



The Corporation of the Town of Milton

Report To: Council

From: Barbara Koopmans, Commissioner, Development Services

Date: April 12, 2021

Report No: DS-026-21

Subject: Mobility Hub - Directions Report

Recommendation: THAT Staff be directed to advance a Town initiated Official Plan Amendment and the implementing Zoning By-Law Amendment as outlined in Staff Report DS-026-21.

THAT, following a Public Open House, Staff present the Draft Amendments to a Statutory Public Meeting.

EXECUTIVE SUMMARY

At its meeting on August 24, 2020, Council received the Milton Mobility Hub Study (Staff Report DS-028-20). Council resolved that Staff prepare a Policy Directions Report on the Study for consideration at a further meeting.

At this stage, Staff are seeking endorsement of the short-term implementation measures. This will be in the form of Town initiated amendments to the Official Plan and Zoning By-Law.

Other area specific proposals will be introduced through a Secondary plan in 2022. Further policy provisions will form part of the new Official Plan in 2023.

REPORT

Background

Milton's Mobility Hub centers on Milton's GO Station. It is a strategic location for urban intensification and growth and is recognized by the Province as also the location of Milton's Urban Growth Centre. Transformation of this area is gaining momentum, as it becomes a focus for major developments and investment.

Background

The Milton Mobility Hub Study (referred to as the Study) is a proactive framework for the creation of a transit supportive, complete community. The public and stakeholders provided input to the vision and guiding principles, and offered feedback on development concepts. The Study findings will help to inform the Region’s Official Plan Review and the Town’s new Official Plan. They will also help to support investment decisions, such as the case for a two-way, all day GO rail service.

Discussion

This report focuses on the short-term planning initiatives that will be undertaken. These will facilitate and inform the review of development projects. Meanwhile, Staff will continue to advance the other medium and longer-term initiatives.

The short-term initiatives consist of targeted Official Plan and Zoning By-Law Amendments including to address updates to the building heights schedule as well as to prescribe densities. Completion of these short-term initiatives is targeted for the fourth quarter of 2021.

Summary of Short Term Initiatives

The following table lists the issues for consideration in the short term, the Study recommendation for each issue and the proposed policy direction for the Amendments.

ISSUE	STUDY RECOMMENDATIONS	POLICY DIRECTION
Building Heights	<ul style="list-style-type: none"> • Tall buildings closest to the rail corridor • Tallest buildings concentrated around the GO Station • Generally, mid-rise character (5 to 8 storeys) along Main St, Thompson Road and Ontario St • Lower building heights (2 to 4 storeys) transitioning to low-rise neighbourhoods 	Specify minimum and maximum building heights by development block/character area
Density	<ul style="list-style-type: none"> • Ensure that intensification meets provincially mandated density and population targets (200 residents and jobs per hectare = 27,400 people) 	Prescribe densities by net developable floor space index for each development block/character area

	<ul style="list-style-type: none"> • Focus density along the rail corridor • Concentrate the highest densities around Drew Centre at the GO Station • Transition densities towards adjacent lower density residential neighbourhoods 	
Land Use	<ul style="list-style-type: none"> • Provide active at-grade frontages • Focus retail in pedestrian and transit supportive areas • Permit a variety of housing types 	<p>Update zoning to reflect the intended land use and built form direction for the Mobility Hub</p> <p>In addition, establish development criteria to ensure that redevelopment of any employment lands will accommodate a similar number of jobs on site</p> <p>Update zoning to reflect new policies for the retail sector and drive through facilities introduced through the Region's modifications to the Official Plan and subsequent appeals process</p>
Parking	<ul style="list-style-type: none"> • Remove or reduce minimum parking standard • Consider new or revised parking design standards 	Review the policies, standards and regulations for the provision and design of required parking
Urban Design (Built Form Standards)	<ul style="list-style-type: none"> • Update zoning to implement the built form objectives and urban design direction for new development • Adopt the Milton Mobility Hub Urban Design Guidelines 	Review the policies and zoning provisions to implement a transit supportive built form and an appropriate transition to adjacent areas.
Open Space, Linkages and Nodes	<ul style="list-style-type: none"> • Promote a network of publicly accessible open space and linkages • Identify features such as street greening, gateways, potential parks, urban 	Review and update the policies relating to open space, linkages and nodes to reflect the recommended public realm network for the Mobility Hub.

	<p>squares and community nodes</p> <ul style="list-style-type: none"> • Identify opportunities to enhance connectivity to the GO Station and key destinations 	
Definitions	<p>Add, update or revise as necessary the following key terms:</p> <ul style="list-style-type: none"> • Compact built form • Public realm • Transit supportive • Floor space index • Gross floor area • Height 	

Appendix A summarises the existing policy and zoning provisions for each of the above issues. Relevant policies are found in ‘[A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020](#)’ (referred to as ATPG), ‘[Halton Region Official Plan, 2018](#)’ (referred to as ROP) and the Town’s Official Plan (referred to as OP). Appendix B provides relevant extracts and Schedules from the OP. While Appendix C provides extracts from the Zoning By-Law.

The next sections of this report provide a more detailed description of the Study recommendations relating to the short-term initiatives. The policy direction recommended by Staff to address the each issue follows.

Building Heights

Mobility Hub Study Building Height Recommendations

The Study recommends that the tallest buildings (taller than 8 floors) should be in locations alongside the rail corridor, with the tallest of all buildings being next to the GO Station itself. It also suggests landmark buildings to punctuate the ‘gateways’ by Main Street East and Ontario Street South (south-east corner) and Thompson Road and Drew Centre (south-west corner).

For Main Street East, Ontario Street South and Thompson Road, the Study recommends a mid-rise character (5 to 8 floors), with the towers of tall buildings next to the rail corridor on the south side of Main Street stepped back from the front face of a building.

The Study recommends that lower buildings (up to 4 floors) should provide a transition of scale towards the surrounding neighbourhoods.

