will be facilitated will be required. It must also be noted in the purchase/rental agreement which must be provided to the Town for review;
- The Owner agrees to provide all occupants subsidized Milton Transit passes at a rate of one (1) annual bus pass (or equivalent) per unit for a period of two (2) years. Each bus pass shall be provided upon occupancy of a unit and the rental agreement between the tenant and property owner must note the availability of the subsidized transit passes. The Owner agrees that, prior to the release of the required letter of credit or other securities held by the Town in accordance with this agreement, they are to enter into a contractual agreement with Milton Transit;
- The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space;
- The Owner agrees to provide active uses at-grade along street frontages via sidewalk connectivity; and
- The provision of a bicycle service station equipped with tools for repair and maintenance on site. This must be shown on the plans including a detail of the proposed service station.

We also require that the final version of the Traffic Impact and Parking Study correct the typos in Section 10.2 (3rd bullet point incorrect number of units noted), Appendix C (BD 2 incorrectly referred to as Boyne Secondary School rather than Boyne Secondary Plan), & Table 5 – Existing 2017 LOS for PM peak (should be LOS C instead of LOS V).

Should you have any questions, please feel free to contact me.

Regards,

PROPOSED RESIDENTIAL DEVELOPMENT - BUILDING IMPACT ANALYSIS

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST
MILTON, ONTARIO

AUGUST 24, 2018 - PROJECT NO. 17-027

GILBACH
REAL ESTATE DEVELOPMENT

 **BRIARWOOD**
DEVELOPMENT GROUP

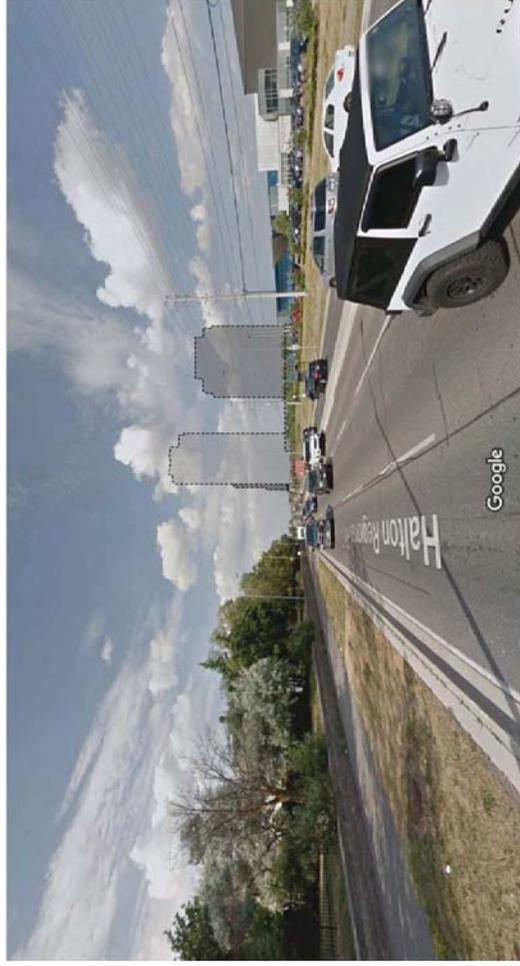


KIRKOR ARCHITECTS & PLANNERS

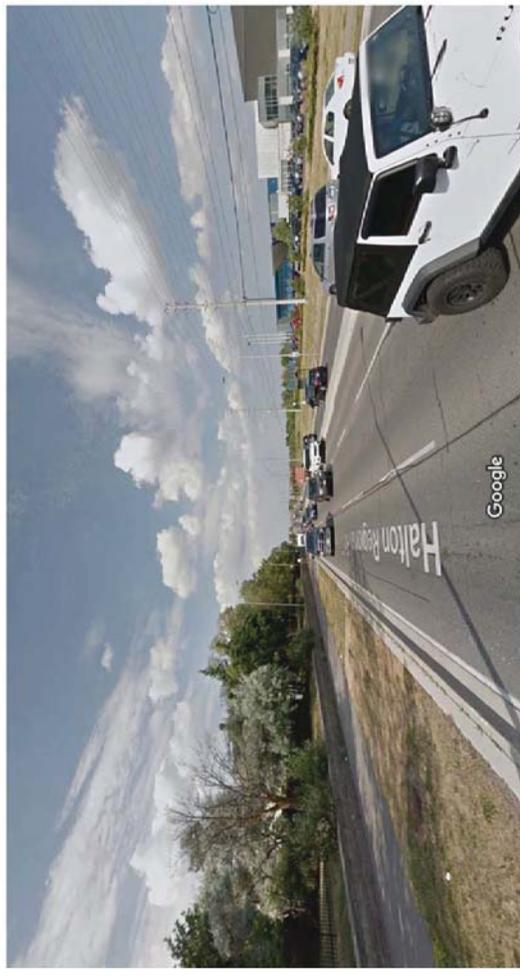


KEY PLAN

POST DEVELOPMENT



CURRENT



VIEW LOOKING NORTH-EAST FROM INTERSECTION OF SANTA MARIA BV & DERRY ROAD

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST
MILTON, ONTARIO

AUGUST 24, 2018 - PROJECT NO. 17-027



KEY PLAN

POST DEVELOPMENT



CURRENT



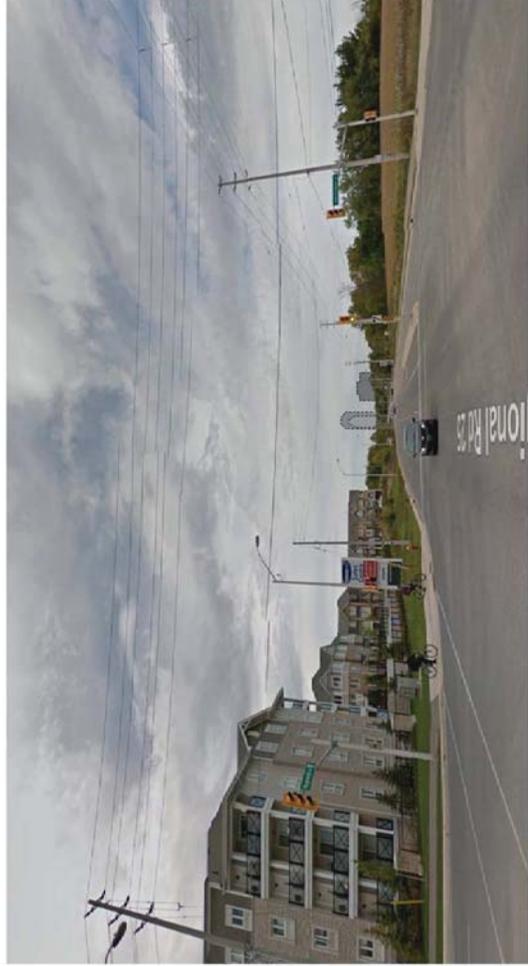
VIEW LOOKING SOUTH-WEST FROM GERVAIS TERRACE @ DERRY ROAD

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST
 MILTON, ONTARIO
 AUGUST 24, 2018 - PROJECT NO. 17-027