The recommended distribution of building heights is illustrated below:



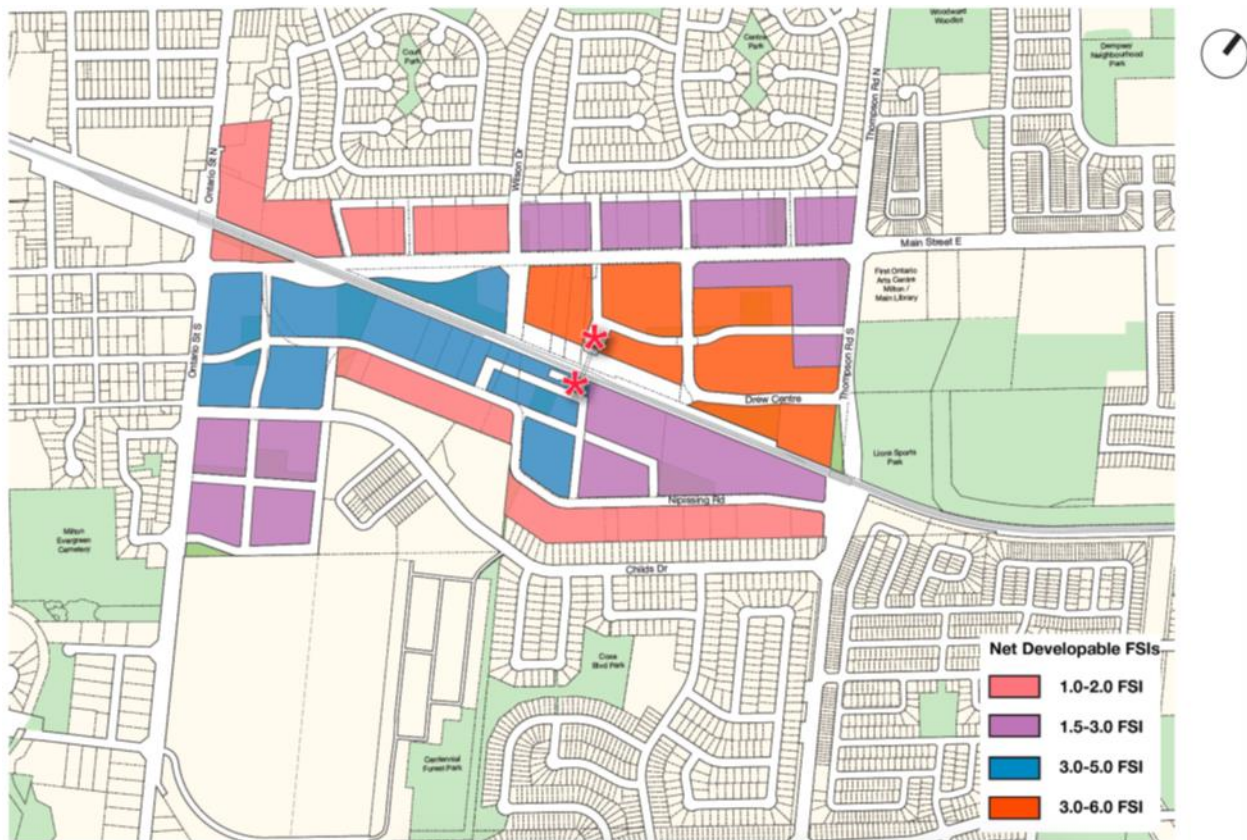
Recommended Policy Directions for Building Heights

Staff propose to revise the building height Schedules of the OP and the Zoning By-Law, and related provisions. Building height minimums and maximums should be set to reflect the general principles in the Study.

Density

Mobility Hub Study Density Recommendations

The recommended density framework for the Study Area is illustrated below:



The Study identifies a ‘Primary Zone’ as the main focus for intensification. It is generally south of Main Street, east of Ontario Street, west of Thompson Road and north of Nipissing Road. The Study recommends the highest densities alongside the rail corridor. Particularly on lands at the GO Station, Drew Centre and the Milton Mall.

A transitional ‘Secondary Zone’ surrounds the ‘Primary Zone’. It generally includes: lands on the north side of Main Street, between Ontario Street North and Thompson Road; both sides of Main Street, between Ontario Street and Court Street; lands on the east side of Ontario Street, south of Childs Drive; the south side of Nipissing Road and the east side of Thompson Road. In this ‘Secondary Zone’, lower densities provide a transition to the adjacent neighbourhoods.

The Study expresses the recommended densities as a range of net developable floor space indices (referred to as FSI). Floor space index is a ratio of building floor space to site area. For example, a 15000 square metre building on a 5000 square metre site would have an FSI of 3 (i.e. 15000 divided by 5000).

Recommended Policy Directions for Density

In any particular area, the upper FSI in the range would not be suitable for every development site. The actual FSI for a specific development will be a function of several factors. These include built form, such as height, tower separation, setbacks and step backs, and site design such as parking, servicing and open space.

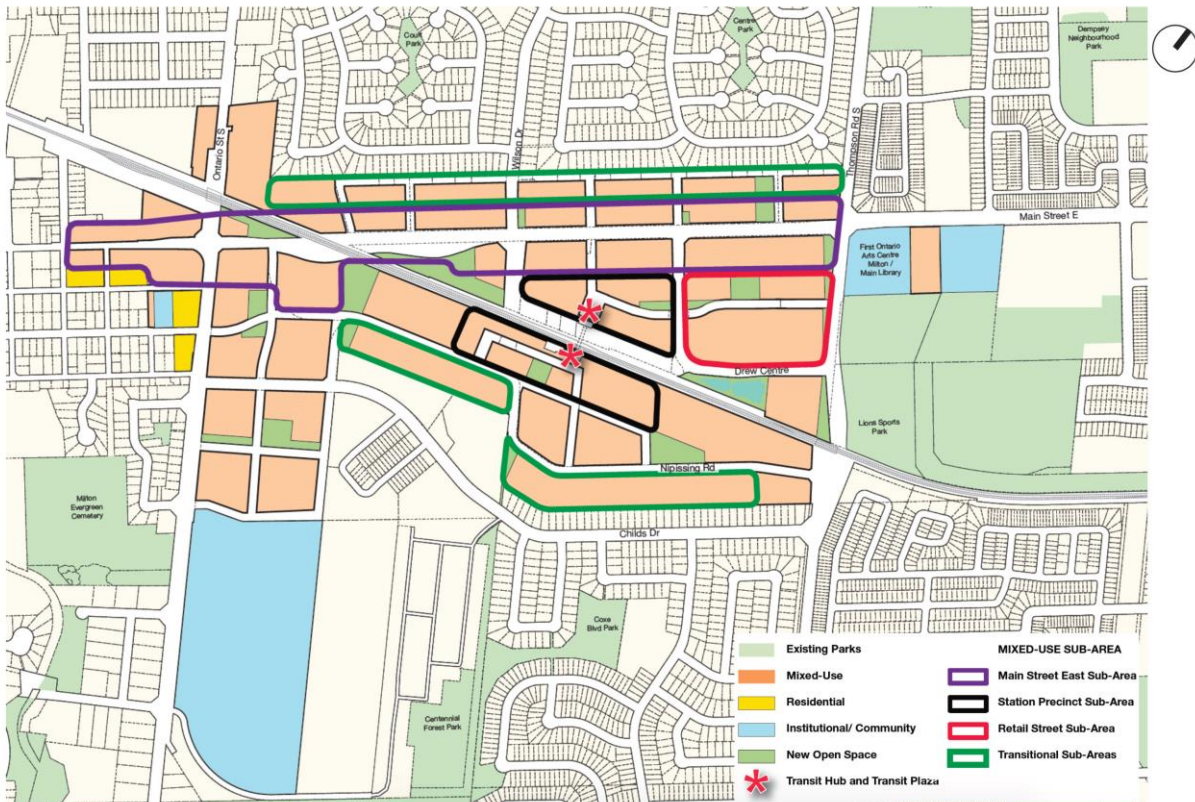
Staff recommend adding a new FSI schedule to the OP and Zoning By law. This Schedule would fine-tune the density framework in line with the building height and built form provisions.

Land Use

Mobility Hub Study Land Use Recommendations

Mixed use is the recommended land use with some institutional and residential only areas.

The recommended land use designations and mixed use sub-areas are illustrated below:



The Study recommends active frontages near the GO Station and along Ontario Street, Main Street East and Thompson Road. An active frontage has pedestrian oriented uses at street level, which contributes to the life of the area. (OPA 46 and Zoning By-law 016-2014). Pedestrian and transit supportive areas should be the focus for retail uses.

The Study proposes a variety of housing types. These include townhouses, horizontal multiples and mid to high-rise apartments. Along the northern and southern edges of the area, the land use should consist of mid to low rise residential. This would provide a sensitive transition to adjacent neighbourhoods.

Recommended Policy Directions for Land Use

Staff recommends updating the permitted uses to reflect the land use and built form direction for the Mobility Hub area and sub-areas. The updates should also be consistent with the provisions for the Downtown Supportive and Active Frontage areas.

In conformity with the Growth Plan, Staff will recommend criteria for the redevelopment of employment lands. These criteria will seek to provide space to accommodate a similar number of jobs (Section 2.2.5.14, APTG).

The Region's modifications to the OP and later appeals introduced new policies for the retail sector and drive-through facilities in the UGC. Staff recommends updating the Zoning By-Law to reflect these changes.

Parking

Mobility Hub Study Parking Recommendations

The Study recommends a strategic and holistic approach to parking as follows:

- Provide enough parking to meet needs, including bike parking and storage areas.
- Review and reduce parking standards.
- Maximize opportunities for shared parking.
- Integrate parking structures into the general built form and design for adaptability.
- Ensure surface parking is minimal and can transition to other uses over time.

The 'Market Brief' (NBLC, 2019) suggests that the market is the best determinate of parking needs. In other words, a developer will provide enough parking to make a building marketable while users will decide if enough parking is available to meet their needs. Therefore, the market report recommends that a minimum parking standard is unnecessary. Instead, the report recommends a maximum parking ratio only. Alternatively, it recommends lower parking standards for some developments for example, buildings with car-share services and/or those located close to transit facilities.

Recommended Policy Directions for Parking

Staff recommends a review of parking standards, parking design guidance and parking exemptions.

Urban Design (Built Form Standards)

Mobility Hub Study Built Form Recommendations

The Study recommends a zoning update to implement the built form and urban design direction for development. The recommended built form guidelines and standards are in the Milton Mobility Hub Urban Design Guidelines. These guidelines define built form standards on an area specific basis. The Study recommends that development should be consistent with the Urban Design Guidelines.

Recommended Policy Directions for Built Form Standards

Zoning by-laws are important tools for the creation of a transit-supportive built form.

Staff recommends a review of the OP policies and Zoning By-Law provisions to identify appropriate built form standards.

Staff recommends that the Town adopt the Urban Design Guidelines prepared for the Milton Mobility Hub.

Open Space, Linkages and Nodes

Mobility Hub Study Open Space, Linkages and Nodes Recommendations

The Study looked at ways to create a network of publicly accessible open space and linkages. The idea is to provide a convenient and inviting system connecting the GO Station, local transit routes and key destinations. Features include street greening, gateways, and potential parks, urban squares and community nodes.

The Study also identifies ways to enhance connectivity such as better pedestrian and cycling pathways and connections across the rail corridor.

The Milton Mobility Hub Urban Design Guidelines provide design guidance for the public realm.

Recommended Policy Directions for Open Space, Linkages and Nodes

Update Schedule C.7.B.CBD and policies relating to open space, linkages and nodes to reflect the Study recommendations.

Definitions

There are several defined terms in Provincial plans, which are not in the glossary of the OP. These defined terms include: 'compact built form', 'public realm' and 'transit supportive'. Such terms are key to the interpretation and application of the Study recommendations.

In addition, 'gross floor area' and 'height' are defined terms in the Zoning By-law, but not in the OP. While the term 'floor space index' differs between the OP and the Zoning By-law.

Recommended Policy Directions for Definitions

Revise, update and amend definitions in the OP and Zoning By-law, as necessary.

Next Steps - Short Term

As a first step, staff will organise a Community Open House/Workshop. The Open House will provide a forum for discussion and feedback on the proposed draft directions prior to preparation of the draft OPA and ZBLA.

Following public input, staff will prepare a draft OPA and ZBLA. A statutory public notice will be issued before the presentation of the draft OPA and ZBLA at a Public Meeting.