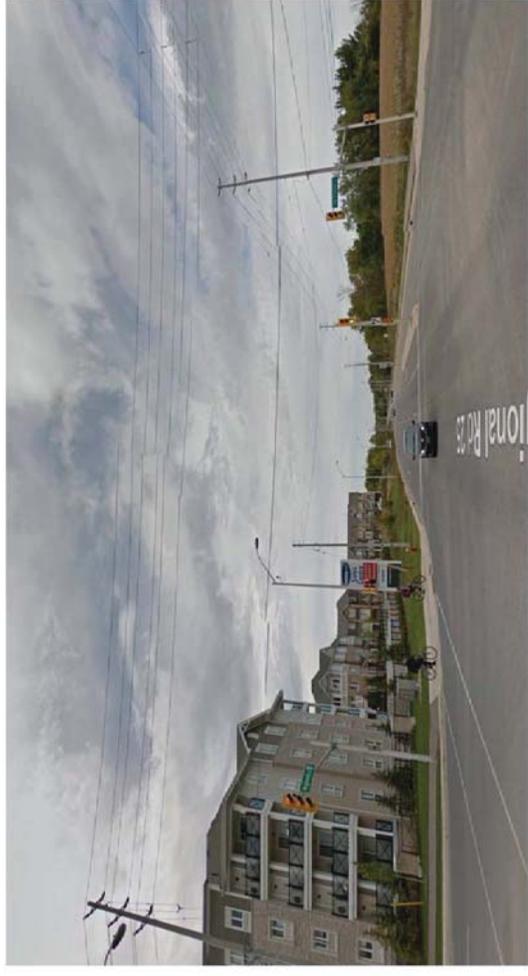


KEY PLAN

POST DEVELOPMENT



CURRENT



VIEW LOOKING NORTH-WEST FROM INTERSECTION OF LOUIS ST. LAURENT AVE. AND REGIONAL ROAD 25

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST

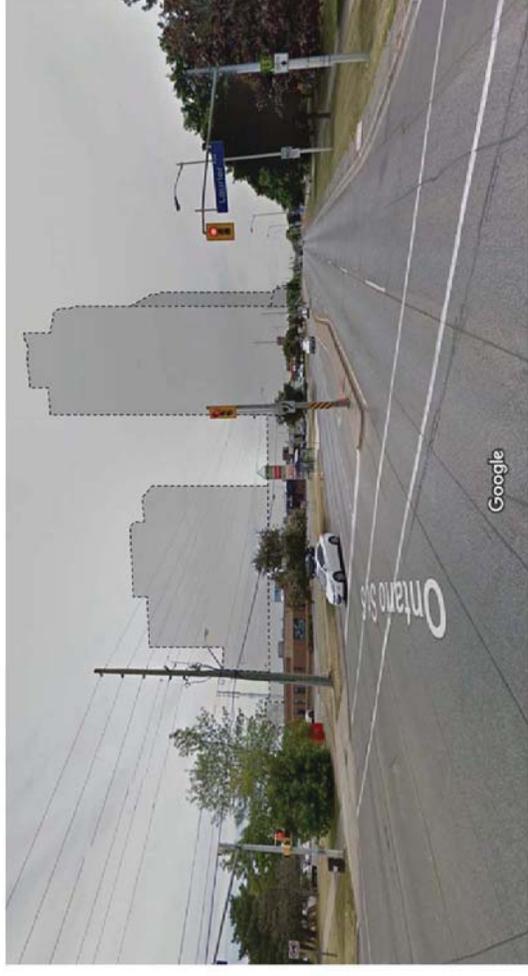
MILTON, ONTARIO

AUGUST 24, 2018 - PROJECT NO. 17-027

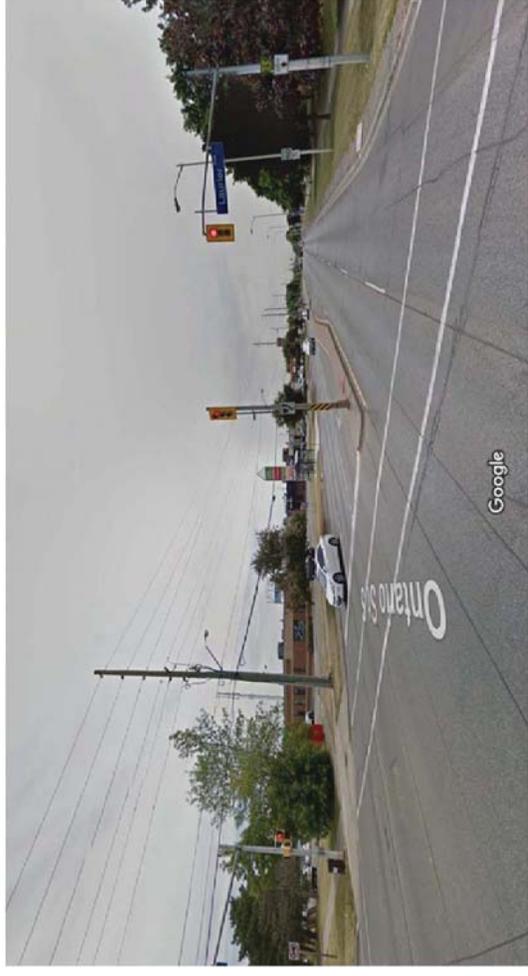


KEY PLAN

POST DEVELOPMENT



CURRENT



VIEW LOOKING SOUTH-EAST FROM INTERSECTION OF LAURIER AVENUE & REGIONAL ROAD 25

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST

MILTON, ONTARIO

AUGUST 24, 2018 - PROJECT NO. 17-027



KEY PLAN

POST DEVELOPMENT



CURRENT



VIEW LOOKING SOUTH FROM LAURIER AVE. @ MOORELANDS PARK

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST

MILTON, ONTARIO

AUGUST 24, 2018 - PROJECT NO. 17-027



KEY PLAN

POST DEVELOPMENT



CURRENT



VIEW LOOKING WEST FROM WINN TRAIL @ WINN PARK

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST
 MILTON, ONTARIO
 AUGUST 24, 2018 - PROJECT NO. 17-027



KEY PLAN

POST DEVELOPMENT



CURRENT



VIEW LOOKING NORTH-WEST FROM CAHOUN TERRACE

6791 REGIONAL ROAD 25 & 2230-2252 DERRY ROAD WEST
 MILTON, ONTARIO
 AUGUST 24, 2018 - PROJECT NO. 17-027