Finally, staff will submit a draft OPA and ZBLA for to Council for approval and adoption. After which, the OPA will be submitted to the Region for its approval.

Future Decision Points

As noted above, the implementation of the Study will also necessitate further comprehensive processes in the medium and long term as follows:

Medium Term: Some of the Study recommendations will need to be introduced through a new Secondary Plan. This will provide a comprehensive and integrated planning framework for the Mobility Hub. It may include, for example, the location of new streets and blocks. This work is targeted for completion in Q2 2022.

Long Term: Milton's New OP will align with Halton Region's Municipal Comprehensive Review and with 'Regional Official Plan Amendment to Define a Regional Urban Structure' (referred to as ROPA 48). To support the Milton Mobility Hub, the new OP should incorporate appropriate policy provisions. For example, policies for visual impact assessment, urban parkland and affordable housing must be included, together with provisions for creative planning tools. These may include a Community Improvement Plan and/or Community Planning Permit System and Inclusionary Zoning. This work is targeted for Council Consideration in Q1 2023.



Financial Impact

Consideration of the financial implications of development is essential in the management of growth to ensure Milton's long-term financial sustainability. As noted in report DS-028-20, further financial analyses of the Mobility Hub area will be undertaken through the medium-term planning processes described above as additional details are expected to be available in the secondary planning process.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO
Commissioner, Development Services

For questions, please contact: David Twigg

Phone: Ext. 2205

Attachments

APPENDIX A: Summary of Existing Policy and Zoning By-Law Provisions

APPENDIX B: Relevant Extracts and Schedules from the Town of Milton Official Plan (OP)

APPENDIX C: Relevant Extracts from the Zoning By-law 016-2014 (HUSP Urban Area)

CAO Approval
Andrew M. Siltala
Chief Administrative Officer



The Corporation of the Town of Milton

APPENDIX A: SUMMARY OF EXISTING POLICY AND ZONING BY-LAW PROVISIONS

Building Heights

The OP specifies building heights in the ranges on Schedule C.7.A.CBD: Central Business District Height Limits (Section 3.5.3.15, OP). In the Mobility Hub, the greatest specified heights of 10 to 14 storeys are around the GO Station. For most of the area along Thompson Road, Ontario Street South and the south side of Main Street East, the specified heights are 6 to 8 storeys. For the remaining area, along the north side of Main Street and the south side of Nipissing Road, the specified heights are 3 to 4 storeys. Except for parcels along the south side of Nipissing Road and abutting, the rear yards of single family dwellings along Childs Drive. Here the specified heights are 1 to 2 storeys.

In the Major Transit Station Area and in gateway locations, building heights may increase under the bonusing policies (Section 3.5.3.24 g), OP).

The OP encourages a gradual stepping down from high to low buildings through urban design (Section 2.8.3.9, OP).

In the Zoning By-Law, Schedule D 'Central Business District - Building Heights' reflects the heights specified by the OP. However, it expresses the range as minimum and maximum building heights. For example, a minimum height of 10 storeys and a maximum height of 14 storeys in the area near the GO Station. The Residential Low Density Zone Regulations (Table 6B) apply to the low-rise (maximum 2 storey) lots along the south side of Nipissing Road. Table 6B sets a maximum building height of 11.0m.

Density

The Downtown Milton Urban Growth Centre (referred to as UGC) is a focus for major growth and intensification. A density target of 200 residents and jobs combined per hectare is set for the UGC (Sections 2.2.3 APTG; 81.1 to 81.3, ROP; 2.1.4.7, OP). This target is measured across all lands within the UGC (Section 5.2.5.4, APTG). The UGC has an area of approximately 137 hectares. Thus, the target population for the UGC is approximately 27,400 people. Note that ROPA 48, if approved, will reduce the UGC area to approximately 110 hectares, with a target population of approximately 22,000.

The Town must show how to meet this target and must prescribe minimum development densities in the OP and Zoning By-law. In major transit station areas, development will support the achievement of transit-supportive densities (Section 2.2.4.9d), APTG).

Land Use

Most of the subject lands are Urban Growth Centre Mixed-Use Sub-Area in the OP (Schedule C - Central Business District Land Use Plan, OP). Here, the OP promotes mixed-use redevelopment of existing industrial and auto-oriented uses. The proposed mix

of uses includes residential, retail and major office and institutional uses (Sections 3.5.1.2 and 3.5.3.27, OP).

Intensification of retail and service uses in a compact built form and integrated with other uses, will support the retail sector and complete communities (Section 2.2.5.15, APTG).

Most lands in this area are Urban Growth Centre Mixed-Use 1 or 2 in the Zoning By-law. These zones permit high-density residential uses and a wide range of other uses.

Parking

The Town requires the provision of adequate off-street parking and loading facilities (Sections 2.6.3.15 and 3.5.3.48, OP). Parking standards may be reduced in mixed-use areas, where there is a significant development density and good accessibility to transit. For example, locations such as the Central Business District and UGC (Section 2.6.3.14 OP). In major transit station areas, planning policies support reduced parking to promote active transportation and transit (Sections 2.2.4.9c APTG; 81(8) and 173(21)e) ROP; 2.1.6.5k) OP).

The majority of the required parking is to be in a structured parking garage or underground (Section 3.5.3.24 c), OP). In planning for employment, surface parking will be minimal (Section 2.2.5.4, APTG).

In the Central Business District, the Town may enter into an agreement to receive cash-in-lieu of required parking (Section 2.6.3.17, OP). An owner or occupier may pay cash-in-lieu of parking for a non-residential use within the 'Cash-in-lieu Parking Policy Area' (Schedule B to the Zoning By-law 095-2017).

The OP includes policies for parking lot design, supplemented by the Town's urban design guidelines. On arterial, collector and local roads, the street fronts of parking structures should accommodate activities such as shops, offices or dwellings (Sections 2.6.3.18 and 2.8.3.27 through to 2.8.3.30 inclusive, OP).

In Major Transit Station Areas, planning policies encourage bicycle parking, commuter pick-up/drop-off areas, carpool parking and parking/recharging stations for electric vehicles (Sections 78(11)c), ROP and 2.1.6.3 l)i) OP).

Urban Design (Built Form Standards)

Objectives for Intensification Areas include cost-efficient and innovative urban design and an appropriate transition to adjacent areas (Sections 78(2) and (10), ROP; and 2.1.6.3 b) and j), OP).

The OP includes policies to guide the built form in the UGC. Buildings next to established residential neighbourhoods are to achieve an appropriate relationship of built form. For

example, through building step backs and setbacks. All new buildings are to be close to or at the street line (Section 3.5.3.24 e) and f), OP).

The Town's 'Urban Design Guidelines for Mid-Rise and Tall Buildings provide indicative built form standards. These include guidance for tower floorplates, tower separation, street wall heights, height transition and parking. Likewise, the zoning for development in a Mixed Use zone implemented new regulations relating to built form. These include provisions for height transitions, street oriented building entries, building length, first floor height, surface parking and outdoor amenity space.

Open Space, Linkages and Nodes

Active transportation and vibrant, high quality public spaces support the achievement of complete communities (Sections 2.2.1.4, APTG; 78(7), ROP). Planning policy encourages development of a system of publicly accessible parkland, open space, and trails. This includes opportunities for urban agriculture, rooftop gardens, and communal courtyards (Section 4.2.5.2, APTG).

The OP identifies a system of open spaces, linkages and nodes (Gateway or Focal Point) in the Central Business District (Section 3.5.3.36 to 3.5.3.39 and Schedule C.7.B.CBD, OP). The OP supports development that signifies the importance of 'Gateways' as major entry points. It also identifies potential gathering spots and points of interest as 'Focal Points'. 'Major Linkages' refer to off street multi-use trails. While 'Minor Linkages' are within existing streets or constrained areas. Where required, the linkages are to be incorporated into the design of developments. The OP also identifies a new urban square on Main Street as a feature of any GO Station redevelopment proposals (Section 3.5.3.28, OP).

The Central Business District Urban Design Guidelines provide design guidance for gateways, focal points and linkages.



The Corporation of the Town of Milton

APPENDIX B: RELEVANT EXTRACTS AND SCHEDULES FROM THE TOWN OF MILTON OFFICIAL PLAN (OP)

Part B -The Official Plan

Section 2: Community Goals & Strategic Objectives

2.1.4.7 Within the Urban Growth Centre as identified on Schedule H, a minimum development density of 200 persons and jobs combined per gross hectare is to be achieved by 2031 or earlier subject to the availability of appropriate infrastructure.

2.1.6.3 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:
 - i) to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and,
 - ii) to achieve a mix of residential, office, institutional and commercial development, where appropriate;
- l) 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;

2.1.6.5 It is the policy of the Town to:

- a) Recognize the Milton GO Station as a Major Transit Station and the surrounding area as a Major Transit Station Area to which residential and employment intensification including major office and appropriate major institutional uses are to be directed in accordance with Section 3.5 of this Plan;
- b) Provide opportunities for further intensification within Intensification Corridors and Secondary Mixed Use Nodes in accordance with the policies of this Plan;
- c) Encourage alternative and innovative forms of housing, including those that support Affordable Housing and, in particular, higher density housing types that can accommodate a range of household types;
- d) Direct development with higher densities, including mixed uses and transit supportive land uses to Intensification Areas;
- e) Encourage alternative design standards for Arterial Roads through Intensification Areas to promote active transportation, pedestrian-oriented development and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road;
- 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;
- g) Prohibit site-specific Official Plan or Zoning By-law amendments to reduce development density within an Intensification Area except through a municipal comprehensive review or a review of the Area-Specific Plan for the Intensification Area;
- h) Promote development densities that will support existing and planned transit services;
- i) Consider intensification and development of Intensification Areas as the highest priority of urban development within the Town and consider programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification;
- j) Pre-zone intensification areas or sites that are suitable for intensification, where locations were established through a secondary planning exercise or other public process;
- k) Adopt parking standards for Intensification Areas that promote the use of active transportation and public transit;
- l) Consider incentives to promote the development of Intensification Areas;
- m) Direct Regional, local and other public agency services and facilities, appropriate in an urban setting, to Intensification Areas;
- n) Direct major office, retail, cultural and appropriate major institutional uses to the Urban Growth Centre, Major Transit Station Area, and areas with existing frequent transit services, or existing or planned higher order transit services;

- o) Monitor, in conjunction with the Region, the performance of the Intensification Areas in achieving the goals and objectives and implementing the policies and targets of this Plan;
- p) The introduction of a new Intensification Area or the redevelopment of an existing Intensification Area shall require the preparation of detailed official plan policies or an Area-Specific Plan in accordance with Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of this Plan, and incorporating the following:
 - i) a transportation network designed to integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services;
 - ii) urban design guidelines to promote active transportation and transit supportive land uses;
 - iii) a demonstration of the regard for the Regional Healthy Community Guidelines; and,
 - iv) a network of active transportation facilities that serves a transportation function and provides convenient access to Intensification Areas and transit routes.
- q) Co-ordinate Regional and Town capital infrastructure projects to support intensification; and,
- r) Encourage the timely and co-ordinated provision of Regional water and wastewater servicing and transportation infrastructure to support intensification.
- s) Promote the use of rehabilitated brownfield and greyfield sites for residential intensification.
- t) Encourage the early introduction of transit service in Intensification Areas and support Intensification Areas by extending transit services to Intensification Areas and areas where transit supportive densities will be achieved.

2.6.3.14 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, such as the Central Business District and Urban Growth Centre, in accordance with the policies of Section 3.5 of this Plan.

PUBLIC AND PRIVATE PARKING

2.6.3.15 The Town shall require as a condition of development or redevelopment that adequate off-street parking and loading facilities be provided. In addition, ingress/egress points to such parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged.

2.6.3.17 The Town may, at its discretion, enter into an agreement with the owner or operator of a building within the Central Business District Area designation on Schedules "B" and "C" to provide for the payment of cash-in-lieu of all or part of the Zoning By-law requirements pertaining to the provision of off-street parking in accordance with the provisions of the Planning Act.

2.6.3.18 Parking lot design shall be in accordance with the policies of subsections 2.8.3.27 through to 2.8.3.30 inclusive of this Plan.

2.8.3.9 A transition between high and low profile buildings will be encouraged through the application of such urban design measures as incremental changes in height, substantial space separation of a planting buffer, or through the use of an existing topographical break or waterway.

GATEWAYS

2.8.3.19 The strategic treatment of landscaping features, signage, the configuration of streets and massing of new development to enhance gateways into the Urban Area, and to maximize desired views, and focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms shall be supported.

2.8.3.20 Where appropriate, the reduction of road surfaces through narrowing or complete closure to provide view termination, to provide shared or dedicated space for pedestrians and cyclists at prominent gateways, landscaping and parking adjacent to community facilities shall be supported.

2.8.3.21 Street fixtures such as traffic lights, traffic signs, lighting fixtures, fire hydrants, parking meters and cycle parking facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour and texture to avoid clutter and to facilitate readability.

2.8.3.22 The provision of boulevard and median strips on roads at strategic gateway areas, and along routes of four lanes or more shall be supported, for both urban design and safety reasons.

PARKING

2.8.3.27 The partial screening of surface parking lots through the use of low fences, walls, and landscape elements, and through the location of lots away from street view while still permitting views for orientation and safety, although consideration should also be given to the design of off-street parking spaces for goods and courier vehicles, shall be supported.

2.8.3.28 A reduction in the scale of large surface parking lots shall be encouraged through their sub-division into smaller areas by means such as landscaping, fencing and walls.

2.8.3.29 The design of streetscaping elements to support on-street parking along commercial frontages shall be encouraged, in order to increase animation, reduce vehicle speeds, and to serve as a protective buffer between pedestrians and moving vehicles.

2.8.3.30 On arterial, collector and local roads, parking structures shall be designed so that the street frontage will accommodate street oriented activities such as shops, offices or residential dwellings.

Section 3: Urban Land Use Policies

3.5.1.2 It is intended that the CBD, outside of the Regulatory Flood Plain, will continue to be the primary multi-functional centre of the Town, providing a broad range of commercial, civic and cultural services at a Town-wide scale. Higher density mixed-use development and residential intensification, including major office, retail and appropriate major institutional development, will be directed to the UGC, and especially to the Major Transit Station Area located around the GO station. Development will be planned to:

- a) Accommodate and support major transit infrastructure and multi-modal access to the GO station with active transportation infrastructure and connections to nearby trip generators, such as community facilities;
- b) Serve as a high density major employment centre that will attract provincially, nationally or internationally significant employment uses; and,
- c) Accommodate a significant share of population and employment growth and within the UGC, achieve a minimum development density of 200 residents and jobs per gross hectare by 2031 or earlier, subject to the availability of appropriate infrastructure.

3.5.3 CENTRAL BUSINESS DISTRICT POLICIES

3.5.3.15 Building heights shall be in accordance with the ranges provided on Schedule C.7.A.CBD.

URBAN GROWTH CENTRE MIXED USE SUB-AREA

3.5.3.22 The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the CBD and is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the Town's population and employment growth supported by Regional scale public services and major transit infrastructure.

3.5.3.23 In addition to the uses permitted within the Central Business District land use designation, within the Urban Growth Centre Mixed Use Sub-Area designation, higher

density residential and employment uses, major office, retail, hotels and convention centres and appropriate major institutional uses, may be permitted. All permitted uses within the Urban Growth Centre Mixed Use Sub-Area shall contribute to achieving the overall minimum development density target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure.

3.5.3.24 New development and redevelopment in this area may take the form of purpose-designed or mixed use buildings and shall be guided by the following policies:

- a) Land assembly to create larger viable holdings and facilitate comprehensive redevelopment shall be encouraged; Deleted: high density residential uses, hotels and convention centres shall be permitted Deleted: to achieve an overall minimum density of 200 persons and employees per hectare
- b) Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations, except within purpose designed buildings;
- c) Parking shall be provided in accordance with the policies of subsection 3.5.3.48, with the majority of the required parking being provided in a structured parking garage or underground;
- d) Rear or side yards abutting residential development shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;
- e) Buildings abutting established residential neighbourhoods shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms;
- f) All new buildings shall be located close to or at the street line;
- g) Building heights may be increased within the Major Transit Station Area as shown on Schedule C and in gateway locations as shown on Schedule C.7.A.CBD, in accordance with the applicable bonusing policies of this Plan; and,
- h) Development shall be designed to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage walking and cycling.

3.5.3.25 A pedestrian linkage across the rail line to connect Nipissing Road and Childs Drive to the GO Station and Main Street will be encouraged.

3.5.3.26 A new trail system shall be developed along each side of the rail line from Thompson Road to Ontario Street.

3.5.3.27 The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre and replacement with intensive, high density residential, office and institutional uses shall be promoted.

3.5.3.28 Redevelopment of large surface parking areas, particularly the GO Station parking area fronting on Main Street, is encouraged. A new urban square, located along the Main Street frontage, shall be a prominent feature of any redevelopment proposal for the GO Station site.

3.5.3.29 A Comprehensive Development Plan shall be required in support of any major redevelopment proposal. A major redevelopment proposal consists of either multiple purpose designed buildings or a single building having a gross floor area exceeding 10,000 square metres. The Comprehensive Development Plan shall include:

- a) a detailed overall concept plan, identifying the location and use(s) of all of the proposed buildings and structures;
- b) a detailed phasing strategy, if applicable, that describes the sequencing of development and the timing of any infrastructure improvements;
- c) the location of any lands and/or facilities to be dedicated to the Town as a condition of approval;
- d) conceptual building elevation drawings and/or a computer generated three dimensional model illustrating the proposed character, massing, scale and design of the development including architectural detailing;
- e) the location of appropriate access points onto the abutting road network;
- f) the location and layout of access and parking areas and pedestrian and vehicular circulation routes, including access to service areas, in the context of an overall parking management strategy;
- g) urban design guidelines, landscaping plans and proposed streetscape treatments and sustainable design elements including street trees, plant materials, paving treatments, street furniture, waste and recycling containers and bicycle parking facilities; and,
- h) a detailed Functional Servicing Report identifying the location of stormwater management facilities/controls.

3.5.3.30 Development proposals which would have the effect of reducing the development density or the minimum height as shown on Schedule C.7.A.CBD on a site shall be prohibited unless it is part of a municipal comprehensive review or the review of the Secondary Plan for the Central Business District.

3.5.3.31 Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the intensification and mixed-use objectives of this Plan, including the intensification target set out in Section 2.1.4.3 and the density target set out in Section 3.5.3.3 of this Plan. A holding provision (H) may be implemented through the Zoning By-law amendment in order to ensure that the proposed development:

- a) conforms to all other relevant policies of this Plan;

- b) is sensitive to the character of adjacent residential neighbourhoods with respect to building height, massing and setbacks and provides for suitable transition;
- c) is appropriately integrated with surrounding land uses;
- d) municipal services are adequate and available.

OPEN SPACE, LINKAGES AND NODES (Gateways and Focal Points)

3.5.3.36 Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). Development on lands designated as Gateway will have regard for the importance of these intersections as major entry points into the Town and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan.

3.5.3.37 Development within areas designated as Focal Points shall have regard for their importance as points of interest and gathering spots, opportunities for public art, restaurants, café and retail as well as future transit stops. Detail design guidance for areas designated as Gateway or Focal Points should have regard for the CBD Urban Design Guidelines.

3.5.3.38 Schedule "C.7.B.CBD" identifies a network of major and minor Open Space Linkages throughout the Central Business District. The linkages identified in this Schedule will be developed in conjunction as adjacent development and redevelopment occurs. Applications for development will, where required, incorporate the trail linkage into the site design.

3.5.3.39 Major linkages refer to "off street" trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than minor linkages. Minor linkages occur within existing streets or constrained areas and are identified by street signage and pavement markings. The design of both major and minor linkages shall have regard for the CBD Urban Design Guidelines.

3.5.3.40 The major open space linkages adjacent to the CPR corridor will eventually serve as a major east-west connection through the centre of the Town, providing access to points of community interest via a system of minor trail connections. This linkage will also serve to protect the CPR corridor from noise and vibration sensitive developments.

3.5.3.41 A corridor width of 5 to 20 metres will be achieved on both sides of the CPR right-of-way.

3.5.3.48 The Town supports the development of common parking areas in the CBD and shall work to provide such facilities through the following:

- a) the Town shall work in conjunction with the Business Improvement Area and local businesses to establish a program for the acquisition and development of

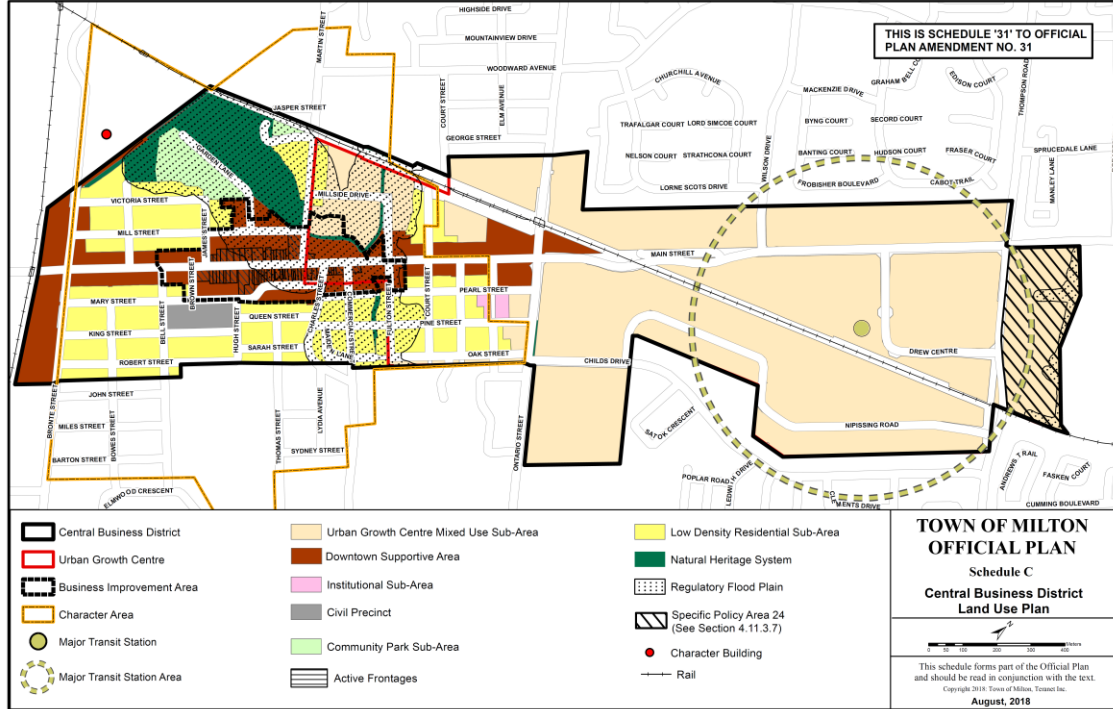
- additional off-street parking facilities utilizing funding from such sources as cash-in-lieu of parking payments and provincial grant programs;
- b) where common parking facilities have been provided, properties which have contributed to the provision of such facilities may change their use, or be redeveloped or expanded in a limited manner without providing for additional parking facilities, provided that it can be demonstrated that no significant shortage of parking will result;
 - c) where a major development or redevelopment project is proposed in any area, a detailed study by a qualified traffic engineer of the implications of the redevelopment for parking in the CBD will be submitted by the proponent. The study will identify parking problems created by the redevelopment, and outline alternative solutions to the problems;
 - d) minimum and maximum parking standards will be employed to ensure that only that amount of parking necessary to meet weekly peak periods of traffic is required. Lands not required for parking should be landscaped and reserved for future development;
 - e) on street parking should be encouraged on all new local streets developed within the CBD as a means of providing additional parking but also to help animate street activity; and,
 - f) all proposed developments should illustrate through their site plans how parking areas will be developed having regard for the CBD Urban Design Guidelines.

Part C - Secondary Plans

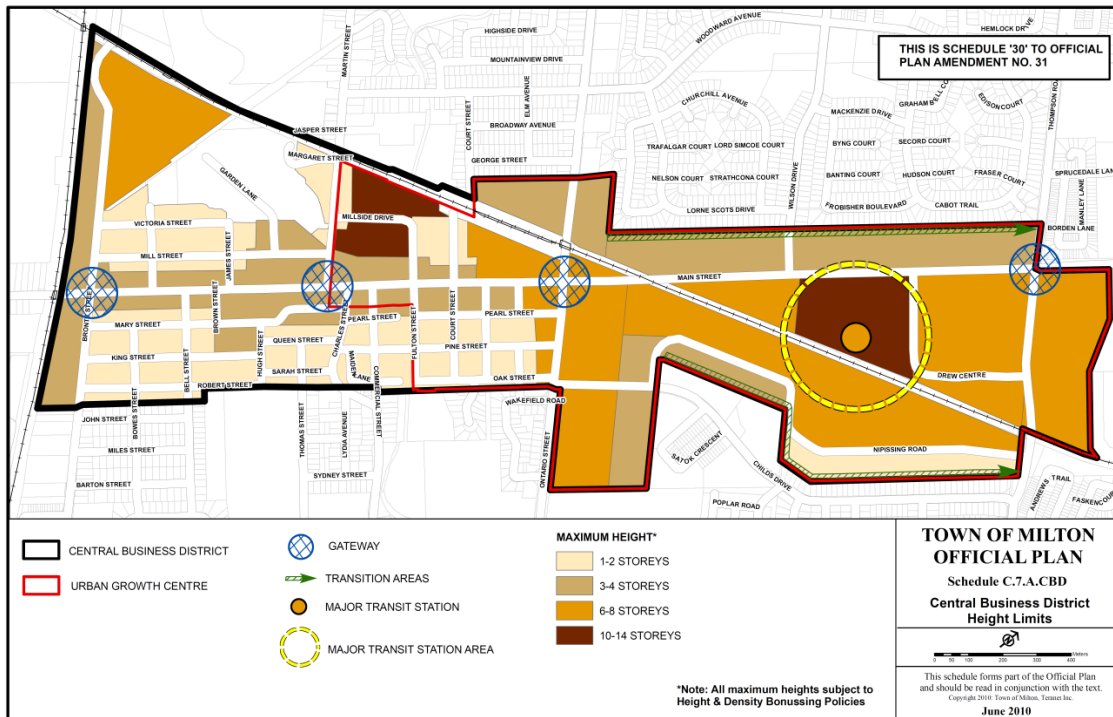
Section C.7 Central Business District Secondary Plan

OFFICIAL PLAN - SCHEDULES

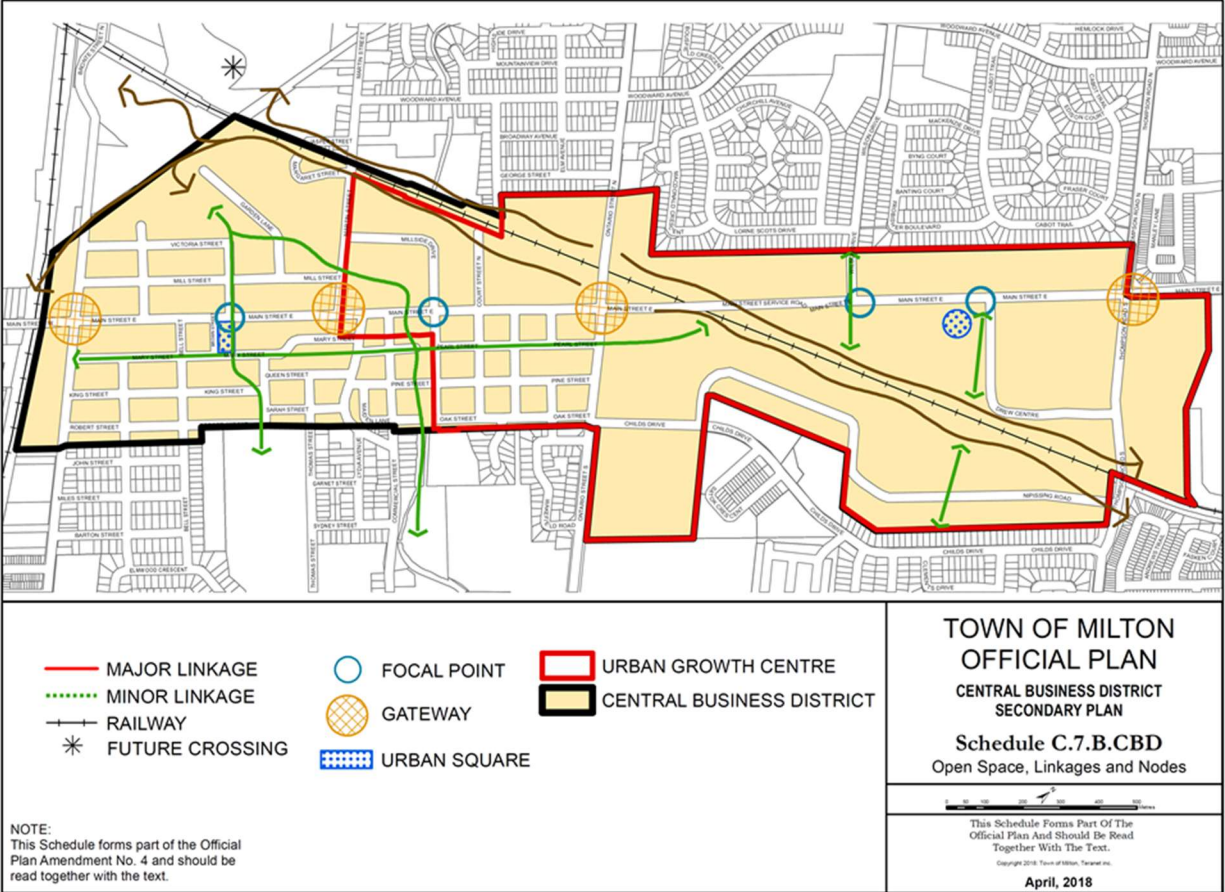
Schedule C: Central Business District Land Use Plan



Schedule C.7.A.CBD: Central Business District Height Limits



Schedule C.7.B.CBD: Central Business District Open Space, Linkages and Nodes



APPENDIX C: RELEVANT EXTRACTS FROM THE ZONING BY-LAW 016-2014 (HUSP URBAN AREA)

